

The restrictions and conditions of the bridges becoming post routes (except for the St. Louis bridge), and the clause applying to the Missouri, were as follows :

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SEC. 2. *And be it further enacted*, that any bridge built under the provisions of this Act, may, at the option of the company building the same, be built as a drawbridge, with a pivot or other form of draw, or with unbroken or continuous spans ; *provided*, that if the said bridge shall be made with unbroken and continuous spans, it shall not be of less elevation, in any case, than 50 feet above extreme high-water mark, as understood at the point of location, to the bottom chord of the bridge ; nor shall the spans of said bridge be less than 250 feet in length, and the piers of said bridge shall be parallel with the current of the river ; and the main span shall be over the main channel of the river, and not less than 300 feet in length ; *and provided also*, that if any bridge built under this Act, shall be constructed as a drawbridge, the same shall be constructed as a pivot drawbridge, with a draw over the main channel of the river at an accessible and navigable point, and with spans of not less than 160 feet in length in the clear on each side of the central or pivot pier of the draw, and the next adjoining spans to the draw shall not be less than 250 feet ; and said spans shall not be less than 30 feet above low-water mark, and not less than 10 above extreme high-water mark, measuring to the bottom chord of the bridge, and the piers of said bridge shall be parallel with the current of the river ; *and provided also*, that said draw shall be opened promptly, upon reasonable signal, for the passage of boats whose construction shall not be such as to admit of their passage under the permanent spans of said bridge, except when trains are passing over the same ; but in no case shall unnecessary delay occur in opening the said draw, during or after the passage of trains.

SEC. 3. *And be it further enacted*, that any bridge constructed under this Act, and according 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, than the rate per mile paid for their