

March 10, 1902.

[Public, No. 31.]

CHAP. 143.—An Act To authorize the establishment of a life-saving station at or near Bogue Inlet, North Carolina.

Bogue Inlet, N. C.
Life-saving station
established.

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled, That the Secretary of the Treasury be, and he is hereby, authorized to establish a life-saving station at or near Bogue Inlet, North Carolina, in such locality as the General Superintendent of the Life-Saving Service may recommend.

Approved, March 10, 1902.

March 10, 1902.

[Public, No. 32.]

CHAP. 144.—An Act Establishing a United States court at Catlettsburg, in the eastern district of Kentucky.

Kentucky judicial
district.
Amendment.
Vol. 31, p. 783.

Terms of court, west-
ern district.

Terms of court, east-
ern district.

Term at Catletts-
burg added.

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled, That section nine of "An Act to divide Kentucky into two judicial districts," approved February twelfth, nineteen hundred and one, be, and the same is hereby, amended so as to read:

"SEC. 9. That the regular terms of the circuit and district courts of the United States for the western district of Kentucky shall be held at the following times and places, namely: At Louisville, beginning on the second Monday in March and the second Monday in October in each year; at Owensboro, beginning on the fourth Monday in November and the first Monday in May in each year; at Paducah, beginning on the third Monday in April and the third Monday in November in each year; at Bowling Green, beginning on the third Monday in May and the second Monday in December in each year.

"That the regular terms of the circuit and district courts of the United States for the eastern district of Kentucky shall be held at the following times and places, namely: At Frankfort, beginning on the second Monday in March and the fourth Monday in September in each year; at Covington, beginning on the first Monday in April and the third Monday in October in each year; at Richmond, beginning on the fourth Monday in April and the second Monday in November in each year; at London, beginning on the second Monday in May and the fourth Monday in November in each year; at Catlettsburg, beginning on the fourth Monday in May and the second Monday in December in each year, and at such other times and places as may hereafter be provided by law."

Approved, March 10, 1902.

March 10, 1902.

[Public, No. 33.]

CHAP. 145.—An Act To authorize the Saint Clair Terminal Railroad Company to construct and maintain a bridge across the Monongahela River.

Monongahela River.
Saint Clair Termi-
nal Railroad Com-
pany may bridge, at
Clairton Station, Pa.

Use for railway, etc.

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled, That the Saint Clair Terminal Railroad Company, a corporation existing under the laws of the State of Pennsylvania, is hereby authorized to construct, maintain, and operate a railroad bridge, with one or more tracks, for railroad traffic across the Monongahela River from a point on the lands of the Saint Clair Steel Company, located at Clairton Station, on the Pittsburgh, Virginia and Charleston Railroad on the west bank of the Monongahela River, to a point opposite thereto on the east bank of said river between Bellbridge Station and Patterson Station, on the Pittsburgh and Lake Erie Railroad. The said bridge, when built in accordance with the requirements of this Act, shall be a legal structure and may be used for railroad and highway purposes.

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 of said bridge, and such data for any distance above and below said location as to the depth, width, and currents of the river the topography of the banks, location of other bridges, and any other information he may desire as to any matter, so as to determine whether said bridge when built will cause no serious obstruction to navigation of the river or injuriously affect the flow of water.

Secretary of War to approve plans, 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 company 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 its completion such change shall be subject likewise to the approval of the Secretary of War.

Obstruction to navigation.

Changes.

SEC. 4. That said bridge, at the option of the railroad company, may be constructed so that the same can be used for the passage of wagons and vehicles of all kinds and for the transit of animals and for foot passengers over the same, and may be also used for that purpose in addition to railroad purposes; and the company maintaining the same shall have the right to charge such reasonable rates of toll as bridge companies are authorized to collect under the laws of Pennsylvania: *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 over approaches thereto, upon payment of a reasonable compensation for such use; and in case the owner or owners of 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 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.

Railway, wagon, and foot bridge.

Toll.

Proviso.
Use by other rail-ways.
Compensation.

Disagreement.
Determination by Secretary of War.

SEC. 5. 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 or telephone purposes, and equal privileges in the use of said bridge shall be granted to all telegraph and telephone companies.

Lawful structure and post route.

Postal telegraph, etc.

SEC. 6. 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; and such changes shall be made from time to time in the structure of said bridge as the Secretary of War may direct, at the expense of said railroad company, in order the more effectually to preserve the free navigation of said

Unobstructed navigation.

Lights.

Changes.

river, or the said structure shall be altogether removed if in the judgment of the Secretary of War the public good may require such removal, and without expense or charge to the United States.

SEC. 7. That this Act shall be null and void if actual construction of said bridge be not commenced within one year and completed within three years from the date of the approval of this Act.

SEC. 8. That the right to alter, amend, or repeal this Act is hereby expressly reserved.

Approved, March 10, 1902.

March 10, 1902.

[Public, No. 34.]

CHAP. 146.—An Act To incorporate the Eastern Star Home for the District of Columbia.

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled, That Alcena Lamond, L. Cabell Williamson, and John A. Moyer, of the Grand Chapter of the Order of the Eastern Star of the District of Columbia, and John F. O'Neill, of Ruth Chapter Numbered One; Mary B. Okey, of Electa Chapter Numbered Two; Annie V. Yeatman, of Naomi Chapter Numbered Three; M. Ella Espey, of Martha Chapter Numbered Four; Clara Barnard, of Esther Chapter Numbered Five; Fred. J. Randolph, of Bethlehem Chapter Numbered Seven; Henry G. Wagner, of Mizpah Chapter Numbered Eight; Grace Holtzclaw, of Adah Chapter Numbered Nine, and Matilda R. Sprague, of Areme Chapter Numbered Ten, being the constituent chapters under the said Grand Chapter, and their successors to be selected in the manner hereinafter declared, representing the several bodies before named of the Order of the Eastern Star, be, and they are hereby, incorporated and made a body politic and corporate, in the District of Columbia, by the name of "The Eastern Star Home of the District of Columbia," and by that name may sue and be sued, plead and be impleaded in any court of law or equity of competent jurisdiction, and may have and use a common seal, and the same change at pleasure, and be entitled to use and exercise all the powers, rights, and privileges incident to such corporation.

SEC. 2. That the particular business and object of such corporation shall be to provide and maintain, under the direction of the Grand Chapter of the Order of the Eastern Star of the District of Columbia, a home for needy and worthy master masons of this jurisdiction, their needy and worthy widows and orphans, and needy and worthy members of the Order of the Eastern Star of this jurisdiction and their needy and worthy orphans, under such rules and regulations as the board of directors, acting under said Grand Chapter, shall make and establish, not inconsistent with the laws of the United States.

SEC. 3. That the said corporation shall be capable of taking and holding real and personal estate by gift, purchase, or devise, which estate, real and personal, shall never be divided among the members of the said corporation, but shall descend to their successors duly elected and appointed in the manner hereinafter declared by the bodies they represent, for the promotion of the principles of the said corporation and the benevolent purposes of the Order of the Eastern Star; that the said corporation shall take and hold no more real estate than is necessary for the purposes of said home and its proper support, and to suitably and conveniently carry out the benevolent purposes for which this charter is granted.

SEC. 4. That the government and direction of the affairs of the said corporation shall be invested in a board of directors consisting of

Time of construction.

Amendment.

District of Columbia.
Eastern Star Home
incorporated.
Incorporators.

Name of corporation.

Purposes.

Property powers.

Limit of real estate
holdings, etc.

Board of directors.