

January 11, 1906.  
[H. R. 99.]

**CHAP. 4.**—An Act To aid the Council City and Solomon River Railroad Company.

[Public, No. 4.]

Alaska.  
Council City and  
Solomon River Rail-  
road Company.  
Time of construc-  
tion extended.  
Vol. 30, p. 410.  
*Post*, p. 1225.

*Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled,* That the time of the Council City and Solomon River Railroad Company to comply with the provisions of sections four and five of chapter two hundred and ninety-nine of the laws of the United States, entitled "An Act extending the homestead laws and providing for the right of way for railroads in the district of Alaska, and for other purposes," approved May fourteenth, eighteen hundred and ninety-eight, in acquiring and completing its railroad now under construction in Alaska, is hereby extended as follows:

Filing map of loca-  
tion.

First. That the time to file the map and profile of definite location of its first section of at least twenty miles with the register of the land office in the district of Alaska, as provided in said sections four and five, is hereby extended to and including the thirty-first day of December, nineteen hundred and six.

Vol. 30, p. 410.

Time of completion  
extended.

Second. That the time to complete the first section of at least twenty miles of its railroad, as provided in said section five, is hereby extended to and including the thirty-first day of December, nineteen hundred and six, and the time for completing its entire railroad, as provided in said section five, is hereby extended to and including December thirty-first, nineteen hundred and nine.

Vol. 30, p. 410.

May operate with-  
out payment of license  
fee.

Third. That it shall be lawful for the Council City and Solomon River Railroad Company to hereafter operate its railroad in the district of Alaska for a period to and including December thirty-first, nineteen hundred and nine, without the payment of the license fee of one hundred dollars per mile per annum on each mile operated, as provided in section twenty-nine of chapter one of the Act entitled "An Act for making further provision for a civil government for Alaska, and for other purposes," approved June sixth, nineteen hundred.

Vol. 31, p. 331.

Approved, January 11, 1906.

January 20, 1906.  
[S. 2558.]

**CHAP. 5.**—An Act Authorizing the Washington Bridge Company to construct a bridge across the Columbia River near the city of Wenatchee, Washington.

[Public, No. 5.]

Columbia River.  
Washington Bridge  
Company may bridge,  
at Wenatchee, Wash.

*Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled,* That the Washington Bridge Company, a corporation organized under the laws of the State of Washington, its successors and assigns, be, and it is hereby, authorized and empowered to construct, maintain, and operate a bridge and approaches thereto over and across the Columbia River at a point at or near Wenatchee, in the county of Chelan, State of Washington, for the purposes hereinafter set forth.

Secretary of War to  
approve plans, etc.

**SEC. 2.** That any bridge constructed under the authority of this Act shall be built and located under and subject to such regulations for the security of the navigation of said river as the Secretary of War shall prescribe, and to secure such object said bridge company, or its assigns, shall submit to the Secretary of War for his examination and approval a design and drawing of the bridge and piers and a map of the location; and until the said plan and location 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 construction or after completion, such change shall be likewise subject to the approval of the Secretary of War, and any changes in said bridge required by the Secretary of War at any time shall be made promptly by the said

Changes.

bridge company, or its assigns, at its or their expense: *Provided*, That if the bridge herein authorized be built as a drawbridge, the draw shall be opened promptly upon reasonable signal for the passage of boats; and whatever kind of a bridge is built the said company or its assigns shall maintain thereon, from sunset to sunrise, such lights or other signals as the Light-House Board shall prescribe.

SEC. 3. That said bridge shall be constructed to provide for the passage of wagons, carriages, automobiles, and vehicles of all kinds, street and suburban car lines, animals and foot passengers, and to provide for telegraph and telephone lines, and two pipe lines to convey water to the east side of the river for irrigation, power, and domestic use; and the said bridge company or its assigns shall have the right to charge, collect, and receive therefor such reasonable rates of toll and under such reasonable rules and regulations for the use of said bridge as the said bridge company or its assigns may prescribe from time to time, subject to the approval of the Secretary of War.

SEC. 4. That the bridge to be built under this Act and subject to its limitations shall be a lawful structure and shall be recognized and known as a post-road, 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 mile paid for such transportation over public highways leading to said bridge; and said bridge shall enjoy the rights and privileges of other post-roads in the United States, and the United States shall have the right of way across said bridge and its approaches for postal, telegraph, and telephone purposes; and equal privileges in the use of said bridge shall be granted to all telegraph and telephone companies and to all street and suburban railways.

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

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

Approved, January 20, 1906.

*Proviso.*  
Opening draw.

Lights, etc.

Street car, wagon,  
and foot bridge.

Pipe, etc., lines.

Toll.

Lawful structure  
and post route.

Telegraph, etc.,  
rights.

Time of construc-  
tion.

Amendment.

**CHAP. 6.**—An Act Authorizing the Jasper and Eastern Railway Company, its successors and assigns, to construct and operate a railroad bridge across the Sabine River, in the States of Texas and Louisiana.

January 26, 1906.  
[S. 2159.]

[Public, No. 6.]

*Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled*, That the Jasper and Eastern Railway Company, a corporation under the laws of the State of Texas, its successors and assigns, be, and it is hereby, authorized to construct, maintain, and operate a railroad bridge, and the approaches thereto, over and across the Sabine River, in the States of Texas and Louisiana, at any point where said river divides Newton County, in the State of Texas, and Calcasieu Parish, in the State of Louisiana, such point to be subject to approval by the Secretary of War, for crossing said river with its railroad and for the operation of railroad trains, engines, and cars thereon. The said bridge shall be constructed with a draw span therein over the main channel of the river, and the opening on each side of the pivot pier shall not be less than ninety feet in the clear, unless otherwise expressly directed by the Secretary of War, and if so directed, shall be according to such directions, and the said openings shall be accessible at all stages of the water, and the spans shall not be less than two feet above high water. And said draw shall be opened promptly upon reasonable signal for the passage of boats,

Sabine River, Tex.  
and La.  
Jasper and Eastern  
Railway Company  
may bridge.

Location.

Drawbridge.

Opening draw.