

Displaying signals  
on mail trains.

That the Secretary of Agriculture, in cooperation with the Postmaster-General, may arrange a plan by which there shall be displayed on all cars and other conveyances used for transporting United States mail, suitable flags or other signals to indicate weather forecasts, cold wave warnings, frost warnings, and so forth, to be furnished by the Chief of the Weather Bureau.

Amount.

Total Weather Bureau, eight hundred and eighty-five thousand six hundred and ten dollars.

Approved, March 2, 1895.

March 2, 1895.

**CHAP. 170.**—An Act To authorize the Pittsburg, Monongahela and Wheeling Railroad Company to construct a bridge over the Monongahela River.

Pittsburg, Monongahela and Wheeling Railroad Company may bridge Monongahela River, Monongahela City, Pa.

*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 Pittsburg, Monongahela and Wheeling Railroad Company, a corporation organized under the laws of the Commonwealth of Pennsylvania, or its successors or assigns, to construct and maintain a bridge and approaches thereto across the Monongahela River at a point in the county of Allegheny, Pennsylvania, opposite, or as nearly opposite as may be, Monongahela City in said State; that said bridge may be constructed for railway, wagon, and postal service, with single or double track for railway traffic, and shall be constructed under the conditions and limitations hereinafter specified.

Railway and wagon  
bridge.

Free navigation.

**SEC. 2.** That said bridge shall not interfere with the free navigation of said river beyond what may be necessary to carry into effect the rights and privileges herein granted, and in case of any litigation arising under the provisions of this Act such litigation may be tried and determined by the circuit court of the United States within whose jurisdiction said bridge is located.

Litigation.

High bridge.

**SEC. 3.** That the bridge hereby authorized to be constructed must be constructed as a through bridge, with unbroken and continuous spans, the channel span over the waterway to have a clear channel of not less than five hundred feet and a clear head room of not less than fifty-three feet above the level of the water at pool full in said river, the remaining spans to be as may be approved by the Secretary of War.

Lawful structure and  
post route.

**SEC. 4.** That any bridge constructed under this Act shall be a lawful structure and shall be known as a post-road, over which no higher charge shall be made for the transportation of mails, troops, and munitions of war or other property of the Government of the United 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.

Postal telegraph.

Use by other com-  
panies.

**SEC. 5.** That all railway, telephone, and telegraph companies desiring to use said bridge shall be entitled to equal rights and privileges in using the same, including machinery and fixtures thereto belonging, and also the approaches thereto, upon such terms and conditions as may be agreed upon between the Pittsburg, Monongahela, and Wheeling Railroad Company and the companies desiring to use the said bridge and approaches thereto, or, in case of a disagreement, upon such terms and conditions as shall be prescribed by the Secretary of War upon hearing the allegations and proofs of the parties in interest.

Terms.

Secretary of War to  
approve plans, etc.

**SEC. 6.** That the said railroad company, before entering upon the construction of said bridge, shall submit to the Secretary of War plans and drawings of said structure, together with a map of the location thereof for one mile above and one-half a mile below said location, giving the topography of the banks of the river, the shore lines at high and low water, the direction and strength of the current of said river at high and low water, showing also the bed of the river and the channel, with such other and further information as the Secretary of War

may require; which said drawings and information aforesaid shall be examined by him, and if he shall approve the same he shall so notify the said railroad company of such approval, and thereupon said company may proceed to the erection of said bridge. The Secretary of War may direct such alterations in such plans as he may deem necessary to the better protection of navigation, and such alterations shall be adopted by said railroad company. The said railroad company may at any time make any alterations deemed advisable to be made in said bridge, but must first submit such proposed alterations to the Secretary of War, and his approval shall be first had before they shall be authorized or made.

Changes.

SEC. 7. That said bridge herein authorized to be constructed shall be so kept and managed at all times as to afford proper ways and means for the passage of vessels, barges, or rafts under it, both by day and by night. There shall be displayed on said bridge from sunset to sunrise such lights and signals as may be directed by the Light-House Board, and such changes may be made from time to time in the structure of said bridge as the Secretary of War may direct, at the expense of said railroad company in order the more effectually to preserve the free navigation of said river, or the said structure shall be altogether removed, if in the judgment of the Secretary of War the public good may require such removal, and without expense or charge to the United States.

Aids to navigation.

Lights, etc.

SEC. 8. 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 of the approval of this Act.

Commencement and completion.

SEC. 9. That the right to alter, amend, or repeal this Act is hereby specially reserved.

Amendment, etc.

Approved, March 2, 1895.

**CHAP. 171.**—An Act To authorize the construction of a bridge across the Illinois River at or near the town of Hennepin.

March 2, 1895.

*Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled,* That the Illinois River Bridge Company, of Hennepin, a corporation organizing under the laws of the State of Illinois, its assigns, grantees, successors, and legal representatives, be, and are hereby, authorized to build, own, operate, and maintain a bridge and approaches thereto over the Illinois River at or near the town of Hennepin, in said State of Illinois. 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 the owner or owners of said bridge may from time to time prescribe, subject to the approval of the Secretary of War: *Provided,* That all railroad companies desiring the use of said bridge and the approaches thereto shall have and be entitled to equal privileges in the use thereof upon the payment of reasonable compensation therefor, and in case of any disagreement regarding the compensation to be paid or the conditions to be observed the matters at issue shall be decided by the Secretary of War upon proper hearing.

Illinois River Bridge Company may bridge Illinois River at Hennepin, Ill.

Railway, wagon, and foot bridge.

Proviso. Use by other companies.

SEC. 2. That any bridge authorized to be 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 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 below the proposed location, the topography of the banks of the river, the shore lines at low and high water, the direction and current strength at all stages, and the soundings, accurately showing the bed of the stream, and shall furnish such other

Secretary of War to approve plans, etc.