

Unobstructed navigation.

SEC. 3. That if said bridge erected and maintained under the authority of this Act shall at any time unreasonably obstruct the free navigation of said river, or shall, in the opinion of the Secretary of War, unreasonably obstruct such navigation, he is hereby authorized to cause such change or alteration of said bridge to be made as will effectually obviate such obstruction; and such alteration shall be made and all such obstructions be removed at the expense of the owners or operators of said bridge; and in case of any litigation arising from the obstruction or alleged obstruction to the free navigation of said river the case may be brought in the district court of the United States for the western district of Louisiana: *Provided*, That nothing in this Act shall be so construed as to repeal or modify any of the provisions of law now existing in reference to the protection of the navigation of rivers, or to exempt said bridge from the operation of same.

Changes.

Litigation.

*Proviso.*  
Existing laws not affected.

Use by other roads.

SEC. 4. That all railroad companies desiring to use the said bridge shall have and be entitled to equal rights and privileges relative to the passage of railway trains over the same and the approaches thereto upon the payment of a reasonable compensation for such use, which compensation may be different in case of different railways. In case of disagreement as to compensation for the use of said bridge the difference shall be determined by the Secretary of War upon hearing the allegations and proof of the parties in interest.

Compensation.

Secretary of War to approve plans, etc.

SEC. 5. That the bridge authorized to be constructed under this Act shall be built and located under and subject to such regulations 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 drawing of said bridge, and a map of the location, giving, for the space of one mile above and one mile below the proposed location of the bridge, the topography of the banks of the river, with shore lines at high and low water, the direction and strength of the currents 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 said plans 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 the said bridge during the process of construction or after completion, such change shall be subject to the approval of the Secretary of War.

Changes.

Time of construction.

SEC. 6. 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 four years from the date hereof.

Amendment.

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

Approved, May 3, 1902.

May 3, 1902.

[Public, No. 102.]

**CHAP. 683.**—An Act To make the provisions of an Act of Congress approved February twenty-eighth, eighteen hundred and ninety-one (Twenty-sixth Statutes, seven hundred and ninety-six), applicable to the State of Utah.

*Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled, That all the provisions of an Act of Congress approved February twenty-eighth, eighteen hundred and ninety-one, which provides for the selection of lands for educational purposes in lieu of those appropriated for other purposes, be, and the same are hereby, made applicable to the State of Utah, and the grant of school lands to said State, including sections two and*

Public lands.  
Grant of school  
lands to Utah.  
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thirty-two in each township, and indemnity therefor, shall be administered and adjusted in accordance with the provisions of said Act, anything in the Act approved July sixteenth, eighteen hundred and ninety-four, providing for the admission of said State into the Union, to the contrary notwithstanding.

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SEC. 2. That wherever the words "sections sixteen and thirty-six" occur in said Act, the same as applicable to the State of Utah shall read: "sections two, sixteen, thirty-two, and thirty-six," and wherever the words "sixteenth and thirty-sixth sections" occur the same shall read: "second, sixteenth, thirty-second, and thirty-sixth sections," and wherever the words "sections sixteen or thirty-six" occur the same shall read: "sections two, sixteen, thirty-two, or thirty-six," and wherever the words "two sections" occur the same shall read "four sections."

Sections added.

Approved, May 3, 1902.

**CHAP. 684.**—An Act To grant a right of way to the Warrior Southern Railway Company through the tract of land in the State of Alabama reserved for the use of the United States in connection with the improvement of the Black Warrior River and known as Lock Four.

May 3, 1902.

[Public, No. 103.]

*Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled,* That a right of way is hereby granted to the Warrior Southern Railway Company, a corporation organized and existing under and by virtue of the laws of the State of Alabama, for the construction, operation, and maintenance of the railroad contemplated by said company to be constructed from Searcy up the left bank of the Black Warrior River, in the State of Alabama, through and across that certain tract of land situate, lying, and being upon the said Black Warrior River, in section two, township twenty-one south, range nine west, in the said State of Alabama, which has been reserved and appropriated to the use of the United States in connection with the improvement of the channel of the said Black Warrior River at the point known as Lock Numbered Four; and said company is hereby authorized to locate, construct, operate, and maintain its said railroad through and across said tract of land over so much of said tract of land as shall be included within lines drawn parallel to and eight feet distant on either side from the center line of the main track of said railroad as so located: *Provided, however,* That the location and all details of construction, such as retaining walls, culverts, spoil banks, and so forth, of said railroad through and across said tract of land shall be first approved by the Secretary of War and shall be such as not to unreasonably interfere with the purposes for which said tract of land was reserved to the United States: *And provided further,* That the said company shall, at its own expense, but under the direction and with the approval of the Secretary of War, move any and all building or buildings and structure or structures heretofore erected by the United States upon said tract of land, and which may interfere with the construction and operation of said railroad as so located, to some other point or points upon said tract of land equally available and suitable for the use of the United States and the purposes for which such building or buildings, structure or structures, were erected: *And provided further,* That the said company shall secure and grant to the United States full and free authority to construct, operate, and maintain a telephone line along the right of way of said railroad and connecting lines between Tuscaloosa and the junction of said railroad with the Ensley Southern Railway on the Locust Fork of the Black Warrior River: *And provided further,* That the said company shall build and permanently maintain, without cost to the United States, a side track

Lock No. 4, Black Warrior River, Ala. Warrior Southern Railway granted right of way through reservation for.

*Proviso.* Location to be approved by Secretary of War.

Removal of buildings, etc.

Telephone.

Side track.