

Time of construction.

Secretary of War in the bridge constructed under this Act shall be made by the corporation owning or controlling the same at its own expense. Furthermore, if the construction of the said bridge shall not be completed within two years after the passage of this Act all the privileges conferred hereby and this Act shall become null and void.

Approved, March 18, 1902.

March 18, 1902.  
[Public, No. 45.]

**CHAP. 222.**—An Act To re-form the western judicial district of the State of Arkansas.

Arkansas western  
judicial district.  
Counties added.  
Vol. 29, p. 590.

*Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled,* That the Act of February twentieth, eighteen hundred and ninety-seven, entitled "An Act to reorganize the judicial districts of Arkansas, and for other purposes," be, and is hereby, so amended as to add to the western judicial district of the State of Arkansas as now formed the counties of Baxter, Marion, and Searcy, now a part of the eastern judicial district of said State.

Harrison division  
formed.

SEC. 2. That in the said western district there is hereby formed a third division, which shall be known as the Harrison division.

Return of process.

SEC. 3. That all process, civil and criminal, hereafter issued against any person or persons residing in either of the counties of Baxter, Boone, Carroll, Madison, Marion, Newton, or Searcy, which counties shall constitute the Harrison division, shall be made returnable to the courts for the Harrison division, to be held at the city of Harrison.

Pending causes.

All process, civil and criminal, now pending in the courts, respectively, at Fort Smith or at Batesville, against persons residing in any of the counties hereby incorporated in the Harrison division, shall be disposed of and determined in those courts, respectively.

Terms at Harrison.

SEC. 4. That the terms of the United States circuit and district courts for the Harrison division of the western judicial district of the State of Arkansas shall be held at Harrison, in the county of Boone, on the second Mondays in April and October.

Clerk.

SEC. 5. That there shall be appointed, in the manner required by law, a clerk, who shall keep his office at the city of Harrison.

Repeal.  
Effect.

SEC. 6. That all Acts and parts of Acts in conflict with this Act be, and the same are hereby, repealed; and this Act shall take effect and be in force from and after its passage.

Approved, March 18, 1902.

March 18, 1902.  
[Public, No. 46.]

**CHAP. 223.**—An Act To authorize the Dothan, Hartford and Florida Railway Company to construct a bridge across East Saint Andrews Bay, navigable water, at a point about one mile east of Farmdale, in the State of Florida.

East Saint Andrews  
Bay.  
Dothan, Hartford  
and Florida Railway  
Company may bridge,  
near Farmdale, Fla.

*Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled,* That the Dothan, Hartford and Florida Railway Company be, and is hereby, authorized to construct and maintain and operate a bridge across East Saint Andrews Bay, navigable water, in the State of Florida; said bridge to be located about one mile east of Farmdale, in said State.

Secretary of War to  
approve plans, etc.

SEC. 2. That said bridge shall be built and located under and subject to such regulations for the security of navigation as the Secretary of War may prescribe; and to secure that object the said Dothan, Hartford and Florida Railway Company shall submit for his examination designs and drawings of the bridge, and maps of the location, giving for the space of one-half mile above and one-half mile below the proposed location the topography of the banks of the bay, the shore lines at high and low water, the direction and strength of the

currents, and the soundings, actually showing the bed of the bay, and shall furnish such other information as may be required for a full and satisfactory understanding of the subject, and until the said plans and location are approved by him the bridge shall not be commenced or built; and should any change be made in said bridge before or after completion such change shall be likewise subject to the approval of the Secretary of War.

SEC. 3. That said bridge shall be kept and managed so as to offer reasonable and proper means for the passage of vessels through or under the same; 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 or other signals as the Light-House Board may prescribe. And any changes in said bridge which the Secretary of War may at any time deem necessary and order in the interests of navigation shall be made by the owners thereof at their own expense.

SEC. 4. That all railroad companies desiring the use of the bridge authorized by this Act shall have and be entitled to equal rights and privileges relative to the passage of railway trains or cars over the same and over the approaches thereto upon payment of a reasonable compensation for such use; and in case the owner or owners of said bridge and the several railroad companies, or any one of them, desiring such use shall fail to agree upon the sum or sums to be paid, and upon 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. 5. That the bridge constructed, maintained, and operated under this Act and according to its limitations shall be a lawful structure, and shall be recognized and known as a post route, upon which also no higher charge shall be made for the transportation over the same of the mails, troops, and munitions of war of the United States than the rate per mile paid for transportation of said mails, troops, and munitions of war over the railroads and public highways leading to said bridge, and the United States shall have the right of way for telegraph, postal, and telephone purposes over said bridge.

SEC. 6. That this Act shall be null and void if actual construction of the said bridge be not commenced in one year and completed in three years from the date hereof.

SEC. 7. That the right to alter, amend, or repeal this Act is hereby expressly reserved.

Approved, March 18, 1902.

CHAP. 224.—An Act To amend section fourteen of the Act approved June twenty-ninth, eighteen hundred and ninety-eight, entitled "An Act to provide for the construction of a bridge across the Niagara River."

*Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled,* That section fourteen of the Act approved June twenty-ninth, eighteen hundred and ninety-eight, entitled "An Act to provide for the construction of a bridge across Niagara River," be, and the same is hereby, amended so as to read as follows:

"SEC. 14. That this Act shall be null and void if actual construction of the bridge herein authorized be not commenced within one year from the date of the passage of this Act and completed by June thirtieth, nineteen hundred and five: *Provided,* That the said Act of June twenty-ninth, eighteen hundred and ninety-eight, shall continue in full

Unobstructed navigation.

Lights, etc.

Changes.

Use by other companies.  
Compensation.

Telegraph, etc., rights.

Lawful structure and post route.

Time of construction.

Amendment.

March 18, 1902.

[Public, No. 47.]

Niagara River.  
Niagara River and Tunnel Company's bridge, at Grand Island.  
Vol. 30, p. 524.

Time for construction extended.

*Proviso:*  
Former act continued.