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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.

Commencement and completion.

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

Secretary of War to approve plans.

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

Change of plan.

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

Provisos.

the approval of the Secretary of War: *Provided*, That if any bridge

Continuous spans.

built under the provisions of this act shall be made with unbroken

Elevation.

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 pre-

Width.

scribe, 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

Draw-bridge.

Pivot draw.

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,

Spans.

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

Opening of draw.

shall be opened promptly, upon reasonable signal, for the passing of boats; and said company or corporation shall maintain at its own

Lights, etc.

expense, from sunset to sunrise, such lights or other signals on said bridge as the Light-House Board may prescribe.

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

passing over said bridge, than the rate per mile paid for the transportation over the railroads or public highways leading to 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 and telephone companies, and the United States shall have the right of way across said bridge and its approaches for postal-telegraph purposes: *Provided, also,* That other railroad companies shall have the right to run their cars over said bridge and approaches, upon such just and reasonable terms as may be agreed upon by them and the corporation owning or controlling said bridge, and if the parties can not agree, then the terms shall be determined by the Secretary of War.

Use by telegraph, etc., companies.

Postal telegraph.

Use by other companies. Terms.

SEC. 4. 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 its 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.

Structural changes, etc.

SEC. 5. 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, September 26, 1890.

CHAP. 943.—An act to authorize the construction of a bridge across the Oconee River in the State of Georgia.

September 26, 1890.

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 Oconee River in the State of Georgia.

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

SEC. 2. That the bridge shall be so constructed, by draw, span, or otherwise, that a free and unobstructed passage may be secured to all vessels and other water-craft navigating said river. That any bridge 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 shall submit to the Secretary of War, for his examination and approval, a design with drawings of the bridge, piers, and approaches, and a map of the location, giving, for the space of at least 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, and the direction and strength of the currents at all stages, and the soundings, accurately showing the bed of the stream, and the location of other bridge or bridges, wharves, landings, or ferries, and shall furnish such other information as may be required for a full and satisfactory understanding of the subject; and until said plan and location of the bridge are approved by the Secretary of War the bridge shall not be built, and after such approval by the Secretary of War the approved plans and designs for the bridge shall not be deviated from or added to, either during the construction or after the completion of the bridge, until the proposed change shall have been submitted to the Secretary of War and received his approval; and the said bridge shall be at all times so kept and managed as to offer reasonable and proper means for the passage of vessels through or under said bridge; and if said bridge be built with a draw, said draw shall be opened promptly, upon reasonable signal, for the passing of boats, and the said company or corporation shall maintain at its own expense, from sunset to sunrise,

Construction.

Security of navigation.

Secretary of War to approve plans, etc.

Change of plans.

Draw-bridge.

Opening of draw.