

may proceed to the erection of said bridge in conformity with said approved plan, and should any change be made in the plan of said bridge during the progress of the work thereon, such change shall be subject likewise to the approval of the Secretary of War. And there shall be displayed on said bridge from sunset to sunrise such lights or other signals as may be prescribed by the Light-House Board.

Lights.

SEC. 3. That Congress reserves the right to alter, amend, or repeal this act at any time; and that if at any time navigation of said river shall in any manner be obstructed or impaired by the said bridge, the Secretary of War shall have authority, and it shall be his duty, to require the said railroad company to alter and change the said bridge, at its own expense, in such manner as may be proper to secure free and complete navigation without impediment; and if upon reasonable notice to said railroad company to make such changes or improvements the said company fails to do so, the Secretary of War shall have authority to make the same at the expense of said company, and all the rights conferred by this act shall be forfeited; and Congress shall have power to do any and all things necessary to secure the free navigation of the said river.

Amendments.

Changes.

SEC. 4. 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 thereof.

Commencement and completion.

Approved, May 14, 1888.

CHAP. 246.—An act to authorize the construction of the Ohio Connecting Railway Company Bridge.

May 14, 1888.

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled, That the Ohio Connecting Railway Company be, and the same is hereby, authorized to construct, maintain, and operate a bridge over the Ohio River from the south shore to the north shore thereof, at a point about one-half mile south of the mouth of Cork's Run in Allegheny County, Pennsylvania. Said bridge is hereby declared to be a lawful structure, and the same may be used for railroad and highway purposes. Said bridge to be constructed as follows: The main-channel span of said bridge shall be a continuous through span of five hundred and seven feet clear of masonry. The back-channel span shall be one through span of four hundred feet clear of masonry; said space in each case to be measured on the low-water line. The remaining spans of said bridge shall be deck-spans. Said main-channel span and said back-channel shall be at a height of not less than eighty feet above low-water mark at Market street in Pittsburgh and not less than eighty-two and one-half feet above local low-water mark at the bridge site, measured to the bottom chord of the bridge.

Ohio Connecting Railway Company may bridge Ohio River.

To be a lawful structure.

Construction.

SEC. 2. The location of the piers of said bridge with reference to the current of the river shall be according to such plans and specifications as may be approved by the War Department: *Provided*, That no advertisement as required by the general law be again made, unless thought advisable and necessary by the Secretary of War, advertisement having already been made.

Location of piers.

SEC. 3. That equal privileges in the use of said bridge shall be granted to all telegraph and telephone companies.

Telegraph, etc., privileges.

SEC. 4. That all railroad companies desiring the use of said bridge shall have and be entitled to equal rights and privileges relative to the passage of railway trains or cars over the same, and over the approaches thereto, upon payment of a reasonable compensation for such use, and in case the owner or owners of said bridge and the several railroad companies, or any one of them, desiring such use shall fail to agree upon the sum or sums to be paid and upon rules and upon conditions to which each shall conform in using said bridge,

Other companies may use.

Secretary of War to
adjust disputes.

Railway, wagon, and
footbridge.

Existing laws.
Vol. 17, p. 398.

Vol. 22, p. 414.
Proviso.

Commencement and
completion.

Amendment.

all matters at issue between them shall be decided by the Secretary of War, upon a hearing of the allegations and proofs of the parties.

SEC. 5. That said bridge shall be constructed to provide for the passage of railway trains and, at the option of the corporation by which 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.

SEC. 6. That the said bridge shall be built under the provisions of the act of seventeenth December, eighteen hundred and seventy-two, and authorizing the construction of bridges across the Ohio River and the amendatory act of fourteenth February, eighteen hundred and seventy-three, except in so far as the provisions of said acts may be modified or changed by the provisions of this act: *Provided*, That if the construction of said bridge shall not be commenced within one year, and completed within four years after the passage of this act, all privileges conferred hereby, and this act, shall become null and void.

SEC. 7. That Congress shall have power at any time to alter, amend or repeal this act.

Approved, May 14, 1888.

May 14, 1888.

CHAP. 247.—An act authorizing the Secretary of the Treasury to award a gold medal of the first class to Captain Thomas Sampson, of New York City, for rescuing five boys from drowning.

Thomas Sampson.
Awarded a gold life-
saving medal.

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 is hereby, authorized and directed to award to Captain Thomas Sampson, of New York City, a gold medal of the first class, for bravery in rescuing, at the peril of his own life, five boys from drowning—three in June, eighteen hundred and fifty-four, and two in June, eighteen hundred and fifty-six.

Approved, May 14, 1888.

May 14, 1888.

CHAP. 248.—An act to grant a right of way to the Kansas City and Pacific Railroad Company through the Indian Territory, and for other purposes.

Kansas City and Pa-
cific Railroad Com-
pany may build railway,
telegraph, and tele-
phone line through In-
dian Territory.
Location.

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled, That the Kansas City and Pacific Railroad Company, a corporation created under and by virtue of the laws of the State of Kansas, be, and the same is hereby, invested and empowered with the right of locating, constructing, owning, equipping, operating, using, and maintaining a railway, telegraph, and telephone line through the Indian Territory, beginning at any point to be selected by said railroad company on the south line of the State of Kansas, in the county of Labette or Montgomery, at or near Coffeyville, and running thence by the most practicable route through the Indian Territory to a point on the southern boundary of the said Indian Territory, and within three miles of where the line of the Denison and Wichita Valley Railroad crosses Red River, with a branch commencing at Ockmulgee, and running thence westerly or southwesterly, to the south line of said Indian Territory, at or near the mouth of the north fork of Red River, with the right to construct, use, and maintain such tracks, turnouts, branches, sidings, and extensions as said company may deem it to their interest to construct along and upon the right of way and depot grounds herein provided for.

Dimension of right
of way.

SEC. 2. That said corporation is authorized to take and use for all purposes of a railway, and for no other purpose, a right of way one