

appropriations for the expenses of the government of the District of Columbia, approved March second, eighteen hundred and eighty-nine, or pneumatic or other modern motive power which shall be approved by the Commissioners of the District of Columbia, but nothing in this act contained shall in any wise authorize the use of overhead appliances: *Provided*, That if any such company operating a line or lines of street railroad from Georgetown or West Washington to and beyond the Capitol grounds shall fail to substitute for horse power the power herein provided for on all its lines within two years from the date of this act, such company shall forfeit its corporate franchises.

Approved August 6, 1890.

Vol. 25, pp. 797, 798.

Approval of commissioners required.
No overhead wires.
Proviso.

Forfeiture of franchise on failure to comply.

CHAP. 726—An act to authorize the construction of a bridge across the Savannah River.

August 7, 1890.

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 South Bound Railroad Company," a corporation incorporated by the laws of the State of Georgia and 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 at a point by it to be selected at or near "Sister's Ferry," in the County of Effingham.

South Bound Railroad Company may bridge Savannah River at "Sister's Ferry," Ga.

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. That any bridge constructed under this act shall be built and located under and subject to such regulations for the security of navigation of said river as the Secretary of War shall prescribe; and to secure that object the said company shall submit to the Secretary of War, for his 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 at 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 bridge are approved by the Secretary of War the bridge shall not be built, and after such approval by 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 Secretary of War and received his 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 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 the said company or corporation shall maintain, at its own expense, from sunset until sunrise, such lights or other signals on said bridge 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 constructed 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; and if upon reason-

Draw span or otherwise.

Secretary of War to approve plans, etc.

Change of plans.

Opening of draw.

Lights, etc.

Obstructed navigation.

Alterations.

Forfeiture.

Free navigation.
Provido.

Protected navigation.

Lawful structure
and post-route.

Use by telegraph
companies.

Postal telegraph.
Amendment, etc.

Structural changes.

Commencement and
completion.

able notice to said company, its successors or assigns, to make such change or improvements, the said company fails to do so, the Secretary of War shall have authority to make the same, and all the rights conferred by this act shall be forfeited upon said failure, and Congress shall have power to do any and all things necessary to secure the free navigation of said river: *Provided, also,* That nothing in this act shall be so constructed as to repeal or modify any of the provisions of law now existing in reference to the protection of the navigation of rivers, or to exempt this bridge from the operations of the same.

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 they 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 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 the right to alter, amend, or repeal this act is hereby expressly reserved, and the right to require any changes in said structure, or its removal, at the expense of the owners thereof, whenever the Secretary of War shall decide that the public interest requires it, is also expressly reserved.

SEC. 5. 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 hereof.

Approved, August 7, 1890.

August 8, 1890.

CHAP. 727.—An act to provide an American register for the steamer *Marmion*.

"Bowden."

American register
granted to foreign-
built steamer "*Marmion*" and name
changed to.

Inspection, etc.

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled, That the Commissioner of Navigation is hereby authorized and directed to cause the foreign-built steamer *Marmion*, purchased and wholly owned by American citizens, and repaired by them, to be registered as a vessel of the United States under the name of *Bowden*.

SEC. 2. That the Secretary of the Treasury be, and hereby is, authorized and directed to authorize and direct the inspection of said vessel, steam-boiler, steam pipes, and the appurtenances of said boiler, and cause to be granted the proper and usual certificate issued to steam-vessels of the merchant marine, without reference to the fact that said steam-boiler, steam-pipes, and appurtenances were not constructed pursuant to the laws of the United States and were not constructed of iron stamped pursuant to said laws; and the tests to be applied in the inspection of said boiler, steam-pipes and appurtenances will be the same in all respects as to strength and safety as are required in the inspection of boilers constructed in the United States for marine purposes, save the fact that said boiler, steam-pipes, and appurtenances not being constructed pursuant to the requirements of the laws of the United States, and are of unstamped iron, shall not be an obstacle to the granting of the usual certificate of said boiler, steam-pipes, and appurtenances are found to be of sufficient strength and safety.

Approved, August 8, 1890.