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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 river 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. Amendment. Alterations.

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; and said company or corporation shall maintain, at its own expense, from sunset to sunrise, such lights or other signals on said bridge as the Light-House Board shall prescribe. Draw. Lights.

SEC. 5. That all telephone and telegraph companies shall be granted equal rights and privileges in the construction and operation of their lines across said bridge; and if actual construction of the bridge herein authorized shall not be commenced within one year from the passage of this Act, and be completed within three years from same date, the rights and privileges hereby granted shall cease and be determined. Telegraph, etc., companies. Commencement and completion.

Approved, February 25, 1901.

CHAP. 476.—An Act To authorize the Mobile and West Alabama Railroad Company to construct and maintain a bridge across the Tombigbee River between the counties of Marengo and Choctaw, below Demopolis, Alabama. February 25, 1901.

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled, That the Mobile and West Alabama Railroad Company, a corporation created and existing under an Act of the general assembly of the State of Alabama, be, and is hereby, authorized to construct and maintain a railroad bridge for the passage of railway engines and cars across the Tombigbee River at a point suitable to the interests of navigation between Marengo and Choctaw counties, below Demopolis, in the State of Alabama, 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, upon which, also, no higher charge shall be made for the transportation over the same of the mails, the troops, or munitions of war of the United States than the rate per mile paid for transportation over railroads or public highways leading to the said bridge, and the United States shall have the right of way for a postal telegraph across said bridge: *Provided, also*, That all railroad companies desiring the use of said bridge 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 payment of a reasonable compensation for such use; and in case of any disagreement between the parties in regard to the terms of such use or the sums to be paid, all matters at issue shall be determined by the Secretary of War, upon hearing the allegations and proofs submitted to him. Mobile and West Alabama Railroad may bridge Tombigbee River, Ala. Draw, etc. *Provisos.* Lawful structure and post route. Postal telegraph. Rights of railroads to use.

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 river as the Secretary of War shall prescribe; and the said company or corporation 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-half mile above and one-half 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 Secretary of War to approve plans, etc.

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 approvod 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 or after completion, such change shall be subject to the approval of the Secretary of War.

Amendment. Alterations.

SEC. 3. That Congress reserves the right to alter, amend, or repeal this Act at any time; and if at any time navigation of said river 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,

Lights.

for the passing of boats; and said company or corporation shall maintain at its own expense, from sunset to sunrise, such lights or other signals on said bridge as the Light-House Board shall prescribe.

Telegraph, etc., companies.

SEC. 5. That all telephone and telegraph companies shall be granted equal rights and privileges in the construction and operation of their

Commencement and completion.

lines across said bridge; and if actual construction of the bridge herein authorized shall not be commenced within one year from the passage of this Act, and be completed within three years from same date, the rights and privileges hereby granted shall cease and be determined.

Approved, February 25, 1901.

February 25, 1901.

CHAP. 477.—An Act To authorize the construction of a bridge across Little River, at or near mouth of Big Lake, State of Arkansas.

Jonesboro, Lake City and Eastern Railroad may bridge Little River, Arkansas.

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled, That the Jonesboro, Lake City and Eastern Railroad Company, a corporation incorporated under the laws of the State of Arkansas, its successors or assigns, are hereby authorized to construct, operate, and maintain a drawbridge across Little River, at or near the mouth of Big Lake, in section nine, township fourteen north, range nine east, Mississippi County, in the State

Secretary of War to approve plans.

of Arkansas. Said bridge shall be constructed in accordance with such plans as the Secretary of War may decide to be necessary, and

Provisos.

approved by him: *Provided*, That before the construction of any bridge herein authorized is commenced the said company shall submit to the Secretary of War, for his examination and approval, a design and drawing of such bridge, and map of the location, giving sufficient information to enable the Secretary of War to fully and satisfactorily understand the subject; and unless the plan and location of such bridge are approved by the Secretary of War the structure shall not be built;

Changes.

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. 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

Aids to navigation, etc.

expense: *Provided further*, That any bridge constructed under authority of this Act shall at all times be so kept and managed as to offer proper and reasonable means for the passage of vessels and other water craft through or under said structure; and the piers of said bridge shall be parallel with, and the bridge itself at right angles to,

Lights.

the currents of the river; and for the safety of vessels passing at night