

passage of railway trains over the same and the approaches thereto upon the payment of a reasonable compensation for such use, which compensation may be different in case of different railways. In case of disagreement as to compensation for the use of said bridge, the difference shall be determined by the Secretary of War upon hearing the allegations and proof of the parties in interest.

Secretary of War to approve plans, etc.

SEC. 5. 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, a design and drawings of said bridge, and a map of the location, prepared with reference to known datum plane upon prescribed scale, furnished by the engineer officer having supervision of said river, and giving, for the space of two miles above and two miles below the proposed location of the bridge, the topography of the banks of the river, with shore lines at high and low water, the direction and strength of the currents at all stages, and the soundings accurately showing the bed of the stream, the location of any other bridge or bridges, and shall furnish such other information as may be required for a full and satisfactory understanding of the subject. And until the said plans and location of the bridge are approved by the Secretary of War the bridge shall not be built; and should any change be made in the plan of the said bridge during the process of construction such change shall be subject to the approval of the Secretary of War, and said structure shall be changed at the costs and expense of the owners thereof from time to time, as the Secretary of War may direct, so as to preserve the free and convenient navigation of said river.

—changes.

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.

Amendment.

SEC. 7. That the right to alter, amend, or repeal this Act is hereby expressly reserved.

Approved, March 1, 1900.

March 1, 1900.

CHAP. 31.—An Act Authorizing the construction by the Texarkana, Shreveport and Natchez Railway Company of a bridge across Twelve-mile Bayou near Shreveport, Louisiana.

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled, That the Texarkana, Shreveport and Natchez Railway Company, a railroad corporation duly incorporated under the laws of the State of Louisiana, its successors or assigns, be, and it is hereby, authorized to construct and maintain a railway bridge and approaches thereto over and across Twelve-mile Bayou, in Caddo Parish, Louisiana, at or about eight miles above the point where said bayou empties into Red River. Said bridge shall be constructed to provide for the passage of railway trains and, at the option of said company, may be used for the passage of wagons and vehicles of all kinds, for the passage of animals, and for foot passengers for such reasonable rates of toll as may be approved from time to time by the Secretary of War; that said bridge shall be a draw-bridge with a draw over the main channel of the bayou, and said draw shall be opened promptly, upon reasonable signals, for the passing of boats and water crafts; and said company shall maintain, at its own expense, from sunset to sunrise throughout the season of navigation, such lights or other signals on said bridge as the Light-House Board may prescribe.

Texarkana, Shreveport and Natchez Railway may bridge Twelve-mile Bayou, La.

Transit, toll, etc.

Draw.

Lights.

SEC. 2. That the bridge herein authorized shall be built and located under and in accordance with such regulations for the security of navigation 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, drawings showing the plan and location of said bridge, said drawings to give, for the space of one-half mile above and one-half mile below the proposed location, the topography of the banks of the river, the shore lines at high and low water, the direction and strength of the current at all stages, and the soundings accurately showing the bed of the stream, and such other information as may be required for a full and satisfactory understanding of the subject; and any change in the plan of said bridge, either before or after construction, shall be subject to the approval of the Secretary of War, and any change in said bridge during or after construction which the Secretary of War may require in the interest of navigation shall be made by the said company at its own expense.

Secretary of War to approve plans, etc.

—changes.

SEC. 3. That 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 bayou; 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 alterations of such bridge to be made as will effectually obviate such obstructions, and all such alterations shall be made, and all such obstructions shall be removed, at the expense of the owner or owners of said bridge.

Not to obstruct navigation.

—alterations.

SEC. 4. That any bridge built under this Act and subject to its limitations 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 over the same of mails, the troops, and the munitions of war of the United States than the rate per mile paid for the transportation over the railroad or public highways leading to said bridge, and it shall enjoy all the rights and privileges of other post roads in the United States.

To be lawful structure and post route.

SEC. 5. That all railway 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 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 proof of the parties.

Right of railroads to use.

SEC. 6. That the right to alter, amend, or repeal this Act is hereby expressly reserved.

Amendment.

SEC. 7. That this Act shall be null and void if the bridge herein authorized be not completed within two years from the approval of this Act.

Completion.

Approved, March 1, 1900.

CHAP. 33.—An Act To authorize the Union Railroad Company to construct and maintain a bridge across the Monongahela River.

March 2, 1900.

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled, That the Union Railroad Company, a corporation existing under the laws of the State of Pennsylvania, is hereby authorized to construct, maintain, and operate a railroad bridge, with single or double track, for railroad traffic across the Monongahela River, within the limits of Allegheny County, State

Union Railroad may bridge Monongahela River, Pa.