

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.

- information as shall be required for the full and satisfactory understanding of the subject; and until the said 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 approval of the Secretary of War; and if said bridge is not commenced within one year and completed within three years from the passage of this Act the rights and privileges hereby granted shall be null and void.
- Changes.**
- Commencement and completion.**
- Lawful structure and post route.**
- Postal telegraph.**
- Litigation.**
- Opening draw.**
- Lights, etc.**
- Amendment, etc.**
- SEC. 3.** That any bridge constructed 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 transmission over the same of the mails, the troops, and the munitions of war of the United States than the rates established and paid by the general public for like service; and the United States shall have the right of way for postal telegraph and telephone purposes across said bridge. That in case of any litigation concerning any alleged obstruction to the free navigation of said river on account of said bridge, the cause may be tried before the circuit court of the United States in whose jurisdiction said obstruction or bridge is located. That if the said bridge shall be constructed as a drawbridge the draw shall be opened promptly, upon reasonable signal, for the passage of boats, and whatever kind of bridge is constructed the said company or corporation shall maintain, at its own expense, from sunset to sunrise, such lights or other signals on said bridge as the Light-House Board shall prescribe.
- SEC. 4.** That the right to alter, amend, or repeal this Act is hereby expressly reserved, and the right to require any change in the structure, or its entire removal, at the expense of the owners thereof, whenever Congress decides that the public interest requires it, is also expressly reserved.
- Approved, March 2, 1895.

March 2, 1895.

CHAP. 172.—An Act To establish harbor regulations for the District of Columbia.

- Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled,* That every vessel coming to anchor in the Potomac River between the junction of the Washington and Georgetown channels of said river and the extension of the south line of P street southwest, in the city of Washington, shall anchor as near the flats in said river as possible, so that the channel of said river will not be obstructed; and if such vessel is to remain over twelve hours it shall be moored with both anchors, so as to give room for passing vessels and so as not to swing and obstruct said channel. No vessel shall be permitted to anchor in the Washington channel of the Potomac River between the extended lines of P or K streets south. Vessels coming to anchor above the line of K street south, aforesaid, shall come to anchor as near the flats as possible and so that the channel will not be obstructed; and all vessels coming to anchor shall be so moored by the use of both anchors as to prevent obstruction of the channel within four hundred feet of the nearest wharf, the said anchorage to continue only twenty-four hours, unless otherwise ordered or directed by the harbor master. No vessel shall be permitted to lie in Seventeenth Street Canal, New Jersey Avenue Canal, or James Creek Canal, or at the entrance thereof, so as to obstruct the passage of any vessel going into or out of the same or moving from one place to another therein, unless such obstructing vessel is actually engaged in loading or unloading, and shall then, if deemed expedient by the harbor master, be removed to such place as shall be necessary to give room to passing vessels. Any captain or owner of, or anyone in charge of, any barge, sand scow,
- District of Columbia.**
- Harbor regulations.**
- Anchorage.**
- Occupying canals.**