

February 23, 1901.

CHAP. 470.—An Act To declare a branch of the Mississippi River opposite the city of La Crosse, Wisconsin, and known as West Channel, to be unnavigable, and that the said city be relieved of necessity of maintaining a draw or pontoon bridge over said West Channel.

Mississippi River.
West channel de-
clared unnavigable.

City of La Crosse ex-
empted from main-
taining bridge.

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled, That the branch of the Mississippi River flowing between Grand Island and the mainland opposite the city of La Crosse, State of Wisconsin, and known as the West Channel, be, and the same is hereby, declared unnavigable, and the said city of La Crosse is, from and after the passage of this Act, relieved of the necessity of maintaining a draw or pontoon bridge over said West Channel.

Approved, February 23, 1901.

February 25, 1901.

CHAP. 472.—An Act To incorporate the National Society of United States Daughters of Eighteen Hundred and Twelve.

National Society of
United States Daugh-
ters of 1812 incorpo-
rated.

—objects.

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled, That Mrs. Flora Adams Darling, of New York; Mrs. William Garry Slade, of New York; Mrs. Louis W. Hall, of Pennsylvania; Mrs. Edward Roby, of Illinois; Mrs. M. A. Ludin, of New York; Mrs. Le Roy Sunderland Smith, of New York; Miss Helen G. Bailey, of New Hampshire; Mrs. Alfred Russell, of Michigan; Mrs. William Lee, of Massachusetts; Mrs. William Tod Helmuth, of New York; Mrs. Nelson V. Titus, of Massachusetts, their associates and successors, are hereby created a body corporate and politic in the District of Columbia, by the name of the National Society of United States Daughters of Eighteen Hundred and Twelve, for patriotic, historical, educational, and benevolent purposes, the objects of which are as follows: To perpetuate the memory and spirit of the men and women who were identified with the war of eighteen hundred and twelve by publication of memoirs of famous women of the United States during that period, and the investigation, preservation, and publication of authentic records of men in the military, naval, and civil service of the United States during the said period; by making the society one of the factors of educational and patriotic progress, and by the promotion and erection of a house or home where the descendants of the zealous and brave patriots who achieved American independence who have need of such a home may be sheltered from the storms of life.

Powers.

SEC. 2. That the said society is authorized to hold real and personal estate in the United States, so far only as may be necessary to its lawful ends, to an amount not exceeding two hundred thousand dollars, and may adopt a constitution and make by-laws not inconsistent with law, and may adopt a seal.

Amendment.

SEC. 3. That Congress reserves the right to alter, amend, or repeal this Act.

Approved, February 25, 1901.

February 25, 1901.

CHAP. 473.—An Act Granting authority to Alafia, Manatee and Gulf Coast Railroad Company to build railroad bridges across the Manatee River and Gasparilla Sound and to lay railroad tracks thereon.

Alafia, Manatee and
Gulf Coast Railroad
may bridge Manatee
River and Gasparilla
Sound, Fla.

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled, That the Alafia, Manatee and Gulf Coast Railroad Company, a railroad corporation organized under the law of Florida, be, and it hereby is, authorized and empowered to construct, maintain, and operate one bridge across each of the following

rivers and bodies of water, all in the State of Florida: The Manatee River from a point at or near Palmetto, in the county of Manatee, to a point at or near Braidentown, in said county, and also over and across Gasparilla Sound from a point on the mainland, in the county of De Soto, to a point near or opposite thereto at or near the head of north end of Gasparilla Island, and to lay railroad tracks on the said bridges to run trains on same.

SEC. 2. That any bridges built under this Act and subject to its limitations shall be lawful structures and shall be recognized and known as post routes, upon which also no higher charge shall be made for the transportation over the same of the mail, the troops, and munitions of war of the United States than the rate per mile paid for transportation over railroads or public highways leading to the said bridge, and they shall enjoy the same rights and privileges as other post roads in the United States, and equal privileges in the use of said bridges shall be granted to all telegraph and telephone companies, and the United States shall have the right of way across the said bridges and their approaches for postal-telegraph purposes.

Lawful structures and post routes.

Telegraph, etc., companies.

SEC. 3. That all railroad companies desiring the use of said bridges shall have and be entitled to equal rights and privileges relative to the passage of railway trains over the same and over the approaches thereto, upon the payment of a reasonable compensation for such use; and in case the owner or owners of said bridges and the several railroad companies, or any of them desiring such use, shall fail to agree upon the sum or sums to be paid and upon the rules and conditions to which each shall conform in using said bridges, all matters at issue between them shall be decided by the Secretary of War upon a hearing of the allegations and proofs of the party.

Right of railroads to use.

SEC. 4. That all bridges authorized to be constructed under this Act shall be built under and subject to such regulations for the security of the navigation of said river and sound as the Secretary of War shall prescribe, and to secure that object the said company or corporation shall submit to the Secretary of War, for his examination and approval, maps of location and designs and drawings of each of the bridges; and until plans and locations are approved by the Secretary of War the bridges shall not be commenced or built; and should any changes be made in the plans of said bridges or any one of them during the progress of the construction or after completion, such changes shall be subject to the approval of the Secretary of War, and all changes in said bridges, or any one of them, required by the Secretary of War, at any time or until their entire removal, shall be made promptly by the corporations or persons owning or operating said bridges at their expense. And the said persons or corporations shall maintain on said bridges, from sunset to sunrise, such lights or other signals as the Light-House Board may prescribe.

Secretary of War to approve plans, etc.

Changes.

Lights.

SEC. 5. That the right to alter, amend, or repeal this Act is hereby expressly reserved.

Amendment.

SEC. 6. That this Act shall be null and void if actual construction of the bridges herein authorized is not commenced within one year and completed within three years from the date hereof.

Commencement and completion.

Approved, February 25, 1901.

CHAP. 474.—An Act For the relief of the Medawakanton band of Sioux Indians, residing in Redwood County, Minnesota.

February 25, 1901.

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled, That the Secretary of the Interior be, and hereby is, authorized to sell, dispose of, and convey the north fractional half of the northeast quarter and the southeast

Purchase of lieu lands for Medawakanton band of Sioux Indians, Redwood county, Minn., authorized