

SEC. 2. That the bridge herein authorized shall be built and located under and in accordance with such regulations for the security of navigation as the Secretary of War shall prescribe; and to secure that object the said company shall submit to the Secretary of War, for his examination and approval, drawings showing the plan and location of said bridge, said drawings to give, 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 current at all stages, and the soundings accurately showing the bed of the stream, and such other information as may be required for a full and satisfactory understanding of the subject; and any change in the plan of said bridge, either before or after construction, shall be subject to the approval of the Secretary of War, and any change in said bridge during or after construction which the Secretary of War may require in the interest of navigation shall be made by the said company at its own expense.

Secretary of War to approve plans, etc.

—changes.

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 bayou; 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 alterations of such bridge to be made as will effectually obviate such obstructions, and all such alterations shall be made, and all such obstructions shall be removed, at the expense of the owner or owners of said bridge.

Not to obstruct navigation.

—alterations.

SEC. 4. 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 no higher charge shall be made for the transmission over the same of 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 said bridge, and it shall enjoy all the rights and privileges of other post roads in the United States.

To be lawful structure and post route.

SEC. 5. That all railway 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 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 proof of the parties.

Right of railroads to use.

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

Amendment.

SEC. 7. That this Act shall be null and void if the bridge herein authorized be not completed within two years from the approval of this Act.

Completion.

Approved, March 1, 1900.

CHAP. 33.—An Act To authorize the Union Railroad Company to construct and maintain a bridge across the Monongahela River.

March 2, 1900.

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled, That the Union Railroad Company, a corporation existing under the laws of the State of Pennsylvania, is hereby authorized to construct, maintain, and operate a railroad bridge, with single or double track, for railroad traffic across the Monongahela River, within the limits of Allegheny County, State

Union Railroad may bridge Monongahela River, Pa.

of Pennsylvania, between a point in Mifflin Township and a point opposite in the borough of Rankin. The said bridge, when built in accordance with the requirements of this Act, shall be a legal structure, and may be used for railroad and highway purposes.

Legal structure, etc.
Spans.
SEC. 2. That in any bridge built under the provisions of this Act the channel span shall not be less than fifty-three feet above the level of the water at pool full in said river to the bottom chord of the bridge, the north shore span shall be not less than fifty-two feet, and all other spans not less than forty-five feet above the same level, nor shall the main span be less than four hundred and seventy-five feet in length in the clear, and the piers of the bridge shall be parallel with the current of the river, and the main span shall be over the main channel of the river at ordinary water.

Secretary of War to approve plans, etc.
SEC. 3. That the bridge authorized to be constructed under this Act shall be located and built 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 railroad company shall submit to the Secretary of War, for his examination and approval, a design and drawing of the bridge and a map of the location, giving, for the space of three-fourths of a mile above and below the proposed location, the depth and currents at all points of the same and the location of any other bridge or bridges, together with all other information touching said bridge and river as may be deemed requisite by the Secretary of War to determine whether said bridge when built will conform to the provisions of this Act and cause any serious obstruction to the navigation of the river or injuriously affect the flow of water.

—notification of approval, etc.
SEC. 4. That the Secretary of War is hereby authorized and directed, upon receiving said plan and map, and upon being satisfied that a bridge built on such a plan and at said locality will conform to the provisions of this Act and cause no serious obstruction to the navigation of the river or injuriously affect the flow of water, to notify the said company that he approves the same, and upon receiving such notification the said company may proceed to the erection of said bridge, conforming strictly to the approved plan and location. But until the Secretary of War shall approve the plan and location of the said bridge, and notify the said company of the same in writing, the bridge shall not be built or commenced; and should any change be made in the plan of the bridge during the progress of the work thereon, such change shall be subject likewise to the approval of the Secretary of War.

Transit, toll, etc.
SEC. 5. That said bridge shall be constructed to provide for the passage of railroad 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: *Provided*, That all railroad companies desiring the use of the bridge authorized by this Act shall have and be entitled to equal rights and privileges relative to the passage of trains or cars 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 such bridge and the several companies, or any one of them, desiring such use shall fail to agree upon the sum or sums to be paid, and upon the 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 equal privileges in the use of said bridge shall be granted to all telegraph and telephone companies.

Telegraph, etc., companies.

To be lawful structure and post route.

SEC. 6. That any bridge constructed under this Act shall be a lawful structure and shall be known as a post road, over which no higher charge shall be made for the transportation of mails, troops, and munitions of war, or other property of the Government of the United

States, or for passengers or freight passing over the same, than the rate per mile charged for their transportation over the railways or public highways leading to said bridge. The United States shall also have the right of way over said bridge for postal telegraph purposes.

SEC. 7. That said bridge herein authorized to be constructed shall be so kept and managed at all times as to afford proper means and ways for the passage of vessels, barges, or rafts, both by day and by night; and there shall be displayed on said bridge by the owners thereof, from sunset to sunrise, such lights or other signals as the Light-House Board may prescribe; and such changes shall be made from time to time in the structure of said bridge as the Secretary of War may direct, at the expense of the said company, in order the more effectually to preserve the free navigation of said river.

SEC. 8. That this Act shall be null and void unless the construction of said bridge shall be commenced within one year and completed within three years from the passage of this Act.

SEC. 9. That Congress shall have power at any time to alter, amend, or repeal this Act.

Approved, March 2, 1900.

Aids to navigation.

Lights.

Changes.

Commencement and completion.

Amendment.

CHAP. 34.—An Act Authorizing the construction of a bridge across the Mississippi River at Dubuque, Iowa.

March 6, 1900.

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled, That the Dubuque and Wisconsin Bridge Company, a corporation duly incorporated under the laws of the State of Iowa, its successors and assigns, be, and is hereby, authorized to construct and maintain, at a point suitable to the interests of navigation, a bridge for the passage of vehicles of all kinds, animals, and foot passengers across the Mississippi River from a point at or near Eagle Point, in the city of Dubuque, in the State of Iowa, to the opposite shore of said river in the county of Grant, in the State of Wisconsin; that said bridge shall not be built within two miles of any other bridge on said river following the course of the main channel; that the location and plan or manner of constructing said bridge shall be subject to the approval of the Secretary of War, and until decided by him to be such as will not materially affect the interests of navigation the said bridge shall not be built; and there shall be submitted to the Secretary of War for his examination and approval a design and drawing of the proposed bridge and a map of the location, giving, for the space of a mile above and below the proposed location, the topography of the banks of the river, the shore line 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, and all other information required, 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, and the said structure shall at all times be so kept and managed and be provided with such guard fences, sheer booms, and other structures as to offer reasonable and proper means for the passage of vessels and other floating craft through or under said structure; and for the safety of vessels passing at night there shall be displayed on said bridge from the hours of sunset to sunrise such lights as may be prescribed by the Light-House Board; and the said structure shall be changed at the cost and the expense of the owners thereof, from time to time, as the Secretary of War may direct, so as to preserve the free and convenient navigation of said river.

Dubuque and Wisconsin Bridge Company may bridge Mississippi River at Dubuque.

Secretary of War to approve plans, etc.

Aids to navigation.

Lights, etc.

Spans.

SEC. 2. That said bridge between the Iowa shore and the lowlands or islands on the Wisconsin side of the river shall be constructed with