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States, or for passengers or freight passing over the same, than the rate per mile charged for their transportation over the railways or public highways leading to said bridge. The United States shall also have the right of way over said bridge for postal telegraph purposes.

Aids to navigation.

SEC. 7. 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 or other signals as the Light-House Board may prescribe; and such changes shall be made from time to time in the structure of said bridge as the Secretary of War may direct, at the expense of the said company, in order the more effectually to preserve the free navigation of said river.

Lights.

Changes.

Commencement and completion.

SEC. 8. That this Act shall be null and void unless the construction of said bridge shall be commenced within one year and completed within three years from the passage of this Act.

Amendment.

SEC. 9. That Congress shall have power at any time to alter, amend, or repeal this Act.

Approved, March 2, 1900.

March 6, 1900.

CHAP. 34.—An Act Authorizing the construction of a bridge across the Mississippi River at Dubuque, Iowa.

Dubuque and Wisconsin Bridge Company may bridge Mississippi River at Dubuque.

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled, That the Dubuque and Wisconsin Bridge Company, a corporation duly incorporated under the laws of the State of Iowa, its successors and assigns, be, and is hereby, authorized to construct and maintain, at a point suitable to the interests of navigation, a bridge for the passage of vehicles of all kinds, animals, and foot passengers across the Mississippi River from a point at or near Eagle Point, in the city of Dubuque, in the State of Iowa, to the opposite shore of said river in the county of Grant, in the State of Wisconsin; that said bridge shall not be built within two miles of any other bridge on said river following the course of the main channel; that the location and plan or manner of constructing said bridge shall be subject to the approval of the Secretary of War, and until decided by him to be such as will not materially affect the interests of navigation the said bridge shall not be built; and there shall be submitted to the Secretary of War for his examination and approval a design and drawing of the proposed bridge and a map of the location, giving, for the space of a mile above and below the proposed location, the topography of the banks of the river, the shore line at high and low water, the direction and strength of the currents at all stages, and the soundings, accurately showing the bed of the stream, the location of any other bridge, and all other information required, and should any change be made in the plan of said bridge during the progress of construction such change shall be subject to the approval of the Secretary of War, and the said structure shall at all times be so kept and managed and be provided with such guard fences, sheer booms, and other structures as to offer reasonable and proper means for the passage of vessels and other floating craft through or under said structure; and for the safety of vessels passing at night there shall be displayed on said bridge from the hours of sunset to sunrise such lights as may be prescribed by the Light-House Board; and the said structure shall be changed at the cost and the expense of the owners thereof, from time to time, as the Secretary of War may direct, so as to preserve the free and convenient navigation of said river.

Secretary of War to approve plans, etc.

Aids to navigation.

Lights, etc.

SEC. 2. That said bridge between the Iowa shore and the lowlands or islands on the Wisconsin side of the river shall be constructed with

Spans.

unbroken and continuous spans, and the main span shall be over the main navigable channel of the river, and shall give a clear width of waterway not less than three hundred and fifty feet, and shall give clear headroom the full length of said span of not less in any case than fifty-five feet above extreme high water mark, as understood at the point of location. The remaining spans shall each give a clear width of waterway of not less than two hundred feet, and a clear headroom of not less in any case than ten feet between extreme high water mark and the lower chords of the superstructure. Said bridge shall be constructed at right angles to, and its piers parallel with, the current of the river.

Toll.

SEC. 3. That said Dubuque and Wisconsin Bridge Company shall have the right to charge and collect a reasonable rate of toll for the passage across said bridge of vehicles, animals, and foot passengers, and travelers, subject to approval by the Secretary of War.

Commencement and completion.

SEC. 4. That this Act shall be null and void if actual construction of the bridge herein authorized be not commenced within eighteen months, and completed within three years from the date of the passage hereof.

To be lawful structure and post route.

SEC. 5. That the bridge built under this Act and subject to its limitations shall be a lawful structure, and shall be known and recognized as a post route, and it shall enjoy the rights and privileges of other post-roads of 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.

Telegraph, etc., companies.

Amendment.

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

Approved, March 6, 1900.

March 8, 1900.

CHAP. 35.—An Act Authorizing the health officer of the District of Columbia to issue a permit for the removal of the remains of the late Major-General E. O. C. Ord from Oak Hill Cemetery, District of Columbia, to the United States National Cemetery at Arlington, Virginia.

Maj. Gen. E. O. C. Ord.
Removal of remains of.

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled, That the health officer of the District of Columbia be, and he is hereby, authorized to issue a permit for the removal of the remains of the late Major-General E. O. C. Ord from Oak Hill Cemetery, District of Columbia, to the United States National Cemetery at Arlington, Virginia.

Approved, March 8, 1900.

March 9, 1900.

CHAP. 36.—An Act Extending the time for the completion of the bridge across the East River, between the city of New York and Long Island, now in course of construction, as authorized by the Act of Congress approved March third, eighteen hundred and eighty-seven.

Time extended for bridging East River at New York City.

Vol. 24, p. 468.

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled, That the time for the completion of the bridge of the New York and Long Island Bridge Company across the East River between the city of New York and Long Island, authorized by the Act of Congress entitled "An Act authorizing the construction of a bridge across the East River between the city of New York and Long Island," approved March third, eighteen hundred and eighty-seven, and the various Acts amendatory thereof or supplementary thereto, is hereby extended to and including the first day of January in the year nineteen hundred and five.

Approved, March 9, 1900.