

powered to construct and to perpetually maintain a pile bridge for the passage of teams, vehicles, and pedestrians, and for other purposes for which ordinary wagon and foot bridges are commonly used, from the southerly end of the certain wagon-road owned and maintained by said city, and located and terminating at the bank of said river in lot six, in section six, township eighteen north, of range ten west, in the county of Buffalo and State of Wisconsin, opposite said city, across that certain slough or part of said river which lies between the Wisconsin shore and the certain island in said river known and designated as "Island number seventy-two," and to, upon, and across said island, and from thence on in a southerly direction to navigable water in the main part of said river lying southward from said island. The said bridge to be used in connection with a ferry to be operated by said city across the main channel of said river.

Not to obstruct navigation.

SEC. 2. That said bridge shall be so located and constructed as not to obstruct or interfere with the navigation of said main channel; and that said bridge shall be built subject to such regulations for the security of navigation of said river as the Secretary of War shall prescribe; and until the 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.

Right to amend etc., reserved.

SEC. 3. 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 Congress shall decide that the public interests require it, is also expressly reserved.

Approved, March 3, 1887.

Mar. 3, 1887.

**CHAP. 385.**—An act authorizing the construction of a bridge over the Tennessee River at or near Guntersville, Alabama, and for other purposes.

*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 Huntsville and Birmingham Railway Company of Alabama, a corporation duly and legally incorporated under the laws of the State of Alabama, its successors or assigns, to construct and maintain a bridge over the Tennessee River at or near Guntersville, Alabama. Said bridge shall be constructed to provide for the passage of railway trains, and, at the option of the persons by whom 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.

Railway, wagon, and foot bridge.

To be a 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, 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, or passengers or freight passing over said bridge, 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.

Draw.

SEC. 3. That the said bridge shall be constructed as a draw-bridge; the draw or pivot-pier shall be at such point in the channel of the river as the Secretary of War may direct, and the opening or passage-way of said draw-pier shall be so protected and arranged that water-craft can be worked through it at any and all times; and the draw-span shall not be of less width than one hundred and sixty feet, and the lowest point of said draw-span shall be not less than ten and one half feet above the highest water stage at the point of location and the piers of said piers 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

*Provisos.*

upon reasonable signal for the passing of boats; 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 cause may be brought in the district court of the United States of the State of Alabama 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.

Opening draw.

Lights.

Not to obstruct navigation.

Litigation.

Existing laws not affected.

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, 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.

Other companies may use.

Compensation.

Secretary of War to decide disagreements.

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 drawing of the bridge, and a map of the location, giving, for the space of one mile above and one 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.

Secretary of War to approve plans, etc.

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

Approved, March 3, 1887.

CHAP. 386.—An act to authorize the Georgia Pacific Railroad Company to construct bridges across the Sunflower, Yazoo, and Tombigbee Rivers, in Mississippi.

Mar. 3, 1887.

*Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled*, That the Georgia Pacific Railroad Company, a corporation created and existing under and by virtue of the laws of the States of Alabama and Mississippi, be, and is hereby, authorized to build bridges across the Sunflower River, the Yazoo River, and the Tombigbee River, in the State of Mississippi, at such points as may hereafter be selected by said railway company for crossing

Georgia Pacific Railroad Company authorized to bridge Sunflower, Yazoo, and Tombigbee Rivers, Mississippi.