

channel shall be preserved at the site of the bridge at all times, and the waterway of the river shall not be obstructed to a greater extent than is absolutely necessary; and such lights and buoys shall be kept on all cofferdams, piles, and so forth, as may be necessary for the security of navigation.

Use by other roads.

Sec. 8. 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 the 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 the bridge shall be granted to all telegraph and telephone companies.

Telegraph, etc., rights.

Lawful structure and post route.

Sec. 9. 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, the troops, and the munitions of war of the United States than the rate per mile paid for the 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 postal, telegraph, and telephone purposes over said bridge.

Time of construction.

Proviso.
Extension of time.

Sec. 10. That this Act shall be null and void unless actual construction of said bridge shall be commenced within one year and completed within three years from the date hereof: *Provided, however,* That the Secretary of War may, on showing of good faith in construction of said bridge, extend the time for completion of the same.

Amendment.

Sec. 11. That the right to alter, amend, or repeal this Act is hereby expressly reserved.

Approved, February 26, 1904.

February 26, 1904.

[H. R. 9640.]

[Public, No. 32.]

CHAP. 171.—An Act To amend an Act granting to the Keokuk and Hamilton Water Power Company right to construct and maintain a dam, and so forth, approved February eighth, nineteen hundred and one.

Mississippi River.
Time extended for dam, etc., by Keokuk and Hamilton Water Power Company.
Vol. 31. p. 764, amended.

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled, That the Act granting to the Keokuk and Hamilton Water Power Company right to construct and maintain wing dam, canal, and power station in the Mississippi River in Hancock County, Illinois, approved February eighth, nineteen hundred and one, be, and it is hereby, amended as follows: In section two of said Act strike out the word "three" and insert the word "four" in lieu thereof; also strike out the word "six" and insert the word "seven" in lieu thereof.

Approved, February 26, 1904.

February 29, 1904.

[H. R. 7287.]

[Public, No. 33.]

CHAP. 387.—An Act To authorize the Mobile and West Alabama Railroad Company to construct and maintain a bridge across the Tombigbee River between the counties of Clarke and Choctaw, Alabama, in section seven, township nine, range one west of Saint Stephens meridian.

Tombigbee River.
Mobile and West Alabama Railroad Company may bridge.

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled, That the Mobile and West Alabama Railroad Company, a corporation created and existing under an act of the general assembly of the State of Alabama, be, and is

hereby, authorized to construct and maintain a railroad bridge for the passage of railway engines and cars across the Tombigbee River at a point suitable to the interests of navigation; between Clarke and Choctaw counties, in the State of Alabama, in section seven, township nine, range one west of Saint Stephens meridian; said location to be subject to the approval of the Secretary of War, and said bridge to be so constructed as not to obstruct the navigation of said river, subject to the conditions and limitations hereinafter specified: *Provided*, That any bridge constructed under this Act and according to its limitations shall be a lawful structure and shall be known and recognized as a post route, and the same is hereby declared to be a post route, upon which, also, no higher charge shall be made for the transportation over the same of the mails, the troops, or munitions of war of the United States than the rate per mile paid for transportation over railroads or public highways leading to the said bridge, and the United States shall have the right of way for postal telegraph and telephone purposes across said bridge and equal privileges in the use of said bridge shall be granted to all telegraph and telephone companies: *Provided also*, That all railroad companies desiring the use of said bridge 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 of any disagreement between the parties in regard to the terms of such use or the sums to be paid, all matters at issue shall be determined by the Secretary of War, upon hearing the allegations and proofs submitted to him.

SEC. 2. That the bridge authorized to be constructed under this Act shall be a drawbridge; the draw span shall be over the main channel of the said stream at an accessible navigable point, and the openings on each side of the pivot pier shall be not less than one hundred and fifty feet in the clear, unless otherwise expressly directed by the Secretary of War, and if so directed shall be according to such direction; and the openings shall be accessible at all stages of the water; the river piers shall be protected with suitable fenders or cribs to safeguard navigation; the piers shall be parallel to the direction of the current of the stream at the site of the proposed structure, and the axis of the bridge shall be at right angles thereto; and the said company or corporation 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 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, the direction and strength of the currents, 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 the said plan and location of the bridge are approved by the Secretary of War no work upon the bridge shall be commenced; and should any change be made in the plan of said bridge during the progress of construction or after completion such change shall be subject to the approval of the Secretary of War.

SEC. 3. That Congress reserves the right to alter, amend, or repeal this Act at any time; and if at any time navigation of said river shall in any manner be obstructed or impaired by the said bridge, the Secretary of War shall have authority, and it shall be his duty, to require the said bridge company to alter and change the said bridge, at its own expense, in such manner as may be proper to secure free and complete navigation without impediment.

SEC. 4. That the draw provided for the bridge herein authorized to be constructed shall be opened promptly upon reasonable signal for the passing of boats; and said company or corporation shall maintain at its

Location.

Provided.
Lawful structure
and post route.

Telegraph, etc.,
rights.

Use by other roads.

Drawbridge.

Protection to navigation.

Secretary of War to
approve plans, etc.

Amendments.

Changes.

Opening draw.

Lights, etc.

Time of construction.

own expense, from sunset to sunrise, such lights or other signals on said bridge as the Light-House Board shall prescribe.

SEC. 5. That if actual construction of the bridge herein authorized shall not be commenced within one year and be completed within three years from date of approval of this Act, the rights and privileges hereby granted shall cease and be determined.

Approved, February 29, 1904.

March 1, 1904.
[H. R. 11823.]

[Public, No. 34.]

Census of manufactures.
Director of Census to cooperate with Michigan officials.

Proviso.
Expenditures limited.

Post, p. 137.

Other States.

CHAP. 388.—An Act To authorize the Director of the Census to cooperate with the secretary of state of the State of Michigan and with officials of other States in taking the census of manufactures.

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled, That the Director of the Census is hereby authorized and empowered to cooperate with the secretary of state of the State of Michigan in taking the census of manufactures and shall equitably share the expenses thereof, the results of which may be accepted by the United States as its census of manufactures for that State for the year nineteen hundred and five: *Provided,* That the expenditures incident to this cooperation shall not exceed twenty thousand dollars, such expenditures to be paid from the fund appropriated for the expenses of the field work of the census for the fiscal year ending June thirtieth, nineteen hundred and five. And the Director of the Census may, in his discretion, cooperate with the officials of other States which take a like census in so far as it may aid in the collection of statistics of manufactures required by existing law.

Approved, March 1, 1904.

March 3, 1904.
[H. R. 6345.]

[Public, No. 35.]

Iowa.
Appropriation for money and supplies furnished troops by.

CHAP. 390.—An Act For the relief of the State of Iowa.

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 be, and he is hereby, authorized and directed to pay to the State of Iowa, out of any money not otherwise appropriated, the sum of twenty thousand five hundred and forty-five dollars and seventy cents, to reimburse the said State for money and supplies furnished Iowa troops after being mustered into the United States service.

Approved, March 3, 1904.

March 4, 1904.
[H. R. 7620.]

[Public, No. 36.]

Osage River, Mo.
Limit of navigation on.
Vol. 32, p. 398.

CHAP. 393.—An Act Defining the limit of navigation of the Osage River in the State of Missouri.

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled, That the Osage River in the State of Missouri above the point where the south line of sections fifteen and sixteen in township forty north, of range twenty-two west, of the fifth principal meridian, and in the county of Benton, State of Missouri, crosses said river, is hereby declared not to be a navigable stream, and shall be so treated by the Secretary of War and by all other authorities.

Approved, March 4, 1904.