

after at Biloxi." approved March second, eighteen hundred and ninety-nine, be amended as follows, to wit: After the words "district court" insert the words "and circuit court."

Effect.

SEC. 2. That this Act take effect from and after its passage.

Approved, May 3, 1900.

May 4, 1900.

**CHAP. 345.**—An Act Authorizing the Cape Nome Transportation, Bridge, and Development Company, a corporation organized and existing under the laws of the State of Washington and authorized to do business in the Territory of Alaska, to construct a traffic bridge across the Snake River, at Nome City, in the Territory of Alaska.

Cape Nome Transportation, Bridge, etc., Company may bridge Snake River, Alaska.

*Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled,* That the Cape Nome Transportation, Bridge, and Development Company, a corporation organized and existing under the laws of the State of Washington and authorized to do business in the Territory of Alaska, is hereby authorized and empowered to construct, operate, and maintain a general traffic bridge across the Snake River, to be located at such point within or near the corporate limits of the city of Nome, in said Territory of Alaska, as shall be approved by the Secretary of War: *Provided,* That said bridge shall be constructed as a drawbridge, and the draw shall be opened promptly, upon reasonable signal, for the passage of boats; and, whatever kind of bridge is constructed, the owners thereof shall maintain thereon, at their own expense, from sunset to sunrise, such lights or other signals as the Light-House Board shall prescribe; that such bridge shall be constructed so as to provide for the passage of vehicles and pedestrians, upon the payment of a reasonable compensation for such use.

Proviso.  
Draw.

Lights.

Transit.

To be lawful structure and post route.

SEC. 2. That any bridge built under the provisions of this Act shall be a lawful structure, and shall be recognized and known as a post route, upon which no higher charge shall be made for the transmission over the same of the mails, troops, and munitions of war of the United States passing over said bridge than the rate per mile paid for the transportation over the public highways leading to said bridge; 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 approaches for postal-telegraph purposes; and said bridge shall be so constructed and operated as not to interfere with the navigation of said river.

Telegraph, etc., companies.

Toll.

SEC. 3. That the said corporation shall have the right to charge and collect a reasonable rate of toll, to be approved by the Secretary of War, not exceeding ten cents for pedestrians, twenty-five cents for animals, and fifty cents for vehicles.

Secretary of War to approve plans.

SEC. 4. That the bridge authorized to be constructed under this Act shall be located and built under and subject to regulations for the security of the navigation of said river as the Secretary of War shall prescribe; and to secure that object the said corporation shall submit to the Secretary of War, for his examination and approval, a design and drawings of the proposed bridge and a map of the location, giving, for the space of one-half mile above and one-half mile below the proposed location, the topography of the banks of the river, the shore lines at high and low water, the direction and strength of the currents, and the soundings, accurately showing the bed of the stream, and shall furnish such other information as may be required for a full and satisfactory understanding of the subject; and until the said plan and location of the bridge are approved by the Secretary of War no work upon the bridge shall be commenced; and should any change be made in the plan of said bridge during the progress of construction such change shall be subject to the approval of the Secretary of War; and

any changes in said bridge which the Secretary of War may at any time deem necessary and order in the interests of navigation shall be made by the owners thereof at their own expense.

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 approval hereof.

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

Approved, May 4, 1900.

Commencement and completion.

Amendment.

**CHAP. 346.**—An Act To amend an Act entitled “An Act permitting the building of a dam across Rainy Lake River.”

May 4, 1900.

*Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled,* That section three of an Act entitled “An Act permitting the building of a dam across Rainy Lake River,” approved May fourth, eighteen hundred and ninety-eight, and granting to the Koochiching Company, its successors and assigns, the consent of Congress to construct a dam across the Rainy Lake River, be, and the same is hereby, amended so as to read as follows:

Time extended to the Koochiching Company to dam Rainy Lake River, Minn.  
Vol. 30, p. 398.

“That this Act shall be null and void unless the dam herein authorized shall be commenced within three years and completed within five years after the fourth day of May, eighteen hundred and ninety-eight.”

Approved, May 4, 1900.

**CHAP. 347.**—An Act To authorize the New Orleans and Northwestern Railway Company, its successors and assigns, to build and maintain a bridge across Bayou Bartholomew in the State of Louisiana.

May 4, 1900.

*Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled,* That the New Orleans and Northwestern Railway Company, a corporation created, organized, and existing under the laws of the States of Louisiana and Mississippi be, and is hereby, authorized to construct and maintain a railway bridge, and approaches thereto, over Bayou Bartholomew, in the State of Louisiana, at a point suitable, in the judgment of the Secretary of War, to the interests of navigation, near the north line of section twenty-five, township twenty-two north, range five east; said bridge shall be constructed for the passage of railway trains, and, at the option of the corporation by which it is built, may be used for the passage of wagons and vehicles of all kinds, for the transit of animals, and for foot passengers, for reasonable rates of toll, to be fixed by the said company and approved by the Secretary of War.

New Orleans and Northwestern Railway may bridge Bayou Bartholomew, La.

Transit.

Toll.

SEC. 2. That the said bridge, to be constructed under this Act, and subject to its limitations, shall be a lawful structure, and shall be recognized and known as a post road, and shall enjoy the rights and privileges of other post roads in the United States; that no higher charges shall be made for the transmission over the same of the mail, troops, and munitions of war of the United States or for through railway passengers or freight passing over said bridge than the rate per mile for their transmission over the roads leading to said bridge; and equal privileges in the use of said bridge shall be granted to all telegraph companies, and the United States shall have the right of way across said bridge for postal telegraph services; that the said bridge shall be constructed either as a drawbridge, or otherwise, so that a free and unobstructed passage may be secured to all water crafts navigating said river at the point aforesaid: *Provided*, That if the said bridge authorized to be constructed under this Act shall be con-

To be lawful structure and post route.

Telegraph companies.

Draw.

Proviso.—opening of.