

necessary to enable the Secretary of War to judge whether the location selected is a proper one; and until the said plans and location are approved by the Secretary of War the bridge shall not be commenced or built; and should any changes be made in the plans of said bridge during the progress of construction or after completion such changes shall be subject to the approval of the Secretary of War, and all changes in said bridge required by the Secretary of War at any time, or its entire removal, shall be at the expense of the corporation owning or operating said bridge.

Changes.

SEC. 4. That all railroad companies desiring the use of said bridge shall be entitled to equal rights and privileges in the passage of railroad trains over the same, and the approaches thereto, upon the payment of a reasonable compensation therefor, 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 the rules and conditions to which each shall conform in the use of 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.

Use by other companies.

Compensation.

SEC. 5. That if the bridge built under authority of this Act shall be built as a drawbridge, the draw shall be opened promptly upon reasonable signal for the passage of boats, and whatever kind of bridge is constructed, the owner or owners thereof shall maintain thereon, at their own expense, from sunset to sunrise, such lights or other signals as the Light-House Board shall prescribe.

Opening draw.

Lights, etc.

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.

Time of construction.

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

Amendment.

Approved, May 7, 1902.

CHAP. 780.—AN ACT To provide for a light-house keeper's dwelling, Ecorse range-light station, Detroit River, in the State of Michigan.

May 7, 1902.

[Public, No. 106.]

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled, That the Secretary of the Treasury be, and he hereby is, authorized and directed to cause to be erected on the site now owned by the United States a building to be used as and for a light-house keeper's dwelling, Ecorse range-light station, in the Detroit River, in the State of Michigan, which shall cost not to exceed five thousand dollars. The plans, specifications, and full estimates for said building shall be made and approved, according to law, before work on said building shall be commenced, and a valid title vested in the United States, over which exclusive jurisdiction shall be ceded to said United States during ownership for all purposes except the administration of the criminal law and the service of civil process of said State of Michigan. Until this is done none of the money so appropriated shall be used except such part as may be required for the ordinary preliminary expenses for examination, investigation, and report.

Detroit River, Mich. Ecorse range light, keeper's dwelling authorized.

Plans, etc.

Title.

Approved, May 7, 1902.

May 7, 1902.

[Public, No. 107.]

CHAP. 781.—An Act To authorize the construction of a bridge across the Chattahoochee River between Columbus, Georgia, and Eufaula, Alabama, or in the city of Columbus, Georgia.

Chattahoochee
River, Ga. and Ala.
Columbus, Eufaula
and Gulf Railroad
Company may bridge.
Location.

Secretary of War to
approve plans, etc.

Changes.

Lawful structure and
post route.

Telegraph, etc.,
rights.

Lights, etc.

Proviso.
Use by other roads.

Compensation.

Time of construc-
tion.

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled, That the Columbus, Eufaula and Gulf Railroad Company, a corporation duly created and existing under the laws of the State of Georgia, is hereby authorized to build and maintain a railroad bridge across the Chattahoochee River, at such point as may be selected by the said company and approved by the Secretary of War, between Columbus, Georgia, and Eufaula, Alabama, or in the city of Columbus, Georgia, the said bridge to be so constructed as not to interfere with the navigation of said river.

SEC. 2. That any bridge constructed under this Act shall be built and located under and subject to such regulations for the security of the navigation of said river 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, a design and drawing of the proposed bridge and a map of the location, giving, for the space of at least 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, and the direction and strength of the current, and the soundings accurately showing the bed of the stream, and shall furnish such other information as may be required for a full and satisfactory understanding of the subject; and until said plan 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 said bridge during the progress of construction or after its completion such change shall be subject to the approval of the Secretary of War.

SEC. 3. That the bridge constructed under this Act 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 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 transportation of said mails, troops, and munitions over the railroads and public highways leading to said bridge. Equal privileges in the use of said bridge shall be granted to all telegraph and telephone companies, and the United States shall have the right of way for a postal telegraph across said bridge; and said structure shall be so kept and managed at all times as to afford reasonable and proper means for the passage of vessels through or under said bridge, and for the safety of vessels passing at night there shall be displayed on said bridge, from sunset to sunrise, at the expense of the owners thereof, such lights and other signals as may be prescribed by the Light-House Board; and the said bridge shall be changed or altered at the cost 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: *Provided,* 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 railroad 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 the 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. 4. 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 approval of this Act.