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March 1, 1889.

CHAP. 314.—An act to authorize the construction of a bridge across the Tensas River, at or near Daniel's Ferry, Louisiana.

New Orleans, Natchez and Fort Scott Railway Company may bridge Tensas River, La.

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 the Tensas River, at or near Daniel's Ferry, on a direct line from Vidalia, in Concordia Parish, to Winnsborough, in Franklin Parish, in the State of Louisiana. 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 of tolls, to be fixed by said company and approved by the Secretary of War.

Railway, wagon, and foot bridge.
Tolls.

Lawful structure and post-route.

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 mail, 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.

Postal telegraph

Unobstructed navigation.

Proviso.

Draw.

Lights, etc.

Use by other companies.

Compensation.

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 to issue between them shall be decided by the Secretary of War upon the hearing of the allegations and proofs of the parties.

Secretary of War to decide.

Secretary of War to approve plans, etc.

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 construction of said bridge shall not be commenced; 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

Changes.

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. 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, etc. Commencement and completion.

Approved, March 1, 1889.

CHAP. 315.—An act granting to the Astoria and South Coast Railway Company the right to construct a bridge across Young's Bay, a navigable stream in the county of Clatsop and State of Oregon. March 1, 1889.

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled, That the Astoria and South Coast Railway Company, a corporation organized under the law of Oregon, with its principal office at Astoria, in the county of Clatsop, in the State of Oregon, is hereby authorized and empowered to construct a bridge across Young's Bay, a navigable stream in said county and State, at such point as the said Company may select, and may be approved by the Secretary of War, with such channel-spans, draws, safe-guards, and auxiliary works as shall cause the bridge not to obstruct or hinder the navigation of the waters crossed by it; and that said channel-spans and structures shall be according to such plans and of such materials and dimensions as the Secretary of War may prescribe; and also to construct, establish and maintain a bridge across Skipanon Creek, in the county of Clatsop, in the State of Oregon, according to such plan and of such dimensions and materials, and with such embankments and safe-guards as the Secretary of War may require; and the construction of said bridges shall not be commenced until the Secretary of War approves the plans and dimensions of the same: *Provided*, That if said bridges shall be constructed as draw bridges the draws shall be opened promptly upon reasonable signals for the passage of ships and boats, and in no case shall unnecessary delay occur; and said company shall maintain, at its own expense, from sunset to sunrise, such lights or other signals on said bridges as the Light-House Board shall prescribe. Astoria and South Coast Railway Company may bridge Young's Bay, Oregon. Unobstructed navigation. May bridge Skipanon Creek, Oregon. Secretary of War to approve plans, etc. *Proviso.* Draw. Lights, etc.

SEC. 2. That any bridge authorized to be constructed under this act shall be a lawful structure, and shall be recognized as a post-route; and it shall enjoy the rights and privileges of other post-routes in the United States, upon which also no higher charge shall be made for transmission over the same of the mails, the troops, and the munitions of war of the United States, or for through passengers or freight passing over said bridge, than the rate per mile for their transportation over any railroad or other routes leading to said bridge, or over said stream in the vicinity; and the United States shall have the right of way for a telegraph across said bridges; the said bridges to be built and located under and subject to such regulations for the security of navigation on said bay and creek as the Secretary of War shall prescribe; and to secure that object the said company shall submit to the Secretary of War, for his examination and approval, a design and drawing of such bridge across Young's Bay, and an accurate map of Young's Bay from the mouths of its Lawful structure and post-route. Aids to navigation. Maps, etc.