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CHAP. 90.—An Act To authorize the construction of a bridge over the Monongahela River from the borough of Braddock to the township of Mifflin, Pennsylvania. January 26, 1897.

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled, That the Braddock and Duquesne Bridge Company, a corporation duly organized under the laws of the Commonwealth of Pennsylvania, its successors, lessees, and assigns be, and are hereby, authorized and empowered to construct, maintain, and operate a bridge over the Monongahela River from a point in Allegheny County, Pennsylvania, in the borough of Braddock, on Thirteenth street, to a point on the opposite side of said river on the property of T. Kinney, in Mifflin Township, in said county. Braddock and Duquesne Bridge Company may bridge Monongahela River, Allegheny County, Pa.

SEC. 2. That said bridge may be constructed to provide for the passage of railway trains, street cars, wagons, and vehicles of all kinds, for the transit of animals, foot passengers, and of commercial travel and communication. The said corporation may charge and receive such reasonable tolls therefor as may be approved from time to time by the Secretary of War. Railway, wagon, and foot bridge. Toll.

SEC. 3. 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, and it shall enjoy the rights and privileges of other post roads in the United States: *Provided*, That the United States may construct a postal telegraph over said bridge without charge therefor: *And provided also*, That the said Braddock and Duquesne Bridge Company shall not commence the construction of its bridge, bridge piers, abutments, causeways, and other works over or in said Monongahela River until the location and plan of same shall have been submitted to and approved by the Secretary of War. Lawful structure and post route. *Provisos.* Postal telegraph. Commencement.

SEC. 4. That any bridge authorized to be constructed under this Act shall be located and built 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 company or corporation shall submit to the said Secretary of War, for his examination and approval, a design and drawing of the bridge and a map of the location, giving, for the space of one-half mile above and one-half mile below the proposed location, the high and low water lines upon the banks of the river, the direction and strength of the currents at high and low water, with the soundings, accurately showing the bed of the stream and the location of any other bridge or bridges, such map to be sufficiently in detail to enable the Secretary of War to judge of the proper location of said bridge, and shall furnish such other information as may be required for the 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 change be made in the plan of said bridge during the progress of its construction such change shall be submitted to the approval of the Secretary of War: *Provided*, That the channel span of said bridge shall not be less than five hundred feet in length in the clear and the clear height of the superstructure shall not be less than fifty-four feet above the level of the water at pool full in said river. Secretary of War to approve plans, etc. Changes. *Proviso.* Channel span.

SEC. 5. That said bridge herein authorized to be constructed shall be so kept and managed at all times as to afford proper means and ways for the passage of vessels, barges, or rafts, both by day and by night. And there shall be displayed on said bridge by the owners thereof, from sunset to sunrise, such lights and other signals as the Light-House Board may prescribe. And such changes shall be made from time to time in the construction of said bridge as the Secretary of War may direct, at the expense of said bridge company, in order the more effectually to preserve the free navigation of said river. Aids to navigation. Lights, etc.

SEC. 6. That all railroad or street car companies desiring the use of the bridge authorized by this Act shall have and be entitled to equal rights and privileges relative to the passage of 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 such Use by other companies. Compensation.

bridge and the several companies, or any one of them, desiring such use shall fail to agree upon the sum or sums to be paid, and upon 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; and equal privileges in the use of said bridge shall be granted to all telegraph and telephone companies.

Telegraph and telephone companies.

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 date of the approval of this Act.

Amendment, etc.

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

Approved, January 26, 1897.

January 26, 1897.

CHAP. 91.—An Act To authorize the Union Railroad Company to construct and maintain a bridge across the Monongahela River.

Union Railroad Company may bridge Monongahela River, Allegheny County, Pa.
Vol. 27, p. 462.

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled, That the Union Railroad Company, a corporation existing under the laws of the State of Pennsylvania, is hereby authorized to construct, maintain, and operate a railroad bridge, with single or double track, for railroad traffic across the Monongahela River within the limits of Allegheny County, State of Pennsylvania, the southerly end of said bridge to be located at some point in Mifflin Township, in said county. The said bridge, when built in accordance with the requirements of this Act, shall be a legal structure, and may be used for railroad and highway purposes.

Legal structure, etc.

Secretary of War to approve plans, etc.

SEC. 2. That the bridge authorized to be constructed under this Act shall be located and built under and subject to such regulations for the security of navigation of said river as the Secretary of War shall prescribe, and to secure that object the railroad company shall submit to the Secretary of War, for his examination and approval, a design and drawing of the bridge and a map of the location, giving for the space of one mile above and below the proposed location the depth and currents at all points of the same and the location of any other bridge or bridges, together with all other information touching said bridge and river as may be deemed requisite by the Secretary of War to determine whether said bridge when built will conform to the provisions of this Act and cause any serious obstruction to the navigation of the river or injuriously affect the flow of water.

Notification of approval.

SEC. 3. That the Secretary of War is hereby authorized and directed, upon receiving said plan and map, and upon being satisfied that a bridge built on such a plan and at said locality will conform to the provisions of this Act and cause no serious obstruction to the navigation of the river or injuriously affect the flow of water, to notify the said company that he approves the same, and upon receiving such notification the said company may proceed to the erection of said bridge, conforming strictly to the approved plan and location. But until the Secretary of War shall approve the plan and location of the said bridge, and notify the said company of the same in writing, the bridge shall not be built or commenced; and should any change be made in the plan of the bridge during the progress of the work thereon, such change shall be subject likewise to the approval of the Secretary of War.

Changes, etc.

Railroad, etc., bridge.

SEC. 4. That said bridge shall be constructed to provide for the passage of railroad trains, and, at the option of the corporation by which 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: *Provided*, That all railroad companies desiring the use of the bridge authorized by this Act shall have and be entitled to equal rights and privileges relative to the passage of trains or cars over

Toll.

Proviso.
Use by other companies.