

*Proviso.*  
Condition of ex-  
emption.

making further provisions for a civil government for Alaska, and for other purposes," approved June sixth, nineteen hundred: *Provided, however,* That this exemption from said license fees is upon the condition that said company shall build at least ten miles of railroad each year; but if more than ten miles be built in any one year it shall be credited to the work of the succeeding year.

Approved, January 18, 1905.

January 18, 1905.

[H. R. 15606.]

[Public, No. 11.]

Tombigbee River.  
Itawamba County  
may bridge, at Ful-  
ton, Miss.

*Proviso.*  
Secretary of War to  
approve plans, etc.  
Wagon and foot  
bridge.

Lawful structure  
and post route.

Telegraph, etc.,  
rights.

Changes.

Time of construc-  
tion.

Amendment.

**CHAP. 42.**—An Act To authorize the county of Itawamba, in the State of Mississippi, to construct a bridge across the Tombigbee River, near the town of Fulton, in the said county and State.

*Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled,* That the county of Itawamba, one of the counties of the State of Mississippi, duly created and organized under and by virtue of the laws of the said State, is hereby authorized and empowered to erect, construct, and maintain a bridge, by and through its proper officers, over the Tombigbee River, near the town of Fulton, Mississippi, at the point on said river where the public road from Fulton, Mississippi, to Tupelo, Mississippi, now crosses the said river: *Provided,* That the plans and location of the said bridge shall be approved by the Secretary of War before the construction of the bridge is commenced. Said bridge shall be constructed to provide for the passage of wagons and vehicles of all kinds, for the transit of animals, and for foot passengers, under such rules and regulations as may be laid down by the proper officers of said county under the laws of the said State of Mississippi.

SEC. 2. That the bridge shall be a lawful structure, and shall be known and recognized as a post route, and shall enjoy the rights and privileges of other post-roads of the United States; and no charge shall be made for the transmission over same of the mails, troops, and munitions of war of the United States. 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, and telephone purposes; and any changes in the said bridge which the Secretary of War may require in the interest of navigation shall be made by the person or corporation owning or operating the same at their own expense.

SEC. 3. That this Act shall be null and void if actual construction of said bridge herein authorized shall not be commenced in one year and completed within three years from the date of approval hereof.

SEC. 4. That the right to alter, amend, or repeal this Act is hereby expressly reserved.

Approved, January 18, 1905.

January 18, 1905.

[H. R. 15810.]

[Public, No. 12.]

Ouachita River.  
Caldwell Parish may  
bridge, at Columbia  
La.  
Wagon and foot  
bridge.

**CHAP. 43.**—An Act To authorize Caldwell Parish, Louisiana, to construct a bridge across the Ouachita River.

*Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled,* That the parish of Caldwell, Louisiana, through its corporate authority, is hereby authorized and empowered to construct and maintain a wagon and foot bridge, with necessary approaches, across the Ouachita River at the town of Columbia, in said parish. Such bridge shall be constructed to provide for the passage of wagons and vehicles of all kinds, animals, foot passengers, and for all road travel.

SEC. 2. That the said bridge shall be constructed under and subject to such regulations for the security of navigation as the Secretary of War shall prescribe; and to secure that object the said parish shall submit for his examination and approval a design and drawing of the bridge and a map of the location; and until the location and plan of the bridge are approved by the Secretary of War the bridge shall not be commenced or 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 that said company shall, at its own expense, make from time to time such changes in said bridge as the Secretary of War may order in the interest of navigation.

Secretary of War to approve plans, etc.

Changes.

SEC. 3. That said bridge shall be a lawful structure, and shall be recognized and known as a post route, and shall enjoy the rights and privileges of other post-roads in the United States; and no higher charge shall be made for the transmission over the same of the mails, troops, and munitions of war of the United States than the rate per mile paid for the transportation over the road or roads leading to such bridge. 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 and telephone purposes; and all changes in said bridge required by the Secretary of War at any time, or its entire removal, shall be at the expense of the corporation owning or operating said bridge.

Lawful structure and post route.

Telegraph, etc., rights.

SEC. 4. That the right to alter, amend, or repeal this Act is hereby expressly reserved.

Amendment.

SEC. 5. That this Act shall be null and void unless the bridge authorized is commenced within one year and completed within three years from the date of approval thereof.

Time of construction.

Approved, January 18, 1905.

CHAP. 44.—An Act To amend an Act entitled "An Act to authorize the Pearl and Leaf Rivers Railroad Company to bridge Pearl River, in the State of Mississippi."

January 18, 1905.  
[H. R. 15981.]

[Public, No. 13.]

*Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled,* That the Mississippi Central Railroad Company, a railroad corporation duly incorporated and organized under the laws of the State of Mississippi (formerly the Pearl and Leaf Rivers Railroad Company), its successors and assigns, be, and is hereby, authorized to construct and maintain the bridge mentioned in the Act approved March second, nineteen hundred and three, entitled "An Act to authorize the Pearl and Leaf Rivers Railroad Company to bridge Pearl River in the State of Mississippi," under and subject to the provisions of the said Act, provided the actual construction of the bridge therein authorized be commenced within one year and completed within three years from the date of approval of this Act.

Pearl River, Mississippi Central Railroad Company may bridge, at Smiths Ferry, Miss.  
Vol. 32, p. 924.

Vol. 32, p. 925, amended.

Time of construction.

Approved, January 18, 1905.

CHAP. 47.—An Act To authorize the city of Minneapolis, in the State of Minnesota, to construct a bridge across the Mississippi River.

January 19, 1905.  
[S. 5889.]

[Public, No. 14.]

*Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled,* That the city of Minneapolis, in the State of Minnesota, is hereby authorized and empowered to construct, operate, and maintain a street-car, wagon, and foot bridge,

Mississippi River, Minneapolis, Minn., may bridge.