

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.