

June 28, 1902.

[Public, No. 192.]

CHAP. 1311.—An Act Directing the Secretary of the Treasury to bestow medals upon First Lieutenant David H. Jarvis, Second Lieutenant Ellsworth P. Bertholf, and Samuel J. Call, surgeon, all of the Revenue-Cutter Service.

Revenue-Cutter Service.
Medals of honor to rescuers of arctic whaling fleet.

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled, That the Secretary of the Treasury is hereby directed to bestow a gold medal of honor, of such design as he may approve, upon First Lieutenant David H. Jarvis, Second Lieutenant Ellsworth P. Bertholf, and Doctor Samuel J. Call, surgeon, all of the Revenue-Cutter Service and members of the overland expedition of eighteen hundred and ninety-seven and eighteen hundred and ninety-eight for the relief of the whaling fleet in the arctic regions, in recognition of the heroic service rendered by them in connection with said expedition.

Appropriation.

SEC. 2. That the sum of one thousand dollars, or so much thereof as may be necessary for the purchase or manufacture of said medals, is hereby appropriated out of any money in the Treasury not otherwise appropriated.

Approved, June 28, 1902.

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[Public, No. 193.]

CHAP. 1312.—An Act To amend the internal-revenue laws in regard to storekeepers and gaugers.

Internal revenue.
Storekeeper-gauger authorized.
Duties and pay.

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled, That the internal-revenue officer holding the combined office of storekeeper and gauger shall hereafter be known and denominated as a storekeeper-gauger, and when performing the combined duties of storekeeper-gauger, or when assigned by the Commissioner of Internal Revenue to perform the duties of a storekeeper only at any distillery, or at any general or special bonded warehouse, he shall receive for his services the compensation of storekeeper only; but when assigned by the Commissioner of Internal Revenue to perform the duties of gauger only, under the internal-revenue laws, as provided by those laws, he shall receive only the compensation for his services and the traveling expenses which are allowed by law to United States gaugers.

Approved, June 28, 1902.

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[Public, No. 194.]

CHAP. 1313.—An Act To authorize the construction of a bridge across the Tennessee River, in the State of Tennessee, by the Harriman Southern Railroad Company.

Tennessee River, Tenn.
Harriman Southern Railroad Company may bridge at mouth of Caney Creek.

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled, That the Harriman Southern Railroad Company, a corporation created and organized under the laws of the State of Tennessee, be, and it is hereby, authorized to construct and maintain a bridge and approaches thereto over the Tennessee River, in the State of Tennessee, at or near the mouth of Caney Creek.

Lawful structure and post route.

SEC. 2. That said bridge shall be constructed for the passage of railway trains, and 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 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 railroads leading to the 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 and telephone purposes.

Telegraph, etc., rights.

SEC. 3. That said bridge shall be built and located under and subject to such regulations for the security of navigation of such river as the Secretary of War shall prescribe; and to secure that object the company building the said bridge shall submit to the Secretary of War, for his examination and approval, a design and drawing of the bridge and a map of the location thereof, and until the said plan and location are approved by the Secretary of War the said bridge shall not be commenced or built, and no changes shall be made in said bridge during the progress of construction, or after completion, unless approved by the Secretary of War; and the said company shall, at its own expense, make from time to time such changes in said bridge as the Secretary of War may order in the interests of navigation: *Provided*, That if said bridge shall be built as a drawbridge the draw shall be opened promptly upon reasonable signal for the passage of all water craft; and upon whatever kind of bridge is constructed the said company shall maintain, at its own expense, from sunset to sunrise, such lights or other signals as the Light-House Board may prescribe.

Secretary of War to approve plans, etc.

Changes.

Proviso.
Drawbridge.

Lights, etc.

Use by other companies.
Compensation.

Failure to agree.

SEC. 4. That all railroad companies desiring the use of said bridge shall have and be entitled to equal rights and privileges in the passage of railroad trains over the same and 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 the rules and conditions to which each shall conform in the use of said bridge, all matters at issue between them shall be decided by the Secretary of War upon a hearing of the allegations and proof of the parties.

Time of construction.

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 within two years from the date of the approval of this Act.

Amendment.

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

Approved, June 28, 1902

CHAP. 1314.—An Act To authorize the Charleston, Suburban and Summerville Railway Company to construct and maintain two bridges across Ashley River, in the State of South Carolina.

June 28, 1902.

[Public, No. 195.]

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled, That the Charleston, Suburban and Summerville Railway Company, a corporation existing under the laws of South Carolina, its successors and assigns, be, and is hereby, authorized to construct and maintain two bridges and all approaches thereto across Ashley River, in the counties of Charleston and Dorchester, South Carolina, at points 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 bridges 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 bridges and for the use of the same as railroad bridges. That said bridges 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 bridges the said

Ashley River, S. C.
Charleston, Suburban and Summerville Railway Company may construct two bridges across.
Location.

Unobstructed navigation.
Litigation.