

	extent than is absolutely necessary, and such lights and buoys shall be kept on all cofferdams, piles, and so forth, as may be necessary for the security of navigation.
Use by other companies.	SEC. 9. 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 proofs of the parties; and equal privileges in the use of said bridge shall be granted to all telegraph and telephone companies.
Compensation.	
Telegraph, etc., rights.	SEC. 10. 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 the 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.
Lawful structure and post route.	
Time of construction.	SEC. 11. That this Act shall be null and void if actual construction of the bridge herein authorized be not commenced within two years and completed within four years from the date of approval thereof.
Amendment.	SEC. 12. That the right to alter, amend, or repeal this Act is hereby expressly reserved.
	Approved, May 28, 1902.

May 28, 1902. [Public, No. 128.]	CHAP. 891. —An Act To authorize the construction of a bridge across the Savannah River from the mainland of Aiken County, South Carolina, to the mainland of Richmond County, Georgia.
Savannah River, S. C. and Ga. Chattanooga, Augusta and Charleston Air Line Railway Company may bridge.	<i>Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled,</i> That the assent of the United States of America is hereby given to the Chattanooga, Augusta and Charleston Air Line Railway Company, a corporation incorporated by the laws of the State of South Carolina, 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 of Aiken County, in the State of South Carolina, to the mainland of Richmond County, in the State of Georgia.
Location.	
Unobstructed 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 at said point; 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 Chief of Engineers and the Secretary of War shall prescribe; and to secure that object the said company shall submit to the Chief of Engineers and the Secretary of War, for their 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
Secretary of War to approve plans, etc.	

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 Chief of Engineers and the Secretary of War the bridge shall not be commenced or built, and after such approval by the Chief of Engineers and 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 Chief of Engineers and the Secretary of War and received their 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 navigating said river at said point 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 construed, 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.

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.

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.

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.

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

Approved, May 28, 1902.

Aids to navigation.

Lights, etc.

Changes.

Lawful structure and post route.

Telegraph, etc., rights.

Use by other companies.

Compensation.

Time of construction.

Amendment.