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them, or for any subscriptions to the capital stock, or for any stock certificates, bonds, mortgages, or obligations of any kind issued by said corporation or said commission, or for any debts, liabilities, or expenses of any kind or nature whatever attending such exposition corporation or commission, or accruing by reason of the same.

Nonliability of United States in excess of appropriation.

SEC. 9. That nothing in this Act shall be construed so as to create any liability upon the part of the United States, direct or indirect, for any debt or obligation incurred, or for any claim for aid or pecuniary assistance from Congress or the Treasury of the United States in support or liquidation of any debts or obligations created by said United States Government board in excess of appropriations hereafter made by Congress therefor.

Approved, April 13, 1904.

CHAP. 1254.—An Act To authorize the Williamson Coal Company (Incorporated) to bridge the Tug Fork of the Big Sandy River near Williamson, West Virginia, where the same forms the boundary line between the States of West Virginia and Kentucky.

April 13, 1904.
[H. R. 10135.]
[Public, No. 112.]

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 the Williamson Coal Company (Incorporated), a corporation organized under the laws of Virginia and operating in West Virginia and Kentucky, to construct and maintain a footbridge and panconveyer, and also a railroad bridge and approaches thereto, across the Tug Fork of the Big Sandy River, near Williamson, West Virginia, where the same forms the boundary line between the States of West Virginia and Kentucky, as the said company may deem suitable for the passage of its road, the conveyance of coal, and for foot passengers over the said fork of the Big Sandy River, subject to the approval of the Secretary of War.

Tug Fork of Big Sandy River.
Williamson Coal Company may bridge near Williamson, W. Va.

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. 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 company or corporation 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 proposed 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, 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 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 to approve plans, etc.

Changes.

Secretary of War may require at any time in the said structure shall be promptly made by the said company at its own expense.

Use by other roads.

SEC. 3. That all railroad companies desiring the use of the bridge authorized by 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 the payment of a reasonable compensation for such use; and in case the owner or owners of the said bridge and the several railroad companies or any one of them desiring such use 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 at issue between them shall be decided by the Secretary of War upon a hearing of the allegations and proofs of the parties; and equal privileges in the use of said bridge shall be granted to all telegraph and telephone companies.

Telegraph, etc., rights.

Lights, etc.

SEC. 4. That on any bridge constructed under the provisions of this Act there shall be maintained at the expense of the company or corporation owning or controlling the same such lights and other signals as may be prescribed by the Light-House Board.

Time of construction.

SEC. 5. 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.

Amendments.

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

Approved, April 13, 1904.

April 13, 1904.
[H. R. 14044.]
[Public, No. 113.]

CHAP. 1255.—An Act To authorize the board of commissioners of Vigo County, Indiana, to construct and maintain a wagon, foot, and trolley-car bridge across the Wabash River at the foot of Wabash avenue, in the city of Terre Haute, in said county and State.

Wabash River.
Vigo County, Ind., may bridge, at Terre Haute.
Wagon, foot, and trolley-car bridge.

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled, That the board of commissioners of Vigo County, in the State of Indiana, be, and is hereby, authorized to construct, maintain, and operate a wagon, foot, and trolley-car bridge across the Wabash River, said bridge to be located at the foot of Wabash avenue, in the city of Terre Haute, in said county and State.

Secretary of War to approve plans, etc.

SEC. 2. That said bridge shall be built 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 of Vigo County, Indiana, shall submit for his examination and approval a design and drawings of the bridge, and shall furnish such other information as may be required for a full and satisfactory understanding of the subject; and until said plans 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 subject to the approval of the Secretary of War.

Unobstructed navigation.

Lights, etc.

Changes.

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 by the owner thereof, at its own expense, such lights or other signals as the Light-House Board may prescribe. Any changes in said bridge which the Secretary of War may at any time order in the interest of navigation shall be made by the owner thereof at its expense.

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 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