

the proper location of said bridge, 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 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 the progress of construction or after completion, such changes shall be subject to the approval of the Secretary of War, and any changes which the Secretary of War may require at any time in the said structure shall be promptly made by the said company at its own expense.

Changes.

SEC. 3. That all railroad companies desiring the use of the bridge authorized by this Act shall have and be entitled to equal rights and privileges relative to the passage of railway trains or cars over the same, and over the approaches thereto, upon the payment of a reasonable compensation for such use; and in case the owner or owners of the said bridge and the several railroad companies, or any of them, desiring such use shall fail to agree upon the sum or sums to be paid and upon the rules and conditions to which each shall conform in using said bridge, all matters at issue between them shall be decided by the Secretary of War upon a hearing of the allegations and proofs of the parties; and equal privileges in the use of said bridge shall be granted to all telegraph and telephone companies.

Use by other roads.

SEC. 4. That on any bridge constructed under the provisions of this Act there shall be maintained, at the expense of the company or corporation owning or controlling the same, such lights and other signals as may be prescribed by the Light-House Board.

Lights, etc.

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

Time of construction.

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

Amendment.

Approved, April 21, 1904.

CHAP. 1409.—An Act In relation to the location of the navigable channel of the Calumet River, Illinois and Indiana.

April 21, 1904.
[H. R. 13742.]

[Public, No. 132.]
Preamble.

Whereas by deed dated the thirtieth day of April, eighteen hundred and eighty-six, and recorded in the recorder's office of Cook County, Illinois, on the eighth day of April, eighteen hundred and eighty-nine, in book twenty-five hundred and twelve of records, at page four hundred and eighty, the owners of the northwest quarter of section thirty, township thirty-seven north, range fifteen east, of the third principal meridian, in Cook County, Illinois, gave and granted unto the United States of America free and unobstructed right of way in and through the above-described ground, two hundred feet in width, for purposes of a channel for the Calumet River, in accordance with the provisions of an Act of Congress approved July fifth, eighteen hundred and eighty-four, and in order to enable the United States to straighten the channel of the said Calumet River and conform to a survey and realignment of the channel lines of said river as adopted, established, and shown by plat approved by the Chief of Engineers of the United States Army and filed for record in the office of the recorder of deeds of Cook County, Illinois, on the seventeenth day of May, eighteen hundred and eighty-nine, as document one million one hundred and two thousand two hundred and eighty-four, entitled "Map of the Calumet River, Illinois, from Lake Michigan to Calumet Lake, to accompany report of W. G. Ewing, United States attorney, to the Attorney-General respecting cession of right of way for improvement of said river under Act of Congress approved July fifth, eighteen hundred and eighty-

Vol. 23, p. 143.

four" (report dated January twenty-fourth, eighteen hundred and eighty-eight, and report dated February twelfth, eighteen hundred and eighty-nine, William G. Ewing, United States attorney, northern district of Illinois); and

Whereas it is provided in the said deed above referred to that "the shore or dock lines of said river as so established and shown on said plat shall hereafter for all purposes be taken as the true meandered lines of said stream:" Therefore

Calumet River, Ill.
and Ind.
Abandonment of old
channel of.

Vol. 23, p. 143.

New channel.

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled, That the portion of the old channel of the Calumet River in the northwest quarter of section thirty, township thirty-seven north, range fifteen east, of the third principal meridian, in Cook County, Illinois, which lies outside of the new channel lines as established by the United States and shown on "Map of the Calumet River, Illinois, from Lake Michigan to Calumet Lake, to accompany report of W. G. Ewing, United States attorney to the Attorney-General, respecting cession of right of way for improvement of said river under Act of Congress approved July fifth, eighteen hundred and eighty-four," is hereby abandoned as navigable water from and after the time that a navigable channel shall be cut through said quarter section within the new channel lines of the river as shown on the said map.

Approved, April 21, 1904.

April 21, 1904.
[H. R. 13992.]

[Public, No. 133.]

CHAP. 1410.—An Act Permitting the Missouri, Kansas and Oklahoma Railroad Company to sell its railroads and properties to the Missouri, Kansas and Texas Railway Company.

Oklahoma.
Missouri, Kansas
and Oklahoma Rail-
road Company in.
Sale to Missouri,
Kansas and Texas
Railway Company,
authorized.

Terms.

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled, That the Missouri, Kansas and Oklahoma Railroad Company may sell and convey to the Missouri, Kansas and Texas Railway Company, and the latter company may purchase the railway of the said Missouri, Kansas and Oklahoma Railroad Company, extending from Stevens, in the Cherokee Nation, to Guthrie, in Oklahoma Territory; and from Osage Junction, in the Osage Reservation in Oklahoma Territory, to Wybark, in the Creek Nation, in the Indian Territory; and from Fallis, in Oklahoma Territory, to Oklahoma City, in Oklahoma Territory; and from said Oklahoma City to Lehigh, in the Choctaw Nation, in the Indian Territory; and the rights, privileges, and franchises pertaining thereto; such sale and conveyance to be made upon such terms as may be agreed upon by the board of directors of the respective companies.

Approved, April 21, 1904.

April 21, 1904.
[H. R. 14750.]

[Public, No. 134.]

CHAP. 1411.—An Act Authorizing the county of Itasca, in the State of Minnesota, to construct a wagon and foot bridge over the Mississippi River, in section twenty-two, township fifty-five north, range twenty-seven west, of the fourth principal meridian.

Mississippi River.
Itasca County,
Minn., may bridge.

Location.

Wagon and foot
bridge.

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled, That the county of Itasca, in the State of Minnesota, through its corporate authorities, is hereby authorized and empowered to construct and maintain a wagon and foot bridge, with necessary approaches, across the Mississippi River, in section twenty-two, township fifty-five north, range twenty-seven west, of the fourth principal meridian. Said bridge shall be constructed to provide for the passage of wagons and vehicles of all kinds, foot passengers, and for all road travel.