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SEC. 6. That the right to alter, amend, or repeal this Act is hereby expressly reserved. Amendment, etc.

SEC. 7. 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 approval of this Act. Commencement and completion.

Approved, April 21, 1894.

CHAP. 59.—An Act To extend the time authorizing the Saint Louis and Birmingham Railroad to build a bridge across Tennessee River at Clifton, Tennessee. April 21, 1894.

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled, That the Saint Louis and Birmingham Railway Company, being a corporation created and organized under the laws of the State of Tennessee, and to which authority was given by an Act of Congress entitled "An Act to authorize building a bridge over Tennessee River," approved June sixth, eighteen hundred and ninety-two, is hereby given the right to begin the construction of the bridge therein authorized according to the terms of said Act within twelve months from the approval of this Act, the said bridge to be completed within three years from said date. It is hereby further provided that if the construction of said bridge be not commenced and the structure completed within the times hereinbefore mentioned, then this Act, and that approved June sixth, eighteen hundred and ninety-two, to which reference is hereinbefore made, shall be null and void. Bridge across Tennessee River at Clifton, Tenn. Vol. 27, p. 47. Time for construction extended.

SEC. 2. That the right to alter, amend, or repeal this Act is hereby expressly reserved without any liability on the part of the United States for any damages on account of such alteration, amendment, or repeal. Amendment, etc.

Approved, April 21, 1894.

CHAP. 60.—An Act To authorize the West Braddock Bridge Company to construct a bridge over the Monongahela River from the borough of Rankin to Mifflin Township. April 21, 1894.

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 West Braddock 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 borough of Rankin, in the county of Allegheny, to a point in Mifflin Township, in the county of Allegheny. West Braddock Bridge Company may bridge Monongahela River, Allegheny County, Pa.

SEC. 2. That said bridge may be constructed to provide for the passage of railway trains, street cars, wagons, and vehicles of all kinds, for the transit of animals, foot passengers, and all kinds of commerce, travel, or communication, and said corporation may charge and receive reasonable tolls therefor, subject to the approval of the Secretary of War. Railway, wagon, and foot bridge.

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, and it shall enjoy the rights and privileges of other post-roads in the United States: *Provided*, That the United States may construct a postal telegraph over said bridge without charge therefor. Lawful structure and post route. *Proviso.* Postal telegraph.

SEC. 4. 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 this end the said corporation shall submit to the Secretary of War for his examination and approval the plans and drawings of said bridge, and a map of the proposed location, giving, for the space of one mile each way, the topography of the banks of the river and the shore lines at high and low water, the direction and strength of the current at all stages, and the soundings, accurately showing the bed of the stream, the location of any other Secretary of War to approve plans, etc.