

April 15, 1896.

CHAP. 103.—An Act Authorizing the construction of a fog signal on the north pier of the entrance to Menominee Harbor, Michigan.

Menominee, Mich.
 Fog signal author-
 ized.
Post, p. 417.

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled, There is hereby authorized to be constructed, at the north pier of the entrance to Menominee Harbor, Michigan, a fog signal, to cost not exceeding five thousand dollars.

Approved, April 15, 1896.

April 16, 1896.

CHAP. 104.—An Act To authorize the construction of a wagon and foot bridge across the Chattahoochee River at or near the city of Columbia, Alabama.

Columbia, Ala., may
 bridge Chattahoochee
 River.

Provisos.
 Construction.

High bridge.

Draw bridge.

Draw span.

Opening draw.

Lights, etc.

Lawful structure
 and post route.

Postal telegraph.

Free navigation.

Toll.

Secretary of War to
 approve plans, etc.

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled, That the city of Columbia, a municipal corporation under the laws of Alabama, be, and is hereby, authorized to construct, maintain, and operate a bridge for the passage of vehicles of all kinds, animals, and foot passengers across the Chattahoochee River at or near the city of Columbia, so as to connect with Georgia on the opposite shore: *Provided*, That any bridge built under the provisions of this Act may be built as a drawbridge, or with unbroken and continuous spans: *Provided also*, That if said bridge shall be built with unbroken and continuous spans it shall give a clear headroom of not less than fifty-five feet above high-water mark, as the same shall be fixed and determined by the Secretary of War: *And provided, also*, That if said bridge shall be constructed as a drawbridge the same shall be constructed as a pivot drawbridge, with a draw over the main channel of the river at an accessible and the best navigable point, and with drawspans giving a clear width of waterway of not less than one hundred feet on each side of the pivot pier: *Provided further*, That if the Secretary of War shall decide that navigation will not be injured thereby the draw may be built with one span of one hundred feet clear width of opening over the main navigable channel; and said draw shall be opened promptly, upon reasonable signal, for the passage of boats: *Provided further*, That whatever kind of bridge is constructed the owners thereof shall maintain thereon, at their own expense, from sunset to sunrise, such lights or other signals as may be prescribed by the Light-House Board.

SEC. 2. That any bridge built under the provisions of this Act 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 over the same of the mails, troops, and munitions of war of the United States passing over said bridge than the rate per mile paid for the transportation over the public highways leading to said bridge; 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 approaches for postal telegraph purposes; and said bridge shall be so constructed and operated as not to interfere with the navigation of said river.

SEC. 3. That said municipal corporation shall have the right to charge and collect a reasonable rate of toll, to be approved by the Secretary of War, not exceeding the rate limited by the law of Alabama.

SEC. 4. That the bridge authorized to be constructed under this Act shall be located and built under and subject to such regulations for the security of the navigation of said river as the Secretary of War shall prescribe; and to secure that object the said corporation shall submit to the Secretary of War, for his examination and approval, a design and drawings of the proposed bridge, and a map of the location, giving for the space of one-half mile above and one-half 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, and the soundings, accurately showing the bed of the stream, and shall furnish such other information as may be required for a full and satisfactory