

channel shall be preserved at the site of the bridge at all times, and the waterway of the river shall not be obstructed to a greater extent than is absolutely necessary; and such lights and buoys shall be kept on all cofferdams, piles, and so forth, as may be necessary for the security of navigation.

Use by other roads.

Sec. 8. That all railroad companies desiring the use of the bridge authorized by 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 the 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 equal privileges in the use of the bridge shall be granted to all telegraph and telephone companies.

Telegraph, etc., rights.

Lawful structure and post route.

Sec. 9. That the bridge constructed, maintained, and operated under this Act and according to its limitations shall be a lawful structure, and shall be recognized and known as a post route, upon which also no higher charge shall be made for the transportation over the same of the mails, the troops, and the munitions of war of the United States than the rate per mile paid for the transportation of said mails, troops, and munitions of war over the railroads and public highways leading to said bridge; and the United States shall have the right of way for postal, telegraph, and telephone purposes over said bridge.

Time of construction.

Proviso.
Extension of time.

Sec. 10. That this Act shall be null and void unless actual construction of said bridge shall be commenced within one year and completed within three years from the date hereof: *Provided, however,* That the Secretary of War may, on showing of good faith in construction of said bridge, extend the time for completion of the same.

Amendment.

Sec. 11. That the right to alter, amend, or repeal this Act is hereby expressly reserved.

Approved, February 26, 1904.

February 26, 1904.

[H. R. 9640.]

[Public, No. 32.]

CHAP. 171.—An Act To amend an Act granting to the Keokuk and Hamilton Water Power Company right to construct and maintain a dam, and so forth, approved February eighth, nineteen hundred and one.

Mississippi River.
Time extended for dam, etc., by Keokuk and Hamilton Water Power Company.
Vol. 31. p. 764, amended.

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled, That the Act granting to the Keokuk and Hamilton Water Power Company right to construct and maintain wing dam, canal, and power station in the Mississippi River in Hancock County, Illinois, approved February eighth, nineteen hundred and one, be, and it is hereby, amended as follows: In section two of said Act strike out the word "three" and insert the word "four" in lieu thereof; also strike out the word "six" and insert the word "seven" in lieu thereof.

Approved, February 26, 1904.

February 29, 1904.

[H. R. 7287.]

[Public, No. 33.]

CHAP. 387.—An Act To authorize the Mobile and West Alabama Railroad Company to construct and maintain a bridge across the Tombigbee River between the counties of Clarke and Choctaw, Alabama, in section seven, township nine, range one west of Saint Stephens meridian.

Tombigbee River.
Mobile and West Alabama Railroad Company may bridge.

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled, That the Mobile and West Alabama Railroad Company, a corporation created and existing under an act of the general assembly of the State of Alabama, be, and is