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CHAP. 1242.—An act to amend an act entitled "An act to establish a railway bridge across the Illinois River, extending from a point within five miles of Columbiana, in Greene County, to a point within five miles of Farrowtown, in Calhoun County, in the State of Illinois," approved March third, eighteen hundred and eighty-three. October 1, 1890.

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled, That the first section of said act be, and the same is hereby, amended by inserting after the word "Company," in the third line, the words "a corporation organized under the laws of the State of Illinois;" also by striking out the word "Farrowtown," in the fourth line, after the word "of" and before the word "in," and inserting in lieu thereof the word "Kampsville," so that the said section shall read as follows: Litchfield, Carrollton and Western Railroad Company may bridge Illinois River at Columbiana and Kampsville, Ill. Vol. 22, p. 571. Amended.

"*Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled*, That the Litchfield, Carrollton and Western Railroad Company, a corporation organized under the laws of the State of Illinois, its successors and assigns, are hereby authorized and empowered to erect, establish, and maintain a railway bridge across the Illinois River, within five miles of Columbiana, in Greene County, and within five miles of Kampsville, in Calhoun County, in the State of Illinois, at such a point as may be approved by the Secretary of War, and that said bridge shall not interfere with the free navigation of said river, and in case of any litigation arising from any obstruction or alleged obstruction to the free navigation of said river the same shall be instituted and determined in the district court of the United States for the southern district of the State of Illinois." Location. Free navigation. Litigation.

Also that section two of said act be, and the same is hereby, amended by inserting just before the final proviso of said section the words "and the bridge itself shall be built, as nearly as may be, at right angles to the current of the river, at the stage of the river most important for navigation; and no span of said bridge shall be less than one hundred and fifty feet in length, measured at right angles to the current of the river within the limits of the low-water channel of the Illinois River; nor shall the effective discharge area of the river, or navigable channels through the draw-spans, be unduly diminished by rip-rap, piles, or other obstructions placed about the piers of said bridge by said company." So that the second proviso of said section shall read: Construction, etc. Spans, minimum length. Obstructions about piers.

And provided also, That if any bridge built under this act shall be constructed as a draw-bridge, the same shall be constructed as a pivot draw-bridge, with a draw over the main channel of the river at an accessible and navigable point, and with spans of not less than one hundred and fifty feet in length in the clear on each side of the central or pivot pier of the draw; and the next adjoining spans to the draw shall not be less than two hundred and fifty feet, and said spans shall not be less than thirty feet above low-water mark, and not less than ten feet above extreme high-water mark, measuring to the bottom chord of the bridge; and the piers of said bridge shall be parallel with the current of the river where said bridge may be erected; and the bridge itself shall be built as nearly as may be at right angles to the current of the river, at the stage of the river most important for navigation; and no span of said bridge shall be less than one hundred and fifty feet in length, measured at right angles to the current of the river, within the limits of the low-water channel of the Illinois River; nor shall the effective discharge area of the river, or navigable channels through the draw-spans be unduly diminished by rip-rap, piles, or other obstructions placed about the piers of said bridge by said company. All the rights in this act granted shall be exercised subject to the approval of the Secretary of War. Draw-bridge. Pivot draw. Spans. Piers. Construction, etc. Spans, minimum length. Obstructions about piers. Secretary of War to approve rights.

SEC. 2. That unless the said bridge shall be commenced within one year and completed within three years from the date of the approval Commencement and completion.

of this act, the rights and privileges hereby granted, as well as those granted by the act approved March third, eighteen hundred and eighty-three, shall cease and be determined.

Amendment, etc.

SEC. 3. The right to amend or repeal this act at the pleasure of Congress is hereby expressly reserved.

Approved, October 1, 1890.

October 1, 1890.

CHAP. 1243.—An act to authorize the construction of a bridge across the Alabama River, at or near Selma, Alabama, by the Selma and Cahawba Valley Railroad Company.

Selma and Cahawba Valley Railroad Company may bridge Alabama River at Selma, Ala.

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled, That the Selma and Cahawba Valley Railroad Company, a corporation existing under the laws of Alabama, its successors and assigns, be, and is hereby, authorized to construct and maintain a bridge across the Alabama River at a place suitable to commerce and not interfering with navigation, at a point at or near Selma, in the State of Alabama, and to lay on or over said bridge a track or tracks for the more perfect connection of any railroad or railroads that are or shall be constructed to said river, on either or both sides thereof, at or opposite said point, under the limitations and conditions hereinafter provided; that said bridge shall not interfere with the free navigation of said river, and in case of any litigation arising from any obstruction or alleged obstruction to the free navigation of said river, by reason of the construction of said bridge, the cause may be tried before the circuit court of the United States in and for any district in whose jurisdiction any portion of said obstruction or bridge may be. Said bridge shall be constructed to provide for the passage of railroad trains.

Location.

Tracks.

Conditions, etc.

Free navigation.

Litigation.

Railroad bridge.

Draw-openings.

SEC. 2. That said bridge shall be provided with one or more draw-openings, each having not less than one hundred and twenty-five feet clear channel-way at low water and in addition to said draw-openings one or more fixed channel-spans, each having not less than two hundred feet clear channel-way; and every part of the superstructure of said bridge shall give a clear head room of not less than ten feet above extreme known high-water mark: *Provided*, That all spans shall be so located as to afford the greatest possible accommodation to the river traffic, and a draw opening shall, if practicable, be located next or near shore: *Provided, also*, That if the physical characteristics of the locality so require, and the interests of navigation be not injured thereby, the lengths of the fixed spans or the number of draw-openings may be reduced: *Provided, also*, That for any two adjacent draw-openings of one hundred and twenty-five feet each one draw-opening of two hundred feet or more may be substituted if in the opinion of the Secretary of War the interests of navigation be not injured thereby.

Channel-spans.

Provisos.

Location of spans, and a draw-opening.

Reduction of fixed spans and draw-openings.

Substitute draw-opening.

Operating power.

Opening of draws.

SEC. 3. That all draw-spans authorized by this act shall be operated by steam or other reliable power, and shall be opened promptly upon reasonable signal for the passage of boats, except when trains are passing over said span or spans; but in no case shall unnecessary delay occur in opening said draw after the passage of trains; and also that in case the opening of a draw is delayed by reason of the passing of a train after the signal has been given from a boat ready to pass through the draw shall be opened for the passage of such boat before another train is allowed to pass over the said span or spans; nor shall there be any unnecessary delay in the passage of trains over the bridge.

Passage of trains.

Construction of piers, accessory works, etc.

SEC. 4. That all piers shall be built as near as may be parallel with the current of the river at that stage of water which is most important for navigation, and the bridge itself shall be built as nearly as may be at right angles thereto; and that riprapping or other protection for imperfect foundations which will lessen the required water-

Obstructed navigation.