

June 21, 1902.

[Public, No. 168.]

United States courts.  
Jurors' fees in-  
creased.  
R. S., sec. 852, p.  
161, amended.

**CHAP. 1138.**—An Act To fix the fees of jurors in the United States courts.

*Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled,* That on and after the passage of this Act the per diem pay of each juror, grand or petit, in any court of the United States, shall be three dollars a day instead of two dollars a day as now provided by law

Approved, June 21, 1902.

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[Public, No. 169.]

White River, Ark.  
Newport Bridge,  
Belt and Terminal  
Railway Company  
may bridge, at New-  
port.

Toll.

Lawful structure  
and post route.

Telegraph, etc.,  
rights.

*Proviso.*  
Unobstructed navi-  
gation.

Lights, etc.

Changes.

Litigation.

*Proviso.*  
Protection to navi-  
gation.

**CHAP. 1139.**—An Act Authorizing the Newport Bridge, Belt and Terminal Railway Company to construct a bridge across the White River in Arkansas.

*Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled,* That the Newport Bridge, Belt and Terminal Railway Company, a corporation organized and existing under and by virtue of the laws of the State of Arkansas, its successors and assigns, be, and they are hereby, authorized to construct and maintain a bridge across the White River, in the State of Arkansas, at a point near the city of Newport, in said State, suitable to the interests of navigation as may hereafter be selected by said railway company for crossing said river with its railway line. Said bridge shall be constructed to provide for the passage of railway trains, and, at the option of said railway company, may be used for the passage of wagons and vehicles of all kinds, and for the transit of animals and for foot passengers for such reasonable rates of toll as may be fixed by said railway company and approved 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 as a post route, upon which also no higher charge shall be made for the transmission over the same of the mails, the troops, and munitions of war of the United States than the rate per mile paid for the transportation over the railroad or public highways leading to said bridge, and shall enjoy the rights and privileges of other post-roads in the United States; 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 across said bridge and its approaches for postal-telegraph purposes: *Provided,* That the bridge herein authorized to be constructed shall be so kept and managed by the company owning and operating it as to afford proper ways and means for the passage through or under it of vessels, barges, or rafts at all times, both by day and by night; and there shall be displayed on said bridge from sunset to sunrise such lights and signals as the Light-House Board shall prescribe.

SEC. 3. That if said bridge erected and maintained under the authority of this Act shall at any time substantially or materially obstruct the free navigation of said river, or shall in the opinion of the Secretary of War obstruct such navigation, he is hereby authorized to cause such change or alteration of said bridge to be made as will effectually obviate such obstruction, and such alteration shall be made and all such obstruction be removed at the expense of the owner or owners of said bridge; and in case of any litigation arising from any obstruction or alleged obstruction to the free navigation of said river, the case may be brought in the district court of the United States in the State of Arkansas for the district in which any portion of said obstruction or bridge may be located: *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 to exempt said bridge from the operation of the same.

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 shall be located.

Use by other companies. Compensation.

SEC. 5. That the bridge authorized to be constructed under this Act shall be built and located under and subject to such regulations for the security of navigation of said river as the Secretary of War shall prescribe, and to secure that object the said company or corporation shall submit to the Secretary of War, for his examination and approval, a design and drawing of said bridge and a map of the location, giving for the space of one mile above and one-half mile below the proposed location of the bridge the topography of the banks of the river, with shore lines at high and low water, and shall furnish such other information as shall be required for a full and satisfactory understanding of the subject; and until the said plans 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 plans of the said bridge during the process of construction or after completion, such change shall be subject to the approval of the Secretary of War.

Secretary of War to approve plans, etc.

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 the date hereof.

Time of construction.

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

Amendment.

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CHAP. 1140.—An Act To regulate commutation for good conduct for United States prisoners.

June 21, 1902.

[Public, No. 170.]

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled, That each prisoner who has been or shall hereafter be convicted of any offense against the laws of the United States, and is confined, in execution of the judgment or sentence upon any such conviction, in any United States penitentiary or jail, or in any penitentiary, prison, or jail of any State or Territory, for a definite term, other than for life, whose record of conduct shows that he has faithfully observed all the rules and has not been subjected to punishment, shall be entitled to a deduction from the term of his sentence to be estimated as follows, commencing on the first day of his arrival at the penitentiary, prison, or jail: Upon a sentence of not less than six months nor more than one year, five days for each month; upon a sentence of more than one year and less than three years, six days for each month; upon a sentence of not less than three years and less than five years, seven days for each month; upon a sentence of not less than five years and less than ten years, eight days for each month; upon a sentence of ten years or more, ten days for each month. When a prisoner has two or more sentences, the aggregate of his several sentences shall be the basis upon which his deduction shall be estimated.

United States prisoners. Commutation for good conduct increased.

R. S., secs. 5543, 5544, pp. 1073, 1074, amended.

SEC. 2. That in the case of convicts in any United States penitentiary, the Attorney-General shall have the power to restore to any such convict who has heretofore or may hereafter forfeit any good

Restoration of forfeited commutation.