

Spans.	SEC. 3. That the said bridge shall be made with unbroken and continuous spans, the spans thereof shall not be less than four hundred feet in length in the clear, and the main span shall be over the main channel of the river. The lowest part of the superstructure of said bridge shall be at least fifty-two feet above extreme high-water mark, as understood at the point of location, and the bridge shall be at right angles to, and its piers parallel with, the current of the river: <i>Provided</i> , That nothing in this act shall be so construed as to repeal or modify any of the provisions of law now existing in reference to the protection of the navigation of rivers, or to exempt this bridge from the operation of the same.
<i>Proviso.</i> Existing laws.	
Use by other companies.	SEC. 4. That all railroad companies desiring the use of said bridge shall have and be entitled to equal rights and privileges relative to the passage of railway trains over the same, and over the approaches thereto, upon payment of a reasonable compensation for such use; and in case the owner or owners of said bridge and the several railroad companies, or any one of them desiring such use, shall fail to agree upon the sum or sums to be paid, and upon rules and conditions to which each shall conform in using said bridge, all matters at issue between them shall be decided by the Secretary of War, upon a hearing of the allegations and proofs of the parties.
Compensation.	
Secretary of War to decide.	SEC. 5. That any bridge authorized to be constructed under this act shall be built and located under and subject to such regulations for the security of navigation of said river as the Secretary of War shall prescribe; and to secure that object the said company or corporation shall submit to the Secretary of War, for his examination and approval, a design and drawings of the bridge, and a map of the location, giving, for the space of one mile above and one mile below the proposed location, the topography of the banks of the river, the shore-lines at high and low water, the direction and strength of the currents at all stages, and the soundings, accurately showing the bed of the stream, the location of any other bridge or bridges, and shall furnish such other information as may be required for a full and satisfactory understanding of the subject; and until the said plan and location of the bridge are approved by the Secretary of War the bridge shall not be commenced or built; and should any change be made in the plan of said bridge during the progress of construction, such change shall be subject to the approval of the Secretary of War.
Secretary of War to approve plans, etc.	
Commencement and completion.	SEC. 6. That this act shall be null and void if actual construction of the bridge herein authorized be not commenced within one year and completed within three years from the date thereof.
Amendment.	SEC. 7. That the right to alter, amend, or repeal this act is hereby expressly reserved.
	Approved, March 1, 1889.

March 1, 1889.

CHAP. 313.—An act to authorize the construction of a bridge across Bayou Bartholemew, at or near Ward's Ferry, Louisiana.

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled, That the New Orleans, Natchez and Fort Scott Railway Company, a corporation created and existing under the laws of the State of Louisiana, be, and is hereby, authorized to construct and maintain a bridge, and approaches thereto, over Bayou Bartholemew, at or near Ward's Ferry, in Morehouse Parish, in the State of Louisiana, on a direct line from Bastrop, Louisiana, to Hamburg, in the State of Arkansas. Said bridge shall be constructed to provide for the passage of railway trains, and, at the option of the corporation by which it is built, may be used for the passage of wagons and vehicles of all kinds for the transit of animals, and for foot-passengers, for reasonable rates or tolls, to be fixed by said company, and approved by the Secretary of War.

New Orleans, Natchez and Fort Scott Railway Company may bridge Bayou Bartholemew, at Ward's Ferry, La.

Railway, wagon, and foot bridge.

SEC. 2. 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, and shall enjoy the rights and privileges of other post-roads in the United States. That no higher charge shall be made for the transmission over the same of the mails, troops, and munitions of war of the United States, or for through railway passengers or freight passing over said bridge, than the rate per mile for their transmission over the railroad leading to said bridge, 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 for postal-telegraph purposes; that the said bridge shall be constructed either by draw, span, or otherwise, so that a free and unobstructed passage-way may be secured to all water-craft navigating said river at the point aforesaid: *Provided*, That if said bridge authorized to be constructed under this act shall be constructed as a draw-bridge, the draw shall be opened promptly upon reasonable signals for the passage of boats or vessels; and said corporation shall maintain, at its own expense, from sunset to sunrise, such lights or other signals on said bridge as the Light-House Board shall prescribe.

Lawful structure and post-route.

Postal telegraph.

Unobstructed navigation.

Proviso.

Draw.

Lights, etc.

SEC. 3. That all railroad companies desiring the use of said bridge shall have and be entitled to equal rights and privileges relative to the passage of railway trains over the same, and over the approaches thereto, upon the payment of a reasonable compensation for such use; and in case the owner or owners of said bridge, and the several railroad companies, or any one of them desiring such use, shall fail to agree upon the sum or sums to be paid, and upon rules and conditions to which each shall conform in using said bridge, all matters at issue between them shall be decided by the Secretary of War upon the hearing of the allegations and proofs of parties.

Use by other companies.

Compensation.

Secretary of War to decide.

SEC. 4. That any bridge authorized to be constructed under this act shall be built and located under and subject to such regulations for the security of navigation of said river as the Secretary of War shall prescribe; and to secure that object the said company or corporation shall submit to the Secretary of War, for his examination and approval, a design and drawings of the bridge, and a map of the location, giving, for the space of one mile below and one mile above the proposed location, the topography of the banks of the river, the shore-lines at high and low water, the direction and strength of the current at all stages, and the soundings, accurately showing the bed of the stream, the location of any other bridge or bridges, and shall furnish such other information as may be required for a full and satisfactory understanding of the subject; and until the said plan and location of the bridge are approved by the Secretary of War the bridge shall not be commenced or built; and should any change be made in the plan of said bridge during the progress of construction, so as to prevent or remove all substantial obstruction to the navigation of said river such change shall be subject to the approval of the Secretary of War; and if any litigation shall be had in regard to said bridge the same shall be in the circuit court of the United States in whose territorial jurisdiction said bridge or any part thereof is located.

Secretary of War to approve plans, etc.

Changes.

Litigation.

SEC. 5. That the right to alter, amend, or repeal this act is hereby expressly reserved, and any alterations or changes that may be required by the Secretary of War in the bridge constructed under this act, or its entire removal, shall be made by the corporation owning or controlling the same at its own expense. Furthermore, if the construction of said bridge shall not be commenced within two and completed within four years after the passage of this act, all privileges conferred hereby, and this act, shall become null and void.

Amendment.

Commencement and completion.

Approved, March 1, 1889.