of the currents, and the soundings, accurately showing the bed of the stream, and shall furnish such other information as may be required for a full and satisfactory understanding of the subject; and until the said plan and location of the bridge are approved by the Secretary of War no work upon the bridge shall be commenced; and should any change be made in the plan of said bridge during the progress of construction, such change shall be subject to the approval of the Secretary of War.

SEC. 3. That Congress reserves the right to alter, amend, or repeal this act at any time; and that if at any time navigation of said river shall in any manner be obstructed or impaired by the said bridge, the Secretary of War shall have authority, and it shall be his duty, to require the said railroad 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 railroad 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 at the expense of said company, 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.

SEC. 4. That said company shall be permitted to charge and take such rates of toll for crossing said bridge, as may be reasonable, subject to the approval of the Secretary of War.

SEC. 5. That the draw provided for the bridge herein authorized to be constructed shall be opened promptly upon reasonable signal for the passing of boats; and said company or corporation shall maintain, at its own expense, from sunset till sunrise, such lights or other signals on said bridge as the Light House Board shall prescribe.

SEC. 6. That all railroad companies desiring the use of said bridge shall have and be entitled to equal rights and privileges relative to the passage of railway trains over the same, and over the approaches thereto, upon payment of a reasonable compensation for such use; and in case the owner or owners of said bridge and the several railroad companies, or any one of them, desiring such use, shall fail to agree upon the sum or sums to be paid, and upon rules and conditions to which each shall conform in using said bridge, 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; and if said bridge is not commenced within three years and completed within five years from the passage of this act the rights and privileges hereby granted shall be null and void.

Approved, March 2, 1889.
freight passing over said bridge, than the rate per mile paid for the
transportation over the railroads or public highways leading to the
said bridge; and it shall enjoy the rights and privileges of other
post-roads in 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 right of way over said bridge for postal
telegraph purposes.

Sec. 4. That the draw shall be opened promptly upon reasonable
signal for the passage of boats, and said company or corporation shall
maintain, at its own expense, from sunset till sunrise, such lights or
other signals on said bridge as the Light-House Board shall prescribe.
No bridge shall be erected or maintained under the authority of this
act which shall at any time substantially or materially obstruct the
free navigation of said river, and if any bridge erected under such
authority shall, in the opinion of the Secretary of War, obstruct such
navigation, he is hereby authorized to cause such change or alteration
of said bridge to be made as will effectually obviate such obstruction,
and all such obstructions shall be removed, and alterations made, at the expense of the owner or owners of said bridge; 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 the bridge erected under this act from the operation of the same.

Sec. 5. That all railroad companies desiring the use of said bridge
shall have, and be entitled to, equal rights and privileges relative to
the passage of railway trains or cars over the same, and over the ap-
proaches thereto, upon payment of a reasonable compensation for
such use; and in case the owner or owners of said bridge and the sev-
eral railroad companies, or any one of them desiring such use, shall
fail to agree upon the sum or sums to be paid, and upon rules and
conditions to which each shall conform in using said bridge, all mat-
ters at issue between them shall be decided by the Secretary of War
upon a hearing of the allegations and proofs of the parties.

Sec. 6. That any bridge authorized to be 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, said company or corporation
shall submit to the Secretary of War a design and drawings of said
bridge to be erected, for his examination and approval and a map of
its location, and shall furnish such other information as may be re-
quired for a full and satisfactory understanding of the subject, and
in all things shall be subject to such rules and regulations as may be
prescribed by the Secretary of War, and until said plan and location
of said bridge are approved by the Secretary of War, said bridge shall
not be commenced or built; and should any change be made in the
plan of any bridge authorized to be constructed by this act during
the progress of the work of construction, such change shall be sub-
ject to the approval of the Secretary of War.

Sec. 7. 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 entire removal, at the expense of the owners thereof,
whenever Congress or the Secretary of War shall decide that the
public interest requires it, is also expressly reserved.

Sec. 8. 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 thereof.

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