AUTHENTICATED
U.S. GOVERNMENT
INFORMATION
GPO

valid conveyance from the owner, and the corporation shall have the right to take away any material so valued

SEC. 15. That Congress reserves to itself the right to alter, amend, or repeal this act. Amendment, etc.

Approved, March 2, 1889.

CHAP. 376.—An act authorizing the construction of a high wagon-bridge across the Missouri River at or near Sioux City, Iowa. March 2, 1889.

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled, That it shall be lawful for the city of Sioux City, Iowa, to construct and maintain a high wagon-bridge across the Missouri River, at or near the city of Sioux City, in the State of Iowa, so as to connect with the opposite shore of the said river in the State of Nebraska, for the passage of wagons and vehicles of all kinds, for the transit of animals and for foot-passengers, for such reasonable rates of toll as the city of Sioux City, Iowa, may, from time to time, prescribe, subject to the approval of the Secretary of War: *Provided*, That said bridge shall not be built or commenced until the plan and specifications for its construction have been submitted to the Secretary of War for his approval, nor until he shall approve the plan and location of said bridge; and if any change be made in the plan of construction of said bridge at any time, such change shall be subject to the approval of the Secretary of War; and any change in the construction, or any alteration of said bridge that may be directed at any time by Congress or the Secretary of War, shall be made at the cost and expense of the owners thereof.

Sioux City, Iowa, may bridge Missouri River.

Wagon and foot bridge.

Proviso.

Submission of plans.

SEC. 2. That the said bridge shall be constructed without interference with the security and convenience of navigation of said river beyond what is necessary to carry into effect the rights and privileges hereby granted; and in order to secure that object the said corporation shall submit to the Secretary of War, for his examination and approval a design of and drawings for said bridge, and a map of the proposed location, giving, for the space of one mile above and one mile below such proposed location, the topography of the banks of the river, with shore-lines and soundings, and such other information as may be required for a full 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: *Provided*, That if the said bridge shall be made with unbroken and continuous spans, it shall have three or more channel spans, and shall not be of less elevation in any case than fifty feet above extreme high-water mark, as understood at the point of location, to the lower part of the superstructure of the bridge, nor shall the spans of said bridge be less than three hundred feet in length, and the main span shall be over the main channel of the river, and the piers of said bridge shall be parallel with the current of said river, and the bridge itself at right angles thereto: *And provided, also*, That if any bridge built under this act be constructed as a draw-bridge, it shall have a draw over the main channel of the river at an accessible and navigable point, and with a span or spans not less than three hundred feet in length in the clear; and no river spans shall be less than three hundred feet in length in the clear and the head-room under such spans shall not be less than ten feet above extreme high water mark; and the piers of said bridge shall be parallel with the current of said river, and the bridge itself at right angles thereto; that said draw shall be opened promptly upon reasonable signal for the passing of boats, barges, or rafts, and said company or corporation shall maintain, at its own

Unobstructed navigation.

Secretary of War to approve plans, etc.

Provisos.

Spans.

Draw.

Lights, etc.

expense, from sunset to sunrise, such lights or other signals on said bridge as the Light-House Board shall prescribe

Notification of approval.

SEC. 3. That the Secretary of War is hereby authorized and directed, upon receiving such plan and other information, and upon being satisfied that a bridge so built will conform to the requirements of this act, to notify the company or corporation authorized to build the same that he approves of the same; and upon receiving such notification the said company or corporation may proceed to erect said bridge, conforming strictly to the approved plan and location; and should any change be made in the plan of the bridge or accessory works during the progress of the work thereon, such change shall be subject likewise to the approval of the Secretary of War.

Lawful structure and post-route.

SEC. 4. That said bridge and accessory works, when built and constructed under this act and according to the terms and limitations thereof, shall be lawful structures; and said bridge 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 than the rate per mile paid for the transportation over the highways leading to said bridge; and said bridge shall enjoy the rights and privileges of other post-routes in the United States; and Congress reserves the right at any time to regulate by appropriate legislation the charges for freight and passengers over said bridge.

Postal telegraph.

SEC. 5. That the United States shall have the right of way for such postal telegraph lines across said bridge as the Government may construct or control, and equal privileges in the use of said bridge shall be granted to all telegraph companies.

Amendment, etc.

SEC. 6. That Congress shall have power at any time to alter, amend, or repeal this act, and the Secretary of War, whenever he deems it necessary, may cause the owners of said bridge to remove all material and substantial obstructions to the navigation of said river by the construction of said bridge and its accessory works, or to prevent such obstructions; and the expense of altering said bridge or removing such obstructions shall be at the expense of the owners of such bridge.

Commencement and completion.

SEC. 7. That this act shall be null and void if construction of said bridge shall not be commenced within two years and be finished within four years from its passage.

Approved, March 2, 1889.

March 2, 1889.

CHAP. 377.—An act providing in certain cases for the forfeiture of wagon-road grants in the State of Oregon.

Preamble.

Whereas the United States have heretofore made various grants of public lands to aid in the construction of different wagon-roads in the State of Oregon, and upon the condition that such roads should be completed within prescribed times; and

Whereas said grants were transferred by said State to sundry corporations, who were authorized by the State to construct such wagon-roads and to receive therefor the grants of lands thus made; and

Whereas the Department of the Interior certified portions of said lands to the State of Oregon upon the theory that said roads had been completed as required by the granting acts of Congress, and upon the certificate of the governor of the State of Oregon as to such completion; and

Whereas the legislature of the State of Oregon has memorialized Congress and therein alleged that certain of said wagon-roads, in whole or in part, were not so completed, and that to the extent of the lands coterminous with unconstructed portions the certifications