

Terms.	to agree upon the sum or sums to be paid, and upon 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 the hearing of the allegations and proofs of the parties.
Amendment.	SEC. 6. That the right to alter, amend, or repeal this act is hereby expressly reserved; and the right to require any changes in said structure, or entire removal, at the expense of the owners thereof, whenever Congress shall decide that the public interests require it, is also expressly reserved.
Commencement and completion.	SEC. 7. 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 year from the date thereof.
Approved, August 6, 1888.	

August 6, 1888.	CHAP. 749. —An act to authorize the construction and maintenance of a pile bridge over the Halifax River at Daytona, Volusia County, Florida.
Halifax River Bridge and Street Railway Company may bridge Halifax River at Daytona, Fla.	<i>Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled,</i> That to the Halifax River Bridge and Street Railway Company, a body corporate existing by and under the laws of the State of Florida, its successors or assigns, is granted the consent of the Government to construct and maintain a pile bridge provided with a suitable draw, over the Halifax River at Daytona, Volusia County, Florida, to be used for the passage of foot-passengers, animals, and vehicles of all kinds, for reasonable rates of toll, to be approved from time to time by the Secretary of War, and, at the option of the company, to be used for the passage of railway trains and street-cars.
Railway, wagon, and foot bridge.	SEC. 2. That the draw of said bridge shall be in charge of some person, so that at all times the same may, without unnecessary delay, be opened for the passage of steam and sail boats or other water-craft navigating said river, and said company shall maintain, at its own expense, such lights on the bridge as may be required by the Light-House Board for the safety of navigation.
Opening draw.	SEC. 3. That the bridge constructed under this act 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 other persons pay for like transportation; and equal privileges in the use of said bridge shall be granted to all telegraph companies, and the United States shall have the right of a way for postal telegraph across said bridge, and all railroad companies desiring the use of said bridge shall have and be entitled to equal rights and privileges relative to the passage of railway trains 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 said bridge and the several railroad companies, or any one of them, desiring such use shall fail to agree upon the sum or sums to be paid, and upon 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 hearing of the allegations and proofs of the parties: <i>Provided</i> , That before this act shall take effect the plans therefor and the location of said bridge shall be submitted to and approved by the Secretary of War, and the company shall further submit to him a detailed map of the river at the proposed site, and for one mile above and one mile below the same, giving the topography of the banks of the river, the shore-lines at high and low water, the direction and strength of the current at all stages, and the soundings accurately showing the bed of the stream, the location of any other bridge or bridges, and shall furnish such other information
Lights.	
Lawful structure and post-route.	
Postal telegraph.	
Use by other companies.	
Terms	
Provisos.	
Secretary of War to approve plans, etc.	

as may be required for a full and satisfactory understanding of the subject: *And provided further*, That the right to alter or amend this act, so as to prevent or remove all material obstructions to the navigation of said river, is hereby expressly reserved, and all changes or alterations so required shall be made at the expense of the parties owning or controlling said bridge.

Amendment.

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, from the date thereof.

Commencement and completion.

Approved, August 6, 1888.

CHAP. 750.—An act to authorize the construction of a railroad, wagon, and foot-passenger bridge across the Saint John's River, between De Land Landing and Lake Monroe, in the State of Florida.

August 6, 1888.

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled, That the Atlantic and Western Railroad Company, a corporation organized under the laws of the State of Florida, its successors and assigns, be, and are hereby, authorized to construct and maintain a bridge and approaches thereto, over the Saint John's River, in the State of Florida, at any accessible point between De Land Landing and Lake Monroe, on said river. Said bridge shall be constructed to provide for the passage of railway trains, and, at the option of the corporation by which 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.

Atlantic and Western Railroad Company may bridge Saint John's River, Fla.

Railway, wagon, and foot bridge.

SEC. 2. That any bridge built under this act shall be constructed without interference with the security and convenience of navigation of said river; and in order to secure a compliance with these conditions the corporation, previous to commencing the construction of the bridge, shall submit to the Secretary of War a plan of the bridge and of any accessory works, together with a detailed map of the river at the proposed site of the bridge and for a distance of a mile above and below the site, together with all other information touching said bridge and the river and accessory works as may be deemed requisite by the Secretary of War to determine whether the said bridge when built will conform to the prescribed conditions of this act: *Provided*, That the piers of said bridge shall be parallel with the current of the river, with clear openings between them and the axis of the bridge as nearly as possible at right angles to the current, and that the lowest part of the superstructure of the bridge shall be at least four feet above the surface of the river at its highest flood stage, and with the piers adjacent to the draw-span provided with suitable guide piers or cribs: *And provided, also*, That any bridge built under this act shall be constructed as a pivot draw-bridge, with a draw over the main channel of the river at an accessible and navigable point, and with spans of not less than one hundred feet in length in the clear on each side of the central or pivot pier of the draw: *Provided also*, That said draw shall be opened promptly upon reasonable signal for the passing of boats; and said company or corporation shall maintain, at its own expense, from sunset to sunrise, such lights or other signals on said bridge as the Light House Board shall prescribe.

Secretary of War to approve plans, etc.

Provisos.
Piers.

Draw.

Lights, etc.

SEC. 3. 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 railway trains over the same, and over the approaches thereto, upon payment of a reasonable compensation for such use; and in case the owner or owners of said bridge and the several railroad

Use by other companies.