

**CHAP. 695.**—An act to authorize the location of a branch home for volunteer disabled soldiers in Grant County, Indiana, and for other purposes.

July 23, 1888.

*Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled,* That the board of managers of the Home for Disabled Volunteer Soldiers are hereby authorized and directed to locate a branch of the Home at some suitable point in Grant County, State of Indiana. The same shall not be located on a tract of land less than two hundred acres in extent.

National Home for Disabled Volunteer Soldiers.

Branch to be located in Grant County, Ind.

Location.

SEC. 2. That said branch home shall be located, and the ground purchased by said board of managers, within three months, or as soon thereafter as practicable, from the approval of this act.

Building.

SEC. 3. That within six months, or as soon thereafter as practicable, from the approval of this act, the said board of managers shall commence the erection of a suitable building or buildings on the ground so purchased for the use of said branch home. That said building or buildings shall be completed at as early a day as possible: *Provided,* That the citizens of said county shall drill a natural gas well or wells on said grounds, of sufficient capacity to furnish gas for heating and lighting said buildings, and shall supply an adequate quantity of such gas free of cost to the Government.

Proviso.

Gas.

SEC. 4. That the sum of two hundred thousand dollars is hereby appropriated for the purposes hereinbefore mentioned and the improvement of the grounds of said branch home.

Appropriation.

SEC. 5. That all honorably discharged soldiers and sailors who served in the war of the rebellion, who are disabled by age, disease, or otherwise, and by reason of such disability are incapable of earning a living, shall be admitted into the Home for Disabled Volunteer Soldiers.

Admission.

Approved, July 23, 1888.

**CHAP. 696.**—An act to authorize the construction of a bridge across the Missouri River between Clay county and Jackson county, Missouri, at a point to be selected consistent with the interests of river navigation between Kansas City, Missouri, and a point within five miles below said city.

July 23, 1888.

*Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled,* That the Randolph and Kansas City Bridge Company, a corporation duly created and existing under and by virtue of the laws of the State of Missouri, its successors or assigns, be, and are hereby, authorized to construct and maintain a bridge and approaches thereto across the Missouri River, between Clay County and Jackson County, in the State of Missouri, at some point at least one-fourth of a mile from any other bridge, to be selected consistent with the interests of river navigation between Kansas City, Missouri, and a point within five miles below said city. Said bridge shall be constructed to provide for the passage of railway trains, wagons, and vehicles of all kinds, steam and street cars, animals, foot-passengers, and for all road travel, for such reasonable rates of toll and under such reasonable rules and regulations as may be prescribed by said corporation, its successors and assigns, and be approved from time to time by the Secretary of War.

Randolph and Kansas City Bridge Company may bridge Missouri River at Kansas City, Mo.

Railway, wagon, and foot bridge.

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; and equal privileges in the use of said bridge shall be granted to all telegraph companies;

Lawful structure and post-route.

and the United States shall have the right of way across said bridge and its approaches for postal-telegraph purposes.

Postal telegraph.  
Construction.

SEC. 3. That said bridge shall be constructed as a ponton draw-span bridge, and shall contain a ponton draw-span of not less than four hundred feet in length, which draw-span shall be maintained over the main channel of the river at an accessible and navigable point, and the piers of said bridge shall be parallel with, and the bridge itself at right angles to, the current of the river: *Provided, also,* That said draw shall be opened promptly by said company, upon reasonable signal for the passage of boats or rafts, and said company or corporation shall maintain, at its own expense, from sunset till sunrise, such lights or other signals on said bridge as the Light House Board shall prescribe. 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 river, 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 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 of the State of Missouri in which any portion of said obstruction or bridge may be located: *Provided further,* 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 this bridge from the operation of the same.

Provisos.  
Opening draw.

Lights.

Unobstructed navigation.

Litigation.

Existing laws.

Use by other companies.

Terms.

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 conditions to which each shall conform in using said bridge, 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.

Secretary of War to approve plans, etc.

SEC. 5. 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 said company or corporation shall submit to the Secretary of War, for his examination and approval, a design and drawings of the bridge, and a map of the location, giving, for the space of one-half mile above and one-half 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 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 the approval of the Secretary of War.

Amendment.

SEC. 6. That the right to alter, amend, or repeal this act is hereby expressly reserved. And the right to require any changes in said structure or its entire removal, at the expense of the owners thereof, whenever the Secretary of War shall decide that the public interest requires it, is also expressly reserved.

SEC. 7. 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, July 23, 1888.

CHAP. 700.—An act to authorize the construction of a bridge across the Arkansas River at or near Cummings' Landing, Lincoln County, Arkansas.

July 24, 1888.

*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 Kansas City, Arkansas and New Orleans Railway, a corporation organized, chartered, and duly perfected under and in full accordance with the Statutes of the State of Arkansas, or its successors or a signs, to construct and maintain a bridge, and approaches thereto, over the Arkansas River, at a point on said river at or near Cummings' Landing, Lincoln County, in the State of Arkansas, and to lay on and over said bridge a railroad track or tracks for the more perfect connection of any railroad or railroads that are or shall hereafter, be constructed to the said river, on either or both sides thereof, at or opposite said point, under the limitations and conditions hereinafter provided; said bridge shall be constructed to provide for the passage of railway trains, and, at the option of the builders and owners thereof, may be used for the passage of wagons and vehicles of all kinds, for the transit of animals of all kinds, and for foot-passengers for such reasonable rates of toll as may be approved from time to time by the Secretary of War as to railway trains; and as to wagons, vehicles, animals, and foot-passengers, such rates as may be provided by the laws of the State of Arkansas.

Kansas City, Arkansas and New Orleans Railway may bridge Arkansas River at Cummings' Landing, Arkansas.

Railway, wagon, and foot bridge.

SEC. 2. That any bridge built under this act is 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, troops, and the munitions of war, or other property of the United States, than the rate per mile paid for the transportation of the same 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. Equal privileges in the use of said bridge shall be granted to all telegraph companies; and the United States shall have the right of way across said bridge and its approaches for postal telegraph purposes.

Lawful structure and post-route.

Postal telegraph.

SEC. 3. That said bridge shall be constructed with a draw or pivot span, which 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 be of such width as the Secretary of War shall prescribe, and, as nearly as practicable, both of said openings shall be accessible at all stages of water; that the spans shall be of such height above extreme high-water mark, as understood at the point of location, to the lowest point of the superstructure of said bridge as may be directed by the Secretary of War in the interests of navigation; that the piers and draw rests of said bridge shall be built parallel with the current at that stage of the river which is most important for navigation, and the bridge itself at right angles thereto; and that no riprap or other outside protection for imperfect foundations 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: *Provided*, That said draw shall be opened by the Company or persons owning said bridge upon reasonable signal for the passage of boats; and there shall be maintained, at the expense of the owners thereof, from sunset till sunrise, such lights or other signals on said bridge as the Light-House Board shall prescribe.

Construction.

Spans.

Proviso. Opening draw.

Lights, etc,