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change be made in the plan of said bridge during the progress of construction or after completion, such changes shall be subject to the approval of the Secretary of War, and any changes which the Secretary of War may require at any time in the said structure shall be promptly made by the said Everett Leftwich at his own expense.

Lights, etc.

SEC. 3. That on any bridge constructed under the provisions of this Act there shall be maintained at the expense of Everett Leftwich owning or controlling the same such lights and other signals as may be prescribed by the Light-House Board.

Time of construction.

SEC. 4. 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.

Amendment.

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

Approved, March 3, 1905.

CHAP. 1471.—An Act Authorizing the construction of two bridges across the Ashley River, in the counties of Charleston and Dorchester, South Carolina.

March 3, 1905.
[H. R. 18906.]

[Public, No. 204.]

Ashley River, S. C. Charleston and Summerville Railway Company may bridge, near Charleston.

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled, That the assent of the United States of America is hereby given to the Charleston and Summerville 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 two bridges over the Ashley River, in the counties of Charleston and Dorchester, in the State aforesaid, one of said bridges to extend from a site on the east bank of the Ashley River at or near the northern limits of the city of Charleston across to the opposite shore, the other of said bridges to extend from the west to the east bank of the Ashley River at a point relatively near and reasonably distant from what is now known as Bacon's bridge.

Unobstructed navigation.

SEC. 2. That the bridges 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 bridges 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 bridges, 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 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 bridges are approved by the Chief of Engineers and the Secretary of War the bridges 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 bridges shall not be deviated from or added to, either during the construction or after the completion of the bridges, 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 bridges 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 bridges; and if said bridges be built with

Secretary of War to approve plans, etc.

Changes.

draws, said draws shall be opened promptly upon reasonable signal for the passage of boats or other craft; and whatever kind of bridges are 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 bridges authorized by this Act to be constructed the Secretary of War shall have authority, and it shall be his duty, to require said company to alter and change said bridges at its own expense in such manner as may be proper to secure free and complete navigation without impediment.

Lights, etc.

Lawful structures and post routes.

SEC. 3. That any bridges built under this Act and subject to its limitations shall be lawful structures, and shall be recognized and known as post routes, 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 bridges, than the rate per mile paid for the transportation over the railroads or public highways leading to said bridges, and they shall enjoy the rights and privileges of other post-roads of the United States; and equal privileges in the use of said bridges shall be granted to all telegraph and telephone companies, and the United States shall have the right of way across said bridges and their approaches for postal-telegraph purposes.

Telegraph, etc., rights.

Use by other companies.

SEC. 4. That all railroad companies desiring the use of said bridges and their 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 bridges 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 bridges 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.

Time of construction.

SEC. 5. That this Act shall be null and void if actual construction of the bridges herein authorized be not commenced within one year and completed within three years from the date hereof.

Amendment.

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

Approved, March 3, 1905.

March 3, 1905.
[H. R. 18358.]
[Public, No. 205.]

CHAP. 1472.—An Act To authorize the Borderland Coal Company, of Nolan, West Virginia, to bridge the Tug Fork of the Big Sandy River at a point about two miles east of Nolan, Mingo County, West Virginia, where the same forms the boundary line between the States of West Virginia and Kentucky.

Tug Fork, Big Sandy River.
Borderland Coal Company may bridge, near Nolan, W. Va.
Footbridge.

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled, That it shall be lawful for the Borderland Coal Company, a corporation organized under the laws of West Virginia, to construct and maintain a footbridge and approaches thereto across the Tug Fork of the Big Sandy River at a point about two miles east of Nolan, Mingo County, West Virginia, where the same forms the boundary line between the States of West Virginia and Kentucky, as the said company may deem suitable for its purposes, subject to the approval of the Secretary of War.

Lawful structure and post route.

SEC. 2. That any bridge authorized to be constructed under this Act shall be a lawful structure, and shall be recognized and known as a post route, and shall enjoy all the rights and privileges of other post-roads in the United States, upon which also no higher charge shall be made for the transmission over the same of the mails, or for through passengers, or freight passing over said bridge and approaches than the rate per mile paid for transportation over the railroads lead-