

CHAP. 668.—An Act To permit certain burials of the dead in the lands of the Protestant Episcopal Cathedral Foundation of the District of Columbia, and for other purposes.

March 1, 1901.

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled, That the Protestant Episcopal Cathedral Foundation of the District of Columbia is hereby authorized to permit the burial of the dead in any designated part of its land in the District of Columbia situate between the Tennallytown road, Woodley lane, Galveston street, Thirty-fifth street, and Massachusetts avenue, or in vaults in the cathedral to be built on the said land, under such sanitary regulations as shall be prescribed by the Commissioners of the District of Columbia: *Provided,* That not more than four such burials shall be allowed in any one calendar year.

District of Columbia. Burials permitted in lands of Protestant Episcopal Cathedral Foundation.

Proviso.
—limit annually.

Remains of first bishop of Maryland, removal, etc.

SEC. 2. That the remains of Thomas John Claggett, first bishop of Maryland, and his wife, may be allowed to remain in the vault in which they are now deposited in the churchyard of Saint Alban's Church, adjoining the lands of the Cathedral Foundation, and that the said remains may be removed hereafter to the grounds of the Protestant Episcopal Cathedral Foundation of the District of Columbia, or to the cathedral which shall be built thereon.

Approved, March 1, 1901.

CHAP. 669.—An Act To authorize the Fourth Pool Connecting Railroad Company to construct and maintain a bridge across the Monongahela River:

March 1, 1901.

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled, That the Fourth Pool Connecting Railroad Company, a corporation existing under the laws of the State of Pennsylvania, is hereby authorized to construct, maintain and operate a railroad bridge, with one or more tracks, for railroad traffic across the Monongahela River, between a point in the township of Allen, in the county of Washington, and a point in the township of Washington, in the county of Fayette. The said bridge when built in accordance with the requirements of this Act shall be a legal structure and may be used for railroad and highway purposes.

Fourth Pool Connecting Railroad may bridge Monongahela River.

—location.

Lawful structure, etc.

SEC. 2. That the bridge authorized to be constructed under this Act shall be located and built under and subject to such requirements for the security of navigation of said river as the Secretary of War shall prescribe; and to secure that object the railroad company shall submit to the Secretary of War for his examination and approval a design and drawing of the bridge and a map of the location, giving for the space of one mile above and one-half mile below the proposed location, the topography of the banks of the river and the shore lines at high and low water. This map shall be accompanied by others drawn on a scale of one inch to two hundred feet, giving for a space of one-half a mile above the line of the proposed bridge and a quarter of a mile below, an accurate representation of the bottom of the soundings, and also showing over the whole width of this part of the river the force and direction of the currents at low water, at high water, and at least one intermediate stage, by triangulated observations on suitable floats, together with all other information touching said bridge and river as may be deemed requisite by the Secretary of War to determine whether said bridge when built will conform to the provisions of this Act and cause no serious obstruction to the navigation of the river or injuriously affect the flow of water.

Secretary of War to approve plans.

SEC. 3. That the Secretary of War is hereby authorized and directed, upon receiving said plan and map and upon being satisfied that a bridge built on such plan and at said locality will conform to the provisions of

Notification to company, etc.

this Act and cause no serious obstruction to the navigation of the river or injuriously affect the flow of water, to notify the said company that he approves the same, and upon receiving such notification the said company may proceed to the erection of said bridge, conforming strictly to the approved plan and location; but until the Secretary of War shall approve the plan and location of the said bridge, and notify the said company of the same in writing, the bridge shall not be built or commenced; and should any change be made in the plan of the bridge during the progress of the work thereon such change shall be subject likewise to the approval of the Secretary of War.

Changes.

Transit.

Toll.

Proviso.
Rights of railroads
to use.

SEC. 4. That said bridge, at the option of the railroad company, may be constructed so that the same can be used for the passage of wagons and vehicles of all kinds, and for the transit of animals and for foot passengers over the same, and may be also used for that purpose in addition to railroad purposes, and the company maintaining the same shall have the right to charge such reasonable rates of toll as bridge companies are authorized to collect under the laws of Pennsylvania: *Provided*, That all railroad companies desiring the use of said bridge shall have and be entitled to equal rights and privileges relative to the passage of railway trains over the same, and over approaches thereto, upon payment of a reasonable compensation for such use; and in case the owner or owners of said bridge 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 rules and conditions to which each shall conform in using said bridge, all matters at issue between them shall be decided by the Secretary of War upon a hearing of the allegations and proofs of the parties.

Lawful structure
and post routes.

Postal telegraph.

SEC. 5. That any bridge constructed under this Act shall be a legal structure and shall be known as a post road, over which no higher charge shall be made for the transportation of mails, troops and munitions of war, or other property of the United States over the same than the rate per mile charged for their transportation over the railways of, and public highways leading to, said bridge. The United States shall also have the right of way over said bridge for postal telegraph or telephone purposes.

No obstruction to
navigation.

Lights.

Changes.

SEC. 6. That the said bridge shall be so kept and managed at all times as not to interfere with the passage of vessels, barges, or rafts both by day and by night; and there shall be displayed on said bridge by the owners thereof, from sunset to sunrise, such lights or other signals as the Light-House Board may prescribe; and such changes may be made from time to time in the structure of said bridge as the Secretary of War may direct, at the expense of said railroad company in order the more effectually to preserve the free navigation of said river, or the said structure shall be altogether removed, if in the judgment of the Secretary of War the public good may require such removal, and without expense or charge to the United States.

Commencement and
completion.

SEC. 7. That this Act shall be null and void if actual construction of said bridge be not commenced within one year and completed within three years from the date of the approval of this Act.

Amendment.

SEC. 8. That the right to alter, amend, or repeal this Act is hereby expressly reserved.

Approved, March 1, 1901.

March 1, 1901.

CHAP. 670.—An Act Making appropriations to provide for the expenses of the government of the District of Columbia for the fiscal year ending June thirtieth, nineteen hundred and two, and for other purposes.

District of Columbia.
Appropriations.

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled, That the half of the following sums named, respectively, is hereby appropriated, out of any money