

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.

water, and the spans shall be not less than ten feet above extreme high water, as understood at the point of location, to the lowest part of the superstructure of the bridge, and the piers and draw rests shall be parallel with, and the bridge or bridges at right angles to, the current of the river or rivers; and no riprap or other outside protection for imperfect foundations shall be permitted to approach nearer than four feet to the surface of the water at its extreme low stage, or otherwise to encroach upon the channel-ways provided for in this act; and all and each of said draws shall be opened promptly upon reasonable signal for the passing of boats; and said company shall maintain, at its own expense, from sunset till sunrise, such lights or other signals on said bridges as the Light-House Board may prescribe.

Lights.

To be lawful structures and post-routes.

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 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.

Free navigation to be unobstructed.

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 rivers; and if any bridge erected under such authority shall, in the opinion of the Secretary of War, obstruct such navigation, he is hereby authorized to cause such change or alteration of said bridge or bridges 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. And in case of any litigation arising from any obstruction or alleged obstruction to the free navigation of said river, caused or alleged to be caused by said bridge, the case may be brought in the district court of the United States for the State of Arkansas, in whose jurisdiction any portion of said obstruction or bridge may be located: *Provided*, That nothing in this act shall be so construed as to repeal or modify any of the provisions of law now existing in reference to the protection of the navigation of rivers or to exempt said bridges from the operation of the same.

Litigation.

Proviso.

Existing laws.

Other companies may use.

SEC. 4. That all railway companies desiring the use of said bridges, or either of them, shall have and be entitled to equal rights and privileges relative to the passage of railway trains over the same, and over the approaches thereto, upon payment of a reasonable compensation for such use.

Secretary of War to approve location, etc.

SEC. 5. That the bridges 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 rivers 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 drawings of said bridges, and each of them, 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 currents 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 may be required for a full and satisfactory understanding of the subject; and until the said plan and location of the bridge or bridges are approved by the Secretary of War the bridge or bridges shall not be built; and should any change be made in the plan of said bridges, or either of them, during the progress of construction, such change shall be subject to approval of the Secretary of War. And the said structures shall be changed at the cost and expense of the

Changes.

owners thereof, from time to time, as the Secretary of War may direct, so as to preserve the free and convenient navigation of said rivers, and the authority to erect and continue any and all of said bridges shall be subject to revocation by the Secretary of War whenever the public good, in his judgment so requires.

SEC. 6. That the right to alter, amend, or repeal this act is hereby expressly reserved.

SEC. 7. That this act shall be null and void if actual construction of the bridge or bridges herein authorized be not commenced within one year and completed within three years from the approval of this act.

Approved, May 1, 1888.

Amendments, etc.

Commencement and completion.

CHAP. 210.—An act for a public building at Greenville, South Carolina.

May 1, 1888.

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled, That the Secretary of the Treasury be, and he hereby is, authorized and directed to purchase, or otherwise procure, a suitable site, and cause to be erected thereon, at the city of Greenville, in the State of South Carolina, a substantial and commodious public building, with fire-proof vaults, for the use and accommodation of the United States courts, post-office, internal-revenue office, and for other Government uses. The site and building thereon when completed, upon plans and specifications to be previously made and approved by the Secretary of the Treasury, shall not exceed in cost the sum of one hundred thousand dollars; nor shall any site be purchased until estimates for the erection of a building which will furnish sufficient accommodations for the transaction of the public business, and which shall not exceed in cost the balance of the sum herein limited after the site shall have been purchased and paid for, shall have been approved by the Secretary of the Treasury; and no purchase of site nor plan for said building shall be approved by the Secretary of the Treasury involving an expenditure exceeding the said sum of one hundred thousand dollars for site and building: *Provided,* That no money to be appropriated for said building shall be used until a valid title to the site selected, which site shall leave the building unexposed to danger from fire in adjacent buildings by an open space of at least fifty feet, including streets and alleys, shall be vested in the United States, nor until the State of South Carolina shall have ceded jurisdiction over the same for all purposes, during the time the United States shall be or remain the owner thereof, except for the enforcement of the criminal laws of the State and the service of civil process therein.

Greenville, S. C.
Public building.

Site, plans, etc.

Estimates.

Limit of cost.

Proviso.

Title, etc.

Approved, May 1, 1888.

CHAP. 211.—An act to authorize the construction of an arsenal for the repair, storage, and distribution of ordnance and ordnance stores for the use of the Government of the United States, at Columbia, Tennessee.

May 1, 1888.

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled, That for the purpose of establishing an arsenal at Columbia, Tennessee, for the repair, storage, and distribution of ordnance and ordnance stores, the sum of two hundred thousand dollars is hereby appropriated, out of any money in the Treasury not otherwise appropriated; and the construction and control of said arsenal shall be under the direction of the Secretary of War: *Provided,* That without cost to the United States, a sufficient quantity of land, accepted as suitable and adequate for

Columbia, Tenn.
Arsenal established at.
Appropriation.

Provisos.
Lands to be given.