

July 1, 1902.

[Public, No. 231.]

CHAP. 1365.—An Act To authorize the construction of a bridge by the New York, Chicago and Saint Louis Railroad Company and the Chicago and Erie Railroad Company across the Calumet River at or near the city of Hammond, Indiana, at a point about one thousand two hundred feet east of the Indiana and Illinois State line and about one hundred feet east of the location of the present bridge of the New York, Chicago and Saint Louis Railroad Company across said river; also to authorize the construction of a bridge by the Chicago and State Line Railroad Company across said river at the point where said company's railroad crosses said river in Hyde Park Township, Chicago, Illinois, being at the location of the present bridge of said company across said river in said township.

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled, That the New York, Chicago and Saint Louis Railroad Company, a consolidated railroad company organized under the laws of the States of New York, Pennsylvania, Ohio, and Indiana, and the Chicago and Erie Railroad Company, a railroad company organized under the laws of the State of Indiana, their successors and assigns, are hereby authorized to construct, maintain, and operate a drawbridge across the Calumet River at or near the city of Hammond, Indiana, at a point about one thousand two hundred feet east of the Indiana and Illinois State line and about one hundred feet east of the location of the present bridge of the New York, Chicago and Saint Louis Railroad Company over said river. Said bridge shall be a substitute for the two bridges across said river now maintained by said companies, and said two bridges shall be removed when the bridge hereby authorized shall be completed.

SEC. 2. That the Chicago and State Line Railroad Company, a railroad company organized under the laws of the State of Illinois, its successors and assigns, is also hereby authorized to construct, maintain, and operate a drawbridge across said Calumet River, at or near a station on said company's railroad known as Cummings, Illinois, at the point where said company's railroad crosses said river in Hyde Park Township, Chicago, Illinois, being at the location of the present bridge of said company across said river in said township. The bridge by this section authorized shall be a substitute for the bridge now maintained across said river by said railroad company, at the place designated, and said bridge shall be removed when the one authorized by this section shall be completed.

SEC. 3. That the draws provided for the bridges hereby authorized, when the same is ordered by the Secretary of War, shall be opened promptly upon reasonable signal for the passing of boats, and said companies or corporations shall maintain at their own expense, from sunset to sunrise, such lights or other signals on said bridges as the Light-House Board shall prescribe. Neither of said bridges shall be constructed except in accordance with plans and specifications to be approved by the Secretary of War, and said companies shall submit to the Secretary of War for his approval designs and drawings of each of said bridges and maps of the location thereof, giving sufficient information to enable him to fully and satisfactorily understand the subject.

SEC. 4. That all railroad companies desiring the use of the bridges 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 payment of a reasonable compensation for such use; and in case the owner or owners of said bridges and the several railroad companies, or any one 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 bridges, 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.

SEC. 5. That the bridges constructed, maintained, and operated under this Act and according to its limitations shall be lawful structures, and

Calumet River.
New York, Chicago
and Saint Louis Rail-
road Company and
Chicago and Erie Rail-
road Company may
bridge at Hammond,
Ind.

Drawbridge.

Substitute for two
bridges.

Chicago and State
Line Railroad Com-
pany may bridge at
Cummings, Ill.

Substitute for old
bridge.

Opening draw.

Lights, etc.

Secretary of War to
approve plans, etc.

Use by other com-
panies.
Compensation.

Lawful structures
and post routes.

shall be recognized and known as post routes, upon which also no higher charge shall be made for the transportation over the same of the mails, the troops, and the munitions of war of the United States than the rate per mile paid for transportation of said mails, troops, and munitions over the railroads and public highways leading to said bridges; and the United States shall have the right of way for postal, telegraph, and telephone purposes over said bridges; and all telephone and telegraph companies shall be granted equal rights and privileges in the construction and operation of their lines across said bridges.

Telegraph, etc., rights.

SEC. 6. That this Act shall be null and void if actual construction of the bridges herein authorized be not commenced within one year and completed within two years from the date hereof.

Time of construction.

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

Amendment.

Approved July 1, 1902.

CHAP. 1366.—An Act To amend an Act entitled “An Act authorizing the Aransas Harbor Terminal Railway Company to construct a bridge across the Corpus Christi Channel, known as the Morris and Cummings ship channel, in Aransas County, Texas.”

July 1, 1902.

[Public, No. 232.]

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled, That the Act entitled “An Act authorizing the Aransas Harbor Terminal Railway Company to construct a bridge across the Corpus Christi Channel, known as the Morris and Cummings ship channel, in Aransas County, Texas,” approved May fourth, eighteen hundred and ninety-six, is hereby reenacted, and section five of the said Act is hereby amended to read as follows:

Corpus Christi Channel, Tex. Extension of time for the Aransas Harbor Terminal Railway Company to bridge. Vol. 29, p. 112, amended.

“SEC. 5. 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 three years from May fourth, nineteen hundred and two.”

Time of construction.

Approved, July 1, 1902.

CHAP. 1367.—An Act To incorporate The Society of the Army of Santiago de Cuba.

July 1, 1902.

[Public, No. 233.]

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled, That William R. Shafter, J. Ford Kent, and John C. Bates, of the United States Army; G. Creighton Webb, of New York, in the State of New York; Lyman W. V. Kennon, Charles Morton, Samuel B. M. Young, Samuel S. Sumner, Wallace F. Randolph, Joseph Wheeler, Adna R. Chaffee, Alfred C. Sharpe, Philip Reade, and James T. Kerr, of the United States Army; John Jacob Astor, of New York, in the State of New York; Hamilton S. Hawkins, of the United States Army; Adelbert Ames, of Lowell, in the State of Massachusetts; Chambers McKibbin and Eugene D. Dimmick, of the United States Army, and Charles Dick, of Akron, in the State of Ohio, officers and members of the council of The Society of the Army of Santiago de Cuba, and their associates and successors, be, and they are hereby, incorporated and made a body politic and incorporate in the District of Columbia by the name of “The Society of the Army of Santiago de Cuba,” for patriotic, historical, and educational purposes, to record the history and conserve the memory of events of the campaign of the Army and Navy of the United States which resulted in the surrender on the seventeenth day of

Society of the Army of Santiago de Cuba, incorporated. Incorporators.

Purposes.