

in reference to the protection of navigation of rivers, or to exempt this bridge from the operations of the same. That all railroad companies desiring the use of any bridge constructed under this act 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.

Use by other companies.

Compensation.

SEC. 3. That any bridge authorized to be constructed under this act shall be located and built under and subject to such regulations for the security of said canal as the Secretary of War shall prescribe; and to secure that object the said corporation shall, at least two months previous to the commencement of the construction of said bridge, submit to the Secretary of War for his examination and approval a design and drawing of the bridge and a map of the location, giving such information as may be necessary to enable the Secretary of War to judge of the proper location of said bridge, and shall furnish such information as may be required for a full and satisfactory understanding of the subject; and until such 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 subject to the approval of the Secretary of War.

Secretary of War to approve plans, etc.

Changes.

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 entire removal, at the expense of the owners thereof, whenever Congress shall decide that the public interest requires it, is also expressly reserved.

Amendment, 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 passage of this act.

Commencement and completion.

Approved, February 14, 1893.

CHAP. 107.—An act to authorize the construction of a bridge across the Saint Marys River, between the States of Florida and Georgia.

February 14, 1893.

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled, That the Florida Central and Peninsular Railroad Company, a corporation existing under the laws of the State of Florida, and the Florida Northern Railroad Company, of Georgia, a corporation existing under the laws of the State of Georgia, or their successors or assigns, be, and hereby are, authorized to construct and maintain a bridge for railroad and other purposes over and across the Saint Marys River, between the States of Georgia and Florida, on the line of their railroad from Harts Road, in the State of Florida, to Savannah, in the State of Georgia, and at such precise point on said river as may be fixed or approved by the Secretary of War.

Florida Central and Peninsular Railroad Company and Florida Northern Railroad Company may bridge Saint Marys River, Georgia, and Florida.

SEC. 2. That said bridge shall be constructed for the passage of railroad trains, and, at the option of the corporation by which it may be built, for the transit of foot passengers, animals, wagons, and vehicles of all kinds, for such reasonable rates of toll as may be approved from time to time by the Secretary of War.

Railway, wagon, and foot bridge.

Tolls.

SEC. 3. That said bridge, when built and constructed under this act and according to the terms and limitations thereof, shall be a lawful structure, and shall be recognized and known as a post route, upon which no higher charge shall be made for the transmission of mails,

Lawful structure and post route.

	troops, and munitions of war of the United States than the rate per mile paid over the railroad leading to said bridge; and said bridge shall enjoy the rights and privileges of other post routes of the United States, and the United States shall have a right of way for postal telegraph over and across said bridge.
Postal telegraph.	
Use by railroad companies.	SEC. 4. 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 the payment of 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 as such compensation, or upon rules and conditions to which each shall conform in using said bridge, all matters so 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 approve plans, etc.	SEC. 5. That said bridge shall be constructed and built without interference with the security and convenience of the navigation of said river beyond what is necessary to carry into effect the rights and privileges hereby granted; and, in order to secure that object, the said corporation shall, before commencing the construction of said bridge, submit to the Secretary of War a plan and drawings of the bridge, and a map of the river and shores for a distance of a mile above and a mile below the proposed location, together with all information touching said bridge, its approaches, and the river which said officer may deem requisite; and it shall be the duty of the Secretary of War, upon being satisfied that a bridge upon such plan and locus will conform to the conditions of this act, to notify said corporations that he approves the same; whereupon, and not sooner, said corporations may proceed to the erection of said bridge, conforming strictly to the approved plan and location; and likewise any change in the plan of the bridge or accessory works during the progress of the work thereon shall be subject to the approval of the Secretary of War: <i>Provided</i> , That if said bridge shall be constructed as a drawbridge, the draw shall be opened promptly upon reasonable signal for the passage of boats, 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.
Changes.	
Proviso.	
Opening draw.	
Lights, etc.	
Amendment, etc.	SEC. 6. That Congress shall have power at any time to alter, amend, or repeal this act: <i>Provided</i> , 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 from the operation of the same.
Proviso.	
Existing laws not affected.	
Commencement and completion.	SEC. 7. That this act shall be null and void if actual construction of said bridge be not commenced within one year and completed within three years from the date of this act.
	Approved, February 14, 1893.

February 14, 1893.

CHAP. 108 —An act to authorize the Homestead and Pittsburg Bridge Company to construct a bridge over the Monongahela River from Pittsburg to Homestead.

Homestead and Pittsburg Bridge Company may bridge Monongahela River at Pittsburg, Pa.

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled, That it shall be lawful for the Homestead and Pittsburg Bridge Company, a corporation organized under the laws of the Commonwealth of Pennsylvania, to construct and maintain a bridge, and approaches thereto, over the Monongahela River from a point in the city of Pittsburg to a point in the borough of Homestead, in the county of Allegheny.

Railway, wagon, etc., bridge.

SEC. 2. That said bridge may be constructed to provide for the passage of railway trains, street cars, wagon roads, and vehicles of all