AUTHENTICATED
U.S. GOVERNMENT
INFORMATION
GPO

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.

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

Approved, February 18, 1903.

CHAP. 563.—An Act To authorize the Pittsburg, Carnegie and Western Railroad Company to construct, maintain, and operate a bridge across the Allegheny River. February 18, 1903. [Public, No. 94.]

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled, That the Pittsburg, Carnegie and Western Railroad Company, a corporation existing under the laws of the State of Pennsylvania, its successors and assigns, be, and the same are hereby, authorized to construct, maintain, and operate a railroad bridge across the Allegheny River from a point about seventy-five feet east of the southeast corner of Fourth street and Duquesne way, in the city of Pittsburg, in the State of Pennsylvania, to a point on the opposite bank of said river, at right angles with the current thereof, in the county of Allegheny in said State, the exact location, length of span, and height of said bridge to be determined and approved by the Secretary of War and Chief of Engineers. The said bridge, when built in accordance with the provisions and requirements of this Act, shall be a legal and lawful structure, and may be used as a highway for railway purposes. Allegheny River, Pa. Pittsburg, Carnegie and Western Railroad Company may bridge, at Pittsburg.

SEC. 2. That the bridge authorized to be constructed under this Act shall be located and built 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 shall submit to the said Secretary of War, for his examination and approval, a design and drawing of the bridge and piers, and a map of the location, giving for the space of one mile above and one mile below the proposed location the topography of the banks of the river and the shore lines at high and low water, and giving for the space of one-half mile above and one-half mile below the proposed location an accurate representation of the bottom of the river, determined by actual soundings, and the location of any other bridge or bridges, and such other information as may be required for the full and satisfactory understanding of the subject by the Secretary of War; and the construction of said bridge shall not be commenced until said location and plans have been submitted to and approved by the Chief of Engineers and the Secretary of War; and said plans, after having been approved by the Chief of Engineers and the Secretary of War, shall not be deviated from either before or after completion of the structure unless the modification of said plans be previously submitted to and receive the approval of the Chief of Engineers and the Secretary of War; and the said company shall, at its own expense, make from time to time such changes in said bridge as the Secretary of War may order in the interests of navigation. Secretary of War to approve plans, etc. Changes.

SEC. 3. That any bridge constructed under this Act shall be a lawful structure and shall be known as a post-road, 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 the transportation over railroads or public highways leading to said bridge; and said bridge shall enjoy the rights and privileges of other post-roads in the United States, and the United States shall also have the right to construct a postal telegraph over said bridge without charge therefor. Lawful structure and post route.

SEC. 4. That said bridge herein authorized to be constructed shall be so kept and maintained as at all times to afford proper means and ways for the passage of vessels, barges, or rafts, both by day and by night; and there shall be displayed on said bridge by the owners Unobstructed navigation.