

Lights, etc.	sunrise, such lights as may be prescribed by the Light-House Board; and the said structure shall be changed or removed, at the cost and expense of the owners thereof, from time to time as Congress may direct, so as to preserve the free and convenient navigation of said river; and the authority to erect and continue said bridge shall be subject to revocation and modification by law when the public good shall in the judgment of Congress so require, without any expense or charge to the United States.
Structural changes, etc.	
Authorization revocable, etc.	
Amendment, etc.	SEC. 5. That the right to alter, amend, or repeal this act is hereby expressly reserved.
Commencement and completion.	SEC. 6. 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.
	Approved, September 25, 1890.

September 25, 1890.

CHAP. 919.—An act to authorize the Haines' Brackett, Fort Clark and Rio Grande Railroad Company to construct and operate a railway through the Fort Clark military reservation in Texas, and for other purposes.

Haines' Brackett, Fort Clark and Rio Grande Railway Company granted right of way through Fort Clark reservation.	<i>Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled, That the Haines' Brackett, Fort Clark and Rio Grande Railroad Company, a corporation created under and by virtue of the laws of the State of Texas, be, and the same is hereby, empowered to survey, locate, construct, and maintain a railway, telegraph, and telephone line through that portion of the Fort Clark military reservation, in the county of Kinney, in the State of Texas, upon such a line as shall be determined and approved by the Secretary of War.</i>
Location.	
Purposes.	SEC. 2. That said corporation is authorized to take and use for all purposes of a railway, telegraph, and telephone line, and for no other purpose a right of way one hundred feet in width through said Fort Clark military reservation for line of the Haines' Brackett, Fort Clark and Rio Grande Railroad Company, with the right to use such additional ground where heavy cuts or fills may be necessary for the construction and maintenance of the road-bed, not exceeding one hundred feet in width on each side of said right of way, or as much thereof as may be included in said cut or fill: <i>Provided</i> , That no part of the lands herein authorized to be taken shall be leased or sold by the company, and they shall not be used, except in such manner and for such purposes only as shall be necessary for the construction and convenient operation of said railroad, telegraph, and telephone lines; and when any portion thereof shall cease to be so used, such portion shall revert to the United States, from which the same shall have been taken: <i>Provided further</i> , That unless the construction of said railroad across said reservation be entered upon in good faith within two years after the passage of this act, this grant shall cease and determine upon the declaration of the Secretary of War to that effect.
Width.	
Provisos.	
Limitations.	
Reversion.	
Commencement, etc.	
	Approved, September 25, 1890.

September 25, 1890.

CHAP. 920.—An act to authorize the construction of a bridge across the Savannah River by the Middle Georgia and Atlantic Railway Company.

Middle Georgia and Atlantic Railway Company may bridge Savannah River at Effingham county, Ga.	<i>Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled, That the Middle Georgia and Atlantic Railway Company, a corporation organized under the laws of Georgia, be, and is hereby, authorized to construct and maintain a bridge, and the approaches thereto, over the Savannah River, between the States of Georgia and South Carolina, at</i>

such point in the county of Effingham, on the Georgia side of said river, and such opposite point in South Carolina as upon actual survey may be deemed best. Said bridge shall be constructed for the passage of railway trains, and, at the option of the corporation, may be used for the passage of wagons and vehicles of all kinds, for the transit of animals, and for foot passengers.

Railway, or railway, wagon and foot bridge.

SEC. 2. That any bridge built 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, and an equal privilege in the use of said bridge and approaches shall be granted to all railway companies.

Lawful structure and post-route.

Use by other railway companies.

SEC. 3. 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 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 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 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 passing of boats, and the said company or corporation shall maintain at its own expense, from sunset to sunrise, such lights or other signals on such 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 the said bridge, at its own expense, in such manner as may be proper to secure free and complete navigation without impediment; and if, upon reasonable notice to said company 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, and Congress shall have power to do any and all things necessary to secure the free navigation of the river: *Provided*, That nothing in this act shall be so construed 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.

Draw, span, or otherwise.

Security of navigation.

Secretary of War to approve plans, etc.

Change of plans, etc.

Draw. Opening of draw.

Lights, etc.

Obstructed navigation.

Structural changes, etc.

Free navigation.

Forfeiture.

Proviso. Existing law.

Amendment, etc.

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

SEC. 5. 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.

Commencement and completion.

Approved, September 25, 1890.