

Disposal of matter dredged.

Responsibility.

Legal proceedings.

Supervisor of the harbor to be appointed.

Appropriation.

SEC. 4. That all mud, dirt, sand, dredgings, and material of every kind and description whatever taken, dredged, or excavated from any slip, basin, or shoal in the harbor of New York, or the waters adjacent or tributary thereto, and placed on any boat, scow, or vessel for the purpose of being taken or towed upon the waters of the harbor of New York to a place of deposit, shall be deposited and discharged at such place or within such limits as shall be defined and specified by the supervisor of the harbor, as in the third section of this act prescribed, and not otherwise. Every person, firm, or corporation being the owner of any slip, basin, or shoal, from which such mud, dirt, sand, dredgings, and material shall be taken, dredged, or excavated, and every person, firm, or corporation in any manner engaged in the work of dredging or excavating any such slip, basin, or shoal, or of removing such mud, dirt, sand, or dredgings therefrom, shall severally be responsible for the deposit and discharge of all such mud, dirt, sand, or dredgings at such place or within such limits so defined and prescribed by said supervisor of the harbor; and for every violation of the provisions of this section the person offending shall be guilty of an offense against this act, and shall be punished by a fine equal to the sum of five dollars for every cubic yard of mud, dirt, sand, dredgings, or material not deposited or discharged as required by this section. Any boat or vessel used or employed in violating any provision of this act, shall be liable to the pecuniary penalties imposed thereby, and may be proceeded against, summarily by way of libel in any district court of the United States, having jurisdiction thereof.

SEC. 5. That a line officer of the Navy shall be designated by the President of the United States as supervisor of the harbor, to act under the direction of the Secretary of War in enforcing the provisions of this act, and in detecting offenders against the same. This officer shall receive the sea-pay of his grade, and shall have personal charge and supervision under the Secretary of War, and shall direct the patrol boats and other means to detect and bring to punishment offenders against the provisions of this act.

SEC. 6. That the sum of thirty thousand dollars or so much thereof as may be necessary, is hereby appropriated to carry out the provisions of this act; and the Secretary of the Treasury is hereby authorized to pay that sum from moneys in the Treasury not otherwise appropriated.

Approved, June 29, 1888.

June 29, 1888.

CHAP. 497.—An act to authorize the Paris, Choctaw and Little Rock Railway Company to construct a bridge across Red River at or near Hooks' Ferry, Red River County, Texas.

Paris, Choctaw and Little Rock Railway Company may bridge Red River at Hooks' Ferry, Texas.

Proviso.

Lawful structure and post-route.

Postal telegraph.

*Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled,* That the Paris, Choctaw and Little Rock Railway Company, a corporation duly created and existing under the laws of the State of Texas, be, and is hereby, authorized to build a bridge across the Red River at or near Hooks' Ferry, Red River County, Texas, the said bridge to be so constructed as not to interfere with the navigation of said river: *Provided,* That any bridge constructed under this act and according to its limitations shall be a lawful structure, and shall be known and recognized as a post-route, and the same is hereby declared to be 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, or for through passengers or freight passing over said bridge, than the rate per mile paid for their transportation over the railroads leading to the said bridge; and the United States shall have the right of way for a postal telegraph across said bridge.



SEC. 2. That any bridge constructed under this act shall be built and located 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 said company shall submit to the Secretary of War, for his examination and approval, a design of the drawings of the bridge and piers, and a map of the location, giving, for the space of at least one mile above and one mile below the proposed location, the topography of the banks of the river, the shore lines at high and low water, and 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 or bridges, and shall furnish such other information as may be required for a full and satisfactory understanding of the subject; and until said plan and location of the bridge are approved by the Secretary of War the bridge shall not be built; and if any change be made in the plan of construction of said bridge during the progress of the work thereon, or before the completion of said bridge, such change shall be subject to the approval of the Secretary of War; and the said structure shall be at all times so kept and managed as to offer reasonable and proper means for the passage of vessels through or under said structure; and the said structure shall be changed, at the cost and 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; and the authority to erect and continue said bridge shall be subject to the revocation or modification by law whenever the public good shall, in the judgment of the Secretary of War, so require, without any expense or charge to the United States; and in case of any litigation arising from any obstruction or alleged obstruction to the free navigation of said river caused or alleged to be caused by said bridge, suit may be brought in the circuit courts of the United States of Texas or Arkansas, in whose jurisdiction any portion of said bridge may be located.

Secretary of War to approve plans, etc.

Unobstructed navigation.

Litigation.

SEC. 3. That Congress reserves the right to alter, amend, or repeal this act at any time; and that if at any time navigation of the said river shall in any manner be obstructed or impaired by the bridge authorized by this act to be constructed, the Secretary of War shall have authority, and it shall be his duty, to require the said railway company to alter and change the said bridge, at its own expense, in such manner as may be proper to secure free and complete navigation without impediment, and if, upon such reasonable notice to said railway company to make such change or improvements, the said company fails to do so, the Secretary of War shall have the authority to make the same, and all the rights conferred by this act shall be forfeited; and the Secretary of War shall have power to do any and all things necessary to secure the free navigation of the river.

Amendment, etc.

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 date thereof.

Commencement and completion.

Approved, June 29, 1888.

CHAP. 498.—An act to authorize the construction of a bridge across Trail Creek, in the city of Michigan City, Indiana.

June 29, 1888.

*Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled,* That the consent of Congress be, and is hereby, granted to the city of Michigan City, a corporation duly organized under the laws of the State of Indiana, to construct, use, operate, and maintain a swing-bridge, with the necessary appurtenances, across Trail Creek, at the intersection of Franklin street in the city of Michigan City with said creek, for

Michigan City, Ind., may bridge Trail Creek.