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to the protection of navigation of rivers, or to exempt this bridge from the operation 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.

Secretary of War to approve plans, etc.

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 channel as the Secretary of War shall prescribe; and to secure that object the said corporation shall, at least thirty days 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, or after completion, such change shall be subject to the approval of the Secretary of War.

Amendment, etc.

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 or the Secretary of War shall decide that the public interest requires it, is also expressly reserved.

Commencement and completion.

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.

Approved, May 4, 1896.

May 4, 1896.

CHAP. 153.—An Act To amend an Act entitled "An Act to authorize the Union Railroad Company to construct and maintain a bridge across the Monongahela River," approved February eighteenth, eighteen hundred and ninety-three.

Union Railroad Company.

Time extended for bridging Monongahela River.
Vol. 27, p. 462.

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled, That an Act entitled "An Act to authorize the Union Railroad Company to construct and maintain a bridge across the Monongahela River," approved February eighteenth, eighteen hundred and ninety-three, be, and the same is hereby, amended so as to extend the time for the commencement of the bridge in said Act named to one year and the time for its completion to three years from and after February eighteenth, eighteen hundred and ninety-six.

Approved, May 4, 1896.

May 4, 1896.

CHAP. 154.—An Act To provide for the incorporation and regulation of medical and dental colleges in the District of Columbia.

District of Columbia.

Medical and dental colleges not specially incorporated required to register.

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled, That it shall be unlawful for any medical or dental college claiming the authority to confer, or actually conferring, the degree of doctor of medicine, or doctor of dental surgery, not incorporated by a special Act of Congress, to conduct its business in the District of Columbia, unless such college shall be registered