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March 2, 1905.
[H. R. 17869.]
[Public, No. 129.]

CHAP. 1309.—An Act Relating to the Monroe and Lake Providence Railroad Company.

Boeuf River and Bayou Macon, La.
Monroe and Lake Providence Railroad Company may bridge.
Railroad bridge.

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled, That the Monroe and Lake Providence Railroad Company, a corporation created and organized under the laws of the State of Louisiana, be, and the same is hereby, authorized to construct and maintain, for the passage of railway trains, bridges with single or double tracks and approaches thereto over Boeuf River and Bayou Macon, in the State of Louisiana, at such locations as may be approved by the Secretary of War.

Secretary of War to approve plans, etc.

SEC. 2. That the said bridges shall be located and built under and subject to such regulations for the security of navigation as shall be prescribed by the Secretary of War, and the said company shall submit to the Secretary of War, for his examination and approval, designs and drawings of the bridges and maps of the locations, giving for the space of a mile above and a mile below the proposed locations the topography of the banks of the river, the shore lines at high and low water, the direction and strength of the current at all stages, the soundings accurately showing the bed of the stream; and until the plans and locations have been approved by the Secretary of War the bridges shall not be built or commenced. The Secretary of War shall have power to require such other information as he may deem necessary for a full understanding of the subject. Any changes made in the plans of said bridges during the progress of construction or after completion shall be subject to the approval of the Secretary of War; and the said company shall, at its own expense, make such changes in said bridges as the Secretary of War may at any time direct in the interest of navigation.

Changes.

Lawful structure and post route.

SEC. 3. That any bridge built under this Act and subject 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 transmission of mails and the troops and munitions of war of the United States over the same than the rate per mile paid for the transportation over the railroad or approaches leading to the said bridge; and it shall enjoy the rights and privileges of other post-roads in the United States, and equal privileges in the use of said bridge shall be granted to all telegraph and telephone companies, and the United States shall have the right of way across said bridges and their approaches for postal-telegraph and telephone purposes.

Telegraph, etc., rights.

Unobstructed navigation.

SEC. 4. That each of the said bridges shall be constructed with its center line substantially at right angles to the current of the river, and as a drawbridge, so that a free and unobstructed passageway may be secured to all water craft navigating said river. The draws shall be opened promptly, upon reasonable signals, for the passage of boats or vessels, and the said company shall maintain at its own expense, from sunset to sunrise, such lights or other signals as the Light-House Board shall prescribe.

Lights, etc.

Use by other roads.

SEC. 5. That all railroad companies desiring the use of the said bridges shall have and be entitled to equal rights and privileges relative to the passage of railway trains over the same, and over the approaches thereto, upon the payment of reasonable compensation for such use; and in case the owner or owners of said bridges, 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 rules and conditions to which each shall conform in using said bridges, all matters in issue between them shall be decided by the Secretary of War upon the hearing of the allegations and proofs of the parties.

Compensation.

Amendment,
Time of construction.

SEC. 6. That the right to alter, amend, or repeal this Act is expressly reserved; and this Act shall be null and void if actual construction of

the bridges herein authorized be not commenced within one year and completed within three years from the approval of this Act.

Approved, March 2, 1905.

CHAP. 1310.—An Act Authorizing the President to reinstate Alexander G. Pendleton, junior, as a cadet in the United States Military Academy.

March 2, 1905.
[H. R. 17983.]
[Public, No. 130.]

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled, That the President is hereby authorized to reinstate former cadet Alexander G. Pendleton, junior, to the United States Military Academy at West Point on or at any day after the eleventh day of June, nineteen hundred and five.

Alexander G. Pendleton.
Reinstatement as cadet at West Point authorized.

Approved, March 2, 1905.

CHAP. 1311.—An Act Fixing the status of merchandise coming into the United States from the Canal Zone, Isthmus of Panama.

March 2, 1905.
[H. R. 18285.]
[Public, No. 131.]

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled, That all laws affecting imports of articles, goods, wares, and merchandise and entry of persons into the United States from foreign countries shall apply to articles, goods, wares, and merchandise and persons coming from the Canal Zone, Isthmus of Panama, and seeking entry into any State or Territory of the United States or the District of Columbia.

Canal zone.
Articles, etc., imported from, subject to tariff laws.

Approved, March 2, 1905.

CHAP. 1312.—An Act To authorize the city of Buffalo, New York, to construct a tunnel under Lake Erie and Niagara River and to erect and maintain an inlet pier therefrom for the purpose of supplying the city of Buffalo with pure water.

March 2, 1905.
[H. R. 18637.]
[Public, No. 132.]

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 city of Buffalo, in the State of New York, to construct and maintain a tunnel under Lake Erie, Niagara River, Black Rock Harbor, and the United States lands known as Fort Porter, extending from a point two hundred yards, more or less, northeast of the Horseshoe Reef light in the Emerald channel ten thousand feet to the present pumping station of the city of Buffalo, and to erect and maintain an inlet pier therefrom, said inlet pier to be located in the Emerald channel not more than six hundred feet northeast of the present Horseshoe Reef light: *Provided*, That the top of the said tunnel shall be located at least forty feet below mean lake level, and that the city of Buffalo shall maintain a light from sunset to sunrise on the inlet pier at its own expense.

Buffalo, N. Y.
Tunnel under Lake Erie, etc., authorized for water supply.
Location.

Inlet pier.

Proviso.
Top of tunnel.
Lights.

Approved, March 2, 1905.

CHAP. 1313.—An Act To authorize the board of supervisors of Berrien County, Michigan, to construct a bridge across the Saint Joseph River near its mouth in said county.

March 2, 1905.
[H. R. 18728.]
[Public, No. 133.]

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled, That the board of supervisors of Berrien County, in the State of Michigan, be, and are hereby, authorized to construct, maintain, and operate a bridge across the

Saint Joseph River.
Berrien County, Mich., may bridge.