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December 23, 1902.
[Public, No. 9.]

CHAP. 11.—An Act To make Wilmington, North Carolina, a port through which merchandise may be imported for transportation without appraisement.

Wilmington, N. C. Immediate transportation privileges granted to.
Vol. 21, p. 173.

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled, That the privileges of the first section of the Act approved June tenth, eighteen hundred and eighty, governing the immediate transportation of dutiable merchandise without appraisement, be, and the same are hereby, extended to the port of Wilmington, North Carolina.

Approved, December 23, 1902.

December 23, 1902.
[Public, No. 10.]

CHAP. 12.—An Act To authorize the construction of a bridge across the Savannah River at Sand Bar Ferry, below the city of Augusta, Georgia.

Savannah River, Ga. B. W. Fair may bridge, at Sand Bar Ferry.

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled, That B. W. Fair, his heirs and assigns, are hereby authorized to build and maintain a bridge across the Savannah River, at such point as may be selected by him and approved by the Secretary of War, at or near the present location of Sand Bar Ferry, where the public road leading from Augusta, Georgia, to Beach Island, South Carolina, crosses the river, the bridge to be so constructed as not to interfere with the navigation of the river.

Unobstructed navigation.

Location.

SEC. 2. That the bridge authorized under this Act shall be located on the land of said B. W. Fair, and shall be constructed under and remain subject to such regulations for the security of the navigation of the river as the Secretary of War shall prescribe; and to secure that object the said B. W. Fair, his heirs or assigns, shall submit to the Secretary of War, for his examination and approval, a design and drawing of the proposed bridge and a map of the location, giving, for the space of at least one-quarter mile above and one-quarter mile below the proposed location, the topography of the banks of the river, the shore lines at high and low water, and the direction and strength of the current and the soundings, accurately showing the bed of the stream, and shall furnish such other information as may be required for a full and satisfactory understanding of the subject; and until said plan and location of the bridge 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 its completion such change shall be subject to the approval of the Secretary of War.

Secretary of War to approve plans, etc.

Map.

Changes.

Lawful structure and post route.

SEC. 3. That the bridge constructed under this Act 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 the munitions of war of the United States than the charge usually made for similar service to the public generally; and the United States shall have the right of way for a postal telegraph across said bridge; and said structure shall be so kept and managed at all times as to afford reasonable and proper means for the passage of vessels through or under said bridge; and for the safety of vessels passing at night there shall be displayed on said bridge, from sunset to sunrise, at the expense of the owners thereof, such lights and other signals as may be prescribed by the Light-House Board; and the said bridge shall be changed or altered at the cost and expense of the owners thereof from time to time, as the Secretary of War may direct, so as to preserve the free and convenient navigation of said river.

Telegraph, etc., rights.

Lights, etc.

Time of construction.

SEC. 4. 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 approval of this Act.