

CHAP. 782.—An Act To authorize the construction of a railroad bridge across the Mississippi River at Saint Paul, Minnesota.

June 6, 1900.

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled, That the South Saint Paul Belt Railroad Company, a corporation duly organized and incorporated under the laws of the State of Minnesota, its successors and assigns, be, and is hereby, authorized to construct and maintain a bridge for the passage of railroad traffic, and also, at the option of the said railroad company, for the passage of vehicles of all kinds, animals, and foot passengers, across the Mississippi River at a point suitable to the interests of navigation, and between the crossing of the south line of section four of township twenty-eight, range twenty-two, and the crossing of the north and south center line of section five of the same township, and within the incorporated limits of the city of Saint Paul, Minnesota; that the location and plan of construction of 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 plan of the proposed bridge and a map of the location thereof, giving, for a distance 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 of the current, and soundings accurately showing the bed of stream, and the location of any other bridge or bridges; and should any change be made in the plan of the said bridge during the progress of construction, such change shall be subject to the approval of the Secretary of War; and the said bridge shall at all times be so kept and maintained, and provided with protection piers and sheer booms, so 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 expense of the owners thereof, from time to time, as the Secretary of War may direct, and as may be necessary to preserve the free and convenient navigation of said river. That said bridge shall not interfere with the free navigation of said river beyond what is necessary in order to carry into effect the rights and privileges hereby granted; and in case of any litigation arising from any obstruction, or alleged obstruction, to the said free navigation of said river, the cause may be tried before the circuit court of the United States in and for the district in which the said bridge is located: *Provided,* That nothing herein contained shall be construed as repealing or modifying any of the provisions of law now existing in reference to the protection of the navigation of rivers, or as exempting this bridge from the operations of the same.

South St. Paul Belt Railroad may bridge Mississippi River.

Location.

Secretary of War to approve plans.

Aids to navigation.

Lights.

Changes.

Not to obstruct navigation.

Litigation.

Proviso. Existing provisions of law unchanged, etc.

Draw.

SEC. 2. That said bridge shall be constructed either as a high-level bridge without a drawspan, or a low-level bridge with a drawspan, as the said railroad company may elect. If constructed as a high-level bridge, the main span over the navigable channel of the river shall be of such length as will give a clear width of waterway at low-water level of not less than three hundred and fifty feet, and a clear headroom under the full length of said span of not less than fifty-five feet above extreme high-water level; if constructed as a low-level bridge, there shall be a drawspan with openings under each arm thereof, giving such clear widths of waterway, not less than one hundred and eighty feet each, as in the opinion of the Secretary of War are required by the interests of navigation; the remaining spans, if either of a high or low level bridge, shall each give a clear width of waterway not less than one hundred and fifty feet at the low-water level of the river, and a clear headroom not less than ten feet above extreme high-water mark.

Toll.

Proviso.
Rights of railroads
to use.

SEC. 3. That said South Saint Paul Railroad Company shall have the right to charge and collect a reasonable rate of toll for the passage across said bridge of all railroad and other vehicles, animals, and foot passengers, subject to approval of Secretary of War: *Provided*, 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 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.

Commencement
and completion.

To be lawful struc-
ture and post route.

SEC. 4. 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 of the date of approval thereof.

SEC. 5. That the bridge built under this Act and subject to its limitations shall be a lawful structure, and shall be known and recognized as a post route upon which also no higher charge shall be made for the transportation over the same of the mail, the troops and munitions of war of the United States than the rates per mile paid for transportation over railroads or public highways leading to the said bridge, and it shall enjoy the rights and privileges of other post roads in the United States.

Amendment.

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

Approved, June 6, 1900.

June 6, 1900.

CHAP. 783.—An Act To authorize the Alexandria and Pineville Bridge Company to build and maintain a traffic bridge across Red River at the town of Alexandria, in the parish of Rapides, State of Louisiana.

Alexandria and
Pineville Bridge Com-
pany may bridge Red
River at Alexandria,
La.

Transit.

Toll.

To be lawful struc-
ture and post route.

Telegraph, etc.,
companies.

Proviso.
Aids to navigation.

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled, That the Alexandria and Pineville Bridge Company, a corporation duly incorporated and existing under and by virtue of the laws of the State of Louisiana, be, and is hereby, authorized to construct and maintain a traffic bridge across Red River at a point suitable to the interest of navigation, within the corporate limits of the town of Alexandria, in the parish of Rapides, State of Louisiana. Said bridge shall be constructed to provide for the passage of vehicles, street-railway cars, foot passengers, stock, and such other traffic as may be desired, at such legal rates of toll as may be fixed by said company, and approved by the Secretary of War.

SEC. 2. That said 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 munitions of war of the United States than the rate paid for the transmission over the public highways leading to the said bridge, and shall enjoy the rights and privileges of other post roads in the United States; and equal privileges in the use of said bridge shall be granted to all telegraph and telephone companies; and the United States shall have the right of way across said bridge and its approaches for postal-telegraph purposes: *Provided*, That the bridge herein authorized to be constructed shall be so kept and managed by the company owning or operating it as to afford proper ways and means for the passage through or under it of vessels, barges, or rafts at all times, both by