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public surveys, if no adverse rights have attached: *Provided*, That no settler shall be permitted to acquire to exceed three hundred and twenty acres under this provision. *Proviso.* —limited to 320 acres.

Approved, March 1, 1899.

CHAP. 329.—An Act To authorize the Georgia Pine Railway, of Georgia, to construct a bridge across the Flint River, a navigable stream in Decatur County, Georgia. March 1, 1899.

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled, That the Georgia Pine Railway Company, of Georgia, be, and is hereby, authorized to construct and maintain and operate a bridge across the Flint River, a navigable stream, in the county of Decatur, State of Georgia; said bridge to be located at or near the town of Bainbridge. Georgia Pine Railway may bridge Flint River, Georgia.

SEC. 2. That said bridge shall be built and located under and subject to such regulations for the security of navigation as the Secretary of War may prescribe; and to secure that object the said Georgia Pine Railway Company, of Georgia, shall submit for his examination designs and drawings of the bridge, and maps of the location, and until the said plans and location are approved by him the bridge shall not be commenced or built; and should any change be made in said bridge, before or after completion, such changes shall be likewise subject to the approval of the Secretary of War. Secretary of War to approve plans, etc. —changes.

SEC. 3. That said bridge shall be kept and managed so as to offer reasonable and proper means for the passage of vessels and craft through or under the same; and for the safety of vessels passing at night there shall be displayed on said bridge at night, from sunset to sunrise, at the expense of the owners thereof, such lights or other signals as the Light-House Board may prescribe. And any changes in said bridge which the Secretary of War may at any time deem necessary, and order in the interests of navigation, shall be made by the owners thereof at their own expense. Aids to navigation. Lights. Expense of changes.

SEC. 4. That all railroad companies desiring the use of the bridge authorized by 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 the 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 proof of the parties; and equal privileges in the use of said bridge shall be granted to all telegraph and telephone companies. Rights of railroads to use. —disagreement with owner of bridge. Telegraph, etc., companies.

SEC. 5. That the bridge constructed, maintained, and operated under this Act and according 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 transportation over the same of the mails, the troops, and the munitions of war of the United States than the rate per mile paid for transportation of said mails, troops, and munitions over the railroads and public highways leading to said bridge; and the United States shall have the right of way for postal, telegraph, and telephone purposes over said bridge. To be lawful structure and post route.

SEC. 6. That this Act shall be null and void if actual construction of the said bridge be not commenced in one year and completed in three years from the date hereof. Commencement and completion.

SEC. 7. That the right to alter, amend, or repeal this Act is hereby expressly reserved. Amendment.

Approved, March 1, 1899.