

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.

Location.	with necessary approaches, across the Mississippi River from the west end of Twenty-fifth avenue northeast to the east end of Thirty-second avenue north, within the corporate limits of said city, provided such location is suitable to the interests of navigation. Said bridge shall be constructed for the passage of street cars, wagons, and vehicles of all kinds, and for foot passengers.
Street car, wagon, and foot bridge.	
Secretary of War to approve plans, etc.	SEC. 2. That the said bridge authorized to be constructed under this Act shall be built and constructed upon plans to be submitted to and approved by the Secretary of War, subject to such rules and regulations for the security of navigation as the Secretary of War shall prescribe, and until the plans and location of the bridge are approved by him the bridge shall not be built or commenced.
Lawful structure and post route.	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.
Telegraph, etc. rights.	
Changes.	
Use by other roads.	SEC. 4. That all street railway companies desiring the use of said bridge shall be entitled to equal rights and privileges relative to the passage of cars over the same and the approaches thereto, upon payment of reasonable compensation for such use; and in case of disagreement as to the rates, terms, and conditions of such use all matters at issue shall be determined by the Secretary of War.
Compensation.	
Time of construction.	SEC. 5. That this Act shall be null and void unless the bridge herein authorized is commenced within one year and completed within three years from the date of approval hereof.
Amendment.	SEC. 6. That the right to alter, amend, or repeal this Act is hereby expressly reserved.

Approved, January 19, 1905.

January 19, 1905.  
[S. 6261.]  
[Public, No. 15.]

**CHAP. 48.**—An Act Permitting the building of a railroad bridge across the Mississippi River at the city of Minneapolis, State of Minnesota, from a point on lot two to a point on lot seven, all in section three, township twenty-nine north, range twenty-four west, of the fourth principal meridian.

Mississippi River.  
Minneapolis, Saint  
Paul and Sault Sainte  
Marie Railway Com-  
pany may bridge, at  
Minneapolis, Minn.

*Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled,* That the consent of Congress is hereby granted to the Minneapolis, Saint Paul and Sault Sainte Marie Railway Company, a railway corporation organized under the laws of the States of Michigan, Wisconsin, Minnesota, and North Dakota, its successors or assigns, to build a railway bridge across the Mississippi River at the city of Minneapolis, State of Minnesota, from a point on lot two to a point on lot seven, all in section three, township twenty-nine north, range twenty-four west, of the fourth principal meridian: *Provided,* That the plans for the construction of said bridge and appurtenant works shall be submitted to and approved by the Chief of Engineers and the Secretary of War before the commencement of the construction of such bridge: *And provided further,* That said Minneapolis, Saint Paul and Sault Sainte Marie Railway Company, its successors or assigns, shall not deviate from such plans after such approval, either before or after the completion of the said bridge, unless

*Proviso.*  
Approval of plans.

Changes.