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said bridge, before or after completion, so as to preserve free and convenient navigation, shall be made under the direction of the Secretary of War, at the expense of the company or persons owning, controlling, or operating such bridge. That during original construction or in carrying out any authorized changes or repairs of said bridge a navigable 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.

Channel.

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 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.

Use by other companies.

Compensation.

Litigation.

Telegraph, etc.

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, troops, and munitions of war of the United States than the rate per mile paid for 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.

Lawful structure and post route.

SEC. 10. 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 of approval thereof.

Time of construction.

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

Amendment.

Approved, April 30, 1902.

CHAP. 673.—An Act To amend an Act entitled "An Act granting the right to the Omaha Northern Railway Company to construct a railway across, and establish stations on, the Omaha and Winnebago Reservation, in the State of Nebraska, and for other purposes," by extending the time for the construction of said railway.

April 30, 1902.

[Public, No. 96.]

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled, That the time prescribed by an Act of Congress approved the twenty-sixth day of March, eighteen hundred and ninety-eight, entitled "An Act granting the right to the Omaha Northern Railway Company to construct a railway across, and establish stations on, the Omaha and Winnebago Reservation, in the State of Nebraska, and for other purposes," for the construction of said railway be, and the same is hereby, extended for a period of three years from the twenty-sixth day of March, nineteen hundred and one.

Omaha and Winnebago Reservation.
Right of way to Omaha Northern Railway Company extended.
Vol. 30, p. 345.

SEC. 2. That all other provisions of said Act are hereby continued in full force and effect.

Approved, April 30, 1902.