in reference to the protection of navigation of rivers, or to exempt this
bridge from the operations of the same. That all railroad companies
desiring the use of any bridge constructed under this act 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 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.

SEC. 3. That any bridge authorized to be constructed under this act
shall be located and built under and subject to such regulations for the
security of said canal as the Secretary of War shall prescribe; and to
secure that object the said corporation shall, at least two months previ-
sous to the commencement of the construction of said bridge, submit to
the Secretary of War for his examination and approval a design and
drawing of the bridge and a map of the location, giving such informa-
tion as may be necessary to enable the Secretary of War to judge of the
proper location of said bridge, and shall furnish such information as
may be required for a full and satisfactory understanding of the subject;
and until such plan and location of the bridge are approved by the Sec-
retary of War the bridge shall not be built; 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. 4. That the right to alter, amend, or repeal this act is hereby
expressly reserved, and the right to require any changes in said struc-
ture, or its entire removal, at the expense of the owners thereof, when-
ever Congress 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 one year and com-
pleted within three years from the passage of this act.

Approved, February 14, 1893.

CHAP. 107.—An act to authorize the construction of a bridge across the Saint
Marys River, between the States of Florida and Georgia.

Be it enacted by the Senate and House of Representatives of the United
States of America in Congress assembled, That the Florida Central and
Peninsular Railroad Company, a corporation existing under the laws
of the State of Florida, and the Florida Northern Railroad Company,
of Georgia, a corporation existing under the laws of the State of
Georgia, or their successors or assigns, be, and hereby are, authorized
to construct and maintain a bridge for railroad and other purposes over
and across the Saint Marys River, between the States of Georgia and
Florida, on the line of their railroad from Harts Road, in the State of
Florida, to Savannah, in the State of Georgia, and at such precise
point on said river as may be fixed or approved by the Secretary of
War.

SEC. 2. That said bridge shall be constructed for the passage of rail-
road trains, and, at the option of the corporation by which it may be
built, for the transit of foot passengers, animals, wagons, and vehicles of
all kinds, for such reasonable rates of toll as may be approved from
time to time by the Secretary of War.

SEC. 3. That said bridge, when built and constructed under this act
and according to the terms and limitations thereof, shall be a lawful
structure, and shall be recognized and known as a post route, upon
which no higher charge shall be made for the transmission of mails,
troops, and munitions of war of the United States than the rate per mile paid over the railroad leading to said bridge; and said bridge shall enjoy the rights and privileges of other post routes of the United States, and the United States shall have a right of way for postal telegraph over and across said bridge.

SEC. 4. 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 approaches thereto, upon the payment of 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 as such compensation, or upon rules and conditions to which each shall conform in using said bridge, all matters so at issue between them shall be decided by the Secretary of War upon a hearing of the allegations and proofs of the parties.

SEC. 5. That said bridge shall be constructed and built without interference with the security and convenience of the navigation of said river beyond what is necessary to carry into effect the rights and privileges hereby granted; and, in order to secure that object, the said corporation shall, before commencing the construction of said bridge, submit to the Secretary of War a plan and drawings of the bridge, and a map of the river and shores for a distance of a mile above and a mile below the proposed location, together with all information touching said bridge, its approaches, and the river which said officer may deem requisite; and it shall be the duty of the Secretary of War, upon being satisfied that a bridge upon such plan and locus will conform to the conditions of this act, to notify said corporations that he approves the same; whereupon, and not sooner, said corporations may proceed to the erection of said bridge, conforming strictly to the approved plan and location; and likewise any change in the plan of the bridge or accessory works during the progress of the work thereon shall be subject to the approval of the Secretary of War: Provided, That if said bridge shall be constructed as a drawbridge, the draw shall be opened promptly upon reasonable signal for the passage of boats, and said corporation shall maintain at its own expense, from sunset to sunrise, such lights or other signals on said bridge as the Light-House Board shall prescribe.

SEC. 6. That Congress shall have power at any time to alter, amend, or repeal this act: 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 operation of the same.

SEC. 7. That this act shall be null and void if actual construction of said bridge be not commenced within one year and completed within three years from the date of this act.

Approved, February 14, 1893.

February 14, 1893.

Homestead and Pittsburg Bridge Company may build a bridge over the Monongahela River at Pittsburg, Pa.

Railway, wagon, etc., bridge.

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled, That it shall be lawful for the Homestead and Pittsburg Bridge Company, a corporation organized under the laws of the Commonwealth of Pennsylvania, to construct and maintain a bridge, and approaches thereto, over the Monongahela River from a point in the city of Pittsburg to a point in the borough of Homestead, in the county of Allegheny.

SEC. 2. That said bridge may be constructed to provide for the passage of railway trains, street cars, wagon roads, and vehicles of all