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CHAP. 23.—An Act To amend an Act entitled "An Act declaring a certain bridge across the Tallahatchie River, in Tallahatchie County, State of Mississippi, a lawful structure, and for other purposes," approved May twenty-eighth, eighteen hundred and ninety-six. February 15, 1898.

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled, That the time fixed by section seven of an Act entitled "An Act declaring a certain bridge across the Tallahatchie River, in Tallahatchie County, State of Mississippi, a lawful structure, and for other purposes," approved May twenty-eighth, eighteen hundred and ninety-six, within which the bridge authorized by that Act to be constructed across the Tallahatchie River, in the State of Mississippi, was required to be completed, be, and the same is hereby, extended until the first day of November, eighteen hundred and ninety-eight; and if said bridge shall be completed by that date all of the provisions of the Act aforesaid shall be and remain in full force and effect, notwithstanding the failure to complete the said bridge within the time therein fixed.

Bridge, Tallahatchie River, Miss.

Extension of time for completion.

Approved, February 15, 1898.

CHAP. 24.—An Act To authorize the construction of a steel bridge over the Snake River between the States of Washington and Idaho. February 15, 1898.

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled, That the Lewiston-Concord Bridge Company, a corporation organized and existing under the laws of the State of Washington, its successors and assigns, be, and the same is hereby, authorized to construct and maintain a bridge and approaches thereto over the Snake River between the States of Washington and Idaho, extending from a point in the city of Lewiston, Idaho, to a point in Asotin County, opposite, in the State of Washington. Said bridge shall be constructed to provide for the passage of street-railway cars, and for the passage of wagons and vehicles of all kinds, and for the transit of animals, and for foot passengers, and for the support of pipes and electric conduits, and for any other proper use, and said company, its successors and assigns, may collect reasonable rates of toll for such uses of said bridge, said rates of toll being first submitted to and approved by the Secretary of War before being put in force.

Lewiston-Concord Bridge Company may bridge Snake River at Lewiston, Idaho, etc.

Transit of vehicles, etc.

Toll.

SEC. 2. That any bridge built under the provisions of this Act shall be built and constructed without material interference with the security and convenience of navigation on said river beyond what is necessary to carry into effect the rights and privileges hereby granted, and shall be at least forty feet in height in the clear above mean high-water mark; and in order to secure compliance with these conditions the said corporation shall submit to the Secretary of War a plan of the bridge provided for in this Act, together with a detailed map of the river for a distance of one mile above and one mile below the proposed site of said bridge, with such other information as may be required by the Secretary of War for a full and satisfactory understanding of the subject; and the Secretary of War is hereby authorized and directed, upon receiving such plan and map and other information, and being satisfied that the bridge built upon such plan will conform to the prescribed condition of this Act, to immediately notify the company that he approves the same; and upon receiving such notification the said company may proceed to the erection of said bridge.

Aids to navigation, etc.

Secretary of War to approve plans, etc.

SEC. 3. That the bridge constructed under this Act and according to its terms and 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 munitions of war of the United States than the rate per mile paid for the transportation over the railroads or public highways leading to said bridge; and said bridge shall enjoy the rights and privi-

Lawful structure and post route.