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CHAP. 129.—An Act To authorize the construction of a bridge across the Missouri River in the county of Dakota, in the State of Nebraska, and in the city of Sioux City, in the county of Woodbury, in the State of Iowa. February 25, 1895.

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled, That the Iowa and Nebraska Pontoon Bridge Company, a corporation organized under the laws of the State of Iowa, its successors and assigns, be, and they are hereby, authorized to construct a wagon bridge across the Missouri River between the State of Nebraska and the State of Iowa, within the county of Dakota, in the State of Nebraska, and the city of Sioux City, in the county of Woodbury, in the State of Iowa, and to build, erect, and lay on and over said bridge ways for wagons, vehicles of all kinds, and for the transit of animals; to provide ways for foot passengers, and to lay on and over said bridge tracks, upon which may be operated street railways; and to maintain and operate said bridge for the purposes aforesaid, and for all other uses and purposes incident to the use of a wagon bridge not specially enumerated; and to charge, collect, and receive reasonable compensation and tolls for the transit over said bridge of all wagons, carriages, vehicles of all kinds, persons, foot passengers and animals, street railways, and for all other uses of said bridge not specially enumerated: *Provided*, That the Secretary of War may at any time prescribe such rules, regulations, and rates of toll for transit and transportation over said bridge as may be deemed proper and reasonable: *Provided also*, That all street railway companies desiring the use of said bridge shall have and be entitled to equal rights and privileges relative to the passage of cars over the same and over the approaches thereto, upon payment of reasonable compensation for such use, and in case of any disagreement between the parties regarding the compensation to be paid or the conditions to be observed, the matters at issue shall be decided by the Secretary of War upon proper hearing.

Iowa and Nebraska Pontoon Bridge Company may bridge Missouri River, Sioux City, Iowa.

Ante, p. 45.

Tolls, etc.

Provisos.
Rules, etc.

Use by street railways.

SEC. 2. That said bridge shall be constructed as a pivot drawbridge, with two or more draws, as the Secretary of War may prescribe, which said draws shall span the main channels of the river and shall not be less than two hundred feet in the clear on each side of the central or pivot piers of the draws; and all other spans over the river shall not be less than two hundred and fifty feet in the clear, measured at low water; and said spans shall not be less than ten feet above high-water mark, measuring to the lowest part of the superstructure of the bridge; and the piers of said bridge shall be parallel with the current of the river at high water.

Draw.

Spans.

SEC. 3. That no bridge shall be erected or maintained under the authority of this Act which shall at any time substantially and materially obstruct the free navigation of said river; and that no bridge shall be commenced or built under this Act until the location thereof and the plans and specifications for its construction shall have been submitted to and approved by the Secretary of War; and any change in the plans of such construction or any alteration in the bridge after its construction shall be subject to the like approval; and that the Secretary of War is hereby authorized, whenever in his opinion the said bridge shall substantially obstruct the free navigation of said river, to cause such change or alteration of said bridge to be made as will obviate such obstruction; and all such alterations shall be made at the expense of the owner or owners of said bridge or the person operating or controlling same; and the said bridge shall be constructed with such aids to the passage of said bridge in the form of booms, dikes, piers, or other suitable and proper protections for confining the flow of water to a permanent and easily navigated channel for the guiding of rafts, steamboats, and other water craft safely through the draw 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

Secretary of War to approve plans, etc.

Changes.

Aids to navigation.

said bridge shall be at all times so kept and managed as to offer reasonable and proper means for the passing of vessels through said structure; that said draw shall be opened promptly to its full width upon reasonable signal, without unnecessary delay, for the passage of vessels, steamboats, and other water craft requiring the opening of said draw for their safe passage; and the owners of said bridge shall maintain, at their own expense, from the hours of sunset to sunrise, such lights or other signals on said bridge as shall be prescribed by the Light-House Board.

Opening draw.

Lights, etc.

Protective works.

SEC. 4. That said corporation, or its successors, may, in conformity with plans approved by the Secretary of War, construct and maintain defensive and corrective works in or along said river, above or below said bridge, for the protection of the same and the approaches thereto, or for the improvement, correction, or control of the channel of said river.

Lawful structure and post route.

SEC. 5. That any bridge built under this Act and according to its limitations shall be a lawful structure, and shall be recognized and known as a post route, upon which no higher charge shall be made for the transportation over the same of the mails, the troops, and munitions of war of the United States than the rate per mile paid for their transportation over the public highways leading to such bridge. The United States shall also have the right to construct, without charge therefor, telegraph and telephone lines across and upon said bridge.

Amendment, etc.

SEC. 6. That Congress may at any time alter, amend, or repeal this Act.

Commencement and completion.

SEC. 7. This Act shall take effect in one year after its approval, and shall be null and void if actual construction of the bridge be not commenced within one year and completed within three years from the date it takes effect.

Approved, February 25, 1895.

February 26, 1895.

CHAP. 130.—An Act To amend the charter of the Metropolitan Railroad Company of the District of Columbia.

District of Columbia.

Route of Metropolitan Railroad changed. Vol. 13, p. 536.

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled, That the charter of the Metropolitan Railroad Company of the District of Columbia be, and the same is hereby, amended so as to authorize and require the said company to lay down from the intersection of Four-and-a-half and L streets, southwest, along Four-and-a-half street to P street south, a single track of underground electric road for the propulsion of its cars, thence west along P street with said single track to Water street, thence northwesterly along Water street with said single track to L street, thence east along L street with said single track to its double tracks at the intersection of Four-and-a-half and L streets, southwest, and thence north by said company's double tracks as now located into its depot on Seventh street extended.

Use of track of Belt Line.

SEC. 2. That the Commissioners of the District of Columbia shall locate the said track on Four-and-a-half, P, Water, and L streets so as best to subserve the public convenience, and may in their discretion locate the same on Water street for such distance as they may deem best on the east track of the Belt Line Railway Company, so that the two companies may mutually and profitably use the space of street occupied by the said east track. The said Belt Line Railway Company and the Metropolitan Railroad Company shall each have the right to apply to the supreme court of the District of Columbia to fix a just and equitable compensation for any rights which may be affected by this law, and said court shall have power to issue execution to enforce its judgment.

Extension of track in Georgetown.

SEC. 3. That the said Metropolitan Railroad Company is hereby authorized and required to lay down and continue its underground