

CHAP. 207.—An act for establishing a light or lights and other aids to navigation to guide into Charlotte Harbor, Florida.

May 1, 1888.

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled, That a light, or lights, and other aids to navigation to guide into Charlotte Harbor, Florida, be established at a cost not to exceed thirty-five thousand dollars.

Charlotte Harbor, Fla. Light, etc., established.

Approved, May 1, 1888.

CHAP. 208.—An act to provide for protecting the navigation of the Illinois River by extending the system of beacon-lights to said river.

May 1, 1888.

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled, That the Light-House Board be, and it is hereby, directed to establish such number of beacon-lights along the Illinois River as may, in the judgment of said board, be necessary for the proper protection of the navigation of said river: *Provided,* That the cost of the same shall not exceed seven thousand dollars, which sum is hereby appropriated for that purpose, to be expended under the supervision of the Light-House Board for the purpose herein provided.

Illinois River.

Beacon-lights.

Proviso.
Cost.
Appropriation.

Approved, May 1, 1888.

CHAP. 209.—An act authorizing the Kansas City, Texarkana and Gulf Railway Company to bridge the Red and Little Rivers, in the State of Arkansas.

May 1, 1888.

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled, That the Kansas City, Texarkana and Gulf Railway Company, its successors or assigns, be, and is hereby, authorized to construct and maintain a railway bridge, and approaches thereto, over and across Red River, in the State of Arkansas, at or near the point where the eastern boundary line of the State of Texas intersects the said river and the State line of the State of Arkansas; and also a railway bridge, and approaches thereto, over and across Little River, in the said State of Arkansas, at such point as may be selected by said railway company for crossing said river with its railroad line. Said bridges shall be constructed to provide for the passage of railway trains, and, at the option of said company, 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. That if the said bridges, or either of them, over the said rivers shall be made with unbroken and continuous spans, there shall be at least one span of a height of not less than eighty feet above low water or fifty feet above highest water, as understood at the point of location, measured to the lowest part of the superstructure of said bridge; and said span shall have a clear opening of at least two hundred feet between the piers, measured at right angles to the current, and shall be over the main channel of the river, and the bridge or bridges shall be at right angles to, and the piers parallel with, the current of the river. And if the bridges, or either of them, over the said rivers, shall be constructed as draw or pivot bridges, the draw or pivot pier shall be over the main channel of the river at an accessible navigable point, and the openings on each side of the pivot-pier shall not be less than one hundred and thirty feet in the clear, unless otherwise expressly directed by the Secretary of War, and if so directed shall be according to such direction, and, as nearly as practicable, the said openings shall be accessible at all stages of

Kansas City, Texarkana and Gulf Railway Company may bridge Red and Little Rivers, Ark.

Railway, wagon, and foot bridge.

Spans.

Draws.