

April 11, 1904.
[S. 2465.]

[Public, No. 96.]

Alabama River.
Time extended for
bridging, by Mont-
gomery and Autauga
Bridge Company, at
Montgomery, Ala.
Vol. 31, p. 1089,
amended.

Time of construc-
tion.

CHAP. 1137.—An Act To revive and amend an Act entitled "An Act to authorize the Montgomery and Autauga Bridge Company to construct a bridge across the Alabama River near the city of Montgomery, Alabama."

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled, That the Act approved March third, nineteen hundred and one, entitled "An Act to authorize the Montgomery and Autauga Bridge Company to construct a bridge across the Alabama River near the city of Montgomery, Alabama," which Act has expired by limitation, be, and is hereby, revived and reenacted.

SEC. 2. That section five of the said Act be amended so as to read as follows:

"**SEC. 5.** That all street railway companies desiring to use said bridge shall be allowed to do so upon paying a reasonable compensation for such use, and all telephone and telegraph companies shall be granted equal rights and privileges in the construction and operation of their lines across said bridge; and if actual construction of the bridge herein authorized shall not be commenced within one year and be completed within three years from March third, nineteen hundred and four, the rights and privileges hereby granted shall cease and be determined."

Approved, April 11, 1904.

April 11, 1904.
[S. 4124.]

[Public, No. 97.]

Missouri River.
Wanbliska Bridge.
Company may bridge
at Wanbliska, N. Dak.

Wagon and foot
bridge.

Toll.

Lawful structure
and post route.

Telegraph, etc.,
rights.

Pontoon bridge.

Provisos.
Opening draw.

Lights, etc.

Unobstructed navi-
gation.

CHAP. 1138.—An Act To authorize the construction of a bridge across the Missouri River between Wanbliska, in Burleigh County, and Morton County, in the State of North Dakota.

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled, That the Wanbliska Bridge Company, a corporation duly organized and existing under the laws of the State of North Dakota, be, and is hereby, authorized to construct and maintain a bridge, and approaches thereto, across the Missouri River between Wanbliska, in Burleigh County, in the State of North Dakota, and Morton County, in the State of North Dakota. Said bridge shall be constructed to provide for the passage of wagons and vehicles of all kinds, animals, and foot passengers for such reasonable rates of toll and under such reasonable rules and regulations as may be prescribed by said corporation and approved by the Secretary of War.

SEC. 2. That any 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 no higher charge shall be made for the transmission over the same of the mails, the troops, and the munitions of war of the United States than the rate per mile paid for the transportation over the railroad or public highway leading to said bridge. The United States shall also have the right to construct, without charge therefor, telegraph and telephone lines across and upon said bridge, and equal privileges in the use of said bridge shall be granted to all telegraph and telephone companies.

SEC. 3. That said bridge shall be constructed as a pontoon bridge, and shall contain a drawspan giving a clear opening of not less than three hundred feet in length, which drawspan shall be maintained over the main channel of the river at an accessible and navigable point; and said bridge, other than the drawspan, shall be at right angles to the current of the river at high water: *Provided,* That the said draw shall be opened promptly by said company upon the reasonable signal for the passage of boats and rafts; and said company or corporation shall maintain at its own expense, from sunset to sunrise, such lights or other signals on said bridge as the Light-House Board shall prescribe. No bridge shall be erected or maintained under the authority of this Act which shall at any time unreasonably obstruct the free

navigation of said river; and if any bridge erected under such authority shall, in the opinion of the Secretary of War, unreasonably obstruct such navigation, he is hereby authorized to cause the entire removal thereof, or such change or alteration of such bridge to be made as will effectually obviate such obstruction, and all such alterations shall be made and all such obstructions shall 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, caused or alleged to be caused by said bridge, the case may be brought in the district court of the United States of the State of North Dakota in whose jurisdiction any portion of said obstruction or bridge may be located: *Provided further*, That nothing in this Act shall be construed as to repeal or modify any of the provisions of the law now existing in reference to the protection of the navigation of rivers or to exempt this bridge from the operations of the same.

Changes.

Litigation.

Existing laws not affected.

Secretary of War to approve plans, etc.

SEC. 4. That any 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 the bridge and a map of the location, giving for the space of 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 soundings, accurately showing the bed of the stream, and the location of any other bridge or bridges, such map to be sufficiently in detail to enable the Secretary of War to judge of the proper location of said bridge, and shall furnish such other information as may be required for a full and satisfactory understanding of the subject, and until the said plan and location of the bridge are approved by the Secretary of War the bridge shall not be commenced or built, and should any change be made in the plans of said bridge during the progress of its construction or after completion such changes shall be subject to the approval of the Secretary of War.

SEC. 5. That this Act shall be null and void unless the bridge herein authorized be commenced within one year and completed within three years from the date hereof.

Time of construction.

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

Amendment.

Approved, April 11, 1904.

CHAP. 1139.—An Act Permitting the building of a railway bridge across the Red Lake River at the city of Thief River Falls, in the county of Red Lake and State of Minnesota.

April 11, 1904.
[S. 4402.]

[Public, No. 98.]

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled, That the consent of Congress is hereby granted to the Minneapolis, Saint Paul and Sault Sainte Marie Railway Company, a railway corporation organized under the laws of the States of Michigan, Wisconsin, Minnesota, and North Dakota, its successors or assigns, to build a railway bridge across the Red Lake River at the city of Thief River Falls, in the county of Red Lake and State of Minnesota: *Provided*, That the plans for the construction of said bridge and appurtenant works shall be submitted to and approved by the Chief of Engineers and the Secretary of War before the commencement of the construction of such bridge: *And provided further*, That said Minneapolis, Saint Paul and Sault Sainte Marie Railway Company, its successors or assigns, shall not deviate from such plans after such approval, either before or after the completion of the said bridge, unless the modification of said plans shall

Red Lake River, Minn. Minneapolis, Saint Paul and Sault Sainte Marie Railway Company may bridge, at Thief River Falls.

Provided. Secretary of War to approve plans, etc.

Changes