AUTHENTICATED
U.S. GOVERNMENT
INFORMATION
GPO

navigable tributaries to the adjacent ship channel, and whose topography of the shores and hydrography shall accurately represent the banks, the bottom, and steam-boat channels by contours of six feet, and which shall be accompanied by other maps, drawn to a scale of one inch to two hundred feet, giving, within areas of one-fourth of a mile from each draw-span, an accurate representation of the bottom of the bay by contour lines two feet apart, determined by accurate soundings, and also showing the force and direction of the currents at each two feet of tidal stage, by triangulated observations on suitable floats; also showing the Skipanon Creek to the head of usual navigation. The maps shall also show the locations of other bridges in the vicinity, and shall give such other information as the Secretary of War may require for a full and satisfactory understanding of the subject.

Use by other companies.

SEC. 3. That if other railroad corporations shall desire to use the bridges herein authorized to be constructed for the passage over the same of their locomotives, cars or trains, they shall have such privilege upon terms to be agreed upon between such corporations and the owners or lessees of said bridges, and if the parties cannot agree upon such terms then the matter shall be determined by the Secretary of War, whose decision upon the subject shall be final.

Terms.

Amendment, etc.

SEC. 4. That Congress shall have power, at any time, to alter or amend this act so as to prevent or remove all material and substantial obstructions to the navigation of said bay and said creek by the construction of said bridges and accessory works; and the expense of altering said bridges or removing said obstructions shall be borne by the owners of said bridges.

Commencement and completion.

SEC. 5. If the construction of the bridges hereby authorized shall not be commenced within two years and finished within four years from the time this act takes effect then all the privileges and powers herein granted shall cease and this act shall be null and void.

Approved, March 1, 1889.

March 1, 1889.

CHAP. 316.—An act to amend an act entitled "An act granting to the city of Grand Forks, Dakota, the right to build two free bridges across Red River," approved May twenty-first, eighteen hundred and eighty-eight.

Bridges across Red River of the North at Grand Forks, Dak.

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled, That section three of an act entitled "An act granting to the city of Grand Forks, Dakota, the right to build two free bridges across the Red River," approved May twenty-first, eighteen hundred and eighty-eight, be, and it is hereby, amended by inserting after the words "under this act," in line one, the words "below the mouth of the Red Lake River;" and further, after the words "said bridge," in line eleven, insert as follows: "And any bridge built under this act, above the mouth of the Red Lake River, shall be built with one draw-span of not less than eighty-seven feet in the clear, measured at low water, and this draw-span shall be over the main channel at the most accessible and best navigable point, and the other span may be less than eighty feet and be kept clear of trestle-work;" and the spans shall not be of less elevation than three feet above extreme high water mark as known at the point of location, measured to the lowest part of the superstructure of said bridge; also, by inserting in line thirteen, after the words "parallel to," as follows: "And except above the mouth of the Red Lake River;" and also by inserting in line fifteen, after the word "stream," as follows: "And above the mouth of the Red Lake River the bridge may be placed at an angle of eighty-three degrees with the direction of the current of the stream."

Ante, p. 153.

Construction of bridges amended.

Approved, March 1, 1889.