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and location of the bridge are approved by the Secretary of War the bridge shall not be commenced or built, and should any change be made in the plan of said bridge during the process of construction such change shall be subject to the approval of the Secretary of War; and the said structure shall be at all times so managed and kept as to offer reasonable and proper means for the passage of vessels through or under said structure; and to secure the safe passage of vessels at night there shall be displayed on said bridge, from the hour of sunset to that of sunrise, such lights as may be prescribed by the Light-House Board, and the said structure shall be changed, at the cost and expense of the owners thereof, from time to time, as the Secretary of War may direct, so as to preserve the free and convenient navigation of said river.

Changes.

Lights, etc.

Commencement and completion.

SEC. 6. 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.

Amendment.

SEC. 7. That the right to alter, amend, or repeal this act is hereby expressly reserved.

Effect.

SEC. 8. That this act shall take effect and be in force from and after its passage.

Approved, March 2, 1889.

March 2, 1889.

CHAP. 388.—An act to authorize the Montgomery and Sylacauga Railroad Company to construct a bridge across the Tallapoosa River.

Montgomery and Sylacauga Railroad Company may bridge Tallapoosa River at Judkin's Ferry, Ala.

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled, That the Montgomery and Sylacauga Railroad Company, organized under the laws of the State of Alabama, be, and is hereby, authorized to construct and maintain a bridge, and approaches thereto, over the Tallapoosa River at or near Judkin's Ferry, in the State of Alabama.

Railway, wagon, and foot bridge.

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.

Lawful structure and post-route.

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, 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 and telephone companies; and the United States shall have the right of way over said bridge for postal telegraph purposes.

Postal telegraph.

Use by other companies.

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 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 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.

Secretary of War to decide.

Secretary of War to approve plans, etc.

SEC. 4. That the 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 the said company or corporation shall submit to the Secretary of War, for his examination and approval, a design and drawings of the bridge, and a map of the location, giving, for the space of one mile above and one mile below the proposed location, the topography of the banks of the river, the shore-lines at high and low water, the direction and strength of the

currents 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 as may be required for a full and satisfactory understanding of the subject; and until the said plan and location of the bridge are approved by the Secretary of War the bridge shall not be commenced or built, and should any change be made in the plan of said bridge during the progress of construction such changes shall be subject to the approval of the Secretary of War; and the expense of such change and of any other changes at any time required by the Secretary of War in said bridge, or its entire removal after being completed, if the Secretary deems the same necessary, shall be paid by the persons or corporation owning or controlling said bridge.

Amendment.

SEC. 5. That the right to alter, amend, or repeal this act is hereby expressly reserved.

Commencement and completion.

SEC. 6. That this act shall be null and void if actual construction of the bridge herein authorized be not commenced within two years and completed within three years from the date thereof.

Approved, March 2, 1889.

March 2, 1889.

CHAP. 389.—An act to grant to the Gulf and Chicago Air-Line Railway Company the right to construct bridges over the Tombigbee, Warrior, and Tennessee Rivers, and across Grand Pass to Dauphin's Island, in the Gulf of Mexico.

Gulf and Chicago Air-Line Railway Company may bridge Tombigbee River, Ala.

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled, That the Gulf and Chicago Air-Line Railway Company, a corporation duly organized and legally incorporated under the laws of the State of Alabama, its successor or legal representative, may erect a bridge over the Tombigbee River at such point in the vicinity of Coffeeville, in Clarke County, as surveys and examinations may establish to be the best and most advantageous point for crossing said river. Said corporation, its successor or legal representative, may also construct bridges over the Warrior River at or near Tuscaloosa, and the Tennessee River at or near Milton's Bluff; and for purposes of reaching a terminal point and uninterrupted navigation at deep water on the Gulf of Mexico, said railway company may construct and extend its line from its present terminus at Cedar Point, in said State of Alabama, across Grant Pass and the shoal waters intervening, to Dauphin's Island, in the Gulf of Mexico; and for such purposes may construct, operate, and maintain such tramways, tracks, road-beds, bridges, and terminal facilities at and between said Dauphin's Island and Cedar Point, or in vicinity thereof, as are necessary for use of said railway in the common course and conduct of its business.

Warrior River, at Tuscaloosa.

Tennessee River, at Milton's Bluff.

Grant Pass to Dauphin's Island.

Construction.

SEC. 2. That any bridge built under the provisions of this act may, at the option of said Railway Company, be built as a draw-bridge or with unbroken and continuous spans: *Provided*, That if any such bridge shall be made with unbroken and continuous spans, the main span shall be over the main channel of such navigable river or pass, and shall be of such width, and the lowest part of the superstructure shall be of such height above extreme high-water mark, as the Secretary of War may prescribe; and such bridge shall be at right angles to and its piers parallel with the current or channel of the river or pass over which it may be constructed; and if any bridge built under this act shall be constructed as a draw-bridge, the same shall be constructed with an opening over the center of the channel of the river or pass, and shall be of such width, character, and construction as the Secretary of War shall prescribe, and the piers of said bridge shall be parallel with the current, and the draw of said bridge shall be over the main or deep channel of the river or pass,

Provisos.

Spans.

Draws.