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and the bridge shall be at right angles to, the current of the stream; and the draw shall be opened promptly, upon reasonable signals, for the passage of boats and other river craft; and said company, its successors or assigns, shall maintain at its own expense, from sunset till sunrise, throughout the season of navigation, such lights or other signals on said bridge as the Light-House Board may prescribe.

Opening draw.
Lights, etc.

SEC. 5. 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 over the same and over approaches thereto, 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 and upon the 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.

Use by other roads.

Compensation.

SEC. 6. That any bridge authorized to be constructed under this Act shall be built under and subject to such regulations for the security of navigation of said Pearl River as 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 plans and a design drawing of the bridge, and a map of 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 currents at all stages, and soundings, accurately showing the bed of the stream and the location of any other bridge or bridges, and shall furnish such other information as may 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 said bridge shall not be built, or commenced, and no changes shall be made in said bridge during the progress of construction nor after completion, unless approved by the Chief of Engineers and the Secretary of War; and the said company shall, at its own expense, make from time to time such changes in said bridge as the Secretary of War may order in the interest of navigation.

Secretary of War to approve plans, etc.

Changes.

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

Amendment.

SEC. 8. 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 approval hereof.

Time of construction.

Approved, March 2, 1903.

CHAP. 972.—An Act To amend an Act entitled "An Act authorizing the construction of a bridge across the Cumberland River at or near Carthage, Tennessee," approved March second, nineteen hundred and one.

March 2, 1903.
[Public, No. 129.]

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled, That an Act entitled "An Act authorizing the construction of a bridge across the Cumberland River at or near Carthage, Tennessee," approved March second, nineteen hundred and one, be, and the same is hereby, revived and declared to be in full force and effect, and that section five of said Act is hereby amended so as to read as follows: "That this Act shall be null and void if said bridge is not commenced within one year and completed within three years from the first day of April, nineteen hundred and three."

Cumberland River.
Time extended for bridging, at Carthage, Tenn.
Vol. 31, p. 958, amended.

Approved, March 2, 1903.