any changes in said bridge which the Secretary of War may at any
time deem necessary and order in the interests of navigation shall be
made by the owners thereof at their own expense.
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 of approval hereof.
SEC. 6. That Congress hereby expressly reserves the right to alter,
amend, or repeal this Act.
Approved, May 4, 1900.

CHAP. 346.—An Act To amend an Act entitled “An Act permitting the build-
ing of a dam across Rainy Lake River.”

Be it enacted by the Senate and House of Representatives of the United
States of America in Congress assembled, That section three of an Act
entitled “An Act permitting the building of a dam across Rainy Lake
River,” approved May fourth, eighteen hundred and ninety-eight, and
granting to the Koochiching Company, its successors and assigns, the
consent of Congress to construct a dam across the Rainy Lake River,
be, and the same is hereby, amended so as to read as follows:
“That this Act shall be null and void unless the dam herein authorized
shall be commenced within three years and completed within five years
after the fourth day of May, eighteen hundred and ninety-eight.”
Approved, May 4, 1900.

CHAP. 347.—An Act To authorize the New Orleans and Northwestern Railway
Company, its successors and assigns, to build and maintain a bridge across Bayou
Bartholomew in the State of Louisiana.

Be it enacted by the Senate and House of Representatives of the United
States of America in Congress assembled, That the New Orleans and
Northwestern Railway Company, a corporation created, organized, and
existing under the laws of the States of Louisiana and Mississippi be,
and is hereby, authorized to construct and maintain a railway bridge,
and approaches thereto, over Bayou Bartholomew, in the State of
Louisiana, at a point suitable, in the judgment of the Secretary of
War, to the interests of navigation, near the north line of section
twenty-five, township twenty-two north, range five east; said bridge
shall be constructed for the passage of railway trains, and, at the
option of the corporation by which it is built, may be used for the
passage of wagons and vehicles of all kinds, for the transit of animals,
and for foot passengers, for reasonable rates of toll, to be fixed by the
said company and approved by the Secretary of War.
SEC. 2. That the said bridge, to be constructed under this Act, and
subject to its limitations, shall be a lawful structure, and shall be
recognized and known as a post road, and shall enjoy the rights and
privileges of other post roads in the United States; that no higher
charges shall be made for the transmission over the same of the mail,
troops, and munitions of war of the United States or for through rail-
way passengers or freight passing over said bridge than the rate per
mile for their transmission over the roads leading to said bridge; and
equal privileges in the use of said bridge shall be granted to all tele-
graph companies, and the United States shall have the right of way
across said bridge for postal telegraph services; that the said bridge
shall be constructed either as a drawbridge, or otherwise, so that a
free and unobstructed passage may be secured to all water crafts
navigating said river at the point aforesaid: Provided, That if the
said bridge authorized to be constructed under this Act shall be con-
Sec. 3. That the 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 the said company or corporation shall submit to the Secretary of War, for his examination and approval, designs and drawings of the said bridge, and a map of the location of same, giving the topography of the banks of the river or bayou, the shore line at high and low water, and the direction and strength of the current at different stages, the location of any other bridge or bridges within one mile thereof, and such further information as may be required for a satisfactory understanding of the subject; and said bridge shall not be constructed until the plan and location is approved by the Secretary of War. All litigation which shall be had in regard to the said bridge shall be in the circuit court of the United States in whose jurisdiction the said bridge is located.

Sec. 4. That the right to alter, amend, or repeal this Act is hereby reserved; and any alterations or changes that may be required by the Secretary of War in the bridge constructed under this Act shall be made by the corporation owning or controlling the same at its own expense. Furthermore, if the construction of the said bridge shall not be commenced within one year and completed within three years after the passage of this Act all the privileges conferred hereby, and this Act, shall become null and void.

Approved, May 4, 1900.

May 4, 1900.

CHAP. 348.—An Act To authorize the Atlantic and Gulf Short Line Railroad Company to build, construct, and maintain railway bridges across the Ocmulgee and Oconee rivers within the boundary lines of Irwin, Wilcox, Telfair, and Montgomery counties, in the State of Georgia.

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled, That the Atlantic and Gulf Short Line Railroad Company, a corporation duly incorporated and existing under and by virtue of the laws of the State of Georgia, be, and it is hereby, authorized to construct, build, and maintain across the Ocmulgee River a railroad bridge for the passage of railroad engines and cars, at such point as may be selected by said company and approved by the Secretary of War, within Irwin, Wilcox, and Telfair counties, in the State of Georgia, the said Ocmulgee river being the dividing line between said counties of Irwin and Wilcox on the west and Telfair on the east side of said river.

Sec. 2. That the said Atlantic and Gulf Short Line Railroad Company is hereby authorized to build, construct, and maintain a railroad bridge for the passage of railroad engines and cars across the Oconee River, in the county of Montgomery, State of Georgia, at such point as may be selected by said company and approved by the Secretary of War.

Sec. 3. That said bridges are to be so constructed as not to obstruct the navigation of said rivers, and to be provided each with a suitable draw: Provided, That the bridges constructed under this Act and according to its limitations shall be lawful structures and shall be known and recognized as post routes, and the same are hereby declared to be post routes, and the United States shall have the right of way for a postal telegraph across said bridges: Provided further, That all rail-