

revocation by the Secretary of War whenever the public good, in his judgment, so requires.

Amendment, etc.

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

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 one year and completed within three years from the approval of this Act.

Approved, May 28, 1894.

May 28, 1894.

CHAP. 81.—An Act To authorize the construction of a bridge across the Missouri River at some point within one mile below and one mile above the present limits of the city of Jefferson, Missouri.

Jefferson City Bridge and Transit Company may bridge Missouri River.

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled, That the Jefferson City Bridge and Transit Company, a corporation duly organized and existing under the laws of the State of Missouri, its successors and assigns, successors, grantees, mortgagees, and successors in interest, be, and are hereby, authorized to construct and maintain a bridge and approaches thereto across the Missouri River at Jefferson City, Missouri, between the counties of Cole and Callaway, at some point at least one-third of a mile from any other bridge, to be selected consistent with the interests of navigation, within one mile above and one mile below the present limits of the city of Jefferson, Missouri. Said bridge shall be constructed to provide for the passage of wagons and vehicles of all kinds, street-railway cars, motor cars, animals, foot passengers, and for all road travel, for such reasonable rates of toll and under such reasonable rules and regulations as may be prescribed by such corporation, its successors and assigns, and to be approved from time to time by the Secretary of War: *Provided*, That such bridge may be a combination railroad and wagon road bridge, so constructed as to provide for the passage of railway trains, engines and cars, wagons and vehicles of all kinds, foot and other passengers, animals and live stock, at the option of the corporation by which it may be built.

Wagon, street railway, and foot bridge.

Proviso.

Railroad, etc., bridge.

Secretary of War to approve plans, etc.

SEC. 2. That said bridge shall not be built or commenced until the plans and specifications for its construction have been submitted to the Secretary of War for his approval, nor until he shall approve the plan and location of said bridge; and if any change be made in the plan or construction of said bridge at any time such change shall be subject to the approval of the Secretary of War; 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 made at the expense and cost of the owners thereof; that the said bridge shall be constructed without interference with the security and convenience of navigation of said river beyond what is necessary to carry out effectively the rights and privileges hereby granted, and in order to secure that object, the said corporation shall submit to the Secretary of War, for his examination and approval, a design of and drawings for said bridge and a map of the proposed location giving for the space of one mile above and one mile below such proposed location, the topography of the banks of the river with shore lines and soundings, and such other information as may be required for a full understanding of the subject; and until the said plan and location of the bridge are approved by the Secretary of War the construction of said bridge shall not be commenced.

Spans.

SEC. 3. That said bridge shall be made with unbroken and continuous spans, and the spans thereof shall not be less than four hundred feet in length in the clear, and the main spans shall be over the main channel of the river. The lowest part of the superstructure of said bridge shall be at least fifty-five feet in the clear above the established standard high-water grade line, and the bridge shall be at right angles

to, and its piers parallel with the current of the river: *Provided*, That said company or corporation shall maintain at its own expense, from sunset to sunrise, such lights or other signals on said bridge as the Light-House Board shall prescribe.

Proviso.
Lights, etc.
Post, p. 601.

SEC. 4. That the Secretary of War is hereby authorized and directed, upon receiving such plan and other information and upon being satisfied that a bridge so built will conform to the requirements of this Act, to notify the company or corporation authorized to build the same that he approves of the same; and upon receiving such notification the said company or corporation may proceed to erect said bridge, conforming strictly to the approved plan and location, and should any change be made in the plan of the bridge or accessory works during the progress of the work thereon such change shall be subject likewise to the approval of the Secretary of War.

Notification of approval.

SEC. 5. That any bridge built under this Act and subject to its limitations shall be a lawful structure, and shall be recognized and known as a post route, 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 than the rate per mile paid for the transportation over the railroad or public highways leading to the said bridge, 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.

Lawful structure and post route.

Postal telegraph.

SEC. 6. That all street railroad companies desiring the use of said bridge shall have and be entitled to equal rights and privileges relative to the passage of street railroad 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 street railway companies, or any one of them, desiring such use 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: *Provided*, That should said bridge be built for the passage of railroad trains, wagons, and foot passengers, street cars shall not be allowed to cross thereon except at the option of the bridge company. All railroad companies desiring the use of said bridge, should the bridge so built be a combination railroad and wagon-road 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 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 passage should fail to agree upon the sum or sums to be paid, and upon the rules and conditions to which each shall conform in using such bridge, all matters at issue between them shall be decided by the Secretary of War, upon a hearing of the allegations and proof of the parties: *Provided further*, That nothing in this Act in regard to charges for passengers and freight across said bridge shall govern the Secretary of War in determining any question arising as to the sum or sums to be paid to the owners of said bridge by said companies for the use of said bridge.

Use by street railroads.

Compensation.

Provisos.
Use by railroads.

Compensation.

Decision of Secretary of War.

SEC. 7. That Congress shall have the power at any time to alter, amend, or repeal this Act, and the Secretary of War, whenever he shall deem it necessary, may cause the owners of said bridge to remove all material and substantial obstructions to the navigation of said river by the construction of said bridge and its accessory works, or to prevent such obstruction; and the expense of altering said bridge or removing such obstruction shall be at the expense of the owners of the bridge.

Unobstructed navigation, etc.

Commencement and
completion.

SEC. 8. That this Act shall be null and void if construction of said bridge shall not be commenced within one year and finished within three years from its passage.

Amendment, etc.

SEC. 9. That the right to alter, amend, or repeal this Act by Congress at any time is hereby expressly reserved.

Approved, May 28, 1894.

May 28, 1894.

CHAP. 82.—An Act Authorizing the Secretary of the Treasury to exchange, in behalf of the United States, deeds of land with the Pemaquid Land Company of Maine, in settlement of a disputed boundary of the Pemaquid Point, Maine, light station.

Preamble.

Whereas there is a dispute between the Pemaquid Land Company and the United States of America as to the true northeasterly boundary line of the land of the Pemaquid Point light station; and

Whereas the directors of said land company have, for the purpose of settling said dispute, proposed to exchange deeds with the United States fixing the said boundary line as hereinafter mentioned: Therefore,

Pemaquid Point
light station, Maine.

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled, That the Secretary of the Treasury be, and is hereby, authorized to execute and deliver to the Pemaquid Land Company, of Bristol, in the county of Lincoln and State of Maine, such quitclaim deed from the United States to the Pemaquid Land Company, and receive in exchange therefor from said company such deed to the United States as will fix the northeasterly boundary line of the land occupied by the Pemaquid Point light station on a line identical with the stone wall and fence now on the northeasterly portion of said land and beginning at the intersection of said fence with the northwestern boundary line of said land, where a stone post is now standing, thence running south fifty-two degrees five minutes east, true bearing, and ending in the sea, in order to settle and adjust all questions in dispute as to the true boundary between the lands of said company and said light station.

Approved, May 28, 1894.

May 28, 1894.

CHAP. 83.—An Act To amend an Act approved August nineteenth, eighteen hundred and ninety, entitled "An Act to adopt regulations for preventing collisions at sea."

Collisions at sea.
Regulations to pre-
vent, amended.
Vol. 26, p. 322.
Post, pp. 630, 1250,
1261.
Lights on small ves-
sels.

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled, That article seven of the Act approved August nineteenth, eighteen hundred and ninety, entitled "An Act to adopt regulations for preventing collisions at sea," be amended to read as follows:

"ART. 7. Steam vessels of less than forty, and vessels under oars or sails of less than twenty tons gross tonnage, respectively, and rowing boats, when under way, shall not be required to carry the lights mentioned in article two (a), (b), and (c), but if they do not carry them they shall be provided with the following lights:

Steam vessels.

"First, Steam vessels of less than forty tons shall carry—

Forward lights.

"(a) In the fore part of the vessel, or on or in front of the funnel, where it can best be seen, and at a height above the gunwale of not less than nine feet, a bright white light constructed and fixed as prescribed in article two (a), and of such a character as to be visible at a distance of at least two miles.

Side lights, etc.

"(b) Green and red side-lights constructed and fixed as prescribed in article two (b) and (c), and of such a character as to be visible at a distance of at least one mile, or a combined lantern showing a green light and a red light from right ahead to two points abaft the beam on their respective sides. Such lanterns shall be carried not less than three feet below the white light.