

Police regulations and protection of earthwork.

Second. That said town shall have and exercise power to make and enforce police regulations concerning said tract, and shall protect said earth-work from injury or defacement.

Fee, etc., reserved.

Third. That the United States reserves to itself the fee in said tract and the right to resume possession and occupy any portion thereof whenever, in the judgment of the President, the exigency arises that should require the use and appropriation of the same for the public defense or otherwise, or for such other disposition as Congress may determine, without any claim for compensation to said town for improvements thereon or damages on account thereof.

Approved, September 1, 1890.

September 2, 1890.

CHAP. 856.—An act to authorize the construction of a bridge across the Little Tennessee River at or near Niles' Ferry, Tennessee.

Knoxville Southern Railroad Company may bridge Little Tennessee River at Niles' Ferry, Tenn.

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled, That the Knoxville Southern Railroad Company, a corporation organized under the laws of the State of Tennessee, be, and is hereby, authorized to construct and maintain a bridge, and approaches thereto, over the Little Tennessee River at or within two miles of Niles' Ferry, Tennessee. 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 reasonable rates of toll, to be fixed by said company; and the Secretary of War shall have the right, from time to time, to revise, prescribe, and determine such rates or tolls.

Railway or wagon and foot bridge.

Toll.

Lawful structure and post-route.

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, and it shall enjoy the rights and privileges of other post-roads in the United States, and the same is hereby declared to be a post-route, upon which also no higher charge shall be made for the transmission over the same of the mail, troops, and munitions of war of the United States than the rate per mile for their transmission over the railroad leading to said bridge, and 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 for postal-telegraph purposes; that the said bridge shall be so constructed, either by draw-span or otherwise, that a free and unobstructed passage-way may be secured to all water-craft navigating said river at the point aforesaid: *Provided*, That if said bridge authorized to be constructed under this act shall be constructed as a draw-bridge, the draws shall be opened promptly upon the reasonable signals for the passage of boats or vessels; and said 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.

Use by telegraph companies.

Postal-telegraph.

Draw-span or otherwise.

Unobstructed navigation.

Proviso.

Opening of draws.

Lights, etc.

Use by other rail road companies.

Compensation.

Disagreement.

Secretary of War to decide.

Security of navigation.

SEC. 3. 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 over the same, and over the approaches thereto, upon the 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 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 the hearing of the allegations and proofs of the parties.

SEC. 4. 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 mile below and one mile above 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 current 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 construction of said bridge shall not be commenced; and should any change be made in the plan of said bridge during the progress of construction, such change shall be submitted to and subject to the approval of the Secretary of War.

Secretary of War to approve plans, etc.

Change of plan.

Amendment, etc.
Structural changes, etc.

Commencement and completion.

SEC. 5. That the right to alter, amend, or repeal this act is hereby expressly reserved; and any alterations or changes that may be required by the Secretary of War in the bridge constructed under this act, or its entire removal, shall be made by the corporation owning or controlling the same, at its own expense. Furthermore, if the construction of said bridge shall not be commenced within two and completed within four years after the passage of this act all privileges conferred hereby and this act shall become null and void.

Approved, September 2, 1890.

CHAP. 857.—An act for the erection of a bridge across the Missouri River between the city of Saint Charles, Missouri, and the county of Saint Louis, Missouri.

September 2, 1890.

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled, That the Saint Charles Ponton Bridge Company, a corporation duly organized and existing under the laws of the State of Missouri, its successors and assigns, be, and are hereby, authorized to construct and maintain a floating ponton bridge, and approaches thereto, across the Missouri River between the city of Saint Charles, in the State of Missouri, and Saint Louis County, in the State of Missouri, at some point at least one quarter of a mile from any other bridge, to be selected consistent with the interests of river navigation. Said bridge shall be constructed to provide for the passage of 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 to be approved from time to time by the Secretary of War.

Saint Charles Ponton Bridge Company may bridge Missouri River near Saint Charles, Mo.

Floating ponton.

Wagon and foot bridge.

Toll.

Rules of travel to be approved by Secretary of War.

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 rail-road or public high ways 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; 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.

Use by telegraph companies.

Postal-telegraph.

Construction.

Ponton draw-span.

Length.

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