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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