

That the said drawbridge shall span the entire canal, or at least span with one draw span the sixty-foot bottom width of the canal, and shall be built with suitable girders and retaining walls, similar to what have been built by the United States at the bridges at Milan, Illinois, and with the axis of the bridge perpendicular to the axis of the canal: *Provided also*, That the lowest member of the bridge shall be above the grade of the north embankment, and suitable provision be made for the towpath, and highway crossings along the crossing of the south embankment of the canal and the railroad tracks and embankment: *And provided further*, That the draw shall be opened promptly upon reasonable signal for the passing of boats; and the owners of the bridge shall maintain, at their own expense, from sunset till sunrise, such lights or other signals on said bridge as the Light-House Board may prescribe.

SEC. 2. That no bridge shall be erected or maintained under the authority of this Act which shall at any time substantially or materially obstruct the navigation of said canal; and 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 plan of such construction or any alteration in the bridge after its construction shall be subject to the like approval; and whenever said bridge shall, in the opinion of the Secretary of War, substantially obstruct the free navigation of said canal, he is hereby authorized to cause such change or alteration of said bridge to be made as will effectually obviate such obstruction; and all such alterations shall be made and all such obstructions be removed at the expense of the owner or owners of said bridge, or the persons operating or controlling the same.

SEC. 3. That the right to alter, amend, or repeal this Act is hereby expressly reserved.

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 approval of this Act.

Approved, March 28, 1896.

Drawbridge.

Height.

Opening draw.

Lights, etc.

Unobstructed navigation.

Secretary of War to approve plans, etc.

Alterations.

Amendment, etc.

Commencement and completion.

CHAP. 78.—An Act To authorize the construction of a bridge across the Tennessee River at Knoxville, Tennessee.

March 28, 1896.

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled, That the county of Knox, in the State of Tennessee, in its corporate capacity, and either alone or in conjunction with the city of Knoxville, Tennessee, as said county may elect, is hereby authorized and empowered to construct and maintain a bridge over and across the Tennessee River, at or near the site, and in lieu of the present bridge over the said river at the city of Knoxville, so as to connect said city of Knoxville with the opposite or south bank of said river.

SEC. 2. That said bridge shall be so constructed that a reasonably free and unobstructed passageway may be secured to all water craft navigating said river at the point aforesaid; and if said bridge shall be constructed as a drawbridge the draw shall be opened promptly upon reasonable signal for the passage of boats and vessels; and whatever kind of bridge is constructed the owners thereof shall maintain, at their own expense, from sunset to sunrise, such lights or other signals thereon as the Light-House Board shall prescribe: *Provided*, That if said bridge be constructed to accommodate street-railway traffic, all street-car and electric-car 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 the payment of a reasonable compensation for such use; and in case of disagreement between the owners of the bridge and the several electric and street-car companies, or any of them desiring such use, in regard to the sum or sums to be paid, or the rules and conditions to be conformed to, all

Knox County, Tenn., may bridge Tennessee River, Knoxville, Tenn.

Unobstructed navigation.

Drawbridge.

Lights, etc.

Proviso.
Use by street, etc., car companies.

Compensation.

- Secretary of War to approve plans, etc.
- Authority to begin work.
- Lawful structure and post route.
- Amendment, etc.
- Commencement and completion.
- matters at issue shall be decided by the Secretary of War upon the hearing of the allegations and proofs of the parties.
- SEC. 3. That said bridge shall not be built or commenced until the plans and location of the same shall have been approved by the Secretary of War; and no change shall be made in its construction, and no alteration of it shall be made after its construction, unless such change or alteration shall in like manner receive the approval of the Secretary of War.
- SEC. 4. That the Secretary of War, upon receiving the design, drawings, and specifications of said bridge, and a map of the location, and such other information as he may call for, and upon being satisfied that the bridge when built according to such design and drawings will be in accordance with the requirements of this Act, and will not unreasonably obstruct the navigation of said river, be, and he is hereby, authorized and directed to approve said design, drawings, and specifications, and to so notify said county of Knox; and upon receiving such notification the said county of Knox may proceed to construct said bridge, conforming strictly to the approved design, drawings, and specifications.
- 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 the mails, troops, and munitions of war of the United States shall be transmitted free of charge.
- SEC. 6. That the right is hereby expressly reserved to alter, amend, or repeal this Act.
- 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 hereof.
- Approved, March 28, 1896.

March 28, 1896.

CHAP. 79.—An Act For the reconstruction of the Rock Island bridge.

Rock Island, Ill.
Appropriation for
bridge.
Vol. 28, p. 942.
Post, p. 438.

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled, That the sum of ninety-six thousand dollars is hereby appropriated out of any money in the Treasury not otherwise appropriated, for the reconstruction of the Rock Island Bridge, as authorized by the Act making appropriations for the sundry civil expenses of the Government for the fiscal year ending June thirtieth, eighteen hundred and ninety-six, approved March second, eighteen hundred and ninety-five.

Approved, March 28, 1896.

March 30, 1896.

CHAP. 82.—An Act Authorizing the Saint Louis, Oklahoma and Southern Railway Company to construct and operate a railway through the Indian Territory and Oklahoma Territory, and for other purposes.

Saint Louis, Oklahoma and Southern Railway Company granted right of way, Indian and Oklahoma Territories.

Location, Indian Territory.

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled, That the Saint Louis, Oklahoma and Southern Railway Company, a corporation created under and by virtue of the laws of the Territory of Oklahoma, be, and the same is hereby, authorized and invested and empowered with the right of locating, constructing, owning, equipping and operating, using and maintaining a railway and telegraph and telephone line through the Indian and Oklahoma Territories, beginning at a point to be selected by said railway company at and between Claremore and Sapulpa, on the Saint Louis and San Francisco Railroad, in the Cherokee and Creek Nations, Indian Territory, and running thence in a westerly and southerly direction, over the most practicable and feasible route, through or near the Cherokee, Creek, Seminole, and Chickasaw Nations, Indian Territory, to a point at or near Stonewall, to a point on the Red River at or near Willis, Indian Territory, and from thence through the State of Texas to a point at or near Aransas Pass, State of Texas, with the right to