

Jurors' and witnesses' mileage.

*Proviso.*  
No double mileage fees.

SEC. 4. That jurors and witnesses in the United States district court of Porto Rico shall be entitled to and receive fifteen cents for each mile necessarily traveled over any stage line or by private conveyance and ten cents for each mile over any railway in going to and returning from said courts: *Provided*, That no constructive or double mileage fees shall be allowed by reason of any person being summoned both as witness and juror, or as witness in two or more cases pending in the same court and triable at the same term thereof.

Approved, March 2, 1901.

March 2, 1901.

**CHAP. 813.**—An Act Authorizing the Citizens' Bridge Company to construct a bridge across the Mississippi River.

Citizens' Bridge Company may bridge Mississippi River at Burlington, Iowa.

Tracks.

Unobstructed navigation.

Transit of wagons, etc.

*Proviso.*  
—qualification.

Draw.

*Provisos.*  
Spans, etc.

Pivot drawbridge.

Aids to navigation.

*Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled*, That the Citizens' Bridge Company, a corporation of that name organized under the laws of the State of Iowa, and having its principal place of business at Burlington, Iowa, its successors and assigns be, and they are hereby, authorized to construct and maintain a railroad, wagon, and foot-passenger bridge across the Mississippi River at a place suitable to the interests of navigation at a point at or near the city of Burlington, Iowa, and to lay on or over said bridge a track or tracks for the more perfect connection of any railroad or railroads that are or shall be constructed to the said river, on either or both sides thereof, at or opposite said point, under the limitations and conditions hereinafter provided. The said bridge shall not unreasonably interfere with the free navigation of said river and in case of any litigation arising from any obstruction or alleged obstruction to the free navigation of said river, the cause may be tried before the circuit court of the United States in and for any district in whose jurisdiction any portion of said bridge or obstruction may be. Said bridge shall be constructed to provide for the passage of railroad trains, and for the safe and convenient passage of wagons and vehicles of all kinds, animals, and foot passengers, for such reasonable rates of toll as may be fixed from time to time by the Secretary of War: *Provided*, That the proviso regarding wagons, animals, foot passengers, and so forth, shall not affect the location of said bridge in its relation to the interests of navigation.

SEC. 2. That any bridge built under the provisions of this Act may, at the option of the company building the same, be built as a drawbridge or with unbroken and continuous spans: *Provided*, That if the said bridge shall be made with unbroken and continuous spans, it shall have one or more channel spans, each having not less than three hundred and fifty feet clear channel way and not less than fifty-five feet clear headroom above high-water mark, and the clear head room under other than channel spans may be less than fifty-five feet: *Provided*, That no part of the superstructure of such spans shall give a less headroom than ten feet above high-water mark: *And provided further*, That the interests of navigation be not injured by such reduction in height: *And provided further*, That if any bridge built under the provisions of this Act shall be constructed as a drawbridge, the same shall be constructed as a pivot drawbridge, which shall have two or more draw openings, each having not less than two hundred feet clear channel way, and in addition to said draw openings shall have one or more fixed channel spans, each having not less than three hundred and fifty feet clear channel way; and every part of the superstructure of said low bridge shall give a clear headroom of not less than ten feet above high-water mark: *Provided*, That all spans of both high and low bridges shall be so located as to afford the greatest possible accommodations to

the river traffic, and a draw opening of the low bridge shall, if practicable, be located next or near the shore: *Provided, also,* That in case of a low bridge, if the physical characteristics of the locality so require and the interests of navigation be not injured thereby, the lengths of the fixed spans or the number of the draw openings may be reduced: *Provided, also,* That for any two adjacent draw openings of two hundred feet one draw opening of three hundred feet may be substituted, if the interests of navigation be not injured thereby; and the piers of said bridge shall be parallel with the current of the river where said bridge shall be erected, and the bridge itself at right angles thereto: *Provided, also,* That said bridge shall be opened promptly, upon reasonable signal, for the passage of boats, except when trains are passing over the draw; but in no case shall unnecessary delay occur in opening the said draw during or after the passage of trains.

Reducing draw openings, etc.

Piers, etc.

Opening draw.

SEC. 3. That any bridge constructed under this Act and according to its limitations shall be a lawful structure and shall be known as a post route, and the same is hereby declared to be a post route, upon which also no higher charge shall be made for transmission over the same of the mails, the troops, and the munitions of war of the United States, and for passengers and freight passing over said bridge, than the rate per mile paid for their transportation over the railroads and public highways leading to the 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 for postal-telegraph purposes across said bridge.

Lawful structure and post route.

Telegraph, etc., companies.

SEC. 4. That all railroad companies desiring to use said bridge shall have and be entitled to equal rights and privileges in the passage of the same, and in the use of the machinery and fixtures thereof, and of all the approaches thereto, under and upon such terms and conditions as shall be prescribed by the Secretary of War, upon hearing the allegations and proofs of the parties, in case they shall not agree.

Rights of railroads to use.

SEC. 5. That the structure herein authorized shall be built and located under and subject to such regulations for the security of navigation of said river 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, a design and drawing of the bridge and a map of the location, giving, for the space of one mile above and one mile below the proposed location, the topography of the banks of the river, the shore line at high and low water, the direction and strength of the current at all stages, and the soundings, accurately showing the bed of the stream, the location of any other bridge or bridges, and shall furnish such other information as shall be required for a full and satisfactory understanding of the subject; and until the said plan and location of the bridge are decided by the Secretary of War to be such as will not materially affect the interest of navigation, the bridge shall not be commenced or built; and should any change be made in 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 said bridge shall be constructed with such aids to the passage of said bridge, in the form of booms, dikes, piers, or other suitable and proper structures for confining the flow of water to a permanent and easily navigated channel, for a distance of not less than one mile above the bridge location, and for the guiding of rafts, steamboats, and other water craft safely through the draw and raft spans, as the Secretary of War shall prescribe and order to be constructed and maintained at the expense of the company owning said bridge; and the said bridge shall be at all times so kept and managed as to offer reasonable and proper means for the passage of vessels through or under said structure; and for the safety of vessels passing at night there shall be displayed on said bridge, from the

Secretary of War to approve plans.

Lights.

Alterations.	hours of sunset to sunrise, such lights as may be prescribed by the Light-House Board; and the said structure shall be changed at the cost and expense of the owners thereof, from time to time, as the Secretary of War may direct, so as to preserve the free and convenient navigation of said river; and the authority to erect and continue said bridge shall be subject to revocation and modification when the public good, in the judgment of the Secretary of War, so requires, without any expense or charge to the United States.
Commencement and completion.	SEC. 6. That if actual construction of the bridge herein authorized shall not be commenced within one year from the passage of this Act and be completed in three years from the same date, the rights and privileges hereby granted shall cease and be determined.
Amendment.	SEC. 7. That the right to alter, amend, or repeal this Act is hereby expressly reserved.
	Approved, March 2, 1901.

March 2, 1901.	<b>CHAP. 814.</b> —An Act To amend section nineteen of chapter two hundred and fifty-two, Twenty-ninth Statutes at Large, approved May twenty-eighth, eighteen hundred and ninety-six.
United States courts. Appointment of district court commissioners, Vol. 29, p. 184.	<i>Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled,</i> That the proviso of section nineteen of chapter two hundred and fifty-two of the Act approved May twenty-eighth, eighteen hundred and ninety-six, entitled "An Act making appropriations for the legislative, executive, and judicial expenses of the Government for the fiscal year ending June thirtieth, eighteen hundred and ninety-seven, and for other purposes," is hereby amended so as to read as follows: " <i>Provided</i> , That all Acts and parts of Acts applicable to commissioners of the circuit courts, except as to appointment and fees, shall be applicable to United States commissioners appointed under this Act. Warrants of arrest for violations of internal-revenue laws may be issued by United States commissioners upon the sworn complaint of a United States district attorney, assistant United States district attorney, collector or deputy collector of internal revenue, or revenue agent, or private citizen; but no such warrant of arrest shall be issued upon the sworn complaint of a private citizen unless first approved in writing by a United States district attorney. That United States commissioners and all clerks and all deputy clerks of United States courts are hereby authorized to administer oaths."
To supersede circuit court commissioners.	
Internal revenue arrests.	
Deputy clerks, etc., may administer oaths.	
	Approved, March 2, 1901.

March 2, 1901.	<b>CHAP. 815.</b> —An Act Relative to the suit instituted for the protection of the interests of the United States in the Potomac River Flats.
District of Columbia. Potomac River Flats.	<i>Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled,</i> That in the case of the United States against M. F. Morris and others, instituted under the Act of Congress entitled "An Act to provide for protecting the interests of the United States in the Potomac River Flats," approved August fifth, eighteen hundred and eighty-six, Twenty-fourth Statutes, three hundred and thirty-five, and recently remanded by the Supreme Court of the United States to the supreme court of the District of Columbia, the latter court, in order to carry out the mandate of the Supreme Court and also to carry into full effect the provisions of an Act of Congress approved March third, eighteen hundred and ninety-nine, Thirtieth Statutes, thirteen hundred and seventy-seven, entitled "An
Supreme court District of Columbia to ascertain value of certain wharf properties.	