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February 1, 1901.

CHAP. 190.—An Act Providing for leaves of absence to certain employees of the Government.

Leaves of absence allowed employees of navy-yards, etc.

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled, That each and every employee of the navy-yards, gun factories, naval stations, and arsenals of the United States Government be, and is hereby, granted fifteen working days' leave of absence each year without forfeiture of pay during such leave: *Provided*, That it shall be lawful to allow pro rata leave only to those serving twelve consecutive months or more: *And provided further*, That in all cases the heads of divisions shall have discretion as to the time when the leave can best be allowed without detriment to the service, and that absence on account of sickness shall be deducted from the leave hereby granted.

Provisos.
Pro rata leave.

Time when leave shall be taken.

Deduction for sickness.

Approved, February 1, 1901.

February 1, 1901.

CHAP. 191.—An Act To provide for the construction of a bridge by the Fargo, Duluth and Northwestern Railroad Company across the Red River of the North at Fargo, North Dakota.

Fargo, Duluth and Northwestern Railroad may bridge Red River of the North at Fargo, N. Dak.

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled, That the Fargo, Duluth and Northwestern Railroad Company, a corporation duly organized under the general incorporation laws of the State of North Dakota, its successors and assigns, is hereby authorized to construct and maintain a bridge across the Red River of the North at or near the city of Fargo, Cass County, North Dakota, and also to lay on and over said bridge a railway track or tracks for the passage of railway trains.

Secretary of War to approve plans.

SEC. 2. That said bridge should be constructed and built without interference with the security and convenience of navigation of said river beyond what is necessary to carry into effect the rights and privileges hereby granted; and in order to secure that object the said corporation shall submit to the Secretary of War, for his examination and approval, a design and drawings of the bridge, and a map of the location, giving, 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 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 plan and location of the bridge are approved by the Secretary of War the bridge shall not be built: *Provided*, That if the said bridge shall be made with unbroken and continuous spans it shall not be of less elevation in any case than fifty feet above extreme high-water mark as understood at the point of location to the lowest part of the superstructure of the bridge, nor shall the spans of said bridge be less than three hundred feet in length in the clear; and the piers of said bridge shall be parallel with the current of said river and the bridge itself at right angles thereto, and the main span shall be over the main channel of the river and not less than three hundred feet in length in the clear: *And provided also*, That if any bridge built under this Act shall be constructed as a drawbridge the same shall be constructed as a pivot drawbridge, with a draw over the main channel of the river at an accessible and navigable point and with spans of not less than one hundred feet in length in the clear on each side of central or pivot pier of the draw, and the next adjoining span or spans to the draw shall not be less than one hundred feet, and the headroom under all river spans shall not be less than ten feet above local high-water mark, and the piers of said

Provisos.
Elevation, spans, etc.

Draw.