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June 28, 1902.
[Public, No. 196.]

CHAP. 1315.—An Act To authorize the construction of a pontoon bridge across the Missouri River, in the county of Cass, in the State of Nebraska, and in the county of Mills, in the State of Iowa.

Missouri River, Nebr.
Plattsmouth Pontoon Bridge Company may bridge.
Location.

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled, That the Plattsmouth Pontoon Bridge Company, a corporation organized under the laws of the State of Nebraska, its successors and assigns, be, and they are hereby, authorized to construct a wagon bridge across the Missouri River, between the State of Nebraska and the State of Iowa, within the county of Cass, in the State of Nebraska, and the county of Mills, in the State of Iowa, and to build, erect, and lay on and over said bridge ways for wagons, vehicles of all kinds, and for the transit of animals, and to provide ways for foot passengers, and to maintain and operate said bridge for the purposes aforesaid and for all other uses and purposes incident to the use of a pontoon wagon bridge not specially enumerated, and to charge, collect, and receive reasonable compensation and tolls for the transit over such bridge of all wagons, carriages, vehicles of all kinds, persons, foot passengers, and animals, and for all other uses of said bridge not specially enumerated: *Provided*, That the Secretary of War may at any time prescribe such rules, regulations, and rates of toll for transit and transportation over said bridge as may be deemed proper and reasonable.

Wagon and foot bridge.

Toll.

Proviso.
Regulations, etc.

Unobstructed navigation.

SEC. 2. That no bridge shall be erected or maintained under the authority of this Act which shall at any time substantially and materially obstruct the free navigation of said river, and the bridge shall be constructed with suitable and proper protections for confining the flow of water to a permanent and easily navigated channel for the carrying of steamboats and other water crafts safely through the draw as the Secretary of War may prescribe to be constructed and maintained at the expense of the company owning said bridge; and no bridge shall be commenced or built under this Act until the location thereof and the plans for its construction, with such maps as shall be necessary for a full understanding of the regimen of the river for a distance of one mile above and one-half mile below the proposed site of said bridge, shall have been submitted to and approved by the Secretary of War, and any subsequent change in the plans, construction, or location of said bridge shall be subject to like approval; and any changes in said bridge which the Secretary of War may at any time deem necessary and order in the interest of navigation shall be made by the owners thereof at their own expense.

Secretary of War to approve plans, etc.

Changes.

Draw.

SEC. 3. That said bridge shall be constructed with a draw not less than three hundred feet in the clear for the passing of all water crafts through said structure, and said draw shall be located over the main channel of the river, and the bridge itself be maintained at right angles to the current of the river as nearly as may be: *Provided*, That said draw shall be opened promptly upon reasonable signal and without unnecessary delay: *And provided also*, That said company, its successors and assigns, shall maintain at its own expense, from sunset until sunrise, such lights or other signals on said bridge as the Light-House Board shall prescribe.

Provisos.
Opening draw.

Lights, etc.

Lawful structure and post route.

SEC. 4. That any bridge built 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 no higher charge shall be made for the transportation over the same of the mails, the troops, and munitions of war of the United States than the rate per mile paid for other transportation over the public highways leading to such bridge. The United States shall also have the right to construct, without charge therefor, telegraph and telephone lines across and upon said bridge, and equal privileges in the use of said bridge shall be granted to all telegraph and telephone companies.

Telegraph, etc., rights.

SEC. 5. That Congress may at any time alter, amend, or repeal this Act. Amendment.

SEC. 6. That this Act shall be null and void if the actual construction of the bridge herein authorized be not commenced within six months and completed within one year. Time of construction.

Approved, June 28, 1902.

CHAP. 1316.—An Act For the purchase of real estate, for revenue and customs purposes, at Wilmington, North Carolina. June 28, 1902. [Public, No. 197.]

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled, That the Secretary of the Treasury be, and he is hereby, empowered and directed to cause an examination to be made of the wharf in front of the custom-house, and other property, at the port of Wilmington, North Carolina, known as the O. G. Parsley estate, offered by George D. Parsley and others of said city, namely, the following real estate: Lot five, block one hundred and sixty-four, and all that part of lot six, block one hundred and sixty-four, not now owned by the United States, and the two-story brick fireproof storehouse on said lot six, fronting west thirty-nine feet on Water street, running thence east seventy-seven and five-tenths feet on Ewing's alley, abutting the United States bonded warehouse on the east and the United States custom-house on the south; the wharf front of said lots fronting on the Cape Fear River one hundred and four feet, and also the easement of said Parsleys in the wharf front of lot four, block one hundred and sixty-four, fronting the Cape Fear River thirty-four feet, and abutting said lot five on the north. And on inquiry as to their necessity for use for the Revenue-Cutter Service and other customs purposes at that port, and if it shall be found advantageous and necessary for such purposes, to purchase the same at a reasonable price: *Provided*, That it shall not exceed sixteen thousand dollars, which amount shall be paid out of any money in the Treasury not otherwise appropriated: *And provided further*, That the owners of said property shall accept such sum as may be agreed upon for the same in full of all rights, easements, and so forth, belonging thereto, including any claims and demands, legal or equitable, and all causes of action, legal or equitable, which they may have against the United States growing out of the use by the United States of said wharf or any part thereof, and all claims of every character, whether from tort, trespass, use, and occupation, or otherwise.

Wilmington, N. C. Purchase of real estate for revenue, etc., purposes, directed.

Post, p. 1037.

Location.

Provisos. Limit of cost.

Rights, easements, etc.

Approved, June 28, 1902.

CHAP. 1321.—An Act To authorize the West Elizabeth and Dravosburg Bridge Company to construct and maintain a bridge across the Monongahela River, in the State of Pennsylvania. June 30, 1902. [Public, No. 198.]

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled, That the West Elizabeth and Dravosburg Bridge Company, a corporation organized under the laws of the State of Pennsylvania, is hereby authorized to construct, maintain, and operate a bridge across the Monongahela River between a point on the eastern side of said river, at or near property of the Glassport Brick Company, in the borough of Port Vue, in the county of Allegheny, and a point on the western side of said river, in the township of Jefferson, in said county, on property of the Monongahela River Consolidated Coal and Coke Company, fronting on the public road, known as the river road, between Dravos and West Elizabeth. The

Monongahela River, Pa.

West Elizabeth and Dravosburg Bridge Company may bridge.

Location.

Lawful structure.