

whenever said bridge shall, in the opinion of the Secretary of War, substantially obstruct the free navigation of said river, he is hereby authorized to cause such change or alteration of said bridge to be made as will obviate such obstruction, and all such alterations shall be made and all such obstructions shall be removed at the expense of the owner or owners of said bridge, or the persons operating or controlling the same, and in case of any litigation arising from any obstruction or alleged obstruction to the free navigation of the Missouri River, at or near the crossing of said bridge, caused thereby, the cause shall be commenced and tried in the circuit court of the United States of either judicial district of the States of Kansas or Missouri in which said bridge or any portion of such obstruction touches.

Litigation.

Telegraph, etc., rights.

Amendment.

* Time of construction.

SEC. 7. That the United States shall also have the right, without charge therefor, to construct telegraph or telephone lines across said bridge, and equal privileges in the use of said bridge shall be granted to all telegraph and telephone companies; and Congress may, at any time, alter, amend, or repeal this Act.

SEC. 8. That this Act shall be null and void if actual construction of the bridge herein authorized be not commenced within two years and completed within four years from the date of the approval of this Act.

Approved, April 15, 1902.

April 15, 1902.

[Public, No. 72.]

CHAP. 505.—An Act To authorize the construction of a traffic bridge across the Savannah River from the mainland within the corporate limits of the city of Savannah to Hutchinsons Island, in the county of Chatham, State of Georgia.

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled, That the assent of the United States of America is hereby given to the Georgia and Alabama Terminal Company, a corporation incorporated by the laws of the State of Georgia, its successors and assigns, and such other persons as may be associated with it, to construct and maintain a traffic bridge for the accommodation of pedestrians, vehicles, and street cars over the Savannah River from a point on the mainland within the corporate limits of the city of Savannah to Hutchinsons Island, in the county of Chatham, State of Georgia, upon such terms and conditions as may be agreed upon by the said terminal company and the mayor and aldermen of the city of Savannah.

Savannah River, Georgia and Alabama Terminal Company may bridge, at Savannah, Ga.

Foot, wagon, and street-car bridge.

Secretary of War to approve plans, etc.

SEC. 2. That the bridge shall be so constructed by drawspan or lift span or otherwise that a free and unobstructed passage may be secured to all vessels and other water craft navigating said river. That any bridge constructed under this Act shall be built and located under and subject to such regulations for the security of the navigation of said river as the Secretary of War shall prescribe; and to secure that object the said company shall submit to the Secretary of War, for his examination and approval, the design and drawings of the bridge, piers, and approaches, and a map of the location, giving, for the space of at least one mile above and one mile below the proposed location, the topography of the banks of the river, the shore lines at high and low water, and the direction and strength of the currents at all stages, and the soundings, accurately showing the bed of the stream, and the location of other bridge or bridges, wharves, landings, or ferries, and shall furnish such other information as shall be required for a full and satisfactory understanding of the subject; and until said plan and location of the bridge are approved by the Secretary of War the bridge shall not be commenced or built, and after such approval by the Secretary of War the approved plans and designs for the bridge shall not be

deviated from or added to, either during the construction or after the completion of the bridge, until the proposed change shall have been submitted to the Secretary of War and received his approval; and the said bridge shall be at all times so kept and managed as to offer reasonable and proper means for the passage of vessels through or under said bridge, and if said bridge be built with a draw said draw shall be opened promptly, upon reasonable signal, for the passage of boats or other craft; and whatever kind of bridge is built the said company or corporation shall maintain, at its own expense, from sunset to sunrise, such lights or other signals thereon as the Light-House Board shall prescribe; and if at any time the navigation of said river shall in any manner be obstructed or impaired by the bridge authorized by this Act to be constructed, the Secretary of War shall have authority, and it shall be his duty, to require said company to alter and change said bridge at its own expense in such manner as may be proper to secure free and complete navigation without impediment.

Unobstructed navigation.

Lights, etc.

Changes.

SEC. 3. That the bridge constructed, maintained, and operated under this Act and according to its limitations shall be a lawful structure, and shall be recognized and known as a post route, 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 bridge; and the United States shall have the right of way for postal, telegraph, and telephone purposes over said bridge; and all telephone and telegraph companies shall be granted equal rights and privileges in the construction and operation of their lines across said bridge.

Lawful structure and post route.

Telegraph, etc. rights.

SEC. 4. That this Act shall be null and void if actual construction of the bridge herein authorized be not commenced within two years and completed within four years of the date hereof.

Time of construction.

SEC. 5. That the right to alter, amend, or repeal this Act is hereby expressly reserved.

Amendment.

Approved, April 15, 1902.

CHAP. 506.—An Act Confirming title to the State of Nebraska of certain selected indemnity school lands.

April 15, 1902.

[Public, No. 73.]

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled, That title be, and is hereby, confirmed to the State of Nebraska to all those certain tracts of land in the O'Neill, Nebraska, land district, aggregating two thousand two hundred and twenty-eight acres and nine hundredths of an acre, heretofore selected by the State as indemnity for granted school lands, which selections were approved by the Secretary of the Interior May twenty-second, eighteen hundred and ninety-seven, in list numbered one, and duly certified to the State of Nebraska by the Commissioner of the General Land Office, but which certification was on May fifth, eighteen hundred and ninety-nine, declared by the Secretary of the Interior to be null and void and ineffectual to convey to the State any right or title: *Provided,* That the State of Nebraska shall not hereafter be entitled to further indemnity for the specific losses accruing to said State in lieu of which said selections were made.

Public lands, Nebraska school land indemnity confirmed.

Proviso.
No further indemnity.

Approved, April 15, 1902.