

California, for electrical plants, poles, and lines for the generation and distribution of electrical power, and for telephone and telegraph purposes, and for canals, ditches, pipes and pipe lines, flumes, tunnels, or other water conduits, and for water plants, dams, and reservoirs used to promote irrigation or mining or quarrying, or the manufacturing or cutting of timber or lumber, or the supplying of water for domestic, public, or any other beneficial uses to the extent of the ground occupied by such canals, ditches, flumes, tunnels, reservoirs, or other water conduits or water plants, or electrical or other works permitted hereunder, and not to exceed fifty feet on each side of the marginal limits thereof, or not to exceed fifty feet on each side of the center line of such pipes and pipe lines, electrical, telegraph, and telephone lines and poles, by any citizen, association, or corporation of the United States, where it is intended by such to exercise the use permitted hereunder or any one or more of the purposes herein named: *Provided*, That such permits shall be allowed within or through any of said parks or any forest, military, Indian, or other reservation only upon the approval of the chief officer of the Department under whose supervision such park or reservation falls and upon a finding by him that the same is not incompatible with the public interest: *Provided further*, That all permits given hereunder for telegraph and telephone purposes shall be subject to the provision of title sixty-five of the Revised Statutes of the United States, and amendments thereto, regulating rights of way for telegraph companies over the public domain: *And provided further*, That any permission given by the Secretary of the Interior under the provisions of this Act may be revoked by him or his successor in his discretion, and shall not be held to confer any right, or easement, or interest in, to, or over any public land, reservation, or park.

—width, etc.

*Provisos.*  
Approval of permit.

Telegraph, etc., permits.  
R. S., sec. 5263, etc., p. 1019.

Revocation of permit.

Approved, February 15, 1901.

**CHAP. 373.**—An Act To extend the privileges provided by an Act entitled “An Act to amend the statutes in relation to the immediate transportation of dutiable goods, and for other purposes,” approved June tenth, eighteen hundred and eighty, as amended.

February 15, 1901.

*Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled*, That the privileges of immediate transportation as provided by an Act entitled “An Act to amend the statutes in relation to the immediate transportation of dutiable goods, and for other purposes,” approved June tenth, eighteen hundred and eighty, as amended by an Act entitled “An Act to amend an Act entitled ‘An Act to amend the statutes in relation to the immediate transportation of dutiable goods, and for other purposes,’” approved February twenty-third, eighteen hundred and eighty-seven, be, and the same are hereby, extended to the port of Honolulu, Territory of Hawaii.

Honolulu, Hawaii.  
Immediate transportation privileges extended to.  
Vol. 21, p. 174.

Approved, February 15, 1901.

**CHAP. 374.**—An Act To authorize the United New Jersey Railroad and Canal Company and the Philadelphia and Trenton Railroad Company, or their successors, to construct and maintain a bridge across the Delaware River.

February 15, 1901.

*Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled*, That the United New Jersey Railroad and Canal Company, a corporation existing under the laws of the State of New Jersey, and the Philadelphia and Trenton Railroad Company, a corporation existing under the laws of the State of Pennsylvania, or their successors, be, and they are hereby, authorized to

United New Jersey Railroad and Canal Company, etc., may bridge Delaware River at Trenton, N. J., etc.

construct, maintain, and operate a railroad bridge, with as many tracks as they shall deem necessary for railroad traffic, across the Delaware River between a point in or near the city of Trenton, in the State of New Jersey, and a point in or near the borough of Morrisville, in the county of Bucks and State of Pennsylvania.

Secretary of War to approve plans, etc.

SEC. 2. That the bridge authorized to be constructed under this Act shall be located and built under and subject to such requirements for the security of navigation of said river as the Secretary of War shall prescribe, and to secure that object the railroad company 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.

Notification of approval, etc.

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 company that he approves the same, and upon receiving such notification the said company 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.

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 over the same than the rate per mile charged for their transportation over the railways of and public highways leading to said bridge. The United States shall also have the right of way over said bridge for postal-telegraph purposes.

Postal telegraph.

No obstruction to navigation.

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.

Lights.

Commencement and completion.

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

Amendment.

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

Approved, February 15, 1901.

February 18, 1901.

CHAP. 377.—An Act Amending the Act providing for the appointment of a Mississippi River Commission, and so forth, approved June twenty-eighth, eighteen hundred and seventy-nine.

Mississippi River Commission. Vol. 21, p. 38 amended.

*Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled,* That an Act entitled "An Act to provide for the appointment of a Mississippi River Commission, for the improvement of said river from the Head of the Passes near its