

Maintenance and  
management.  
22 Stat., 423.

scribe, and shall be provided with such suitable and convenient draw as the said Secretary shall deem needful for the proper purposes of navigation of width not less than that of the Samville Valley Extension Railroad Company's draw in their bridge across Missisquoy Bay; and the maintenance and management of said structure shall be subject to such of the provisions of section six of chapter fifty-two of the acts of the second session of the Forty-seventh Congress as the Secretary of War may, from time to time, deem needful; and the authority to erect and continue said bridge shall be subject to revocation and modification by law whenever the public good shall, in the judgment of Congress, so require, without any expense or charge to the United States.

Act amended,  
etc.

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

Approved, June 20, 1884.

June 20, 1884.

**CHAP. 106.**—An act to change the times of holding the district and circuit courts of the United States in the northern district of Georgia

Terms of courts  
northern district  
of Georgia.

*Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled,* That hereafter the regular terms of the district and circuit courts of the United States in the northern district of Georgia now held on the first and second Mondays of September respectively shall each be held on the first Monday in October in each year.

Approved, June 20, 1884.

June 20, 1884.

**CHAP. 107.**—An act to authorize the National Academy of Sciences to receive and hold trust funds for the promotion of science, and for other purposes.

National Acad-  
emy of Sciences  
authorized to re-  
ceive and hold  
trust funds, etc.  
12 Stat., 806.

*Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled,* That the National Academy of Sciences, incorporated by the act of Congress approved March third, eighteen hundred and sixty-three, and its several supplements, be, and the same is hereby, authorized and empowered to receive bequests and donations, and hold the same in trust, to be applied by the said academy in aid of scientific investigations and according to the will of the donors.

Approved, June 20, 1884.

June 21, 1884.

**CHAP. 117.**—An act to extend an act approved August eighth, eighteen hundred and eighty-two, to encourage and promote telegraphic communication between America and Europe.

Telegraph cable,  
act authorizing  
laying, amended.  
22 Stat., 372.

*Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled,* That the time to commence laying the cable as provided in the act approved August eighth, eighteen hundred and eighty-two, to encourage and promote telegraphic communication between America and Europe, be, and the same is hereby, extended until the eighth day of August, eighteen hundred and eighty-six.

Approved, June 21, 1884.

June 23, 1884.

**CHAP. 118.**—An act to authorize the construction of a bridge across the Missouri River at the city of Leavenworth, Kansas.

Bridge over the  
Missouri River at  
Leavenworth,  
Kans.

*Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled,* That it shall be lawful for the Leavenworth Bridge Company, a corporation organized for that purpose under the general corporation laws of the State of Kansas, or its assigns,

to construct, under and subject to the conditions and limitations hereafter provided, a bridge across the Missouri River, at the city of Leavenworth, Kansas, and lay on and over said bridge railway tracks, for the more perfect connection of any and all railways that now are, or which may hereafter be, constructed to the Missouri River at the city of Leavenworth, or to the river on the opposite side of the same, near the city of Leavenworth, and build, erect, and lay on and over said bridge ways for wagons, vehicles of all kinds, and for the transit of animals; and to provide ways for foot-passengers, and to keep up and maintain and operate said bridge for the purposes aforesaid; and that when said bridge is constructed all trains of all railroads terminating at said river, and on the opposite side thereof, at the city of Leavenworth, Kansas, shall be allowed to cross said bridge for reasonable compensation to be made to the owners of the same; and if the amount of said compensation cannot be agreed upon by the parties, the same shall be fixed by the Secretary of War. The owners of said bridge may also charge and receive reasonable compensation or tolls for the transit over said bridge of all wagons, carriages, vehicles, animals, and foot-passengers: *Provided*, That the Secretary of War may at any time prescribe such rules, regulations, and rates of toll for transit and transportation over said bridge as may be deemed proper and reasonable.

Privileges of other railroads.

Tolls; rates to be prescribed by the Secretary of War.

SEC. 2. That any bridge built under the provisions of this act may, at the option of the corporation building the same, be built as a draw bridge, with a pivot or other form of draw, or with unbroken or continuous spans: *Provided*, That if the same shall be made of unbroken continuous spans, it shall not be in any case of less elevation than fifty feet above extreme high-water mark, as understood at the point of location, to the lowest part of the superstructure, with straight girders; nor shall the spans of said bridge be less than three hundred feet in the clear at low-water mark; and the piers of said bridge shall be parallel with the current of the river, and the main span shall be over the main channel of the river: *And provided also*, That if a bridge shall be built under this act as a draw-bridge, the same shall be constructed as a pivot-draw bridge, with a draw over the main channel of the river at an accessible and navigable point, and with spans of not less than two hundred feet in length in the clear on each side of the central or pivot pier of the draw; and the next adjoining spans to the draw shall not be less than two hundred and fifty feet; and said spans shall not be less than ten feet above extreme high-water mark, measuring to the lowest part of the superstructure of the bridge; and the piers of said bridge shall be parallel with the current of the river: *And provided also*, That said draw shall be opened promptly, upon reasonable signal, without unnecessary delay; and said company or corporation shall maintain, at its own expense, from sunset till sunrise, such lights or other signals on said bridge as the Light-House Board shall prescribe, and such sheer-booms or other structures as may be necessary to safely guide vessels, rafts, or other water-crafts safely through said draw-openings, and as shall be designated and required by the Secretary of War: *And provided further*, That the corporation building said bridge may, subject to the approval of the Secretary of War, enter upon the banks of said river, either above or below the point of location of said bridge, and confine the flow of the water to a permanent channel, and to do whatever may be necessary to accomplish said object, but shall not impede or obstruct the navigation of said river, and shall be liable in damages for all injuries to private property; and all plans for such works or erections upon the banks of the river shall first be submitted to the Secretary of War for his approval: *And provided further*, That any bridge built under the provisions of this shall be at right angles to the current of the river.

Construction.

*Proviso.*  
Continuous spans.

*Proviso.*  
Piers.  
*Proviso.*  
Draw-bridge.

*Proviso.*  
Lights and signals.

*Proviso.*  
Navigation of river not to be obstructed.

Plans, etc., to be submitted to Secretary of War for his approval.  
*Proviso.*

Free navigation preserved.

SEC. 3. That no bridge shall be erected or maintained under the authority of this act which shall at any time substantially or materially obstruct the free navigation of said river; 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 river, 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 persons controlling the same; and in case of any litigation arising from any obstruction or alleged obstruction to the free navigation of the Missouri River, at or near the crossing of said bridge, caused or alleged to be caused thereby, the cause shall be commenced and tried in the circuit courts of either judicial district of Kansas or Missouri in which the said bridge or any portion of such obstruction touches.

Location, e t c.,  
to be approved by  
Secretary of War.

Declared a post-  
route and a lawful  
structure.

Lights and safe-  
guards for security  
of persons, etc.

Right of way for  
telegraph or tele-  
phone lines.

SEC. 4. 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 also no higher charge shall be made for the transportation over the same of the mails, the troops, and munitions of war of the United States than the rate per mile paid for their transportation over the railroad or public highways leading to such bridge. Such lights shall be kept upon said bridge as the Light-House Board shall direct; and said bridge shall moreover be provided with all proper safeguards for the security of person and property. The United States shall also have the right to construct, without charge therefor, telegraph or telephone lines across said bridge.

SEC. 5. That Congress may at any time alter, amend, or repeal this act.

Received by the President June 11, 1884.

[NOTE BY THE DEPARTMENT OF STATE.—The foregoing act having been presented to the President of the United States for his approval, and not having been returned by him to the house of Congress in which it originated within the time prescribed by the Constitution of the United States, has become a law without his approval.]

June 24, 1884.

**CHAP. 119.**—An act to authorize the Oregon Pacific Railroad Company to construct one or more bridges across the Willamette River, in the State of Oregon, and to establish them as post-roads.

Bridges across  
the Willamette  
River, Oregon.

*Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled,* That it shall be lawful for the Oregon Pacific Railroad Company, a corporation created and existing under and by virtue of the laws of the State of Oregon, to build one or more bridges across the Willamette River, in said State, at such points, not exceeding two, between Salem and the head of the navigation of said Willamette River, as may be selected by the said railroad company, and to lay on or over said bridge or bridges railway tracks for the more perfect connection of the railway tracks they may hereafter build to the points to be selected for crossing the said river.

Construction.

Proviso.  
Continuous  
spans.

SEC. 2. That any bridge built under the provisions of this act may, at the option of said railway company, be built as a draw-bridge, or with unbroken or continuous spans: *Provided,* That if any such bridge shall be made with unbroken and continuous spans, the spans thereof over and above the channel or channels of said river shall not be less than two hundred feet in length in the clear, and the main span shall be over the main channel of the river. The lowest part of the superstructure of said bridge shall be of such height above extreme high-water mark, as understood at the point of location, as the Secretary of War may prescribe, and the bridge shall be at right angles to and its piers parallel with the current of the river: *Provided,* That if any

Proviso.