

mile paid for their transportation over the railroads and public highways leading to said bridge; and the United States shall have the right of way for postal-telegraph purposes across said bridge.

SEC. 4. That all railway companies desiring to use said bridge shall have and be entitled to equal rights and privileges in the passage of the same, and in the use of the machinery and fixtures thereof, and of all the approaches thereto, under and upon such terms and conditions as shall be prescribed by the Secretary of War, upon hearing the allegations and proofs of the parties, in case they shall not agree.

Postal telegraph.
Other companies may use.
Secretary of War to decide terms.

SEC. 5. That the structure herein authorized shall be built and located 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 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 one mile below the proposed location, the topography of the banks of the river, the shore-lines at high and low water, the direction and strength of the current 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 shall be required for a full and satisfactory understanding of the subject; and until the said plan and location of the bridge are decided by the Secretary of War to be such as will not materially affect the interests of navigation, the bridge shall not be commenced or built; 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 bridge shall be constructed with such aids to the passage of said bridge, in the form of booms, dikes, piers, or other suitable and proper structures for confining the flow of water to a permanent channel, and for the guiding of rafts, steamboats and other water-craft safely through the draw and raft spans, as the Secretary of War shall prescribe and order to be constructed and maintained at the expense of the company owning said bridge; 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 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 Secretary of War; and the said structure shall be changed, or removed at the cost and expense of the owners thereof, from time to time, as Congress 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 revocation and modification by law when the public good shall, in the judgment of Congress, so require, without any expense or charge to the United States.

Secretary of War to approve plans, etc.

Aids to navigation.

Lights, etc.

SEC. 6. That should said Chicago, Santa Fé and California Railway Company construct said bridge at or near Fort Madison, then it shall be lawful for any corporation authorized under the laws of the State of Iowa to construct a bridge across the said river at a suitable point at or near the city of Keokuk, and subject to all the rights, conditions, and limitations expressed in this act.

If built at Fort Madison, another may be built at Keokuk.

SEC. 7. That the right to alter, amend, or repeal this act is hereby expressly reserved.

Approved, March 3, 1887.

CHAP. 384.—An act authorizing the city of Winona, Minnesota, to construct a bridge across a part of the Mississippi River and a certain island therein.

Mar. 3, 1887.

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled, That the city of Winona, a municipal corporation in the State of Minnesota, located on the west bank of the Mississippi River, be, and it hereby is, authorized and em-

Winona, Minn., authorized to bridge Mississippi to Island No. 72.

powered to construct and to perpetually maintain a pile bridge for the passage of teams, vehicles, and pedestrians, and for other purposes for which ordinary wagon and foot bridges are commonly used, from the southerly end of the certain wagon-road owned and maintained by said city, and located and terminating at the bank of said river in lot six, in section six, township eighteen north, of range ten west, in the county of Buffalo and State of Wisconsin, opposite said city, across that certain slough or part of said river which lies between the Wisconsin shore and the certain island in said river known and designated as "Island number seventy-two," and to, upon, and across said island, and from thence on in a southerly direction to navigable water in the main part of said river lying southward from said island. The said bridge to be used in connection with a ferry to be operated by said city across the main channel of said river.

Not to obstruct navigation.

SEC. 2. That said bridge shall be so located and constructed as not to obstruct or interfere with the navigation of said main channel; and that said bridge shall be built subject to such regulations for the security of navigation of said river as the Secretary of War shall prescribe; and until the plan and location of the bridge are approved by the Secretary of War the bridge shall not be built. 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.

Right to amend etc., reserved.

SEC. 3. That the right to alter, amend, or repeal this act is hereby expressly reserved; and the right to require any changes in said structure, or its entire removal, at the expense of the owners thereof, whenever Congress shall decide that the public interests require it, is also expressly reserved.

Approved, March 3, 1887.

Mar. 3, 1887.

CHAP. 385.—An act authorizing the construction of a bridge over the Tennessee River at or near Guntersville, Alabama, and for other purposes.

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 Huntsville and Birmingham Railway Company of Alabama, a corporation duly and legally incorporated under the laws of the State of Alabama, its successors or assigns, to construct and maintain a bridge over the Tennessee River at or near Guntersville, Alabama. Said bridge shall be constructed to provide for the passage of railway trains, and, at the option of the persons by whom 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.

Railway, wagon, and foot bridge.

To be a lawful structure and post-route.

SEC. 2. 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, 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 passengers or freight passing over said bridge, than the rate per mile paid for the transportation over the railroad or public highways leading to the said bridge; and it shall enjoy the rights and privileges of other post-roads in the United States.

Draw.

SEC. 3. That the said bridge shall be constructed as a draw-bridge; the draw or pivot-pier shall be at such point in the channel of the river as the Secretary of War may direct, and the opening or passage-way of said draw-pier shall be so protected and arranged that water-craft can be worked through it at any and all times; and the draw-span shall not be of less width than one hundred and sixty feet, and the lowest point of said draw-span shall be not less than ten and one half feet above the highest water stage at the point of location and the piers of said piers shall be parallel with and the bridge itself at right angles to the current of the river: *Provided also,* That said draw shall be opened promptly

Provisos.