

Act relative to wharf property and certain public spaces in the District of Columbia," is hereby authorized and directed, in ascertaining the values of the wharf structures and other improvements made by or belonging to the defendants in the above cause, or to others, which are in or over waters of the Potomac River south of Water street, in the city of Washington, in which the said defendants claim riparian rights, to also, in like manner, ascertain and determine the values of the portions of such wharf structures and other improvements which are upon the adjoining land of the United States, but not in or over the said waters of the Potomac River, and shall also ascertain, declare, adjudge, and award to whom the values so determined are justly payable. The said supreme court of the District of Columbia is hereby invested with all needful power, authority, and jurisdiction to carry into effect in all respects the said mandate of the Supreme Court of the United States according to its true intent and meaning, and to determine every question of right, title, interest, and claim arising in the premises; and such court may exercise such power, authority, and jurisdiction as fully and completely, for all purposes, as if the same had been conferred upon it by the said Act approved August fifth, eighteen hundred and eighty-six; and its findings shall be reported to Congress agreeably to the fourth section of said Act.

—to determine values of wharf structures upon adjoining land of the United States, but not over the Potomac, etc.

Approved, March 2, 1901.

CHAP. 816.—An Act To revive and amend an Act entitled "An Act to authorize the Georgia Pine Railway of Georgia to construct a bridge across the Flint River, a navigable stream, in Decatur County, Georgia."

March 2, 1901.

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled, That an Act to authorize the Georgia Pine Railway of Georgia to construct a bridge across the Flint River, a navigable stream, in Decatur County, Georgia, approved March first, eighteen hundred and ninety-nine, be, and the same is hereby, revived, reenacted, and declared to be in full force and effect.

Time extended to Georgia Pine Railway to bridge Flint River, Georgia.
Vol. 30, p. 966.

SEC. 2. That section six of said Act is hereby amended to read as follows:

"SEC. 6. 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 March first, nineteen hundred and one."

Approved, March 2, 1901.

CHAP. 817.—An Act Authorizing the construction of a bridge across the Cumberland River at or near Carthage, Tennessee.

March 2, 1901.

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled, That the town of Carthage, a municipal corporation in the State of Tennessee, organized under the laws of said State, either singly or in conjunction with the county of Smith, in the said State, upon such terms as may be agreed upon, be, and is hereby, authorized and empowered to construct, maintain, and operate a bridge across the Cumberland River at or near the town of Carthage at such point as, in the judgment of the Secretary of War, may be suitable to the interests of navigation.

Carthage, Tenn., may bridge Cumberland River at Carthage.

SEC. 2. That the bridge built under this Act and subject to its limitations may be a drawbridge or of fixed span or spans, but in any event shall be a lawful structure, and shall be known and recognized

Lawful structure and post route.