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space above and below the proposed location as the Secretary of War shall require the topography of the banks of the river, the shore lines at high and low water, the direction and strength of the current at all stages, and the soundings accurately showing the bed of the stream, and shall furnish such other information as may be required for a full understanding of the subject; and until said plan and location are approved by the Secretary of War the bridge shall not be built; and should any change be made in the plan of said bridge during the progress of construction or after completion such change shall be subject to the approval of the Secretary of War; and the said company shall at its own expense make such changes in said bridge as the Secretary of War may at any time direct in the interest of navigation.

Changes.

SEC. 3. That said bridge shall be a lawful structure, and shall be recognized and known as a post route, and shall enjoy the rights and privileges of other post roads in the United States; and no higher charge shall be made for the transmission over the same of the mails, troops, and munitions of war of the United States than the rate per mile paid for the transportation over the railroad or railroads leading to said bridge. Equal privileges in the use of said bridge shall be granted to all telegraph and telephone companies, and the United States shall have the right of way across said bridge and its approaches for postal telegraph purposes.

Lawful structure and post route.

Telegraph, etc., rights.

SEC. 4. That said bridge shall be constructed either as a drawbridge or as a high bridge with fixed spans, so that a free and unobstructed passageway may be secured to all water craft navigating said river; and if said bridge be constructed as a drawbridge, the draw shall be opened promptly upon reasonable signals for the passage of boats or vessels; and upon whatever kind of bridge is built said company shall maintain at its own expense from sunset to sunrise such lights or other signals as the Light-House Board shall prescribe.

Draw or high bridge. Unobstructed navigation.

Lights, etc.

SEC. 5. That all railroad companies desiring the use of said bridge shall have and be entitled to equal rights and privileges relative to the passage of railway trains over the same and over the approaches thereto upon the payment of reasonable compensation for such use; and in case the owner or owners 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 in issue between them shall be decided by the Secretary of War upon the hearing of the allegations and proofs of the parties.

Use by other companies. Compensation.

SEC. 6. That the right to alter, amend, or repeal this Act is expressly reserved; and this Act shall be null and void if actual construction of the bridge herein authorized be not commenced within one year and completed within two years from the approval of this Act.

Amendment.

Time of construction.

Approved, June 18, 1902.

CHAP. 1122.—An Act To authorize the county commissioners of Crow Wing County, in the State of Minnesota, to construct a bridge across the Mississippi River at a point between Pine River and Dean Brook, subject to the approval of the Secretary of War.

June 18, 1902.

[Public, No. 163.]

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled, That permission and authority is hereby granted, and consent is hereby given, to the building of a bridge across the Mississippi River by the county commissioners of Crow Wing County, in the State of Minnesota, at a point between the mouths of Pine River and Dean Brook: *Provided*, That the plans for such bridge shall first be submitted to and approved by the Chief of Engineers and the Secretary of War.

Mississippi River. Bridge across by Crow Wing Co., Minn., authorized. Location.

Proviso. Approval of plans.

Lawful structure and post route.

SEC. 2. That said bridge shall be a lawful structure, and shall be recognized and known as a post route, and shall enjoy the rights and privileges of other post roads in the United States; and no higher charge shall be made for the transmission over the same of the mails, troops, and munitions of war of the United States than the rate per mile paid for the transportation over the railroad or railroads leading to said bridge. Equal privileges in the use of said bridge shall be granted to all telegraph companies, and the United States shall have the right of way across said bridge and its approaches for postal-telegraph purposes, and all changes in said bridge required by the Secretary of War at any time, or its entire removal, shall be at the expense of the corporation owning or operating said bridge.

Telegraph, etc., rights.

Changes.

Time of construction.

SEC. 3. That this Act shall be null and void if actual construction of the bridge herein authorized be not commenced within two years and completed within four years from the date of approval thereof.

Amendment.

SEC. 4. That the right to alter, amend, or repeal this Act is hereby expressly reserved.

Approved, June 18, 1902.

June 18, 1902.
[Public, No. 164.]

CHAP. 1123.—An Act Allowing the construction of a dam across the Saint Lawrence River.

Preamble.

Whereas it is represented that the government of the Dominion of Canada, with a view of improving the navigation of the channel excavated through the rapids at the head of Les Galops Island, in the Saint Lawrence River, proposes to construct a dam from Adams Island, in Canadian territory, to Les Galops Island, in United States territory; and

Whereas the consent of the United States to the construction of that part of the work which will be upon United States territory is desired: Therefore,

Saint Lawrence River.
Canadian government may dam, at Les Galops Island.
Provisos.
Protecting water level of Lake Ontario, etc.

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled, That consent is hereby given for the construction of the portion of the aforesaid dam which crosses or abuts upon the territory of the United States: *Provided*, That the type of the proposed dam and the plans of construction and operation thereof shall be such as will not, in the judgment of the Secretary of War, materially affect the water level of Lake Ontario or the Saint Lawrence River or cause any other injury to the interests of the United States or any citizen thereof: *And provided further*, That the work of construction on United States territory shall not be commenced until plans and details of the work shall have been submitted to and approved by the Secretary of War.

Secretary of War to approve plans, etc.

Approved, June 18, 1902.

June 19, 1902.
[Public, No 165.]

CHAP. 1135.—An Act To amend an Act to prohibit the passage of special or local laws in the Territories, to limit the Territorial indebtedness, and for other purposes.

Oklahoma Territory.
Issuance of school bonds authorized.
Vol. 24, p. 171, amended.

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled, That the Act of Congress approved July thirtieth, eighteen hundred and eighty-six, entitled "An Act to prohibit the passage of local or special laws in the Territories of the United States, to limit Territorial indebtedness and for other purposes," is hereby amended so as to authorize the issuance of bonds by school districts in Oklahoma Territory having a bona fide population of not less than five thousand persons for erecting necessary school buildings and purchasing the ground for the same. The limitations of said Act of July thirtieth, eighteen hundred and eighty-