AUTHENTICATED
U.S. GOVERNMENT
INFORMATION
GPO

required for a full and satisfactory understanding of the subject; and until such plan and location of the bridge are approved by the Secretary of War the bridge shall not be commenced or built; and should any change be made in the plan of said bridge during the progress of construction, such change shall be subject to the approval of the Secretary of War.

Use by other companies.

SEC. 5. 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 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 shall fail to agree upon the sum or sums to be paid and upon the rules and conditions to which each shall conform in using said bridge, all matters at issue between them shall be decided by the Secretary of War upon a hearing of the allegations and proofs of the parties.

Terms.

Amendment, etc.

SEC. 6. That the right to alter, amend, or repeal this act is hereby expressly reserved; and the right to require any changes in said structure, or its entire removal, at the expense of the owners thereof, whenever Congress shall decide that the public interest requires it, is also expressly reserved.

Aids to navigation.

SEC. 7. That it shall be the duty of the Secretary of War, on satisfactory proof that a necessity exists therefor, to require the company or persons owning said bridge to cause such aids to the passage of said bridge to be constructed, placed, and maintained, at their own cost and expense, in the form of booms, dikes, piers, or suitable and proper structures for the guiding of rafts, steamboats, and other water craft safely through the passageway as shall be specified in his order in that behalf; and on failure of the company or persons aforesaid to make and establish such additional structures within a reasonable time the said Secretary shall proceed to cause the same to be built or made at the expense of the United States, and shall refer the matter without delay to the Attorney-General of the United States, whose duty it shall be to institute, in the name of the United States, proceedings in any circuit court of the United States in which such bridge or any part thereof is located for the recovery of the cost of such additional structure; and all moneys accruing from such proceedings shall be covered into the Treasury of the United States.

Consent of Mexico.

SEC. 8. That the consent of the authorities of the Republic of Mexico for the construction of said bridge shall first have been obtained before said bridge shall be built or commenced.

SEC. 9. That this act shall be in force from and after its passage.

Commencement and completion.

SEC. 10. 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 passage of this act.

Amendment, etc.

SEC. 11. That Congress is hereby authorized to alter, amend, or repeal this act.

Approved, June 22, 1892.

CHAP. 126.—An act authorizing the Quincy Pontoon Bridge Company to construct and maintain a pontoon bridge across the Mississippi River at the city of Quincy, in the State of Illinois.

June 22, 1892.

Quincy Pontoon Bridge Company may bridge Mississippi River at Quincy, Ill.

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 Quincy Pontoon Bridge Company, its successors and assigns, to build, construct, and maintain a pontoon wagon and foot bridge across the Mississippi River at a point suitable to the interests of navigation, in or near the corporate limits of the city of Quincy, in Adams County, in the State of Illinois, and extending across said river to the Missouri shore opposite to said city.

Draw.

SEC. 2. That said bridge shall be constructed with a suitable pontoon draw giving not less than four hundred feet clear channel way for each navigable channel of the river, and such other openings for the passage of rafts and logs as in the opinion of the Secretary of War may be necessary: *Provided*, That said draws shall be opened promptly upon reasonable signal to allow the passage of boats.

Proviso.
Opening draw.

Secretary of War to approve plans, etc.

SEC. 3. That said bridge shall be built and located under and subject to such regulations for the security of the navigation of said river as the Secretary of War shall prescribe; and to secure that object the said parties 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 above and one mile below the proposed location, the topography of the banks of the river, the shore lines at low and high water, the direction and strength of the currents 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 bridge shall not be commenced or built, and should any changes be made in the plan of said bridge during the progress of construction or after completion, such changes shall be subject to the approval of the Secretary of War; and the said bridges shall be constructed with such aids to the passage of said bridge, in the form of booms, dikes, piers, or other suitable and proper structures for confining the flow of water to a permanent and easily navigated channel, for a distance of not less than one mile above the bridge location, and for the guiding of rafts, steamboats, and other water craft safely through the draw and raft spans, as the Secretary of War shall prescribe and order to be constructed and maintained at the expense of the company owning said bridge; and the said structure shall be at all times so kept and managed as to offer reasonable and proper means for the passage of vessels through said structure.

Changes.

Aids to navigation.

Lights, etc.

SEC. 4. That the said parties shall maintain at their own expense, from sunset till sunrise, such lights or other signals on said bridge as the Light-House Board shall prescribe.

Amendment, etc.

SEC. 5. That the right to alter, amend, or repeal this act, or any part thereof, at any time, by the Congress of the United States, is hereby expressly reserved; 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 at the expense of the owners of said bridge or the parties operating and controlling the same.

Commencement and completion.

SEC. 6. That if actual construction of the bridge herein authorized shall not be commenced within one year and completed within three years from the date of the approval of this act the rights and privileges hereby granted shall cease and be determined.

Approved, June 22, 1892.

June 22, 1892.

CHAP. 127.—An act to include lot numbered fifty-three in block eighty-nine, at Hot Springs, Arkansas, in the public reservation at that place.

Hot Springs, Ark.

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled, That lot numbered fifty-three in block eighty-nine, of the town of Hot Springs, in the State of Arkansas, as surveyed and laid out according to an act of Congress approved March third, eighteen hundred and seventy-seven, under the direction and supervision of the Hot Springs commission, be, and the same is hereby, reserved from sale, and the same is hereby declared to be a part of the permanent public reservation at Hot Springs, and that it shall be subject to the same laws, rules, and regulations that apply to said permanent reservation as now defined.

Reservation of lot 53, block 89.

Vol. 19, p. 377.

Approved, June 22, 1892.