

July 29, 1886.

**CHAP. 802.**—An act to authorize the Bellingham Bay Railway and Navigation Company to build certain bridges in the Territory of Washington.

*Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled,* That the Bellingham Bay Railway and Navigation Company, a corporation duly organized under the laws of Washington Territory, its successors or assigns, be, and is hereby, authorized to construct, maintain, and operate bridges, and approaches thereto, over the Nooksack River, in the county of Whatcom, the Skagit River, in the county of Skagit, and the Stillaquamish and Snohomish Rivers, in the county of Snohomish, at the points where the said company's lines of railways, as now projected, cross said rivers respectively; said bridges shall be constructed to provide for the passage of railway trains, and, at the option of said company by which the same or either of the same shall 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; but such rates shall be reasonable rates, and the Secretary of War shall have the right from time to time to revise, prescribe, and fix the same. Said company shall also have the right to cross either Lake Union or Salmon Bay (sometimes called Shilshole Bay), or the waters between, or the canal built or to be built between said Lake Union and said bay. Said works to contain a draw of such width as shall accommodate the commerce passing through said waters, and to be built upon plans to be approved by the Secretary of War, as provided in section two of this act, and subject to be changed, enlarged, and altered from time to time as the Secretary of War or Congress shall from time to time direct, and as the exigencies of commerce may require.

**SEC. 2.** That the plan and location of any bridge the construction of which is hereby authorized shall be subject to the approval of the Secretary of War; and each of the same shall be so located as not materially to obstruct or impair the free navigation of such rivers respectively or said canal, and shall be built with piers parallel to the current, leaving the water-way unobstructed by riprap, or piling, or other obstructions, and shall have at the crossing of each of the main channels of said rivers or said canal (unless the same shall be built above the head of navigation) a draw of the width to be fixed by the Secretary of War, which shall be located at the points best calculated to accommodate commerce, to be determined by the Secretary of War; which draws shall at all times be opened promptly for passing vessels, upon reasonable signal, except when railway trains are passing over the same; and at all times during the season of navigation proper signal-lights shall be used and maintained, at the expense of the aforesaid company, its successors and assigns, to guide vessels approaching said draws: *Provided,* That the construction of neither of said bridges shall be commenced until the plan location, and width of draw thereof has been approved by the Secretary of War, and the said company has been notified in writing of the same.

**SEC. 3.** That any bridge built 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, 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 such bridge; and it shall enjoy the rights and privileges of other post-routes in the United States. And the said structures shall be changed, at the cost and expense of the owners thereof, or persons controlling or operating the same, from time to time, as Congress may direct, so as to preserve the free and convenient navigation of said rivers and bays; and the authority to erect and continue any and all said bridges shall be subject to revocation by law whenever the public good shall, in the judgment of Congress, so require; and all such structures shall, upon such revocation, be removed, at the expense of the owners thereof, or the persons controlling and operating the same.

Bellingham Bay  
Railway and Navigation  
Company  
authorized to build  
bridges, Washing-  
ton Territory.  
Nooksack River.  
Skagit River.  
Stillaquamish  
River.  
Snohomish River.

Wagon and foot  
bridges.

Tolls.

Right to cross  
Lake Union or Sal-  
mon Bay.

Draw.

Plans subject to  
approval of Secre-  
tary of War.

Draw.

Lights.

*Proviso.*

Construction to  
await Secretary of  
War's approval.

To be lawful  
structure and post-  
route.

Changes.

SEC. 4. That in case of any litigation arising from any obstruction or alleged obstruction to the free navigation of said rivers and waters caused or alleged to be caused by said bridges or other obstructions, the case may be brought in the district court of the district where such obstruction is alleged to exist, unless meanwhile the portion of said Territory where said erection exists shall have been admitted into the Union as a State, in which case the same may be brought in the circuit court of the United States of such State: *Provided*, 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 said bridges from the operation of the same.

SEC. 5. That the right to alter, amend, or repeal this act is hereby expressly reserved.

Litigation.  
  
*Proviso.*  
Navigation not to be impaired.  
  
Right to amend, etc., reserved.

Approved, July 29, 1886.

CHAP. 803.—An act for the erection of a public building at Jacksonville, Florida. July 29, 1886.

*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 purchase a site for, and cause to be erected thereon, a suitable building, with fire-proof vaults therein, for the accommodation of the post-office, custom-house, internal-revenue office, and other Government offices, at the city of Jacksonville, Florida. The plans, specifications, and full estimates for said building shall be previously made and approved according to law, and shall not exceed for the site and building complete the sum of one hundred and fifty thousand dollars; nor shall any site be purchased until estimates for the erection of a building which will furnish sufficient accommodations for the transaction of the public business, and which shall not exceed in cost the balance of the sum herein limited after the site shall have been purchased and paid for, shall have been approved by the Secretary of the Treasury: *Provided*, That the site shall leave the building unexposed to danger from fire in adjacent buildings by an open space of not less than forty feet, including streets and alleys; and no money appropriated for this purpose shall be available until a valid title to the site for said building shall be vested in the United States, nor until the State of Florida shall have ceded to the United States exclusive jurisdiction over the same, during the time the United States shall be or remain the owner thereof, for all purposes except the administration of the criminal laws of said State and the service of civil process therein.

July 29, 1886.  
  
Jacksonville, Fla.  
Public building. Site.  
  
Plans.  
  
Estimates.  
  
*Proviso.*  
Open space.  
  
Title.

Approved, July 29, 1886.

CHAP. 804.—An act to grant the Astoria and Winnemucca Railroad Company the right to construct bridges over navigable water-courses. July 29, 1886.

*Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled*, That the consent of the Government is hereby given to the Astoria and Winnemucca Railroad Company, a corporation duly organized under the laws of Oregon, to build railroad bridges across the Willamette River, south of Oregon City, at such point as it may select, and across such other navigable streams or sloughs within the State of Oregon as it may be necessary to bridge along the line of said railroad or along the line of any of its branches.

Astoria and Winnemucca Railroad Company authorized to bridge the Willamette River and other navigable water-courses Oregon.

SEC. 2. That any bridge built under the provisions of this act may, at the option of said railway company, be built as a draw-bridge or with unbroken and continuous spans: *Provided*, That if any such bridge shall be made with unbroken and continuous spans, the main span shall be over the main channel of such navigable river or slough, and shall be of such width, and the lowest part of the superstructure shall be of such height above extreme high-water mark, as the Secretary of War

Construction.  
  
*Provisos.*  
Spans.