

unbroken and continuous spans, and the main span shall be over the main navigable channel of the river, and shall give a clear width of waterway not less than three hundred and fifty feet, and shall give clear headroom the full length of said span of not less in any case than fifty-five feet above extreme high water mark, as understood at the point of location. The remaining spans shall each give a clear width of waterway of not less than two hundred feet, and a clear headroom of not less in any case than ten feet between extreme high water mark and the lower chords of the superstructure. Said bridge shall be constructed at right angles to, and its piers parallel with, the current of the river.

Toll.

SEC. 3. That said Dubuque and Wisconsin Bridge Company shall have the right to charge and collect a reasonable rate of toll for the passage across said bridge of vehicles, animals, and foot passengers, and travelers, subject to approval by the Secretary of War.

Commencement and completion.

SEC. 4. That this Act shall be null and void if actual construction of the bridge herein authorized be not commenced within eighteen months, and completed within three years from the date of the passage hereof.

To be lawful structure and post route.

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, and it shall enjoy the rights and privileges of other post-roads of 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.

Telegraph, etc., companies.

Amendment.

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

Approved, March 6, 1900.

 March 8, 1900.

CHAP. 35.—An Act Authorizing the health officer of the District of Columbia to issue a permit for the removal of the remains of the late Major-General E. O. C. Ord from Oak Hill Cemetery, District of Columbia, to the United States National Cemetery at Arlington, Virginia.

Maj. Gen. E. O. C. Ord.
Removal of remains of.

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled, That the health officer of the District of Columbia be, and he is hereby, authorized to issue a permit for the removal of the remains of the late Major-General E. O. C. Ord from Oak Hill Cemetery, District of Columbia, to the United States National Cemetery at Arlington, Virginia.

Approved, March 8, 1900.

 March 9, 1900.

CHAP. 36.—An Act Extending the time for the completion of the bridge across the East River, between the city of New York and Long Island, now in course of construction, as authorized by the Act of Congress approved March third, eighteen hundred and eighty-seven.

Time extended for bridging East River at New York City.

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Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled, That the time for the completion of the bridge of the New York and Long Island Bridge Company across the East River between the city of New York and Long Island, authorized by the Act of Congress entitled "An Act authorizing the construction of a bridge across the East River between the city of New York and Long Island," approved March third, eighteen hundred and eighty-seven, and the various Acts amendatory thereof or supplementary thereto, is hereby extended to and including the first day of January in the year nineteen hundred and five.

Approved, March 9, 1900.

CHAP. 37.—An Act To provide for the erection of a bridge across Rainy River, in the State of Minnesota, between Rainy Lake and the mouth of Rainy River.

March 9, 1900.

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled, That the Minnesota and Ontario Bridge Company, a corporation duly incorporated under the laws of the State of Minnesota, be, and the same is hereby, authorized and empowered to erect, construct, and maintain a bridge over Rainy River at or near a point on Rainy River that is known as Cathcarts Point, in the State of Minnesota, just below the confluence of the Baudette River with Rainy River: *Provided*, That the plan, location, and elevation of the bridge, so far as the interests of navigation are concerned, shall be recommended by a board of three officers of the Corps of Engineers, which shall be appointed by the Secretary of War to consider the same; and it shall be the duty of the said board to give a public hearing in the city of Minneapolis to all parties interested whenever the designs and drawings of the said bridge and maps of location shall have been submitted to the Secretary of War, as hereinafter provided. The said board shall give reasonable notice, by publication in the newspapers, of the time and place of such hearing, and report its recommendations to the Secretary of War as soon thereafter as may be expedient.

Minnesota and Ontario Bridge Company may bridge Rainy River, Minn.

Proviso. Board to consider plans, etc.

—hearing.

—notice of.
—report.

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 transportation over the same of the mails, the troops, and munitions of war of the United States than the rate per mile paid for the transportation over the 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.

To be lawful structure and post route.

SEC. 3. That the said bridge shall have a draw or draws over the main channel of the river, leaving a clear waterway of not less than one hundred and sixty feet on one side of the pivot pier. The height of the superstructure above water shall be fixed and determined by the Secretary of War. The bridge shall be at right angles to, and its piers parallel with, the current of the river. No bridge shall be erected or maintained under the authority of this Act which shall at any time unreasonably obstruct the navigation of the said river. During the construction of the bridge, the navigable channel of the river shall not be obstructed to a greater extent than in the opinion of the Secretary of War is absolutely necessary, and such lights and buoys shall be kept on all cofferdams, piles, and other obstructions as may be required during navigation. In case of any litigation arising from obstruction or alleged obstruction to the free navigation of said river, caused or alleged to be caused by said bridge, the circuit court of the United States of the circuit within which said bridge may be located shall have jurisdiction thereof: *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 this bridge from the operation of the same.

Draw.

Height, etc.

Not to obstruct navigation.

Lights.

Litigation.

Proviso. Existing law unchanged.

Railroads, rights of as to use of bridge.

SEC. 4. That all railroad companies in this country or Canada desiring the use of said bridge shall be entitled to equal rights and privileges relative to the passage of railway trains or cars over the same and over the approaches thereto, and the rates charged for the use of said bridge shall be the same for all companies alike, and without discrimination of any kind in favor of or against either over the whole length of the bridge and approaches: *Provided*, That if any question of difference arises at any time between said bridge company and any railroad company using said bridge or desiring its use in respect of the rate of compensation to be paid for such use or in respect of any other matter pertaining to such use and the parties can not agree in regard to the

Proviso. —Secretary of War to decide differences of, with bridge company.