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April 9, 1888.

CHAP. 69.—An act to authorize the construction of bridges over the rivers Saint Mary's, Satilla, Little Satilla, and Crooked, in the States of Georgia and Florida.

Jacksonville and East Tennessee Railroad Company may bridge St. Mary's River, Ga. and Fla.

Be it enacted by the Senate and House of Representatives of the United States in Congress assembled, That the Jacksonville and East Tennessee Railroad Company be, and are hereby, authorized to construct a bridge over the river Saint Mary's, in the county of Camden and State of Georgia, and in the county of Nassau and State of Florida, at the point where said railroads cross said river.

Satilla River, Ga.

SEC. 2. That the Jacksonville and East Tennessee Railroad Company be, and is hereby, authorized to construct a bridge over the river Satilla, in the county of Camden, in the State of Georgia, at the point where said railroad crosses said river.

Free navigation.

SEC. 3. That said bridges shall be so constructed, either by draw, span, or otherwise, so that a free and unobstructed passage may be secured to all vessels and other water-craft navigating said rivers.

Authorized to bridge Little Satilla and Crooked Rivers, Ga.

SEC. 4. That the said Jacksonville and East Tennessee Railroad Company be, and is hereby, authorized to construct fixed bridges over the Little Satilla River, between the counties of Camden and Glynn, and over Crooked River, in the county of Camden, in said State of Georgia, at the points selected by said company where said railroad crosses said rivers, with one span, and to make said bridges of such height as they may see fit: *Provided*, That the height be sufficient to permit the passage of timber rafts and other vessels navigating said rivers under said bridges.

Proviso.
Passage of rafts, etc.

To be lawful structures and post-routes.

SEC. 5. 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; 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 way across said bridge and its approaches for said postal-telegraph purposes.

Draw.

SEC. 6. That if any of the said bridges authorized to be constructed by this act shall be constructed as a draw-bridge, the draw shall be opened promptly upon reasonable signal for the passage of boats; and said company or corporation shall maintain, at its own expense, from sunset till sunrise, such lights or other signals on said bridge or bridges as the Light-House Board shall prescribe. No bridge shall be erected or maintained under the authority of this act which shall at any time substantially or materially obstruct the free navigation of said river; and if any bridge erected under such authority shall, in the opinion of the Secretary of War, obstruct such navigation, he is hereby authorized to cause such change or alteration of said bridge to be made as will effectually obviate such obstruction; and all such obstructions shall be removed and alterations made at the expense of the owner or owners of said bridge: *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 erected under this act from the operation of the same.

Lights.

Free navigation to be maintained.

Proviso.
Existing laws.

Other companies may use.

SEC. 7. 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 or cars 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 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 a hearing of the allegations and proofs of the parties. Compensation to be decided by Secretary of War.

SEC. 8. That any bridge authorized to be constructed under this act shall be built and located under and subject to such regulations for the security of navigation of said river as the Secretary of War shall prescribe; and to secure that object said company or corporation shall submit to the Secretary of War a design and drawings of said bridge to be erected, for his examination and approval, and a map of its location, and shall furnish such other information as may be required for a full and satisfactory understanding of the subject, and in all things shall be subject to such rules and regulations as may be prescribed by the Secretary of War; and until said plan and location of said bridge or bridges are approved by the Secretary of War said bridge or bridges shall not be built; and should any change be made in the plan of any bridge authorized to be constructed by this act, during the progress of the work of construction, such change shall be subject to the approval of the Secretary of War. Secretary of War to approve plans, etc.

SEC. 9. That this act shall be null and void if actual construction of the bridge therein authorized be not commenced within one year and completed within three years from the date thereof. Commencement and completion.

SEC. 10. That the right to alter, amend, or repeal this act is hereby expressly reserved; and the right to require any changes in said structures, or their entire removal, at the expense of the owners thereof, whenever the Secretary of War shall decide that the public interest requires it, is also expressly reserved. Amendment, etc.

Approved, April 9, 1888.

CHAP. 70.—An act for the erection of a public building at Lowell, Massachusetts. April 9, 1888.

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled, That the Secretary of the Treasury be, and he is hereby, authorized and directed to purchase, acquire by condemnation or otherwise provide a site, and cause to be erected thereon a substantial and commodious building, with fireproof vaults, for the use and accommodation of the post-office and for other Government uses at the city of Lowell, Massachusetts. The site and building thereon, when completed upon plans and specifications to be previously made and approved by the Secretary of the Treasury, shall not exceed in cost the sum of two hundred thousand dollars; nor shall any site be purchased until estimates for the erection of a building which will furnish sufficient accommodations for the transaction of the public business, and which shall not exceed in cost the balance of the sum herein limited after the site shall have been purchased and paid for, shall have been approved by the Secretary of the Treasury; and no purchase of site, nor plan for said building, shall be approved by the Secretary of the Treasury involving an expenditure exceeding the said sum of two hundred thousand dollars for site and building; and the site purchased shall leave the building unexposed to danger from fire by an open space of at least forty feet, including streets and alleys: *Provided*, That no part of said sum shall be expended until a valid title to the said site shall be vested in the United States, nor until the State of Massachusetts shall cede to the United States exclusive jurisdiction over the same during the time the United States shall be or remain the owner thereof, for all purposes except the administration of the criminal laws of said State and the service of civil process therein.

Lowell, Mass. Public building.

Site, plans, etc.

Estimates.

Limit of cost.

Proviso.

Title, etc.

Approved, April 9, 1888.