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completed: *Provided*, That the company may mortgage said franchise for money to construct and complete said canal: *And provided further*, That the right herein granted shall be lost and forfeited by said company to any portion of said canal not completed within five years from the passage of this Act: *Provided further*, That one-fourth of said canal shall be completed in two years.

Provisos. Mortgages.

Completion.

Construction.

SEC. 7. That said irrigation company shall accept this right of way upon the express condition, binding upon itself, its successors, or assigns that they will not attempt to secure from the Indian tribe any further grant of land or its occupancy than is hereinbefore provided: *Provided*, That any violation of the conditions mentioned in this section shall operate as a forfeiture of all the rights and privileges of said irrigation company under this Act: *Provided further*, That the rights herein granted are upon the express condition that the grantee or grantees thereof shall at all times during the continuance thereof furnish the Indian allottees along said right of way with water sufficient for all domestic and agricultural purposes and purposes of irrigation, on such terms and under such rules and regulations as shall be prescribed by the Secretary of the Interior: *Provided further*, That Indians who have or may have allotments along said right of way shall have water for irrigation and domestic purposes free.

Condition.

Provisos. Forfeiture.

Water to Indian allottees.

To be free.

SEC. 8. The right to alter, amend, or repeal this Act is hereby expressly reserved.

Amendment, etc.

Approved, July 23, 1894.

CHAP. 153.—An Act To authorize the construction of a bridge across the Mississippi River from a point within the limits of the city of Dubuque, in the State of Iowa, known as Eagle Point, to the opposite bank of said river in the county of Grant and State of Wisconsin.

July 23, 1894.

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled, That the Dubuque and Wisconsin Bridge Company, a corporation duly organized and incorporated under the laws of the State of Iowa, its successors and assigns, be, and is hereby, authorized to construct and maintain, at a point suitable to the interests of navigation, a bridge for the passage of vehicles of all kinds, animals, and foot passengers across the Mississippi River from a point at or near Eagle Point, in the city of Dubuque, in the State of Iowa, to the opposite shore of said river in the county of Grant, in the State of Wisconsin. That said bridge shall not be built within two miles of any other bridge on said river, following the course of the main channel. That the location and plan, or manner of constructing said bridge, shall be subject to the approval of the Secretary of War, and until decided by him to be such as will not materially affect the interests of navigation, the said bridge shall not be built. And there shall be submitted to the Secretary of War, for his examination and approval, a design and drawing of the proposed bridge and a map of the location, giving, for the space of a mile above and below the proposed location, the topography of the banks of the river, the shore line at high and low 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 all other information required, 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; and the said structure shall at all times be so kept and managed, and provided with such guard fences, sheer booms, and other structures, as to offer reasonable and proper means for the passage of vessels and other floating craft through or under said structure; and for the safety of vessels passing at night there shall be displayed on said bridge, from the hours of sunset to sunrise, such lights as may be prescribed by the Light-House Board;

Dubuque and Wisconsin Bridge Company may bridge Mississippi River, Dubuque, Iowa.

Wagon and foot bridge.

Location.

Secretary of War to approve plans, etc.

Aids to navigation.

Lights, etc.

and the said structure shall be changed or removed, at the cost and expense of the owners thereof, from time to time, as Congress may direct, so as to preserve the free and convenient navigation of said river; and the authority to erect and continue said bridge shall be subject to revocation and modification by law when the public good, in the judgment of Congress, so requires, without any expense or charge to the United States. That said bridge shall not interfere with the free navigation of said river beyond what is necessary in order to carry into effect the rights and privileges hereby granted; and in case of any litigation arising from any obstruction, or alleged obstruction, to the free navigation of said river the cause may be tried before the circuit court of the United States in and for any district in which any portion of said bridge or obstruction is located.

Free navigation.

Litigation.

Spans.

Channel span.

SEC. 2. That said bridge, between the Iowa shore and the lowlands or islands on the Wisconsin side of the river, shall be constructed with unbroken and continuous spans, and the main span shall be over the main navigable channel of the river, and shall give a clear width of waterway not less than three hundred and fifty feet, and shall give clear headroom the full length of said span of not less in any case than fifty-five feet above extreme high-water mark, as understood at the point of location. The remaining spans shall each give a clear width of waterway not less than two hundred feet and a clear headroom not less in any case than fifteen feet between extreme high-water mark and the lower chords of the superstructure. Said bridge shall be constructed at right angles to, and its piers parallel with, the current of the river.

Toll.

SEC. 3. That said Dubuque and Wisconsin Bridge Company shall have the right to charge and collect a reasonable rate of toll for the passage across said bridge of vehicles, animals, and foot passengers, and travelers, subject to approval by the Secretary of War.

Commencement and completion.

SEC. 4. That this Act shall be null and void if actual construction of the bridge herein authorized be not commenced within one year and completed within three years from the date of the passage hereof.

Lawful structure and post route.

SEC. 5. That the bridge built under this Act, and subject to its limitations, shall be a lawful structure, and shall be known and recognized as a post route, and it shall enjoy the rights and privileges of other post roads in the United States; and equal privileges in the use of said bridge shall be granted to all telegraph and telephone companies; and the United States shall have the right of way across said bridge and its approaches for postal-telegraph purposes.

Postal telegraph.

Amendment, etc.

SEC. 6. That the right to alter, amend, or repeal this Act is hereby expressly reserved.

Approved, July 23, 1894.

July 26, 1894.

CHAP. 162.—An Act To authorize the construction of a bridge across the Missouri River at or near the city of Lexington, Missouri.

Lexington Bridge and Terminal Company may bridge Missouri River, Lexington, Mo.

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled, That the Lexington Bridge and Terminal Company, a corporation existing under the laws of the State of Missouri, its assigns, grantees, successors, and legal representatives, be, and is hereby, authorized to build, own, operate, and maintain a bridge and approaches thereto over the Missouri River at or near the city of Lexington, in said State of Missouri. Said bridge shall be constructed to provide for the passage of railway trains, and, at the option of the persons by whom it 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; and in case of any litigation concerning any alleged obstruction to the free navigation of said river on account of said bridge, the cause may be tried

Railway, wagon, and foot bridge.

Toll.

Litigation.