

the District line, under the provisions contained in the Act of Congress approved March second, eighteen hundred and ninety-three, entitled "An Act to provide a permanent system of highways in that part of the District of Columbia lying outside of cities," and an amendment to said Act, approved June twenty-eighth, eighteen hundred and ninety-eight; that upon the completion and recording of said new highway plan it shall take the place of and stand for any previous plan for said portion of the District of Columbia.

Approved, February 1, 1905.

Vol. 27, p. 532.

Vol. 30, p. 519.

CHAP. 291.—An Act To amend an Act entitled "An Act to authorize the construction of a bridge across the Tennessee River in Marion County, Tennessee," approved May twentieth, nineteen hundred and two.

February 1, 1905.
[H. R. 16570.]

[Public, No. 37.]

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled, That an Act entitled "An Act to authorize the construction of a bridge across the Tennessee River in Marion County, Tennessee," approved May twentieth, nineteen hundred and two, be, and the same is hereby, revived and declared to be in full force and effect, and that section seven of said Act is hereby amended so as to read as follows:

Tennessee River.
Time extended for bridging, in Marion County, Tenn., by Memphis - Chattanooga Railway.
Vol. 32, p. 202, amended.

"SEC. 7. That this Act shall be null and void unless the bridge herein authorized shall be commenced within one year and completed within three years from the first day of January, nineteen hundred and five."

Time of construction.

Approved, February 1, 1905.

CHAP. 293.—An Act Making Norwalk, Connecticut, a subport of entry.

February 2, 1905.
[H. R. 16790.]

[Public, No. 38.]

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled, That Norwalk, in the State of Connecticut, be, and is hereby, constituted a subport of entry in the customs collection district of Fairfield, Connecticut.

Customs.
Norwalk, Conn., made a subport of entry.
R. S., sec. 2533, p. 498, amended.

Approved, February 2, 1905.

CHAP. 296.—An Act To authorize the construction of a bridge across Red River at Shreveport, Louisiana.

February 3, 1905.
[H. R. 17333.]

[Public, No. 39.]

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled, That the city of Shreveport, situated in the parish of Caddo, State of Louisiana, a municipal corporation duly incorporated and existing under and by virtue of the laws of the State of Louisiana, be, and is hereby, authorized to construct and maintain a traffic bridge and approaches thereto across the Red River, extending from such a point in the said city of Shreveport to such a point in the parish of Bossier as may be selected by said city of Shreveport and approved by the Secretary of War. Said bridge shall be constructed to provide for the passage of vehicles, foot passengers, stock, and such other lawful traffic as may be desired, at such legal rates of toll as may be fixed by said city and approved by the Secretary of War.

Red River.
Shreveport, La., may bridge.

Location.

Wagon and foot bridge.

Lawful structure and post route.

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

Telegraph, etc.,
rights.

Proviso.
Unobstructed navigation.

Opening draw.

Lights, etc.

Changes.

Litigation.

Proviso.
Existing laws not
affected.

Secretary of War to
approve plans, etc.

Time of construction.

Amendment.

the transmission over the same of the mails, the troops and munitions of war of the United States than the rate paid for the transmission over the public highways leading to the said bridge, and shall enjoy the rights and privileges of other post-roads in the United States; and equal privileges in the use of said bridge shall be granted to all telegraph and telephone companies; and the United States shall have the right of way across said bridge and its approaches for postal-telegraph purposes: *Provided*, That the bridge herein authorized to be constructed shall be so kept and managed by the said city or corporation owning or operating it as to afford proper ways and means for the passage through or under it of vessels, barges, or rafts at all times, both by day and by night; and if said bridge be constructed as a draw-bridge, the draw shall be opened promptly upon reasonable signal for the passage of boats; and upon whatever kind of bridge is built there shall be displayed from sunset to sunrise, at the expense of said corporation, such lights and signals as the Light-House Board shall prescribe.

SEC. 3. That if said bridge, erected and maintained under the authority of this Act, shall at any time substantially or materially obstruct the free navigation of said river, or shall, in the opinion of the Secretary of War, 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.

SEC. 4. 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 municipal 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, prepared with reference to known datum plane upon prescribed scales furnished by the engineer officer having supervision of said river, and giving, for the space of two miles above and two miles 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.

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 the date of the approval hereof.

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

Approved, February 3, 1905.