

mile above and one mile below the proposed location or locations, the high and low water lines upon the banks of the river or rivers, the direction and strength of the current at all stages of the water, with the soundings, accurately showing the bed of the stream, and the location of any other bridge or bridges, such map to be sufficiently in detail to enable the Secretary of War to judge of the proper location of said bridge, and shall furnish such other information as may be required for a full and satisfactory understanding of the subject; and should any change be made in the plan of said bridge or bridges during the progress of construction or after completion, such changes shall be subject to the approval of the Secretary of War.

Change of plan.

SEC. 3. That the right to alter, amend, or repeal this act is hereby expressly reserved, and the right to require any changes in said structures, or any of them, or their entire removal at the expense of the owners thereof, or the corporation or persons controlling the same, whenever the public interest requires it, is also expressly reserved.

Amendment, etc.

Structural changes.

SEC. 4. That on any bridge or bridges constructed under the provisions of this act there shall be maintained, at the expense of the company or corporation owning or controlling the same, such lights and other signals as may be prescribed by the Light-House Board.

Lights etc.

SEC. 5. That this act shall be null and void if actual construction of the bridges herein authorized be not completed within three years from the date hereof.

Commencement and completion.

Approved, February 9, 1891.

CHAP. 122.—An act to amend sections twelve hundred and sixteen, and twelve hundred and eighty-five of the Revised Statutes relative to certificates of merit to enlisted men of the Army.

February 9, 1891.

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled, That section twelve hundred and sixteen, Revised Statutes, be, and is hereby, amended to read:

Certificates of merit granted to enlisted men in the Army.
R. S., sec. 1216, p. 215, amended.

“SEC. 1216. That when any enlisted man of the Army shall have distinguished himself in the service the President may, at the recommendation of the commanding officer of the regiment to which such enlisted man belongs, grant him a certificate of merit.”

SEC. 2. That section twelve hundred and eighty-five, Revised Statutes, be, and is hereby, amended to read:

R. S., sec. 1285, p. 223, amended.

“SEC. 1285. A certificate of merit granted to an enlisted man for distinguished service shall entitle him, from the date of such service, to additional pay at the rate of two dollars per month while he is in the military service, although such service may not be continuous.”

Approved, February 9, 1891.

CHAP. 123.—An act to authorize the construction of a bridge across the Cumberland River for the use of the Chesapeake and Nashville Railway, and for other purposes.

February 9, 1891.

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled, That the Chesapeake and Nashville Railway Company, a corporation organized under and pursuant to the laws of the States of Kentucky and Tennessee, or its successors, be, and is hereby, authorized to construct and maintain a bridge over the Cumberland River at such point in Trousdale or Sumner and Wilson or Davidson counties, in the State of Tennessee, as it may select, subject to the approval of the Secretary of War.

Chesapeake and Nashville Railway Company may bridge Cumberland River at point in Tennessee.

Location.

Railway, or railway,
wagon, and foot
bridge.

Toll.

Lawful structure and
post route.

Telegraph, etc.,
companies.
Government right of
way.

Security of naviga-
tion.

Maps, etc.

Approval of location.
Change in plan.

Use by other com-
panies.

Terms.

Failure to agree.

Decision by Secre-
tary of War.

Lights, etc.

Commencement and
completion.

Amendment, etc.

Structural changes,
etc.

Said bridge shall provide for the passage of railway trains and, at the option of the said company, may be used also for the transit of animals, vehicles of all kinds, and foot passengers, for such reasonable rates of toll as may be approved from time to time by the Secretary of War.

SEC. 2. 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, and it shall enjoy the rights and privileges of other post roads in the United States, and 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 across said bridge for all purposes.

SEC. 3. That any bridge authorized by this act shall be located and built subject to 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, a design and drawing of the bridge and a map of the location thereof, giving the high and low water lines upon the banks of the river, the direction and strength of the currents at all stages of the water, with soundings, accurately showing the bed of the stream, and the location of any other bridge or bridges; such map to be sufficiently in detail to enable the Secretary of War to judge of the proper location of said bridge, and shall furnish such other information as may be required for a full and satisfactory understanding of the subject, and until such plan and location of the bridge are approved by the Secretary of War the bridge shall not be commenced or built, and should any change be made in the plan of said bridge during the progress of construction, such change shall be subject to the approval of the Secretary of War.

SEC. 4. That all railroad companies desiring the use of said bridge shall have equal rights and privileges relative to the passage of railway trains over the same and over the approaches thereto upon the payment of 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 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.

SEC. 5. That the Chesapeake and Nashville Railway Company shall maintain on said bridge, at its own expense, from sunset to sunrise, such lights or other signals as the Light-House Board shall prescribe.

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.

SEC. 7. That the right to alter, amend, or repeal this act is hereby expressly reserved, and the right to require any changes in said structure, or its entire removal, at the expense of the owners thereof, whenever Congress or the Secretary of War shall decide that the public interests require it, is also expressly reserved.

Approved, February 9, 1891.

February 9, 1891.

CHAP. 124.—An act to provide for the purchase of a site, and the erection of a public building thereon, at Columbus in the State of Georgia, and for other purposes.

Columbus, Ga.
Public building, etc.
Site.
Building.

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 is hereby, authorized and directed to acquire, by purchase, condemnation or otherwise, a site, and cause to be erected thereon a suitable building, including fire-proof vaults, heating and ventilating apparatus, elevators, and approaches, for