

CHAP. 1451.—An Act Authorizing the Louisa and Fort Gay Bridge Company, of Louisa, Kentucky, to erect a bridge across the Tug and Levisa forks of the Big Sandy River.

March 3, 1905.
[H. R. 17935.]

[Public, No. 184.]

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled, That the Louisa and Fort Gay Bridge Company, a corporation organized under the laws of the State of Kentucky, its successors or assigns, are hereby authorized and empowered to erect, establish, maintain, and operate a bridge across the Big Sandy River, or both branches thereof, at a point suitable to the interests of navigation, at or near the city of Louisa, Kentucky, which said bridge may be used for general traffic purposes.

Big Sandy River.
Louisa and Fort
Gay Bridge, Com-
pany may bridge,
or branches, near
Louisa, Ky.

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 Louisa and Fort Gay Bridge Company shall submit for his examination 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, shore lines at low and high water, the direction and strength of the currents, 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 are approved by him the bridge shall not be commenced or built.

Secretary of War to
approve plans.

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 any changes in said bridge which the Secretary of War may at any time deem necessary to be made and shall prescribe shall accordingly be made by the said Louisa and Fort Gay Bridge Company, its successor or assigns, to conform to the instruction of the Secretary of War.

Unobstructed navi-
gation.

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, and no higher charge shall be made for the transportation over the same and over the approaches thereto of the mails, troops, and munitions of war of the United States than is charged for like services for the general public; and the United States shall have the right of way for postal-telegraph and telephone purposes over said bridge and approaches; and equal privileges in the use of said bridge and approaches shall be granted to all telegraph and telephone companies; and if said bridge shall be constructed as a railroad bridge all railroad companies desiring the use thereof shall have and be entitled to equal rights and privileges relative to the passage of trains and cars over the same and over the approaches thereto, upon payment of a reasonable compensation for such use, and in case of disagreement between the parties in regard to the compensation to be paid or the conditions to be observed, all matters at issue shall be determined by the Secretary of War.

Lawful structure
and post route.

Telegraph, etc.,
rights.

Use by railroad
companies.

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

Time of construc-
tion.

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

Amendment.

Approved, March 3, 1905.