

January 9, 1893.

CHAP. 25.—An act to amend an act approved March second, eighteen hundred and ninety-one, authorizing the construction of a bridge across the Red River, Louisiana, by the Rapides Bridge Company, limited.

Bridge across Red River, Alexandria, La.
Time for constructing extended!
Vol. 26, p. 826.

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled, That the act approved March second, eighteen hundred and ninety-one, entitled "An act authorizing the Rapides Bridge Company, limited, to construct and maintain a bridge across the Red River at or near Alexandria, Louisiana," be, and is hereby, amended so that the time within which the actual construction of said bridge may be commenced is hereby extended for the period of one year from the date of the approval of this act.

Approved, January 9, 1893.

January 10, 1893.

CHAP. 28.—An act authorizing the construction of a bridge across the Columbia River, in the State of Washington.

Saint Paul, Minneapolis and Manitoba Railway Company may bridge Columbia River, Wash.

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled, That the assent of Congress is hereby given to the Saint Paul, Minneapolis and Manitoba Railway Company, a corporation existing under the laws of the State of Minnesota, but empowered by the laws of the State of Washington to construct, maintain, and operate a railway within that State, and to its successors and assigns, to construct and maintain a bridge and approaches thereto across the Columbia River, in the State of Washington, at such point on said river between the counties of Douglas and Kittitas as may accommodate the line of railway which said corporation may build to said point. Said bridge shall be constructed to provide for the passage of railway trains, and at the option of the said corporation may be used for the passage of wagons and vehicles of all kinds, and for the transit of animals and for foot passengers for such reasonable rates of toll as may be fixed by the Secretary of War, and the Secretary of War shall have the right from time to time to revise such rates.

Railway, wagon, and foot bridge.

Tolls.

Unobstructed navigation.

SEC. 2. That the said bridge shall be so constructed that a free and unobstructed passage may be secured to all water craft, rafts, or logs navigating said river at the point aforesaid. The said bridge shall be located, built, and operated under and subject to such regulations for the securing of the navigation of said river and such requirements as to location and direction of piers and spans, clear heading in high water, and clear spans at low water, as the Secretary shall prescribe; and to secure that object the said company shall submit to the Secretary of War, for his examination and approval, drawings of said bridge and piers, 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 ordinary high and low stages, and the soundings, accurately showing the bed and channel of the stream, and shall furnish such information as shall be required for a full and satisfactory understanding of the subject; and, until the said location and plan of the bridge hereby authorized to be constructed are approved by the Secretary of War, the said bridge shall not be commenced or built; and should any change be made in the plan of such bridge during the progress of construction or after completion thereof, such change shall be subject to the approval of the Secretary of War: *Provided,* That the persons or corporation owning said bridge shall maintain, at their own expense, from sunset to sunrise, such lights or other signals on said bridge as the Light-House Board shall prescribe.

Secretary of War to approve plans, etc.

Proviso.
Lights, etc.

Lawful structure and post route.

SEC. 3. The bridge authorized to be constructed under this act 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 munitions of war of

the United States, or for through railway passengers or freight passing over said bridge, than the rate per mile paid for their transmission over the railroads leading to said bridge; and the United States shall have the right of way across said bridge and its approaches for postal-telegraph purposes, and all telegraph or telephone companies shall have equal rights.

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 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, 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, and all telephone and telegraph companies shall have equal rights and privileges in constructing and operating their lines across said bridge.

SEC. 5. 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 hereof.

SEC. 6. That such alterations or changes as may be required by the Secretary of War or Congress in the bridge constructed under the provisions of this act shall be made by the said railroad company at its own expense, and at any time after the completion of the bridge; and the right to alter, amend, or repeal this act is hereby expressly reserved; and the right to require the entire removal of the bridge constructed under the provisions of this act, at the expense of the owners thereof, whenever Congress shall decide that the public interests require it, is also expressly reserved.

Approved, January 10, 1893.

Postal telegraph.

Use by other companies.

Compensation.

Telephone and telegraph lines.

Commencement and completion.

Changes.

Amendment, etc.

CHAP. 29.—An act to admit free of duty the wreckage of the ships Trenton and Vandalia, presented by the United States to the King of Samoa.

January 10, 1893.

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 is hereby, directed to admit free of duty the wreckage from the ships Trenton and Vandalia, presented by the United States Government to the King of Samoa for the benefit of the Samoan people, and to refund the sum of seven thousand one hundred and twenty-eight dollars, being the amount of duties paid to the collector of San Francisco, to the proper parties in interest.

Wreckage of "Trenton" and "Vandalia" to be admitted free of duty.

Refund of amount collected.

Approved, January 10, 1893.

CHAP. 32.—An act granting to the Blue Mountain Irrigation and Improvement Company a right of way for reservoir and canals through the Umatilla Indian Reservation in the State of Oregon.

January 12, 1893.

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled, That the Blue Mountain Irrigation and Improvement Company, a corporation organized and existing under the laws of the State of Oregon, may purchase so much of sections one (1) and two (2) in township one (1) south of range thirty-three (33) east Willamette meridian, in the Umatilla Indian Reservation in the State of Oregon, as may be required by said company for the purpose of a reservoir, dam and grounds accompanying, out of lands allotted to or which may have been selected for allotment by any Indians, if said company shall be able to agree with the Indian owners or allottees thereof upon the terms of such sale and the Secretary of the Interior shall approve and ratify the same; but the said company shall

Blue Mountain Irrigation and Improvement Company.

Purchase of lands on Umatilla Indian Reservation for reservoir and dam authorized.