

February 26, 1904.
 [S. 3800.]

[Public, No. 30.]

Connecticut.
 Donation of gun car-
 riages for the Fort
 Griswold tract.

Vol. 32, p. 306.

CHAP. 169.—An Act Donating gun carriages to the Connecticut commissioners for the care and preservation of Fort Griswold.

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled, That the Secretary of War be, and he hereby is, authorized to deliver, if the same can be done without detriment to the Government, to the commissioners appointed by the governor of the State of Connecticut for the care and preservation of the Fort Griswold tract for the purpose of a public park, as provided for in the Act of Congress approved June sixth, nineteen hundred and two (volume thirty-two, part one, Statutes at Large, page three hundred and six), four barbette carriages for eight-inch Rodman gun, front pintle, and one barbette carriage for twenty-four pounder rifle, front pintle.

Approved, February 26, 1904.

February 26, 1904.
 [S. 4125.]

[Public, No. 31.]

Ouachita River, La.
 Little Rock and
 Monroe Railway Com-
 pany may bridge.

Location.

Railroad, wagon,
 and foot bridge.

Litigation.

Proviso.
 Existing laws not
 affected.

Drawbridge.

Unobstructed navi-
 gation.

CHAP. 170.—An Act To authorize the Little Rock and Monroe Railway Company to construct, maintain, and use a bridge across the Ouachita River, in the State of Louisiana, at a point between Ouachita City and the mouth of Bayou Loutre.

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled, That the Little Rock and Monroe Railway Company, a corporation existing under the laws of Arkansas, its successors and assigns, be, and is hereby, authorized to construct and maintain a bridge and all approaches thereto across the Ouachita River, in the State of Louisiana, between Ouachita City and the mouth of Bayou Loutre, at a point to be approved by the Secretary of War, and to lay on or over said bridge a track or tracks and use the same for its business as a common carrier. Said company, or its successors and assigns, are hereby authorized to build, construct, maintain, and use any and all trestles, roadbeds, tracts, appurtenances, and things that may be necessary for proper approaches to said bridge and for the use of the same as a railroad bridge, as aforesaid; that said bridge shall be constructed to provide for the passage of railroad trains, to be used by the Little Rock and Monroe Railway Company, its successors and assigns, for the conduct of its and their business as a common carrier, and at the option of said company, or its successors and assigns, may be used for the passage of wagons and all kinds of vehicles, and for foot passengers, for such reasonable rates of toll as may be fixed by said company, or its successors and assigns, and approved by the Secretary of War. Said bridge shall not interfere with the free navigation of said river, and in case of any litigation arising from any obstruction or alleged obstruction to the free navigation of said river by reason of the construction of the said bridge or the maintenance thereof, the cause may be tried before the circuit court of the United States in and for any district in whose jurisdiction any portion of said obstruction or bridge may be: *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 this bridge from the operation thereof.

SEC. 2. That if the bridge herein authorized shall be built as a drawbridge, the draw shall be operated by steam or other reliable power, and shall be opened promptly upon reasonable signal for the passage of boats, except when trains are passing over said span or spans, but in no case shall unnecessary delay occur in opening said draw after the passage of trains.

SEC. 3. That all piers shall be built as nearly as may be parallel with the current of the river at that stage of water when it is most important for navigation, and the bridge itself shall be built as nearly