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expenses while on the business of the Department, and other miscellaneous supplies and expenses not otherwise provided for, and necessary for the practical and efficient work of the Department, fifteen thousand dollars.

EXPERIMENTAL STATIONS.

Experiment stations.
Vol. 24, p. 440.

That to carry into effect the provisions of an act approved March second, eighteen hundred and eighty-seven, entitled "An act to establish agricultural experiment stations in connection with the colleges established in the several States, under the provisions of an act approved July second, eighteen hundred and sixty-two, and of the acts supplementary thereto," five hundred and ninety-five thousand dollars; ten thousand dollars of which sum shall be payable upon the order of the Commissioner of Agriculture to enable him to carry out the provisions of section three of said act of March second, eighteen hundred and eighty-seven, and to compare, edit, and publish such of the results of the experiments made under section two of said act by said experimental stations as he may deem necessary; and for these purposes the Commissioner of Agriculture is authorized to employ such assistants, clerks, and other persons as he may deem necessary.

Reports.

Approved, July 18, 1888.

July 19, 1888.

CHAP. 678.—An act authorizing the Mississippi and Louisiana Bridge and Railroad Company of Natchez, Mississippi, to construct a bridge over the Mississippi River at or near Natchez, Mississippi.

Mississippi and Louisiana Bridge and Railroad Company may bridge Mississippi River at Natchez, Miss.

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled, That the Mississippi and Louisiana Bridge and Railroad Company of Natchez, Mississippi, a corporation duly incorporated under the laws of the State of Mississippi, be, and they are hereby, authorized to construct, maintain, and use a railroad bridge over the Mississippi River at or near Natchez at such point selected by them as the most suitable.

Railroad bridge.

Construction.

SEC. 2. That said bridge may be constructed of continuous, unbroken spans, or as a cantilever or suspension bridge, or a combination of these systems, together with such improvements as science and practical experience may suggest and as shall be deemed best, and to cross said river at right angles to the current thereof, and to be supported on iron cylinders filled with concrete or other material, with a superstructure of masonry or iron piling, or a combination of masonry and iron piling, or such other approved modes of support for the superstructure as may be deemed best.

Spans.

SEC. 3. That the main channel-span shall not be less than seven hundred feet wide in the clear, to be placed at right angles to the direction of the current, and that the spans on either side of and next to the main span shall not be less than six hundred feet in clear width, and that the height in the clear of the spans and the location of the piers shall be approved by the Secretary of War before the bridge is constructed: *Provided*, That the height of said span shall not be less than seventy-five feet.

Proviso.
Height.

Piers.

SEC. 4. That the piers of the spans shall be built parallel with the current at that stage of the river, and that no ripraps will be permitted in the channel-way of the openings.

Notice.

SEC. 5. That said Mississippi and Louisiana Bridge and Railroad Company shall give due notice by publication for one week in one or more of the newspapers in the cities of Pittsburgh, Cincinnati, Louisville, Saint Louis, Memphis, Natchez, and New Orleans, and shall submit to the Secretary of War, for his examination and approval, a design and drawings of the bridge and piers, and a map of the location,

Plans, map, etc.

giving, for the space of three thousand feet both above and below the site of the proposed bridge, the topography of the banks of the river, and the shore-lines at high and low water. There shall also accompany the maps or drawings a profile of the bottom of the river for one thousand feet above and below the site of the proposed bridge, from the soundings as made by the United States Engineers of the Mississippi River Commission, or by its own engineers, and also to show accurately at the crossing point and location of the piers an exact profile, and also to show over the whole space of one thousand feet above and below the location of the proposed bridge the force and direction of the currents at low water, at high water, and at one intermediate stage, and the highest and lowest water-mark for the years eighteen hundred and eighty-two, eighteen hundred and eighty-three, eighteen hundred and eighty-four, and eighteen hundred and eighty-five, at Natchez, Mississippi.

Submitted to Secretary of War.

SEC. 6. That said maps and drawings shall be submitted to the Secretary of War, with such other information as he may desire, subject to such modifications, changes, or improvements as may be suggested by him.

Public inspection of plans.

SEC. 7. That the maps and drawings shall be open to public inspection at the office of the Secretary of War, and a duplicate thereof at the office of the Mississippi and Louisiana Bridge and Railroad Company, at Natchez, Mississippi, of which due notice shall be given by publication in one or more of the newspapers in the cities of New York, Washington, Philadelphia, Baltimore, Pittsburgh, Cincinnati, Louisville, Saint Louis, Memphis, Natchez, and New Orleans.

Lights.

SEC. 8. That all parties owning or operating said bridge shall maintain, at their own expense, from sunset to sunrise, such lights on said bridge as may be required by the Light-House Board for security of navigation, and shall in any event maintain all lights necessary for the security of navigation.

Lawful structure and post-route.

SEC. 9. That the bridge constructed under this act shall be a lawful structure, and shall be known and recognized as a post-route for the transmission of mails, military, and munitions of war of the United States, as well as all merchandise and property; and in case of any unlawful obstruction of said river created by the construction of said bridge, the cause or question arising may be tried before the circuit court of the United States for Mississippi or Louisiana in whose jurisdiction any portion of said obstruction or bridge is located; and equal privileges in the use of said bridge shall be granted to all telegraph companies; and the United States shall have the right of way across said bridge and its approaches for postal telegraph purposes.

Postal telegraph.

Wagon and foot bridge.

SEC. 10. That the bridge hereby authorized may be constructed for the passage of wagons and other vehicles, and of foot-passengers, or animals of any description, but the rates of toll therefor shall be approved by the Secretary of War, and may be fixed by him from time to time at such reasonable amounts as he may determine; and all railroad companies wishing to use said bridge for the passage of their trains shall have the right, on such terms as may be agreed upon between the owners of said bridge and the companies or persons applying to use the same; and if any disagreement shall arise between the parties as to the terms, the same shall be finally determined by the Secretary of War.

Use by other companies.

Terms.

Amendment.

SEC. 11. That the right to alter, amend, or repeal this act is hereby expressly reserved; and if the Secretary of War shall at any time deem it necessary in the public interest to cause said bridge, or any part thereof, to be altered in any respect, the same shall be done at the cost of the parties owning or controlling said bridge; and any litigation in regard to said bridge may be had in the circuit court of the United States for Mississippi or Louisiana within whose jurisdiction the bridge, or any part thereof, is located.

Litigation.

Commencement and completion.

SEC. 12. That if the construction of said bridge is not commenced in two years from the passage of this act, and completed in five years thereafter, all rights hereby conferred shall cease and determine.

Approved, July 19, 1888.

July 19, 1888.

CHAP. 679.—An act to ratify an act entitled "An act creating the county of San Juan," in the Territory of New Mexico.

Act of New Mexico legislature creating San Juan County ratified.

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled, That the act of the legislative assembly of the Territory of New Mexico, passed February twenty-fourth, eighteen hundred and eighty-seven, entitled "An act creating the county of San Juan," be, and the same is hereby, ratified and confirmed.

Territorial legislatures may create counties.
Vol. 24, p. 170.

SEC. 2. That nothing in the act approved July thirtieth, eighteen hundred and eighty-six, entitled an act "to prohibit the passage of local or special laws in the Territories of the United States, to limit Territorial indebtedness, and for other purposes," shall be construed to prohibit the creation by Territorial legislatures of new counties and the location of the county seats thereof.

Approved, July 19, 1888.

July 19, 1888.

CHAP. 680.—An act authorizing the construction of a bridge across Flint River, in the State of Georgia.

Americus, Preston, and Lumpkin Railroad Company may bridge Flint River, Georgia.

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled, That the assent of Congress is hereby given to the Americus, Preston, and Lumpkin Railroad Company, an organization incorporated under the laws of the State of Georgia, its successors and assigns, to construct and maintain a bridge over Flint River, in the State of Georgia.

Draw.

SEC. 2. That said bridge shall be a draw-bridge, to consist of two spans of forty feet on each side, and a draw of one hundred and eighty-four feet in the centre of the stream; the spans shall not be less than thirty-eight feet above low-water mark: *Provided*, That if said bridge shall, in the opinion of the Secretary of War, obstruct the navigation of said river, he is hereby authorized to cause such change or alteration of said bridge to be made as will effectually obviate such obstruction; and all such obstructions shall be removed, and alterations made at the expense of the owner or owners of said bridge.

Proviso.
Unobstructed navigation.

Lawful structure and post-route.

SEC. 3. That any bridge built under this act and subject to its limitations shall be a lawful structure, and shall be recognized and known as a post-route, upon which also no higher charge shall be made for the transmission over the same of the mails, the troops, and the munitions of war of the United States, or passengers or freight passing over said bridges, than the rate per mile paid for the transportation over the railroads or public highways leading to said bridges; and they shall enjoy the rights and privileges of other post-roads of the United States. And equal privileges in the use of said bridge shall be granted to all telegraph companies, and the United States shall have the right of way across said bridge and its approaches for said postal telegraph purposes.

Postal telegraph.

Secretary of War to approve plans, etc.

SEC. 4. That said bridge shall be built and located under and subject to such regulations for the security of navigation of said rivers as the Secretary of War shall prescribe; and to secure that object said company or corporation shall submit to the Secretary of War a design and drawings of said bridge, for his examination and approval, and a map of its location, and shall furnish such other information as may be required for a full and satisfactory understanding of the subject, and in all things shall be subject to such rules and