

made to any person, firm, or corporation whose lands or other property may be taken, overflowed, or otherwise damaged by the construction, maintenance, and operation of the said works, in accordance with the laws of the State where such lands or other property may be situate.

SEC. 2. That the withdrawal of water from the Mississippi River and the discharge of water into the said river, for the purpose of operating the said canal and appurtenant works, shall be under the direction and control of the Secretary of War, and shall at no time be such as to impede or interfere with the safe and convenient navigation of the said river by means of steamboats or other vessels, or by rafts and barges, or to injure or diminish the water power of the United States at Rock Island Arsenal, or the water power of any person, firm, or corporation having hydraulic works already constructed: *Provided*, That if any litigation arises from the construction, operation, or maintenance of the said works, or from the obstruction of any part of the Mississippi River by the said works or any portion thereof, cases may be tried in the proper courts as now provided for that purpose in the States of Illinois and Iowa, and the courts of the United States: *And provided further*, That suitable fishways shall be constructed and maintained by the said company, its successors and assigns, at such of the dams and in such manner as may be required from time to time by the United States Fish Commission.

SEC. 3. That this Act shall be null and void if actual construction of the works herein authorized be not commenced within three years and completed within six years from the date hereof.

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

Approved, April 5, 1904.

Protection to navigation.

Provisos.
Litigation.

Fishways.

Time of construction.

Amendment.

CHAP. 861.—An Act To amend an Act entitled "An Act to authorize the construction of a bridge across the Monongahela River, in the State of Pennsylvania, by the Eastern Railroad Company."

April 5, 1904.
[H. R. 8889.]

[Public, No. 83.]

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled, That section four of an Act approved February eighteenth, nineteen hundred and three, entitled "An Act to authorize the construction of a bridge across the Monongahela River, in the State of Pennsylvania, by the Eastern Railroad Company," be, and the same is hereby, amended so as to read as follows:

"SEC. 4. 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 two years from February eighteenth, nineteen hundred and four."

Approved, April 5, 1904.

Monongahela River, Pa.
Time extended for bridging, by Eastern Railroad Company.
Vol. 32, p. 840, amended.

Time of construction.

CHAP. 862.—An Act To amend section sixty-eight, chapter twenty-three, of volume twenty-eight of the United States Statutes at Large.

April 6, 1904.
[H. R. 10866.]

[Public, No. 84.]

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled, That section sixty-eight, chapter twenty-three, of volume twenty-eight of the United States Statutes at Large be, and the same is hereby, amended so that it shall read as follows:

"Whenever in the division among Senators, Representatives, and Delegates of documents printed for the use of Congress there shall be an apportionment to each or either House in round numbers, the Public Printer shall not deliver the full number so accredited at the respective

Public printing.
Congressional documents.
Vol. 28, p. 612, amended.

Distribution.

Sergeant-at-Arms,
House of Representa-
tives, added.

folding rooms, but only the largest multiple of the number constituting the full membership of each or either House, including the Secretary and Sergeant-at-Arms of the Senate and Clerk, Sergeant-at-Arms, and Doorkeeper of the House, which shall be contained in the round numbers thus accredited to each or either House, so that the number delivered shall divide evenly and without remainder among the members of the House to which they are delivered; and the remainder of the documents thus resulting shall be turned over to the superintendent of documents, to be distributed by him, first, to public and school libraries for the purpose of completing broken sets; second, to public and school libraries that have not been supplied with any portions of such sets, and, lastly, by sale to other persons; said libraries to be named to him by Senators, Representatives, and Delegates in Congress; and in this distribution the superintendent of documents shall see that as far as practicable an equal allowance is made to each Senator, Representative, and Delegate."

Approved, April 6, 1904.

April 7, 1904.
[S. 4672.]

[Public, No. 85.]

CHAP. 939.—An Act To authorize The New York, New Haven and Hartford Railroad Company to construct, maintain, and operate a bridge across the Connecticut River.

Connecticut River.
New York, New
Haven and Hartford
Railroad Company
may bridge, Saybrook
to Lyme, Conn.

Lawful structure
and post route.

Secretary of War to
approve plans, etc.

Changes.

Unobstructed navi-
gation.

Lights, etc.

Use by other roads.

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled, That The New York, New Haven and Hartford Railroad Company, a corporation created by the general assembly of the State of Connecticut, its successors and assigns, be, and the same are hereby, authorized to construct, maintain, and operate a railroad bridge across the Connecticut River from a point in the town of Old Saybrook easterly to a point on the opposite bank of said river in the town of Old Lyme, the exact location, length of span, and height of said bridge to be approved by the Secretary of War. The said bridge, when built in accordance with the provisions and requirements of this Act, shall be a legal and lawful structure and may be used as a highway for railroad purposes, and shall take the place of the present railroad bridge in said vicinity.

SEC. 2. That the bridge authorized shall be built under and subject to such regulations for the security of navigation of said river as the Secretary of War shall prescribe, and to secure that object the said company shall submit to the said Secretary of War for his examination and approval a design and drawing of the bridge and piers and a map of the location, giving for the space of one-half mile above and one-half mile below the proposed location the topography of the banks of the river, the shore lines at high and low water, an accurate representation of the bottom of the river, determined by actual soundings, 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 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.

SEC. 3. That this 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 from sunset to sunrise such lights or other signals as the Light-House Board shall prescribe. And any changes in said bridge which the Secretary of War may at any time deem necessary to be made and shall order in the interest of navigation shall be made by said company at its own expense.

SEC. 4. That all railroad companies desiring the use of said bridge shall have and be entitled to equal rights and privileges relative to the