

Vernon on the Potomac, in the State of Virginia; Adam Graham, of Cleveland, in the State of Ohio; William Fraser, of Baltimore, in the State of Maryland; John Spalding, of New London, and John N. Champion, of New Haven, in the State of Connecticut; and Charles W. Hoitt, of Nashua, in the State of New Hampshire, their associates and successors, are hereby created a body corporate and politic, within the District of Columbia, by the name of the Society of American Florists and Ornamental Horticulturists, for the development and advancement of floriculture and horticulture in all their branches, to increase and diffuse the knowledge thereof, and for kindred purposes in the interest of floriculture and horticulture. Said association is authorized to adopt a constitution and to make by-laws not inconsistent with law, to hold real and personal estate in the District of Columbia, so far only as may be necessary to its lawful ends, to an amount not exceeding fifty thousand dollars, and such other estate as may be donated or bequeathed in any State or Territory: *Provided*, That all property so held, and the proceeds thereof, shall be held and used solely for the purposes set forth in the Act. The principal office of the association shall be at Washington, in the District of Columbia, but annual meetings may be held in such places as the incorporators or their successors shall determine: *Provided*, That this incorporation shall not be permitted to occupy any park of the city of Washington.

**Purposes of incorporation.**

**Powers.**  
—to hold real estate.

**Proviso.**  
—limitation.

**Principal office.**

**Not to use parks.**

**Amendment.**

**SEC. 2.** That Congress reserves the right to alter, amend, or repeal this Act in whole or in part.

Approved, March 3, 1901.

March 3, 1901.

**CHAP. 877.**—An Act To authorize the Paris, Choctaw and Little Rock Railway Company to construct and maintain a bridge across Red River, in the State of Texas.

Paris, Choctaw and Little Rock Railway may bridge Red River at Hooks Ferry, Tex.

*Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled,* That the Paris, Choctaw and Little Rock Railway Company, a corporation duly created under and by virtue of the laws of the State Texas, be, and is hereby, authorized to build a bridge across Red River, at a point suitable to the interest of navigation, at or near Hooks Ferry, Red River County, Texas, the said bridge to be so constructed as to not interfere with the navigation of said river: *Provided*, That any bridge constructed under this Act and according to its limitations shall be a lawful structure, and shall be known and recognized as a post route, and the same is hereby declared to be a post route, upon which no higher rate shall be charged for the transmission over the same of the mails, the troops, and the munitions of war of the United States, or for through passengers or freight passing over said bridge, than the rate per mile paid for their transportation over the railways leading to said bridge; and the United States shall have the right of way for postal-telegraph and telephone purposes over said bridge.

**Proviso.**  
Lawful structure and post route.

Postal telegraph, etc.

Secretary of War to approve plans.

**SEC. 2.** That any bridge constructed under this Act shall be built and located 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 company shall submit to the Secretary of War, for his examination and approval, a design and drawings of the bridge and piers, and a map of the location, giving for the space of at least one mile above and one 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 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 may be required for a full and satisfactory understanding of the subject; and until said plan and location of the bridge are approved by the Secretary of War the bridge shall not be built, and if any change be made in the plan of construction of said bridge during the progress of the work thereon, or after the completion of said bridge, such change shall be subject to the approval of the Secretary of War; and the said structure shall be so kept and managed at all times 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 sunset to sunrise, at the expense of the owners thereof, such lights and other signals as may be prescribed by the Light-House Board; and the said structure shall be changed and altered 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.

SEC. 3. That all railway companies desiring the use of said bridge shall have and be entitled to equal rights and privileges relative to the passage of cars over the same and the approaches thereto upon the payment of a reasonable compensation for such use; and in case the owner or owners of said bridge and several companies, or any one of them, desiring such use shall fail to agree upon the sum or sums to be paid and upon the 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. And equal privileges in the use of said bridge shall be granted to all telegraph and telephone companies.

SEC. 4. That this Act shall be null and void if actual construction of the bridge herein authorized is not commenced within one year and completed within three years from the date hereof.

SEC. 5. That the right to alter, amend, or repeal this Act is hereby expressly reserved.

Approved, March 3, 1901.

Changes.

Aids to navigation.

Lights.

Alterations.

Rights of railroads to use.

Telegraph, etc., companies.

Commencement and completion.

Amendment.

**CHAP. 878.**—An Act to authorize the Pigeon River Improvement, Slide, and Boom Company, of Minnesota, to enter upon the Grand Portage Indian Reservation, and improve the Pigeon River in said State at what is known as the cascades of said river.

March 3, 1901.

*Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled,* That the Pigeon River Improvement, Slide, and Boom Company, a corporation organized and existing under the laws of the State of Minnesota, be, and hereby is, authorized, under such rules and regulations and subject to such conditions and limitations as the Secretary of the Interior may prescribe, to enter upon and improve the Pigeon River at what is known as the cascades of said river, for the purpose of making said river at said point navigable for floating logs, and to that end to enter upon the unallotted lands, and, with the consent of the allottees, upon any allotted lands, adjacent to said cascades, of the Grand Portage Indian Reservation, in said State, and to construct such sluice dams, wing dams, bulheads, spill dams, and other works necessary for said purpose, and to take from said unallotted lands timber for the construction of said improvements and works in quantity not to exceed one hundred and twenty-five thousand feet, board measure, for which timber said company shall pay such price as may be agreed upon between said company and the Secretary of the Interior, but not less than five dollars per thousand feet, board measure, the proceeds to be placed in the Treasury of the United States to the credit of the Chippewa

Pigeon River Improvement, Slide, and Boom Company may improve Pigeon River on Grand Portage Indian Reservation, Minn.

Use of timber by company.

—proceeds credited to Chippewa Indians, Minn.