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prescribe, and to secure that object the said railroad companies shall submit to the Secretary of War for his examination and approval a design and drawing of the bridge and a map of the location, giving for the space of one mile the depth and current of the river at all points and the location of any other bridge or bridges, together with all other information touching said bridge and river as may be deemed requisite by the Secretary of War to determine whether said bridge when built will conform to the provisions of this Act and cause no serious obstruction to the navigation of the river or injuriously affect the flow of water.

Unobstructed navigation.

SEC. 3. That the Secretary of War is hereby authorized and directed, upon receiving said plan and map and upon being satisfied that a bridge built on such plan and at said locality will conform to the provisions of this Act and cause no serious obstruction to the navigation of the river or injuriously affect the flow of water, to notify the said companies that he approves the same, and upon receiving such notification the said companies may proceed to the erection of said bridge, conforming strictly to the approved plan and location; but until the Secretary of War shall approve the plan and location of the said bridge and notify the said companies of the same in writing the bridge shall not be built or commenced; and should any change be made in the plan of the bridge during the progress of the work thereon or after completion, such change shall be subject likewise to the approval of the Secretary of War.

Changes.

Lawful structure and post route.

SEC. 4. That any bridge constructed under this Act shall be a legal structure and shall be known as a post-road, over which no higher charge shall be made for the transportation of mails, troops, and munitions of war, or other property of the United States than the rate per mile charged for their transportation over the railways and public highways leading to said bridge. The United States shall also have the right of way over said bridge for postal-telegraph and telephone purposes, and equal privileges in the use of said bridge shall be granted to all telegraph and telephone companies: *Provided*, That all railroad companies desiring the use of said bridge shall have and be entitled to equal rights and privileges relative to the passage of railway trains over the same and the approaches thereto upon payment of a reasonable compensation for such use, or, in case of disagreement, upon such terms and conditions as shall be prescribed by the Secretary of War upon hearing the allegations and proofs of the parties in interest.

Telegraph, etc., rights.

Proviso.
Use by other roads.

Compensation.

Lights, etc.

SEC. 5. That the said bridge shall be so kept and managed at all times as not to interfere with the passage of vessels, barges, or rafts, both by day and by night, and there shall be displayed on said bridge by the owners thereof, from sunset to sunrise, such lights or other signals as the Light-House Board may prescribe.

Time of construction.

SEC. 6. That this Act shall be null and void unless the bridge herein authorized shall be commenced within one year and completed within five years from the date hereof.

Amendment.

SEC. 7. That the right to alter, amend, or repeal this Act is hereby expressly reserved.

Approved, March 16, 1906.

March 16, 1906.
[S. 4128.]
[Public, No. 49.]

CHAP. 953.—An Act Permitting the building of a dam across the Red Lake River at or near the junction of Black River with said Red Lake River in Red Lake County, Minnesota.

Red Lake River, Minn.
Dam by William J Murphy authorized.
Location.

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled, That the consent of Congress is hereby granted to William J. Murphy, his successors and assigns, to build a dam across the Red Lake River at or near the junction of the Black River, so called, with said Red Lake River, in Red Lake

County, Minnesota, for the development of water power, and such works and structures in connection therewith as may be necessary or convenient in the development of said power and in the utilization of the power thereby developed: *Provided*, That the plans for the construction of said dam and appurtenant works shall be submitted to and approved by the Chief of Engineers and the Secretary of War before the commencement of the construction of the same: *And provided further*, That the said William J. Murphy, his successors or assigns, shall not deviate from such plans after such approval, either before or after the completion of said structures, unless the modification of said plans shall have previously been submitted to and received the approval of the Chief of Engineers and of the Secretary of War: *And provided further*, That there shall be placed and maintained in connection with said dam a sluiceway so arranged as to permit logs, timber, and lumber to pass around, through, or over said dam without unreasonable delay or hindrance and without toll or charges: *And provided further*, That the dam shall be so constructed that the Government of the United States may at any time construct in connection therewith a suitable lock for navigation purposes, and may at any time, without compensation, control the said dam so far as shall be necessary for purposes of navigation, but shall not destroy the water power developed by said dam and structures to any greater extent than may be necessary to provide proper facilities for navigation, and that the Secretary of War may at any time require and enforce at the expense of the owners such modifications and changes in the construction of such dam as he may deem advisable in the interests of navigation: *And provided further*, That suitable fishways, to be approved by the United States Fish Commission, shall be constructed and maintained at said dam by the said William J. Murphy, his successors or assigns.

Provisos.
Secretary of War to approve plans.

Modification of plans.

Sluiceway.

Lock.

Changes.

Fishways.

SEC. 2. That in case any litigation arises from the building of said dam, or from the obstruction of said river by said dam or appurtenant works, cases may be tried in the proper courts, as now provided for that purpose in the State of Minnesota and in the courts of the United States: *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 said structures from the operation of same.

Litigation.

Proviso.
Existing laws not affected.

SEC. 3. That this Act shall be null and void unless the dam herein authorized be commenced within one year and be completed within three years from the time of the passage of this Act.

Time of construction.

SEC. 4. That the right to amend or repeal this Act is hereby expressly reserved.

Amendment.

Approved, March 16, 1906.

March 17, 1906.
[H. R. 8103.]
[Public, No. 50.]

CHAP. 954.—An Act To authorize the construction of a bridge between Fort Snelling Reservation and Saint Paul, Minnesota.

Mississippi River.
Bridge authorized across, between Fort Snelling Reservation and St. Paul, Minn.

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 is hereby, authorized and directed to construct a bridge across the Mississippi River between Fort Snelling Reservation and Saint Paul, Minnesota, so as to afford safe and adequate means for communication and transportation of troops and supplies for military purposes to and from Fort Snelling Military Reservation, and for the passage of vehicles of all kinds, including cars operated by electricity, and of passengers and animals.

Electric car, wagon, and foot bridge.

Selection of site, etc.
Use of old structure.

SEC. 2. That the Secretary of War shall select the site for such bridge and for all approaches and abutments thereof, and is authorized