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bridge, and equal privileges in the use of said bridge shall be granted to all telegraph and telephone companies.

Pontoon bridge.

SEC. 3. That said bridge shall be constructed as a pontoon bridge, and shall contain a drawspan giving a clear opening of not less than three hundred feet in length, which drawspan shall be maintained over the main channel of the river at an accessible and navigable point, and said bridge other than the drawspan shall be at right angles to the current of the river at high water: *Provided*, That the said draw shall be opened promptly by said company upon the reasonable signal for the passage of boats and rafts, and said company or corporation shall maintain at its own expense from sunset to sunrise such lights or other signals on said bridge as the Light-House Board shall prescribe. No bridge shall be erected or maintained under the authority of this Act which shall at any time unreasonably obstruct the free navigation of said river; and if any bridge erected under such authority shall, in the opinion of the Secretary of War, unreasonably obstruct such navigation, he is hereby authorized to cause the entire removal thereof or such change or alteration of such bridge to be made as will effectually obviate such obstruction, and all such alterations shall be made and all such obstructions shall be removed at the expense of the owner or owners of said bridge; and in case of any litigation arising from any obstruction or alleged obstruction to the free navigation of said river, caused or alleged to be caused by said bridge, the case may be brought in the district court of the United States of the State of South Dakota in whose jurisdiction any portion of said obstruction or bridge may be located: *Provided further*, That nothing in this act shall be so construed as to repeal or modify any of the provisions of the law now existing in reference to the protection of the navigation of rivers or to exempt this bridge from the operations of the same.

Provisos.
Opening draw.

Lights, etc.

Unobstructed navigation.

Changes.

Litigation.

Existing laws not affected.

Secretary of War to approve plans, etc.

SEC. 4. That 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.

Time of construction.

SEC. 5. That this Act shall be null and void unless the bridge herein authorized be commenced within one year and completed within three years from the date hereof.

Amendment.

SEC. 6. That the right to alter, amend, or repeal this Act is hereby expressly reserved.

Approved, February 18, 1903.

February 18, 1903.
[Public, No. 92.]

CHAP. 561.—An Act Authorizing the Memphis, Helena and Louisiana Railway Company to construct and maintain a bridge across Saint Francis River, in the State of Arkansas.

Saint Francis River, Ark.
Memphis, Helena and Louisiana Railway 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 Memphis, Helena and Louisiana Railway Company, a corporation created and existing under and by virtue of the laws of the State of Arkansas, be, and it is hereby, authorized to construct and maintain a bridge across the Saint Francis River, in the State of Arkansas, at such point in section twenty-five, township three north, range four east, in Lee County, in said State, suitable to the interests of navigation, as may hereafter be selected by said railway company for crossing said river with its railway line. Said bridge shall be constructed to provide for the passage of railway trains, and, at the option of said railway company, may be used for the passage of wagons and vehicles of all kinds, for the

Railway, wagon, and foot bridge.

transit of animals, and for foot passengers, for such reasonable rates of toll as may be fixed by said railway company and approved by the Secretary of War. Toll.

SEC. 2. That said 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, the troops, and munitions of war of the United States than the rate per mile paid for the transportation over the railroad or public highways leading to the said bridge, and shall enjoy the rights and privileges of other post roads in the United States; and 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: *Provided*, That the bridge herein authorized to be constructed shall be so kept and managed by the company owning or operating it as to afford proper ways and means for the passage through or under it of vessels, barges, or rafts at all times, both by day and by night; and there shall be displayed on said bridge, from sunset to sunrise, such lights and signals as the Light-House Board shall prescribe. Lawful structure and post route. Telegraph, etc., rights. *Proviso.* Unobstructed navigation. Lights, etc.

SEC. 3. That if said bridge, erected and maintained under the authority of this Act, shall at any time substantially or materially obstruct the free navigation of said river, or shall, in the opinion of the Secretary of War, obstruct such navigation, he is hereby authorized to cause such change or alteration of said bridge to be made as will effectually obviate such obstruction, and such alteration shall be made and all such obstructions be removed at the expense of the owner or owners of said bridge; and in case of any litigation arising from any obstruction or alleged obstruction to the free navigation of said river the case may be brought in the district court of the United States in the State of Arkansas for the district in which any portion of said obstruction or bridge may be located: *Provided*, That nothing in this Act shall be so construed as to repeal or modify any of the provisions of law now existing in reference to the protection of the navigation of rivers, or to exempt said bridge from the operation of the same. Changes. Litigation. *Proviso.* Existing laws not affected.

SEC. 4. That all railroad companies desiring the use of the bridge constructed under this Act shall have and be entitled to equal rights and privileges relative to the passage of railway trains or cars over the same and over the approaches thereto upon payment of a reasonable compensation for such use; and in case the parties interested shall fail to agree upon the sum or sums to be paid and upon the rules and conditions to which each shall conform in using said bridge, all matters of issue between them shall, upon the application of either party, be determined by the district court of the United States in and for any district in which any portion of said bridge may be. Use by other companies. Compensation.

SEC. 5. That the bridge authorized to be constructed under this Act shall be built and located under and subject to such regulations for the security of 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 a design and drawings of said bridge and a map of the location giving for the space of one mile above and one mile below the proposed location of the bridge the topography of the banks of the river, with shore lines at high and low water, and shall furnish such other information as may be required for a full and satisfactory understanding of the subject, and until the said plans 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 plans of the said bridge during the process of construction or after completion, such change shall be subject to the approval of the Secretary of War, and said structure shall Secretary of War to approve plans, etc.

be changed 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.

Time of construction.

SEC. 6. 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 date hereof.

Amendment.

SEC. 7. That the right to alter, amend, or repeal this Act is hereby expressly reserved.

Approved, February 18, 1903.

February 18, 1903.
[Public, No. 93.]

CHAP. 562.—An Act To authorize the board of commissioners for the Connecticut bridge and highway district to construct a bridge across the Connecticut River at Hartford, in the State of Connecticut.

Connecticut River. Bridge at Hartford, Conn., authorized. Drawbridge.

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled, That the board of commissioners for the Connecticut bridge and highway district, a body politic and corporate, created by the laws of the State of Connecticut, be, and hereby is, authorized to construct and maintain a drawbridge across the Connecticut River at Hartford, in the State of Connecticut, between the city of Hartford and the town of East Hartford.

Secretary of War to approve plans, etc.

SEC. 2. That said bridge shall be built and located under and subject to such regulations for the security of navigation as the Secretary of War may prescribe; and to secure that object the said board of commissioners shall submit for his examination and approval designs and drawings of the bridge, and maps of the location, giving, for the space of one-half mile above and one-half mile below the proposed location, the topography of the banks of the river, the shore lines at high and low water, the direction and strength of the currents, and the soundings, accurately showing the bed of the river, and shall furnish such other information as may be required for a full and satisfactory understanding of the subject; and until the said plans and locations are approved by him the bridge shall not be commenced or built; and should any change be made in said bridge before or after completion, such change shall be likewise subjected to the approval of the Secretary of War.

Unobstructed navigation.

SEC. 3. That said bridge shall be kept and managed so as to offer reasonable and proper means for the passage of vessels through or under the same, and for the safety of vessels passing at night there shall be displayed on said bridge from sunset to sunrise such lights or other signals as the Light-House Board shall prescribe. And any changes in said bridge which the Secretary of War may at any time deem necessary to be made and shall order in the interest of navigation shall be made by said board of commissioners at their own expense.

Lights, etc.

Changes.

Lawful structure and post route.

SEC. 4. That the bridge constructed, maintained, and operated 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, troops, and munitions of war of the United States than the rate per mile paid for transportation of said mails, troops, and munitions of war over public highways leading to said bridge; and the United States shall have the right of way for telegraph, postal, and telephone purposes over said bridge, and equal privileges in the use of said bridge shall be granted to all telegraph and telephone companies.

Telegraph, etc., rights.

Time of construction.

SEC. 5. That this Act shall be null and void if actual construction of the said bridge be not commenced in two years and completed in six years from the date hereof.