

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.

Commencement and completion.

Amendment.

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

May 4, 1900.

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:

Time extended to the Koochiching Company to dam Rainy Lake River, Minn.
Vol. 30, p. 398.

“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.

May 4, 1900.

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.

New Orleans and Northwestern Railway may bridge Bayou Bartholomew, La.

Transit.

Toll.

To be lawful structure and post route.

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 railway 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 telegraph 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-

Telegraph companies.

Draw.

Proviso opening of.

Lights. constructed as a drawbridge, the draws shall be opened promptly upon reasonable signals for the passage of boats or vessels, and whatever kind of bridge is constructed the said corporation shall maintain thereon at its own expense, from sunset to sunrise, such lights or other signals as the Light-House Board shall prescribe.

Secretary of War to approve plans.

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.

Litigation.

Amendment.

Changes.

Commencement and completion.

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.

Atlantic and Gulf Short Line Railroad may bridge Ocmulgee and Oconee rivers, Ga.

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.

Oconee 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.

No obstruction to navigation. Draws.

Provisos. To be lawful structures and post routes.

Rights of railways to use.

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-