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thirty-two in each township, and indemnity therefor, shall be administered and adjusted in accordance with the provisions of said Act, anything in the Act approved July sixteenth, eighteen hundred and ninety-four, providing for the admission of said State into the Union, to the contrary notwithstanding. Vol. 28, p. 109.

SEC. 2. That wherever the words "sections sixteen and thirty-six" occur in said Act, the same as applicable to the State of Utah shall read: "sections two, sixteen, thirty-two, and thirty-six," and wherever the words "sixteenth and thirty-sixth sections" occur the same shall read: "second, sixteenth, thirty-second, and thirty-sixth sections," and wherever the words "sections sixteen or thirty-six" occur the same shall read: "sections two, sixteen, thirty-two, or thirty-six," and wherever the words "two sections" occur the same shall read "four sections." Sections added.

Approved, May 3, 1902.

CHAP. 684.—An Act To grant a right of way to the Warrior Southern Railway Company through the tract of land in the State of Alabama reserved for the use of the United States in connection with the improvement of the Black Warrior River and known as Lock Four.

May 3, 1902.
[Public, No. 103.]

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled, That a right of way is hereby granted to the Warrior Southern Railway Company, a corporation organized and existing under and by virtue of the laws of the State of Alabama, for the construction, operation, and maintenance of the railroad contemplated by said company to be constructed from Searcy up the left bank of the Black Warrior River, in the State of Alabama, through and across that certain tract of land situate, lying, and being upon the said Black Warrior River, in section two, township twenty-one south, range nine west, in the said State of Alabama, which has been reserved and appropriated to the use of the United States in connection with the improvement of the channel of the said Black Warrior River at the point known as Lock Numbered Four; and said company is hereby authorized to locate, construct, operate, and maintain its said railroad through and across said tract of land over so much of said tract of land as shall be included within lines drawn parallel to and eight feet distant on either side from the center line of the main track of said railroad as so located: *Provided, however*, That the location and all details of construction, such as retaining walls, culverts, spoil banks, and so forth, of said railroad through and across said tract of land shall be first approved by the Secretary of War and shall be such as not to unreasonably interfere with the purposes for which said tract of land was reserved to the United States: *And provided further*, That the said company shall, at its own expense, but under the direction and with the approval of the Secretary of War, move any and all building or buildings and structure or structures heretofore erected by the United States upon said tract of land, and which may interfere with the construction and operation of said railroad as so located, to some other point or points upon said tract of land equally available and suitable for the use of the United States and the purposes for which such building or buildings, structure or structures, were erected: *And provided further*, That the said company shall secure and grant to the United States full and free authority to construct, operate, and maintain a telephone line along the right of way of said railroad and connecting lines between Tuscaloosa and the junction of said railroad with the Ensley Southern Railway on the Locust Fork of the Black Warrior River: *And provided further*, That the said company shall build and permanently maintain, without cost to the United States, a side track

Lock No. 4, Black Warrior River, Ala.
Warrior Southern Railway granted right of way through reservation for.

Provisos.
Location to be approved by Secretary of War.

Removal of buildings, etc.

Telephone.

Side track.

Freight charges.

at the lower end of said tract of land for the exclusive and free use of the United States: *Provided, also*, That the Warrior Southern Railway Company and its assigns shall not charge the United States for freight shipped over its lines rates higher than those charged any private party.

Amendment.

SEC. 2. That the right to alter, amend, or repeal this Act is hereby expressly reserved.

Approved, May 3, 1902.

May 7, 1902.
[Public, No. 104.]

CHAP. 778.—An Act Providing for the removal of the port of entry in the Albemarle collection of customs district, North Carolina, from Edenton, North Carolina, to Elizabeth City, North Carolina.

Elizabeth City, N. C. Made port of entry instead of Edenton, N. C. R. S., sec. 2555, p. 504, amended.

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled, That section two thousand five hundred and fifty-five of the Revised Statutes of the United States, second edition, eighteen hundred and seventy-eight, be amended by striking out the word "Edenton" in the last line of the first subsection and inserting in lieu thereof the words "Elizabeth City."

Approved, May 7, 1902.

May 7, 1902.
[Public, No. 105.]

CHAP. 779.—An Act To authorize the United States and West Indies Railroad and Steamship Company, of the State of Florida, to construct a bridge across the Manatee River in the State of Florida.

Manatee River, Fla. United States and West Indies Railroad and Steamship Company may bridge.

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled, That the United States and West Indies Railroad and Steamship Company, of Florida, a corporation created and existing by virtue of the law of the State of Florida, its successors and assigns, be, and is hereby, authorized to construct and maintain a bridge across Manatee River in the State of Florida for the crossing of said river with its railroad line at such point as may be selected by the said railroad and steamship company and approved by the Secretary of War. Said bridge shall be constructed to provide for the passage of railroad trains, and, at the option of said railroad company, may be used for the passage of wagons and vehicles of all kinds, for the transit of animals, and for foot passengers, for such reasonable rates of toll as may be fixed by the said railroad and steamship company and approved by the Secretary of War.

Railway, wagon, and foot bridge.

Toll.

Lawful structure and post route.

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, upon which also no higher charge shall be made for the transmission over the same of the mails and troops and munitions of war of the United States than the rate per mile paid for the transportation over the railroads or public highways leading to the said bridge; and it shall enjoy the same rights and privileges as other post roads in the United States; and the United States shall have the right of way across said bridge and its approaches for postal telegraph and telephone purposes, and all telegraph and telephone companies shall have equal rights and privileges in crossing said bridge with their lines.

Telegraph, etc., rights.

Secretary of War to approve plans, etc.

SEC. 3. That the bridge authorized to be constructed under this Act shall be built 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 or corporation shall submit to the Secretary of War for his examination and approval designs and drawings of the bridge and a map of the location, giving all details