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by this act to be constructed, the Secretary of War shall have authority, and it shall be his duty, to require the said railway company to alter and change the said bridge, at its own expense, in such manner as may be proper to secure free and complete navigation without impediment; and if, upon such reasonable notice to said railway company to make such change or improvements, the said company fails to do so, the Secretary of War shall have authority to make the same, and all the rights conferred by this act shall be forfeited; and Congress shall have power to do any and all things necessary to secure the free navigation of the river.

Approved, March 3, 1887.

CHAP. 394.—An act extending the charter of "The President and Directors of the Firemen's Insurance Company of Washington and Georgetown," in the District of Columbia. Mar. 3, 1887.

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled, That the charter of "The President and Directors of the Firemen's Insurance Company of Washington and Georgetown," in the District of Columbia, granted by act of Congress approved March third, eighteen hundred and thirty-seven, and which by act of Congress approved February seventh, eighteen hundred and fifty-seven, was extended until the first day of June, eighteen hundred and eighty-eight, be, and the same is hereby, extended and continued until the first day of June, nineteen hundred and eight, with the same rights and powers and with like duties, obligations, and responsibilities as are now by law held and exercised by and imposed upon said corporation.

District of Columbia.
Firemen's Insurance Company.
Charter extended twenty years.
Vol. 6, p. 694.
Vol. 11, p. 492.

Approved, March 3, 1887.

CHAP. 395.—An act authorizing the construction of a bridge over the Tennessee River at or near the foot of the Mussel Shoals Canal, and for other purposes. Mar. 3, 1887.

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 Tennessee Bridge Company of Alabama, a corporation composed of the following-named persons: M. A. Spurr, A. W. Wills, John Woodard, E. W. Cole, E. B. Stahlman, W. J. Wood, Lee Howell, Charles G. Smith, W. M. Daniels, W. B. Wood, W. C. Sherrod, W. P. Campbell, W. E. Blair, and R. L. Bliss, 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 the foot of the Mussel Shoals Canal. 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.

Tennessee Bridge Company authorized to bridge Tennessee River at Mussel Shoals.

Railway, wagon, and foot bridge.

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.

To be a lawful structure and post-route.

SEC. 3. That the said bridge shall be constructed as a draw-bridge; the draw or pivot-pier shall be at such a 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-

Draw.