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said western district had jurisdiction, and upon which proceedings had been taken, shall be tried and prosecuted as if this Act had not been passed; and all civil suits and proceedings now pending in the circuit or district courts in said State shall not be affected by this Act.

Causes returnable to northern district.

SEC. 3. That from and after the passage of this Act all causes of criminal or civil nature, originating in said county of Menard and heretofore returnable to the Federal district court of the western district of Texas, at Austin, Texas, shall be returnable to the Federal district court of the northern district of Texas at San Angelo, Texas.

Effect; repeal.

SEC. 4. That this Act shall take effect from and after its passage; and all laws and parts of laws in conflict with this Act are hereby repealed.

Approved, February 2, 1899.

February 2, 1899.

CHAP. 82.—An Act To authorize the construction of a bridge across the Savannah River from the mainland of Chatham County, Georgia, to Hutchinsons Island, in said county.

Georgia and Alabama Railway may bridge Savannah River.

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled, That the assent of the United States of America is hereby given to the Georgia and Alabama Railway, a corporation incorporated by the laws of the State of Georgia, its successors and assigns, and such other persons as may be associated with it, to construct and maintain a bridge over the Savannah River from the mainland to Hutchinsons Island, in the county of Chatham, in the State of Georgia.

Aids to navigation.

SEC. 2. That the bridge shall be so constructed, by draw span or otherwise, that a free and unobstructed passage may be secured to all vessels and other water craft navigating said river. That any bridge constructed under this Act shall be built and located 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 company shall submit to the Secretary of War, for his examination and approval, the design and drawings of the bridge, piers, and approaches, and a map of the location, giving, for the space of at least one mile above and one mile below the proposed location, the topography of the banks of the river, the shore lines at high water and low water, and the direction and strength of the currents at all stages, and the soundings, accurately showing the bed of the stream, and the location of other bridge or bridges, wharves, landings, or ferries, and shall furnish such other information as shall be required for a full and satisfactory understanding of the subject; and until said plan and location of the bridge are approved by the Secretary of War the bridge shall not be commenced or built, and after such approval by the Secretary of War the approved plans and designs for the bridge shall not be deviated from or added to, either during the construction or after the completion of the bridge, until the proposed change shall have been submitted to the Secretary of War and received his approval; and the said bridge shall be at all times so kept and managed as to offer reasonable and proper means for the passage of vessels through or under said bridge, and if said bridge be built with a draw said draw shall be opened promptly upon reasonable signal for the passage of boats or other craft, and whatever kind of bridge is built the said company or corporation shall maintain, at its own expense, from sunset to sunrise, such lights or other signals thereon as the Light-House Board shall prescribe; and if at any time the navigation of said river shall in any manner be obstructed or impaired by the bridge authorized by this Act to be constructed the Secretary of War shall have authority, and it shall be his duty, to require said company to alter and change said bridge at its own expense in such manner as may be proper to secure free and complete navigation without impediment.

Secretary of War to prescribe regulations.

—to approve plans.

—changes.

Draw.

Lights.

Alterations to secure free navigation.

Lawful structure and post route.

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, 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, or passengers or freight over said bridge, than the rate per mile paid for the transportation over the railroads or public highways leading to said bridge, and it shall enjoy the rights and privileges of other post roads of the United States; 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 its approaches for said postal-telegraph purposes.

Telegraph and telephone companies.

Rights of railroads to use.

—disagreement of with owner of bridge.

SEC. 4. That all railroad companies desiring the use of said bridge and its approaches shall have and be entitled to equal rights and privileges relative to the passage of trains over the same 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 of them, desiring such use shall fail to agree upon the sum or sums to be paid, or upon rules and conditions to which each shall conform in using said bridge and approaches, 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.

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 date hereof.

Amendment.

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

Approved, February 2, 1899.

February 2, 1899.

CHAP. 83.—An Act To change and fix the time for holding the district and circuit courts of the United States for the northern division of the eastern district of Tennessee.

Tennessee judicial district.

Terms of court, northern division, eastern district, at Knoxville.

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled, That the terms of the circuit and district courts of the United States for the northern division of the eastern district of Tennessee, held at Knoxville, Tennessee, shall commence on the second Monday in March and September of each year, instead of the first Monday in March and September, as is now provided by law; and each of said terms shall continue as long as the presiding judge may deem necessary.

Pending cases.

SEC. 2. That no action, suit, proceeding, information, indictment, recognizance, bail bond, or other process in either of said courts shall abate or be rendered invalid by reason of the change of time in the holding of the terms of said courts, but the same shall be deemed to be returnable to, pending, and triable at the terms herein provided for.

Repeal.

SEC. 3. That all laws and parts of laws conflicting with this Act be, and are hereby, repealed.

Approved, February 2, 1899.

February 2, 1899.

CHAP. 84.—An Act To amend section five of the Act approved June tenth, eighteen hundred and eighty, governing the immediate transportation of dutiable goods without appraisement.

Immediate transportation of dutiable goods.

Forwarding of small quantities in unlocked, etc., cars.

Vol. 21, p. 174, amended.

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled, That section five of the Act approved June tenth, eighteen hundred and eighty, governing the immediate transportation of dutiable goods without appraisement, be, and the same is hereby, so amended as to allow common carriers bonded under the provisions of said Act, in instances where a sufficient quan-