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cannon balls for the purpose of decorating the soldiers' monument in said place: *Provided*, That the same can be spared without detriment to the service, and that no expense is hereby incurred by the Government.

Proviso. Expense.

Approved, May 21, 1896.

CHAP. 223.—An Act Authorizing and directing the Secretary of the Navy to donate one condemned cannon and condemned cannon balls to U. S. Grant Post, Numbered Seventy-two, Grand Army of the Republic, of Washington, Indiana, Department of Indiana, and for other purposes.

May 21, 1896.

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled, That the Secretary of the Navy be, and he is hereby, authorized and directed to donate one condemned cannon and condemned cannon balls for two pyramids to U. S. Grant Post, Numbered Seventy-two, Grand Army of the Republic, of Washton, Indiana, Department of Indiana; and that the Secretary of the Navy be, and he is hereby, authorized and directed to donate two pieces of condemned cannon and four pyramids of condemned cannon balls to the Saint Boniface Union Soldiers' Monument and Memorial Association, of Chicago, Illinois, for the soldiers' monument now erected in Saint Boniface Cemetery, Chicago, Illinois; also two cannon and a pyramid of cannon balls to the Soldiers' Monument Association at Londonderry, New Hampshire: *Provided*, That in the judgment of the Secretary of the Navy such articles can be spared without detriment to the public interests: *And provided further*, That the United States shall not be subjected to any expense on account of such donation.

Condemned cannon. Donated Grand Army post, Washington, Ind., and monument associations, Chicago, Ill., and Londonderry, N. H.

Provisos. Condition.

Expense.

Approved, May 21, 1896.

CHAP. 224.—An Act To establish a railroad bridge across the Illinois River near Grafton, Illinois.

May 21, 1896.

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled, That the Saint Louis, Perry and Chicago Railroad, a corporation organized under the laws of the State of Illinois, its successors and assigns, are hereby authorized and empowered to erect, construct, establish, and maintain a railway bridge, and approaches thereto, across the Illinois River, in the State of Illinois, between a point to be selected by said railroad, or its successors or assigns, within five miles from and above the upper limits of Grafton, in the county of Jersey in said State, and a point in Calhoun County in said State, to be selected by said railroad, or its successors or assigns, opposite or nearly opposite the point so selected as aforesaid in said Jersey County: *Provided*, That the location selected shall be suitable to the interests of navigation.

St. Louis, Perry and Chicago Railroad may bridge Illinois River, Grafton, Ill.

Railway bridge.

Proviso. Location.

SEC. 2. That the bridge authorized by and constructed under this Act shall be a pivot drawbridge, the drawspan on the Jersey side to commence at the abutment of the approach on that side of the river, which abutment on the Jersey side shall be within the low-water mark, and the bridge shall have a draw over the main channel of the river at an accessible and navigable point, with two equal drawspans, one on each side of the central or pivot pier, each giving a clear width of waterway of not less than one hundred and sixty feet; and the span next the drawspan on the Calhoun side of the river shall not be less than two hundred feet in length, and the remaining span of such length as shall be necessary to reach the approach on that side of the river, which will be beyond low water on the Calhoun side. All spans to have a clear headroom of ten feet above high water; and the piers of said bridge shall be parallel with the current of the river when said bridge shall be erected.

Drawbridge.

Spans.

SEC. 3. That any bridge constructed under this Act and according to its limitations shall be a lawful structure, and shall be known and

Lawful structure and post route.