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tection of the navigation of rivers, or to exempt this bridge from the operations of the same.

Secretary of War to approve plans, changes, etc.

SEC. 4. That any bridge authorized to be constructed under this Act shall be built and located under and subject to such regulations for the security of navigation of said river as the Secretary of War shall prescribe; and to secure that object the said city or council shall submit to the Secretary of War, for his examination and approval, a design and drawings of the said 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 high and low water lines upon the banks of the river, the direction and strength of the currents at all stages, with the soundings accurately showing the bed of the stream, and the location of any other bridge or bridges, such map to be sufficiently in detail to enable the Secretary of War to judge of the proper location of said bridge, and shall furnish such other information as may be required for a full and satisfactory understanding of the subject; and until such plan and location of the bridge are approved by the Secretary of War the bridge shall not be built; and should any change be made in the plan of said bridge during the progress of construction or after completion, such change shall be subject to the approval of the Secretary of War.

Amendment.

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

Commencement and completion.

SEC. 6. 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 of the approval of this Act.

Approved, February 28, 1900.

CHAP. 28.—An Act Granting additional right of way to the Allegheny Valley Railway Company through the arsenal grounds at Pittsburg, Pennsylvania.

February 28, 1900.

Allegheny Valley Railway granted right of way through arsenal grounds, Pittsburg, Pa.

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled, That the Allegheny Valley Railway Company be, and it is hereby, authorized to extend its tracks over and occupy all that portion of the Allegheny Arsenal property in the city of Pittsburg, Pennsylvania, which adjoins the present right of way of said Allegheny Railway, bounded and described as follows, to wit: Beginning at a point on the south building line of Fortieth street, at a distance of ten and fifty-eight one-hundredths feet from the center line of the north-bound track of the Allegheny Valley Railway; thence along the western wall of the United States arsenal south twelve degrees thirty-five minutes west five hundred and seventy-six and seventy one-hundredths feet to a point on the north building line of Thirty-ninth street, said point being distant thirteen and twenty-seven one-hundredths feet (measured along the north building line of Thirty-ninth street) from the center of the said north-bound track of the Allegheny Valley Railway; thence south fifty-three degrees fifty-two minutes west eleven and twenty-two one-hundredths feet along the north building line of Thirty-ninth street to a point; thence north twelve degrees twenty-one minutes east five hundred and seventy-five and sixty-two one hundredths feet to a point on the south building line of Fortieth street; thence north fifty-three degrees fifty-two minutes west thirteen and nine-tenths feet to the place of beginning, containing seven thousand six hundred and fifty-five square feet: *Provided*, That the value of said property shall be fixed by a competent board of officers to be appointed by the Secretary of War, which value shall be paid into the Treasury of the United States before the occupation by

Location.

Provisos.
Valuation.

Replacing stone boundary wall, etc.

said company of said strip: *And provided further*, That the stone boundary wall on the Allegheny River front of the Allegheny Arsenal, which must be removed to permit the desired extension of the railway, be replaced, or its equivalent, on the new boundary line, all free of cost to the United States, and to be approved by the Secretary of War:

Construction of siding, etc.

And provided further, That the said Allegheny Valley Railway Company shall construct for the use of the Government, on the approval of the Secretary of War, a siding about five hundred and seventy-seven feet long through the said arsenal property, said siding paralleling the said strip of ground hereinbefore described, all free of cost to the United States in addition to the price paid for the said property.

Approved, February 28, 1900.

March 1, 1900.

CHAP. 29.—An Act To authorize Frank Hitch to construct and maintain a bridge across Fishing Creek within the boundary lines of Edgecombe County, North Carolina.

Frank Hitch may bridge Fishing Creek, Edgecombe County, N. C.

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled, That Frank Hitch be, and is hereby, authorized to construct and maintain a railroad bridge for the passage of railway engines and cars across Fishing Creek at such point as may be selected by said Hitch and approved by the Secretary of War within the boundary lines of Edgecombe County, North Carolina, said bridge to be so constructed as not to obstruct the navigation of said river, and to be provided with a suitable draw: *Provided*, That any bridge constructed under this Act and according to its limitations shall be a lawful structure, and shall be known and recognized as a post route, and the same is hereby declared to be a post route, and the United States shall have the right of way for a postal telegraph across said bridge.

Proviso.
To be lawful structure, etc.

Secretary of War to approve plans, changes, etc.

SEC. 2. 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 creek as the Secretary of War shall prescribe; and the said Hitch shall submit to the Secretary of War, for his examination and approval, a design and drawing of the proposed bridge and a map of the location, giving, for the space of one-fourth of a mile above and one-fourth of a 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 understanding of the subject; and until the said plan and location of the bridge are approved by the Secretary of War no work upon the bridge shall be commenced; and should any change be made in the plan of said bridge during the progress of construction, such change shall be subject to the approval of the Secretary of War.

Amendment.

Obstruction to navigation.

SEC. 3. That Congress reserves the right to alter, amend, or repeal this Act at any time; and that if at any time navigation of said creek shall in any manner be obstructed or impaired by the said bridge, the Secretary of War shall have authority, and it shall be his duty, to require the said bridge company to alter and change the said bridge, at its own expense, in such manner as may be proper to secure free and complete navigation without impediment.

Draw

SEC. 4. That the draw provided for the bridge herein authorized to be constructed shall be opened promptly, upon reasonable signal, for the passing of boats, which said Hitch shall maintain at his own expense; and if actual construction of the bridge herein authorized shall not be commenced within one year from the passage of this Act

Commencement and completion.