

April 30, 1902.
[Public, No. 93.]

CHAP. 670.—An Act To authorize the construction of a bridge across the Neuse River at or near Kinston, North Carolina.

Neuse River.
Kinston and Caro-
lina Railway Com-
pany may bridge, at
Kinston, N. C.

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled, That the Kinston and Carolina Railroad Company, a corporation duly created and existing under the laws of the State of North Carolina, is hereby authorized to build and maintain a railroad bridge across the Neuse River, at such point as may be selected by the said company and approved by the Secretary of War, at or near Kinston, North Carolina, the said bridge to be so constructed as not to interfere with the navigation of said river.

Secretary of War to
approve plans, etc.

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 drawing of the proposed bridge and a map of the location, giving, for the space of at least one-half mile above and one-half 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, and the soundings, accurately showing the bed of the stream, 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 should any change be made in the plan of said bridge during the progress of construction or after its completion such change shall be subject to the approval of the Secretary of War.

Changes.

Lawful structure
and post route.

SEC. 3. That the bridge constructed under this Act shall be a lawful structure, and shall be recognized and known as a post route, upon which 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 a postal telegraph across said bridge; and said structure shall be so kept and managed at all times as to afford reasonable and proper means for the passage of vessels through or under said bridge, 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 bridge shall be changed or 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.

Postal telegraph.
Unobstructed navi-
gation.

Lights, etc.

Use by other com-
panies.
Compensation.

SEC. 4. That all railroad companies desiring the use of the bridge constructed under 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 parties interested 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, upon the application of either party, be determined by the district court of the United States in and for any district in which any portion of said bridge may be; and equal privileges in the use of said bridge shall be granted to all telegraph and telephone companies.

Litigation.

Telegraph, etc.,
rights.

Time of construc-
tion.

SEC. 5. That this Act shall be null and void if actual construction of the bridge herein authorized be not commenced within one year and completed with three years from the approval of this Act.

Amendment.

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

Approved, April 30, 1902.

CHAP. 671.—An Act Extending the time for completing bridge across the Missouri River at Saint Charles, Missouri.

April 30, 1902.

[Public, No. 94.]

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled, That the time for completing the construction of a wagon and motor bridge across the Missouri River at Saint Charles, Missouri, as fixed by an Act approved June third, eighteen hundred and ninety-six, be extended to June third, nineteen hundred and four.

Approved, April 30, 1902.

Missouri River.
Time extended for
completing bridge at
Saint Charles, Mo.
Vol. 29, p. 187.

CHAP. 672.—An Act To authorize the Shreveport Bridge and Terminal Company to construct and maintain a bridge across Red River in the State of Louisiana, at or near Shreveport.

April 30, 1902.

[Public, No. 95.]

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled, That the Shreveport Bridge and Terminal Company, a corporation existing under the laws of Louisiana, its successors and assigns, be, and is hereby, authorized to construct and maintain a bridge and all approaches thereto across Red River, at or near the city of Shreveport, Louisiana, at a point suitable to the interests of navigation, and in accordance with such plans as may be approved by the Secretary of War, and to lay on or over said bridge a track or tracks for the more perfect connection of any railroad or railroads that are or shall be constructed to said river, on either or both sides thereof, at or opposite such point, under the limitations and conditions hereinafter provided. Said company, or its successors and assigns, are hereby authorized to build, construct, and maintain any and all trestles, roadbeds, tracks, appurtenances, and things that may be necessary for proper approaches to said bridge and for the use of the same as a railroad bridge. That said bridge shall not interfere with the free navigation of said river, and in case of any litigation arising from any obstruction or alleged obstruction to the free navigation of said river by reason of the construction of the said bridge, the said cause may be tried before the circuit court of the United States in and for any district in whose jurisdiction any portion of said obstruction or bridge may be: *Provided,* That nothing in this Act shall be so construed as to repeal or modify any of the provisions of law now existing in reference to the protection of the navigation of rivers or to exempt this bridge from the operation of the same: *Provided further,* That said bridge shall be constructed to provide for the passage of railroad trains and at the option of said company may be used for the passage of wagons and vehicles of all kinds, for the transit of animals, and for foot passengers for such reasonable rates of toll as may be fixed by said company and approved by the Secretary of War.

Red River.
Shreveport Bridge
and Terminal Com-
pany may bridge at
Shreveport, La.

Unobstructed navigation.
Litigation.

Provisos.
Existing laws re-
main in force.

Railway, wagon,
and foot bridge.

Toll.

Drawbridge.

SEC. 2. That if the bridge authorized shall be built as a drawbridge the draw shall be operated by steam or other reliable power, and shall be opened promptly upon reasonable signal for the passage of boats, except when trains are passing over said span or spans; but in no case shall unnecessary delay occur in opening said draw after the passage of trains.

SEC. 3. That all piers shall be built as nearly as may be parallel with the current of the river at that stage of water which is most important for navigation, and the bridge itself shall be built as nearly as may be at right angles thereto; and the riprapping or other protection for imperfect foundations which will lessen the required waterway shall not be permitted; and also that piers which will produce cross currents or bars dangerous to navigation shall not be constructed; and if after construction any piers or accessory works are found to produce the above-mentioned effects, or if any riprapping or other

Protection to navigation.