

CHAP. 941.—An act authorizing the construction of a bridge over the Tennessee River at or near Knoxville, Tennessee.

September 26, 1890.

Be it enacted by the Senate and House of Representatives of the United States of America in Congress-assembled, That the Cherokee Land Company, organized under the laws of the State of Tennessee, be and is hereby, authorized to construct and maintain a bridge and approaches thereto over the Tennessee River at or near the city of Knoxville, Tennessee, in the county of Knox. 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 reasonable rates of toll, to be fixed by said company; and the Secretary of War shall have the right, from time to time, to revise, prescribe, and determine such rates of toll.

Cherokee Land Company may bridge Tennessee River at Knoxville, Tenn.

Railway, or railway, wagon, and foot bridge.

Toll.

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 and is hereby declared a post-route, and it shall enjoy the rights and privilege of other post-roads in the United States; and the United States shall have the right of way across said bridge for postal-telegraph purposes; and the said bridge shall be so constructed, either by draw, span, or otherwise, that a free and unobstructed passage-way may be secured to all water-craft navigating said river at the point aforesaid: *Provided*, That if said bridge authorized to be constructed under this act shall be constructed as a draw-bridge, the draw shall be opened promptly upon reasonable signal for the passage of boats or vessels; and said 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.

Lawful structure and post-route.

Construction.

Proviso.

Draw-bridge.

Opening of draw.

Lights, etc.

SEC. 3. That all street car and electric car companies desiring the use of said bridge shall have and be entitled to equal rights and privileges relative to the passage of their cars 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 electric and street car 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 the hearing of the allegations and proofs of the parties.

Use by street and electric car companies.

Terms.

SEC. 4. 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 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 below and one mile above the proposed location, the high and low water lines upon the banks of the river, the direction and strength of the current at all stages, with the soundings, accurately showing the bed of the stream, and the location of any other bridge or bridges, such map to be sufficiently in detail to enable the Secretary of War to judge of the proper location of said bridge, 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 built; and should any change be made in the plan of said bridge during the progress of construction, such change shall be submitted to and subject to the approval of the Secretary of War.

Security of navigation.

Secretary of War to approve plans, etc.

Change of plan.

SEC. 5. That the right to alter, amend, or repeal this act, or any part thereof, is hereby expressly reserved; and any alterations or

Amendment, etc.

Structural changes. changes that may be required by Congress in the bridge constructed under this act shall be made by the corporation owning or controlling the same at its own expense. Furthermore, if the construction of said bridge shall not be commenced within one year and completed within three years after the passage of this act, all privileges conferred hereby, and this act, shall become null and void.

Approved, September 26 1890.

September 26, 1890.

CHAP. 942.—An act to authorize the construction of a bridge across the Chattahoochee River in the State of Georgia.

Savannah, Americus and Montgomery Railway Company may bridge Chattahoochee River, Ga.

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled, That the assent of Congress is hereby given to the Savannah Americus and Montgomery Railway Company, an organization incorporated under the laws of the State of Georgia, its successors and assigns, to construct and maintain a bridge over the Chattahoochee River in the State of Georgia.

Security of navigation.

SEC. 2. That said bridge 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, for his examination and approval, and a map of its 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, reduced to low water, 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 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 are approved by the Secretary of War said bridge shall not be commenced or built; and should any change be made in the plan of said bridge during the progress of the work of construction, such change shall be subject to the approval of the Secretary of War: *Provided*, That if any bridge built under the provisions of this act shall be made with unbroken and continuous spans, it shall be of such elevation above extreme high water, as understood at the point of location, to the lowest part of the superstructure of the bridge, as the Secretary of War may prescribe, and the spans of said bridge shall also be of such width as may be required by the Secretary of War in the interests of navigation: *Provided, also*, That if any bridge built under this act shall be constructed as a draw-bridge, the same 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 such height above extreme high-water mark at the point of location, and of such width, as may be prescribed by the Secretary of War in considering the requirements of navigation: *And 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 may prescribe.

Secretary of War to approve plans.

Change of plan.

Provisos.

Continuous spans.

Elevation.

Width.

Draw-bridge.

Pivot draw.

Spans.

Opening of draw.

Lights, etc.

Lawful structure and post-route.

SEC. 3. 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