

the bridge and approaches thereto are approved by the Secretary of War the bridge shall not be commenced or built, and should any change be made in the plan of said bridge during the process of construction such change shall be subject to the approval of the Secretary of War; and the said structure shall be at all times so managed and kept as to offer reasonable and proper means for the passage of vessels through or under said structure; and to secure the safe passage of vessels at night there shall be displayed on said bridge, from the hour of sunset to that of sunrise, such lights as may be prescribed by the Light-House Board; and the said structure shall be changed, at the cost and 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.

Changes.

Lights.

SEC. 6. 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 thereof.

Commencement and completion.

SEC. 7. That the right to alter, amend, or repeal this act is hereby expressly reserved.

Amendment, etc.

Approved, June 6, 1892.

CHAP. 91.—An act to enable the Centennial Board of Finance, incorporated by an act approved June first, eighteen hundred and seventy-two, to close its affairs, and dissolving said corporation.

June 6, 1892.

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled, That for the purpose of closing the affairs of the Centennial Board of Finance, incorporated by an act approved June first, eighteen hundred and seventy-two, the judge of the United States district court for the eastern district of Pennsylvania is hereby appointed, authorized, and directed to audit, allow, and finally pass and approve the accounts of said corporation, and certify to the President of the United States the amount, if any, of unclaimed money in the hands of the treasurer of said corporation, which money, so unclaimed, shall be paid forthwith to the Pennsylvania Museum and School of Industrial Art, a corporation existing under the authority of the State of Pennsylvania, and located in Philadelphia, in said State: *Provided,* That before making payment of such unclaimed money to the Pennsylvania Museum and School of Industrial Art, said last-named corporation shall execute its bond to the Secretary of the Interior in the penal sum of twenty thousand dollars, conditioned to pay over to any stockholder of the Centennial Board of Finance, aforesaid, having a legal right to any of said unclaimed money, his or her legal share thereof.

Centennial Board of Finance.
Vol. 17, p. 203.

Proceedings to close up affairs.

Disposal of funds unclaimed.

Proviso.
Bond.

SEC. 2. That whenever said judge shall report to the President of the United States that he has examined, audited, and allowed the accounts of the Centennial Board of Finance, and said unclaimed money has been paid over to the Pennsylvania Museum and School of Industrial Art, said corporation, the Centennial Board of Finance, shall be, and is hereby, dissolved; and all the officers and directors thereof shall be thereafter discharged and released from all duties and responsibilities of said corporation.

Final discharge of officers, etc.

And the report of said judge shall be transmitted by the President of the United States to the Department of the Interior to be filed and preserved in said department.

Report of judge.

Approved, June 6, 1892.

June 6, 1892.

CHAP. 92.—An act granting to the Topeka Water and Electric Power Company of Kansas the right to erect and maintain a dam or dams across the Kansas River, within Shawnee County, in the State of Kansas.

Topeka Water and Electric Power Company may dam Kansas River.

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 Topeka Water and Electric Power Company, a corporation created and organized under the laws of Kansas, its successors and assigns, to erect, construct, and maintain a dam or dams across the Kansas River at any suitable place or places within Shawnee County, in the State of Kansas.

Amendment, etc.

SEC. 2. That the right to alter, amend, or repeal this act is hereby expressly reserved.

Approved, June 6, 1892.

June 6, 1892.

CHAP. 93.—An act to authorize building a bridge over Tennessee River.

Saint Louis and Birmingham Railway Company may bridge Tennessee River at Clifton, Tenn.

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled, That the Saint Louis and Birmingham Railway Company, a corporation created and organized under the laws of the State of Tennessee, be, and is hereby, authorized to construct and maintain, for the purpose of running railway trains, also for passage of all kinds of road vehicles, wagons, carts, and conveyances for passengers, and for foot passengers, if said railroad company may desire to so do a bridge over the Tennessee River at a point on said river known as Clifton, in Wayne County, in the State of Tennessee or within two miles either above or below said point as said company may determine.

Railway, etc., bridge.

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 no higher charge shall be made for the transmission over the same of the mails, troops, and the munitions of war of the United States passing over said bridge than the rate per mile paid for transportation over the railroad leading to said bridge; and equal privileges in the use of said bridge shall be granted to all telegraph and telephone companies, and it shall enjoy the rights and privileges of other post roads in the United States.

Drawbridge.

SEC. 3. That the bridge built under this act shall be constructed as a pivot drawbridge, with a draw over the main channel of the river at an accessible and best navigable point, and with spans not less than one hundred and sixty feet in length in the clear at low water mark on each side of the channel or pivot pier of the draw, and said span shall not be less than ten feet above extreme high-water mark, measuring to the lowest part of the superstructure of the bridge; and the piers of said bridge shall be parallel to and the bridge itself at right angles to the current of the river at the average stage of water where said bridge may be erected: *Provided also,* That in said bridge there shall be one span of not less than three hundred feet in length in the clear at low water mark; that said draw shall be opened promptly by said company, upon reasonable signal, 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 as the Light-House Board shall prescribe.

Proviso.

Span.

Opening draw.

Lights, etc.

Unobstructed navigation.

SEC. 4. 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 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 of said bridge. And