

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.

Telegraph, etc.,  
companies.

Secretary of War to  
approve plans.

Proviso.  
Draw.

Lights.

Transit.  
Tolls.

Proviso.  
Railroad rights to  
use.

Amendment.

Commencement and  
completion.

as a post route, upon which also no higher charge shall be made for the transportation over the same of the mails, the troops, and munitions of war of the United States than the rate per mile paid for transportation of said mails, troops, and munitions over the railroads and 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 over said bridge and its approaches for postal telegraph and telephone purposes. That the bridge authorized to be constructed under this Act shall be built and located subject to such regulations for the security of navigation of said river and the passage of vessels and other floating craft under said bridge as the Secretary of War shall prescribe; and to secure that object the said town of Carthage shall submit to the Secretary of War, for his examination and approval, a design and drawing of said bridge, with a map of the location thereof, and shall furnish such other information as may be required for the full and satisfactory understanding of the subject, and said bridge shall not be built until the plans and location thereof shall be approved by the Secretary of War; and should any change be made in the plans of said bridge during the progress of its construction, or after its completion, such change shall be subject to the approval of the Secretary of War: *Provided*, That if said bridge is constructed as a drawbridge the draw thereof shall be opened promptly upon reasonable signal for the passage of boats, and the said municipality shall maintain thereon, at its own expense, between sunset and sunrise, such lights and other signals as the Light-House Board may prescribe.

SEC. 3. That said bridge shall be constructed to provide for the passage of wagons, horsemen, and vehicles, for the transit of animals, and for foot passengers for such reasonable tolls as may be approved from time to time by the Secretary of War: *Provided also*, That at the option of said town of Carthage said bridge may be so constructed as to permit railroad, street car, or dummy lines to pass over said bridge upon such terms as may be or might be agreed upon between the said town of Carthage and any company or corporation operating any such line or lines, all such companies or corporations desiring to use said bridge to have equal rights and privileges relative thereto.

SEC. 4. That the right to alter, amend, or repeal this Act is hereby expressly reserved.

SEC. 5. That this Act shall be null and void if said bridge is not commenced within one year and completed within three years from the date of approval of this Act.

Approved, March 2, 1901.

March 2, 1901.

**CHAP. 818.**—An Act To authorize the construction of a bridge across Pearl River at Monticello, Mississippi.

Lawrence County,  
Miss., may bridge  
Pearl River at Monti-  
cello.

Toll, etc.

Lawful structure  
and post route.

*Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled*, That the board of supervisors of Lawrence County, in the State of Mississippi, be, and is hereby, authorized to construct and maintain a bridge, and approaches thereto, across the Pearl River at or near the town of Monticello, in said county and State. Said bridge shall be constructed to provide for the passage of wagons and vehicles of all kinds, animals, foot passengers, and for all road travel, charging and receiving therefor, at the option of said board of supervisors, such reasonable rates of toll and under such reasonable rules and regulations as may be prescribed by said board of supervisors and approved from time to time by the Secretary of War.

SEC. 2. That said bridge, built under this Act and subject to its limitations, shall be a lawful structure, and shall be recognized and known