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Pay of jurors.

SEC. 10. That each juror shall receive as compensation the sum of five dollars per day for his services during the time he shall be actually engaged in such services under the provisions hereof.

Appropriation for expenses.

SEC. 11. That the sum of three hundred dollars is hereby appropriated, out of the revenues of the District of Columbia, to provide the necessary funds for the costs and expenses of the condemnation proceedings taken pursuant hereto, to be repaid to the District of Columbia from said assessments for benefits when the same are collected as herein provided.

Appeals not to delay opening street, etc.

SEC. 12. That no appeal by any interested party from the decision of the supreme court of the District of Columbia confirming the assessment or assessments of benefits or damages herein provided for, nor any other proceeding at law or in equity by such party against the confirmation of such assessment or assessments, shall delay or prevent the payment of award to others in respect to the property condemned, nor delay or prevent the taking of any of said property sought to be condemned, nor the opening of such street: *Provided, however*, That upon the final determination of said appeal or other proceeding at law or in equity the amount found to be due and payable as damages sustained by reason of the extension of said street under the provisions hereof shall be paid as hereinbefore provided.

Proviso. Payment of final decision.

Approved, March 3, 1905.

March 3, 1905. [H. R. 18902.]

[Public, No. 203.]

CHAP. 1470.—An Act To authorize Everett Leftwich, of Williamson, West Virginia, to bridge the Tug Fork of the Big Sandy River at Nolan, Mingo County, West Virginia, where the same forms the boundary line between the States of West Virginia and Kentucky.

Tug Fork, Big Sandy River.

Everett Leftwich may bridge, at Nolan, W. Va.

Railroad etc., bridge.

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled, That it shall be lawful for Everett Leftwich to construct and maintain a railroad, wagon, and foot bridge and approaches thereto across the Tug Fork of the Big Sandy River at Nolan, Mingo County, West Virginia, where the same forms the boundary line between the States of West Virginia and Kentucky, as the said Everett Leftwich may deem suitable for his purposes, subject to the approval of the Secretary of War.

Lawful structure and post route.

SEC. 2. That any bridge authorized to be constructed under this Act shall be a lawful structure, and shall be recognized and known as a post route, and shall enjoy all the rights and privileges of other post roads in the United States, upon which also no higher charge shall be made for the transmission over the same of the mails, or for through passengers, or freight passing over said bridge and approaches than the rate per mile paid for transportation over the railroads leading to said bridge; and the United States shall have the right of way for postal, telegraph, and telephone purposes without charge therefor across said bridge and approaches.

Telegraph, etc., rights.

Secretary of War to approve plans, etc.

Said bridge shall be built and located under and subject to such regulations for the security of navigation as the Secretary of War shall prescribe; and to secure that object the said Everett Leftwich shall submit to the Secretary of War, for his examination and approval, a design and drawings of the bridge and a map of the location, giving for the space of one mile above and one mile below the purposed location the high and low water lines upon the banks of the river, the direction and strength of the current at all stages of the water, with the soundings, accurately showing the bed of the stream and the location of any other bridge or bridges, such map to be sufficiently in detail to enable the Secretary of War to judge of the proper location of said bridge, 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 the Secretary of War the bridge shall not be commenced or built; and should any

Changes.

change be made in the plan of said bridge during the progress of construction or after completion, such changes shall be subject to the approval of the Secretary of War, and any changes which the Secretary of War may require at any time in the said structure shall be promptly made by the said Everett Leftwich at his own expense.

Lights, etc.

SEC. 3. That on any bridge constructed under the provisions of this Act there shall be maintained at the expense of Everett Leftwich owning or controlling the same such lights and other signals as may be prescribed by the Light-House Board.

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 date hereof.

Amendment.

SEC. 5. That the right to alter, amend, or repeal this Act is hereby expressly reserved.

Approved, March 3, 1905.

CHAP. 1471.—An Act Authorizing the construction of two bridges across the Ashley River, in the counties of Charleston and Dorchester, South Carolina.

March 3, 1905.
[H. R. 18906.]

[Public, No. 204.]

Ashley River, S. C. Charleston and Summerville Railway Company may bridge, near Charleston.

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled, That the assent of the United States of America is hereby given to the Charleston and Summerville Railway Company, a corporation incorporated by the laws of the State of South Carolina, its successors and assigns, and such other persons as may be associated with it, to construct and maintain two bridges over the Ashley River, in the counties of Charleston and Dorchester, in the State aforesaid, one of said bridges to extend from a site on the east bank of the Ashley River at or near the northern limits of the city of Charleston across to the opposite shore, the other of said bridges to extend from the west to the east bank of the Ashley River at a point relatively near and reasonably distant from what is now known as Bacon's bridge.

Unobstructed navigation.

SEC. 2. That the bridges shall be so constructed, by draw span or otherwise, that a free and unobstructed passage may be secured to all vessels and other water craft navigating said river at said point; that any bridges constructed under this Act shall be built and located under and subject to such regulations for the security of the navigation of said river as the Chief of Engineers and the Secretary of War shall prescribe, and to secure that object the said company shall submit to the Chief of Engineers and the Secretary of War, for their examination and approval, the design and drawings of the bridges, piers, and approaches, and a map of the location, giving for the space of at least one mile above and one mile below the proposed location the topography of the banks of the river, the shore lines at high water and low water, and the direction and strength of the currents at all stages, and the soundings, accurately showing the bed of the stream, and the location of other bridge or bridges, wharves, landings, or ferries, and shall furnish such other information as shall be required for a full and satisfactory understanding of the subject; and until said plan and location of the bridges are approved by the Chief of Engineers and the Secretary of War the bridges shall not be commenced or built, and after such approval by the Chief of Engineers and the Secretary of War the approved plans and designs for the bridges shall not be deviated from or added to, either during the construction or after the completion of the bridges, until the proposed change shall have been submitted to the Chief of Engineers and the Secretary of War and received their approval; and the said bridges shall be at all times so kept and managed as to offer reasonable and proper means for the passage of vessels navigating said river at said point through or under said bridges; and if said bridges be built with

Secretary of War to approve plans, etc.

Changes.