

—location, etc.

Proviso.
Lawful structure
and post route.

Secretary of War to
approve plans, etc.

Amendment:
changes, etc.

Draw.

Commencement
and completion.

eral assembly of the State of North Carolina, be, and is hereby, authorized to construct and maintain a railroad bridge for the passage of railway engines and cars across the Lumber River, at such point as may be selected by such company and approved by the Secretary of War within the boundary lines of Robeson County, North Carolina, said bridge to be so constructed as not to obstruct the navigation of said river, and to be provided with a suitable draw: *Provided*, That any bridge constructed under this Act and according to its limitations shall be a lawful structure, and shall be known and recognized as a post route, and the same is hereby declared to be a post route, and the United States shall have the right of way for a postal telegraph across said bridge.

SEC. 2. That the bridge authorized to be constructed under this Act shall be located and built under and subject to such regulations for the security of the navigation of said river as the Secretary of War shall prescribe; and the said company or corporation 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 one-fourth of a mile above and one-fourth of a 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 currents, 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 the said plan and location of the bridge are approved by the Secretary of War no work upon the bridge shall be commenced; 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. 3. That Congress reserves the right to alter, amend, or repeal this Act at any time; and that if at any time navigation of said river shall in any manner be obstructed or impaired by the said bridge, the Secretary of War shall have authority, and it shall be his duty, to require the said bridge company to alter and change the said bridge, at its own expense, in such manner as may be proper to secure free and complete navigation without impediment.

SEC. 4. That the draw provided for the bridge herein authorized to be constructed shall be opened promptly, upon reasonable signal, for the passing of boats, which said company or corporation shall maintain, at its own expense; and if actual construction of the bridge herein authorized shall not be commenced within one year from the passage of this Act and be completed within three years from same date, the rights and privileges hereby granted shall cease and be determined.

Approved, February 15, 1900.

February 19, 1900.

CHAP. 22.—An Act Relating to lights on steam pilot vessels.

Steam pilot vessels.
Lights required.

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled, That a steam pilot vessel, when engaged on her station on pilotage duty and in waters of the United States, and not at anchor, shall, in addition to the lights required for all pilot boats, carry at a distance of eight feet below her white masthead light a red light, visible all around the horizon and of such a character as to be visible on a dark night with a clear atmosphere at a distance of at least two miles, and also the colored side lights required to be carried by vessels when under way.

When engaged on her station on pilotage duty and in waters of the United States, and at anchor, she shall carry in addition to the lights required for all pilot boats the red light above mentioned, but not the colored side lights.

When not engaged on her station on pilotage duty, she shall carry the same lights as other steam vessels.

Sec. 2. That this Act shall be construed as supplementary to article eight of the Act approved June seventh, eighteen hundred and ninety-seven, entitled "An Act to adopt regulations for preventing collisions upon certain harbors, rivers, and inland waters of the United States," and to article eight of an Act approved August nineteenth, eighteen hundred and ninety, entitled "An Act to adopt regulations for preventing collisions at sea."

Vol. 30, p. 98.

Vol. 26, p. 323.

Sec. 3. That this Act shall take effect on June thirtieth, nineteen hundred.

Effect.

Approved, February 19, 1900.

CHAP. 23.—An Act To amend "An Act making appropriations for the construction, repair, and preservation of certain public works on rivers and harbors, and for other purposes," approved March third, eighteen hundred and ninety-nine.

February 20, 1900.

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled, That section one of the Act entitled "An Act making appropriations for the construction, repair, and preservation of certain public works on rivers and harbors, and for other purposes," approved March third, eighteen hundred and ninety-nine, be, and the same is hereby, amended by striking out and repealing the paragraphs in said Act on pages eleven hundred and twenty-seven and eleven hundred and twenty-eight of the United States Statutes at Large, volume thirty, which read as follows:

Galveston Ship Channel and Buffalo Bayou, Texas, improvement of.

Repeal of paragraphs in prior act. Vol. 30, pp. 1127, 1128.

Improving Galveston Ship Channel and Buffalo Bayou, Texas: For improvement of the Galveston Ship Channel and Buffalo Bayou, by dredging or otherwise, from the jetties at Galveston, Texas, up through the present ship channel and Buffalo Bayou to the proposed harbor site at Houston, Texas, to be provided by the citizens of Houston, three hundred thousand dollars: *Provided*, That out of said sum a suitable dredge may be constructed for said work.

For commencing the improvement of the water route from the mouth of the jetties at Galveston, through the existing ship channel and up Buffalo Bayou to Houston, Texas, including harbor at Houston, in accordance with project submitted by the Board of Engineers in report of survey dated November third, eighteen hundred and ninety-seven, two hundred and fifty thousand dollars: *Provided*, That contracts may be entered into by the Secretary of War for the whole or any part of such materials and work as may be required for prosecuting said improvement, or the said materials may be purchased and the work done otherwise than by contract, to be paid for as appropriations may from time to time be made by law, not to exceed in the aggregate two million dollars: *Provided further*, That out of said sum two dredges may be constructed for said work.

And amend said Act so as to read in place of said paragraphs repealed as follows:

"Improving Galveston Ship Channel and Buffalo Bayou, Texas: For improvement of the Galveston Ship Channel and Buffalo Bayou, by dredging or otherwise in accordance with the project submitted by a board of engineers in the report of a survey dated November third, eighteen hundred and ninety-seven, and submitted by the Chief of Engineers in his report for eighteen hundred and ninety-eight, in volume one, pages two hundred and eighty-eight and two hundred and eighty-nine, three hundred thousand dollars: *Provided*, That all sums heretofore appropriated and available for work on Galveston Ship

Act amended.

Provisos. Prior appropriations available.