

alleged obstruction, to the free navigation of said river, caused, or alleged to be caused by said bridge, a case may be brought in any court of the United States in the State of North Dakota in which any portion of said bridge may be located: *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 this bridge from the operation of the same: *Provided further*, That this bridge shall not be open to traffic until all piling and other false work used in constructing the bridge shall have been wholly removed, to the satisfaction of the Secretary of War.

*Provisos.*  
Existing laws not affected.

Piling, etc., to be removed.

Lawful structure and post route.

**SEC. 4.** That said bridge and accessory works, when built and constructed under this Act, and according to the terms and limitations thereof, shall be lawful structures, and said bridge 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 the munitions of war of the United States than the rate per mile paid for the transportation over the railroads or public highways leading to such bridge; and said bridge shall enjoy the rights and privileges of other post routes of the United States; and Congress reserves the right at any time to regulate by appropriate legislation the charges over said bridge.

Toll.

**SEC. 5.** That the United States shall have the right of way for such postal telegraph lines across said bridge as the Government may construct or control. And all street-railroad companies desiring the use of said bridge shall have and be entitled to equal rights and privileges upon reasonable terms relative to the passage of railway trains or cars over the same and over the approaches thereto, and all telephone and telegraph companies shall be granted equal rights and privileges in the construction and operation of their lines across the bridge.

Telegraph, etc., rights.

Use by other roads.

**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 three years from the date of the approval thereof.

Time of construction.

**SEC. 7.** That Congress reserves the right to alter, amend, or repeal this Act at any time.

Amendment.

Approved, March 25, 1904.

**CHAP. 838.**—An Act To confirm and validate patents to certain lands situated in the Bitter Root Valley, State of Montana, above the mouth of the Lo Lo Fork of the Bitter Root River.

March 25, 1904.  
[4. R. 6787.]  
[Public. No. 71.]

*Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled*, That all patents heretofore issued for lands in the Bitter Root Valley, State of Montana, above the mouth of the Lo Lo Fork of the Bitter Root River, designated in the Act of June fifth, eighteen hundred and seventy-two, in desert entries, preemption entries, mining entries, entries under the Act of June third, eighteen hundred and seventy-eight, as extended to all the public-land States by the Act of August fourth, eighteen hundred and ninety-two, commonly known as the timber and stone law, and for lands selected for the benefit of the university of the State of Montana prior to the passage of the Act of August third, eighteen hundred and ninety-four, are hereby confirmed and said patents validated, to all intents and purposes the same as if the law under which said patents were issued was applicable to said lands.

Bitter Root Valley, Mont.  
Patents to certain lands in, confirmed.  
Vol. 17, p. 226.

Vol. 20, p. 89.

Vol. 27, p. 348.

Vol. 28, p. 222.

Approved, March 25, 1904.