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SEC. 4. That all bridges authorized to be constructed under this Act shall be built under and subject to such regulations for the security of the navigation of the rivers over which they may be built as the Secretary of War shall prescribe, and to secure that object the said company or corporation shall submit to the Secretary of War for his examination and approval designs and drawings of the bridges and maps of locations selected; and until the said plans and locations are approved by the Secretary of War the bridges shall not be commenced or built; and should any changes be made in the plans of said bridges, or any one of them, during the progress of construction, such changes shall be subject to the approval of the Secretary of War, and all changes in said bridges, or any one of them, required by the Secretary of War at any time, or their entire removal, shall be at the expense of the corporations or persons owning or operating said bridges.

Secretary of War to approve plans, etc.

—changes.

SEC. 5. That the right to alter, amend, or repeal this Act is hereby expressly reserved.

Amendment.

SEC. 6. That this Act shall be null and void if actual construction of the bridges herein authorized is not commenced within one year and completed within three years from the date thereof.

Commencement and completion.

Approved, January 10, 1899.

CHAP. 43.—An Act To amend an Act entitled "An Act to authorize the Oregon and Washington Bridge Company to construct and maintain a bridge across the Columbia River, between the State of Oregon and the State of Washington, and to establish it as a post road."

January 10, 1899.

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled, That "An Act to authorize the Oregon and Washington Bridge Company to construct and maintain a bridge across the Columbia River, between the State of Oregon and the State of Washington, and to establish it as a post road," approved March twenty-fourth, eighteen hundred and ninety, be, and the same is hereby, extended, revived, and declared to be in full force and effect from and after March twenty-fourth, eighteen hundred and ninety-two. Section twelve of said Act, which provides that said Act shall be null and void if actual construction of the bridge therein authorized be not commenced within two years and completed within four years from the date of the approval thereof, shall be, and the same is hereby, so amended that the time within which said bridge is required to be commenced shall be within one year and the time within which it is required that said bridge be completed shall be within three years from the date of approval of this Act.

Time extended for Oregon and Washington Bridge Co. to bridge Columbia River.
Vol. 26, p. 28.

Approved, January 10, 1899.

CHAP. 44.—An Act Granting the Saginaw Southern Railroad Company a right of way for railroad purposes through the San Francisco Mountains Forest Reserve.

January 10, 1899.

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled, That the Saginaw Southern Railroad Company, a corporation created and existing under the laws of the Territory of Arizona, is authorized to construct and maintain a railroad over and through the San Francisco Mountains Forest Reserve (heretofore reserved from entry and settlement and set apart as a public reserve by William McKinley, President of the United States, by proclamation dated the seventeenth day of August, eighteen hundred and ninety-eight). Said railroad to be constructed upon and across the said San Francisco Mountains Forest Reserve from a point on the line of the Santa Fe Pacific Railroad Company at the town of Williams, in the county of Coconino, Territory of Arizona, thence in a southerly direction by the most practical route to the town of Jerome, in the

Saginaw Southern Railroad granted right of way through San Francisco Mountains Forest Reserve.

Post, p. 1782.
Location.