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and for other Government uses. The site and building thereon, when completed upon plans and specifications to be previously made and approved by the Secretary of the Treasury, shall not exceed in cost the sum of fifty thousand dollars; nor shall any site be purchased until estimates for the erection of a building which will furnish sufficient accommodations for the transaction of the public business, and which shall not exceed in cost the balance of the sum herein limited after the site shall have been purchased and paid for, shall have been approved by the Secretary of the Treasury; and no purchase of site nor plan for said building shall be approved by the Secretary of the Treasury involving an expenditure exceeding the said sum of fifty thousand dollars for site and building: *Provided*, That no money to be appropriated for said building shall be used until a valid title to the site selected, which site shall leave the building unexposed to danger from fire in adjacent buildings by an open space of at least fifty feet, including streets and alleys, shall be vested in the United States, nor until the State of Wisconsin shall have ceded jurisdiction over the same for all purposes, during the time the United States shall be or remain the owner thereof, except for the enforcement of the criminal laws of the State and the service of civil process therein.

Cost.

No purchase of site until building estimates approved.

Limitation.

Proviso.

No expenditure until valid title, etc., pass.

Open space.

Approved, December 24, 1890.

December 26, 1890.

CHAP. 33.—An act authorizing the city of Albany, in the county of Linn, State of Oregon, to construct a bridge across the Willamette River, in said State.

Albany, Linn Co., Oreg., may bridge Willamette River at Albany, Oreg.

Wagon and foot, or wagon, foot, and railroad bridge.

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled, That the city of Albany, in the county of Linn, State of Oregon, be authorized and permitted to build a wagon and foot bridge across the Willamette River, at such point as may be selected opposite the said city, and between the counties of Linn and Benton, in said State of Oregon. Such bridge may also, at the option of said city, be so constructed as to be available as a railroad bridge: *Provided*, That in either case 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 the district in whose jurisdiction any portion of said obstruction or bridge may be.

Proviso.

Free navigation.

Litigation.

Construction optional.

SEC. 2. That such bridge, built under the provisions of this act, may, at the option of the city of Albany, be built as a draw-bridge, or with unbroken, continuous spans, *provided* if such bridge shall be made with unbroken, continuous spans the main span shall be over the main channel of such navigable river, and shall be of such width and the lowest part of the superstructure shall be of such height above extreme high-water mark as the Secretary of War may prescribe, and such bridge shall be at right angles to, and its piers parallel with, the channel or current of said river. And if such bridge, built under this act, shall be constructed as a draw-bridge the same shall be constructed with the opening over the center or channel of the river, and shall be of such width and character of construction as the Secretary of War shall prescribe, and the piers of such bridge shall be parallel with the current, and the draw of such bridge shall be over the main or deep channel of the river: *Provided also*, That said draw shall be opened promptly upon a reasonable signal for the passage of boats, and in no case shall unnecessary delay occur in opening said draw.

Provisos.

Spans.

Piers.

Draw-bridge opening.

Width, etc.

Piers.

Draw.

Opening of draw.

Lights, etc.

And said city of Albany shall maintain at its own expense, from sunset to sunrise, such lights or other signals on such bridge as the

Light-House Board shall prescribe: *Provided also*, That said bridge, at the option of the said city of Albany, may be used for the passage of wagons or vehicles of all kinds, for the transit of animals and foot passengers for such reasonable rate of toll as may be approved from time to time by the Secretary of War, but the same may, at the option of the city of Albany, be a free bridge for the passage of vehicles and foot passengers thereon. *Proviso.* Optional toll or free bridge.

SEC. 3. That the bridge authorized to be constructed under this act 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, and no higher charge shall be made for the transmission over the same of the mails, troops, or munitions of war of the United States or for other passengers or freight passing over said bridge than the rate per mile paid for transportation over any railroad leading to said bridge. And the United States shall have the right of way for a postal telegraph across said bridge and its approaches. Lawful structure and post-route. Railroad charges. Postal telegraph.

Said bridge shall be built and located under and subject to such regulations for the security of navigation on navigable rivers as the Secretary of War shall prescribe. To secure that object the said city of Albany shall submit to the Secretary of War, for his examination and approval, a design and drawing of such bridge, and a map of the location, giving, for the space of one mile above and one mile below the 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 and channel of the stream, and 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 plans and location of the bridge are approved by the Secretary of War the bridge shall not be built, and any change made in the plans of such bridge during the progress of the work thereon shall be subject to the approval of the Secretary of War. Security of navigation. Secretary of War to approve plans, etc. Change in plan.

SEC. 4. That such alterations or changes as may be required by the Secretary of War or Congress in the bridge constructed under the provisions of this act shall be made by the said city of Albany at its own expense, and at any time after the completion of such bridge the said city of Albany may, at its option, surrender and transfer to the counties of Linn and Benton, in the State of Oregon, said bridge and the entire control and management thereof, in which event and in case of the acceptance thereof by said counties they shall thereafter be subject to all the obligations and conditions imposed upon the city of Albany by the provisions of this act. Structural changes. Optional transfer, etc., to Linn and Benton counties, etc.

SEC. 5. That said city of Albany, or any county or counties, corporation, or persons owning, controlling, or operating the bridge built under the authority of this act shall build and maintain at all times as accessory works to said bridge such booms, piers, dikes, guard-fences, and similar devices as may be necessary to insure at all times a permanent channel for a sufficient distance above and below the bridge site, and for guiding of rafts, steam-boats, and other water-craft safely under or through said bridge, as may be prescribed by the Secretary of War. Aids to navigation.

SEC. 6. That in case the bridge authorized by this act shall be constructed to provide for the passage of railroad trains, then all railroad companies desiring the use of the bridge shall have and be entitled to equal rights and privileges relative to the passage of railway trains or cars 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 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 Use by railroad companies. Terms.

shall be decided by the Secretary of War upon a hearing of the allegations and proofs of the parties; and equal privileges in the use of said bridge and approaches shall be granted to all telegraph and telephone companies.

Use by telegraph, etc., companies.

Commencement and completion.

SEC. 7. That this act shall be null and void if actual construction of the bridge herein authorized be not commenced within two years and completed within four years from the date of approval thereof.

Amendment, etc.

SEC. 8. That the right to alter, amend, or repeal this act is hereby expressly reserved; and the right to require the entire removal of the bridge constructed under the provisions of this act, at the expense of the owners thereof, whenever Congress shall decide that the public interests require it, is also expressly reserved.

Removal.

Approved, December 26, 1890.

December 26, 1890.

CHAP. 34.—An act authorizing the Bowling Green and Northern Railroad Company to bridge Green and Barren Rivers.

Bowling Green and Northern Railroad Company may bridge Green and Barren Rivers, Ky.

Locations.

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 Bowling Green and Northern Railroad Company, a corporation created and existing under and by virtue of the laws of the State of Kentucky, to build or cause to be built a bridge across Green River at a point near the mouth of Bear Creek; also one across Barren River near Graham's Landing, or at such other points as may be selected by the said railroad company and approved by the Secretary of War, and to lay on or over said bridge or bridges railway tracks, for the more perfect connection of the railway tracks they may hereafter build, to the points to be selected for crossing said rivers.

Railway bridges.

Draw or span.

SEC. 2. That any bridge or bridges built under the provisions of this act may, at the option of said railway company, be built as a draw-bridge or with unbroken or continuous spans: *Provided*, That if any such bridge or bridges shall be built with unbroken and continuous spans the spans thereof over and above the channels of said river or rivers shall not be less than two hundred feet in length in the clear, and the main span or spans shall be over the main channels of the above-mentioned rivers. The lowest part of the superstructure of said bridges shall be of such height above extreme high-water mark, as understood at the points of location, as the Secretary of War may prescribe, and if any such bridge is constructed as a low bridge, it shall have such clear height and be provided with draw-openings of such width and at such location as shall be prescribed by the Secretary of War. The bridges shall be at right angles to and their piers parallel with the current of the rivers: *And provided also*, That said bridges, at the option of the corporation or company by which they may be built, may be used 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 may be approved from time to time by the Secretary of War.

Provisos.

Spans.

Length, etc.

Height.

Draw-openings, etc.

Piers, etc.

Optional use for wagons and foot-passengers.

Tolls.

Lawful structures and post-routes.

SEC. 3. That any bridge or bridges authorized to be constructed under this act shall be lawful structures, and shall be recognized and known as post-routes, and they shall enjoy all the rights and privileges of other post-roads in the United States, 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, or for through passengers or freight passing over said bridge or bridges and approaches, than the rate per mile paid for transportation over the railroads leading to said bridge or bridges; and the United States shall have the right of way for postal telegraph and telephone purposes without charge therefor across said bridge or bridges and approaches.

Railroad charges.

Postal telegraph, etc.