

for the security of navigation of said river as the Secretary of War shall prescribe; and to secure that object the said company or corporation shall submit to the Secretary of War, for his examination and approval, a design and drawings of the bridge, and a map of the location, giving, for the space of 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, the direction and strength of the current at all stages, and the soundings accurately showing the bed of the stream, the location of any other bridge or bridges, and shall furnish such other information as may be required for a full and satisfactory understanding of the subject; and until the said plan and location of the bridge are approved by the Secretary of War the bridge shall not be built; and should any change be made in the plan of said bridge during the progress of construction, or after completion, such change shall be subject to the approval of the Secretary of War; and said bridge shall be changed at the cost of the owners thereof, from time to time, as the Secretary of War may direct, so as to preserve the free and convenient navigation of said river.

Changes.

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

Amendment.

SEC. 7. That this Act shall be null and void unless the construction of the bridge hereby authorized shall be commenced within two years and be completed within four years from the date of the approval of this Act.

Time of construction.

Approved, February 21, 1902.

CHAP. 27.—An Act Making an appropriation for clearing the Potomac River of ice.

February 21, 1902.

[Public, No. 18.]

*Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled,* That to enable the Commissioners of the District of Columbia to meet expenses that may be necessary for the purpose of clearing the Potomac River of ice, within the District of Columbia, there is hereby appropriated, payable from any money in the Treasury not otherwise appropriated and from the revenues of the District of Columbia in equal parts, and to be immediately available, the sum of five thousand dollars.

District of Columbia. Appropriation to clear Potomac River of ice.

Approved, February 21, 1902.

CHAP. 28.—An Act To authorize the construction of a bridge across the Arkansas River near Fort Gibson, Indian Territory.

February 24, 1902.

[Public, No. 19.]

*Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled,* That the Ozark and Cherokee Central Railway Company, a corporation incorporated under the laws of the State of Arkansas, its successors and assigns, are hereby authorized to construct, operate, and maintain a bridge across the Arkansas River, in the northwest quarter of section twenty-one, township fifteen north, range nineteen east, Indian meridian. Said bridge shall be constructed in accordance with such plans as may be approved by the Secretary of War: *Provided,* That before the construction of any bridge herein authorized is commenced the said company shall submit to the Secretary of War, for his examination and approval, a design and drawing of such bridge and map of the location, giving sufficient information to enable the Secretary of War to fully and satisfactorily understand the subject; and unless the plan and location of such bridge

Arkansas River. Ozark and Cherokee Central Railway Company may bridge, near Fort Gibson, Ind. T.

Provisos. Secretary of War to approve plans, etc.

are approved by the Secretary of War the structure shall not be built; and should any change be made in said bridge before or after completion, such changes shall likewise be subject to the approval of the Secretary of War; and any changes in said bridge which the Secretary of War may at any time deem necessary and order in the interests of navigation shall be made by the owners thereof at their expense: *Provided further*, That for the safety of vessels passing at night the owners of said bridge shall maintain thereon, at their own expense, from sunset to sunrise, such lights or other signals as the Light-House Board may prescribe.

Changes.

Lights, etc.

Use by other companies.  
Compensation.

Telegraph, etc., privileges.

Lawful structure and post route.

Postal telegraph.

Time of construction.

Amendment.

SEC. 2. That all railroad companies desiring the use of said bridge shall have 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 owners of said bridge and any railroad company desiring such use shall fail to agree upon the sums to be paid or the conditions to be observed, all matters at issue shall be decided by the Secretary of War upon hearing the allegations and proofs of the parties; and equal privileges in the use of said bridge shall be granted to telegraph and telephone companies.

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 a postal telegraph across said bridge.

SEC. 4. 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 the approval of this Act.

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

Approved, February 24, 1902.

February 24, 1902.

[Public, No. 20.]

CHAP. 29.—An Act Authorizing the Memphis, Helena and Louisiana Railway Company to construct and maintain a bridge across the Arkansas River, in the State of Arkansas.

Arkansas River, Ark.  
Memphis, Helena  
and Louisiana Rail-  
way Company may  
bridge.

Railway, wagon,  
and foot bridge.  
Toll.

Lawful structure  
and post route.

*Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled*, That the Memphis, Helena and Louisiana Railway Company, a corporation created and existing under and by virtue of the laws of the State of Arkansas, be, and it is hereby, authorized to construct and maintain a bridge across the Arkansas River, in the State of Arkansas, at such point on the boundary line between the counties of Arkansas and Desha in said State suitable to the interests of navigation as may hereafter be selected by said railway company for crossing said river with its railway line. Said bridge shall be constructed to provide for the passage of railway trains and, at the option of said railway company, may be used for the passage of wagons and vehicles of all kinds and for the transit of animals and for foot passengers, for such reasonable rates of toll as may be fixed by said railway company and approved by the Secretary of War.

SEC. 2. That said bridge built under this Act and subject 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 transmission over the same of the mails, the troops, and munitions of war of the United States than the rate per mile paid for the transportation over the railroad or public highways leading to the said bridge,