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Secretary of War to approve plans, etc.

SEC. 2. That the said bridge shall be constructed under and subject to such regulations for the security of navigation as the Secretary of War shall prescribe; and to secure that object the said parish shall submit for his examination and approval a design and drawing of the bridge and a map of the location; and until the location and plan of the bridge are approved by the Secretary of War the bridge shall not be commenced or 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; and that 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.

Changes.

Lawful structure and post route.

SEC. 3. That said bridge shall be a lawful structure, and shall be recognized and known as a post route, and shall enjoy the rights and privileges of other post-roads in the United States; and no higher charge shall be made for the transmission over the same of the mails, troops, and munitions of war of the United States than the rate per mile paid for the transportation over the road or roads leading to such bridge. 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 postal-telegraph and telephone purposes; and all changes in said bridge required by the Secretary of War at any time, or its entire removal, shall be at the expense of the corporation owning or operating said bridge.

Telegraph, etc., rights.

Amendment.

SEC. 4. That the right to alter, amend, or repeal this Act is hereby expressly reserved.

Time of construction.

SEC. 5. That this Act shall be null and void unless the bridge authorized is commenced within one year and completed within three years from the date of approval thereof.

Approved, January 18, 1905.

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January 18, 1905.
[H. R. 15981.]
[Public, No. 13.]

**CHAP. 44.**—An Act To amend an Act entitled "An Act to authorize the Pearl and Leaf Rivers Railroad Company to bridge Pearl River, in the State of Mississippi."

Pearl River.
Mississippi Central Railroad Company may bridge, at Smiths Ferry, Miss.
Vol. 32, p. 924.

*Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled*, That the Mississippi Central Railroad Company, a railroad corporation duly incorporated and organized under the laws of the State of Mississippi (formerly the Pearl and Leaf Rivers Railroad Company), its successors and assigns, be, and is hereby, authorized to construct and maintain the bridge mentioned in the Act approved March second, nineteen hundred and three, entitled "An Act to authorize the Pearl and Leaf Rivers Railroad Company to bridge Pearl River in the State of Mississippi," under and subject to the provisions of the said Act, provided the actual construction of the bridge therein authorized be commenced within one year and completed within three years from the date of approval of this Act.

Vol. 32, p. 925, amended.

Time of construction.

Approved, January 18, 1905.

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January 19, 1905.
[S. 5889.]
[Public, No. 14.]

**CHAP. 47.**—An Act To authorize the city of Minneapolis, in the State of Minnesota, to construct a bridge across the Mississippi River.

Mississippi River.
Minneapolis, Minn., may bridge.

*Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled*, That the city of Minneapolis, in the State of Minnesota, is hereby authorized and empowered to construct, operate, and maintain a street-car, wagon, and foot bridge,