

March 3, 1901.

CHAP. 839.—An Act To extend the time for the completion of a bridge across the Missouri River.

Time extended to
Dakota Southern Rail-
road to bridge Mis-
souri River at Yank-
ton, S. Dak.
Vol. 30, p. 1366.

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled, That section six of the Act approved March third, eighteen hundred and ninety-nine, authorizing the Dakota Southern Railroad Company to construct a combined rail- road, wagon, and foot-passenger bridge across the Missouri River, at the city of Yankton, South Dakota, be, and is hereby, amended by extending the time for commencing the construction of said bridge to March third, nineteen hundred and two, and by extending the time for completing said bridge to March third, nineteen hundred and four.

Approved, March 3, 1901.

March 3, 1901.

CHAP. 840.—An Act To authorize the Montgomery and Autauga Bridge Company to construct a bridge across the Alabama River near the city of Montgomery, Alabama.

Montgomery and
Autauga Bridge Com-
pany may bridge Ala-
bama River at Mont-
gomery, Ala.

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled, That the Montgomery and Autauga Bridge Company, a corporation created and existing under the general laws of the State of Alabama for the purpose of construct- ing and maintaining the bridge hereinafter mentioned, is hereby authorized to construct and maintain a street-car railway bridge, and the approaches thereto, over and across the Alabama River, in Ala- bama, at such point as may be selected by them between the city wharf at Montgomery, Alabama, and the bridge of the Louisville and Nash ville Railroad Company, subject to approval by the Secretary of War. Said bridge shall be constructed to provide for the passage of electric street cars, and may be used for the passage of wagons and vehicles of all kinds, for transit of animals, and for foot passengers; such bridge to be so constructed as not to obstruct the navigation of said river and to be provided with a suitable draw: *Provided,* That any bridge con- structed under this Act and according to its limits shall be a lawful structure, and shall be known and recognized 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 the 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 the United States shall have the right of way for postal, telegraph, and telephone purposes over said bridge.

Transit, etc.

Provided.
Lawful structure
and post route.

Postal telegraph,
etc.

Secretary of War to
approve plans, etc.

SEC. 2. That the bridge authorized to be constructed under this Act shall be located and built under and subject to such regulations for the security of the navigation of said river as the Secretary of War shall prescribe, and to secure that object the said Montgomery and Autauga Bridge Company shall submit to the Secretary of War, for his exam- ination and approval, a design and drawing of the proposed bridge and a map of the location, giving for space of one-fourth mile above and one-fourth mile below the proposed location the topography of the banks of the river, the shore lines at high and low water, and the direction and strength of the currents, and shall furnish such other information as may be required for a full and satisfactory understanding of the subject, and until the said plan and location of the bridge are approved by the Secretary of War no work upon the bridge shall be commenced; and should any change be made in the 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.

SEC. 3. That Congress reserves the right to alter, amend, or repeal this Act at any time, and that if at any time navigation of said river shall in any manner be obstructed or impaired by the said bridge the

Amendment.
Alterations.

Secretary of War shall have authority, and it shall be his duty, to require the said Montgomery and Autauga Bridge Company to alter and change the said bridge, at their own expense, in such manner as may be proper to secure free and complete navigation without impediment.

SEC. 4. That the draw provided for the bridge herein authorized to be constructed shall be opened promptly upon reasonable signal for the passing of boats; and said Montgomery and Autauga Bridge Company shall maintain at its own expense, from sunset to sunrise, such lights or other signals on said bridge as the Light-House Board shall prescribe.

SEC. 5. That all street-railway companies desiring to use said bridge shall be allowed to do so upon paying a reasonable compensation for such use, and all telephone and telegraph companies shall be granted equal rights and privileges in the construction and operation of their lines across said bridge; and if actual construction of the bridge herein authorized shall not be commenced within one year and be completed within three years from same date the rights and privileges hereby granted shall cease and be determined.

SEC. 6. That the right to alter, amend, or repeal this Act is hereby expressly reserved.

Approved, March 3, 1901.

Draw.

Lights.

Use by street railways.

Telephone, etc., companies.

Commencement and completion.

Amendment.

CHAP. 841.—An Act To provide an American register for the steam yacht May.

March 3, 1901.

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled, That the Commissioner of Navigation be, and he is hereby, authorized and directed to cause the foreign-built steam yacht May, owned by a citizen of the United States, to be registered as a vessel of the United States.

Approved, March 3, 1901.

Steam yacht May granted American register.

CHAP. 842.—An Act Authorizing the Texas and Pacific Railway Company to construct a bridge across Red River, Louisiana.

March 3, 1901.

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled, That the Texas and Pacific Railway Company is hereby authorized and empowered to construct and maintain a bridge across the Red River, Louisiana, at a point suitable to the interests of navigation at or near Turnbulls Island, so as to connect its lines south of Red River with proposed lines on the opposite or north bank of said river.

Texas and Pacific Railway may bridge Red River at Turnbulls Island, La.

SEC. 2. That said bridge shall be so constructed that a reasonable, free, and unobstructed passageway may be secured and maintained by proper draws to all water craft navigating said river at the point aforesaid, and that said draw or draws shall be opened promptly upon reasonable signal for the passage of boats and vessels. The owners thereof shall maintain at their own expense from sunset to sunrise such lights or other signals thereon as the Light-House Board shall prescribe.

Aids to navigation.

Lights.

SEC. 3. That said bridge shall not be built or commenced until the plans and location of the same shall have been submitted to and approved by the Secretary of War; that no change shall be made in this construction, and no alteration of it after its construction, unless such change or alterations shall in like manner receive the approval of the Secretary of War: *Provided*, That if said bridge shall at any time, substantially or materially, obstruct the free navigation of said river,

Secretary of War to approve plans, etc.

—changes.