

sunset to sunrise, such lights or other signals as the Light-House Board shall prescribe.

Regulations.

SEC. 3. That said bridge be so constructed as to provide for the passage of railway trains over the same, and shall be operated under such rules and regulations as may be laid down by the proper officers of said corporation not in conflict with the rules and regulations provided by the Secretary of War.

Lawful structure and post route.

SEC. 4. That the bridge to be built under this Act, and subject to its limitations, shall be a lawful structure and shall be recognized and known as a post-road, upon which no higher charge shall be made for the transportation over the same of the mails, troops, and munitions of war of the United States than the rate per mile paid for such transportation over public highways leading to said bridge, and said bridge shall enjoy the rights and privileges of other post-roads in the United States, and the United States shall have the right of way across said bridge and its approaches for postal, telegraph, and telephone purposes, and equal privileges in the use of said bridge shall be granted to all telegraph and telephone companies.

Telegraph, etc., rights.

Time of construction.

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

Amendment.

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

Approved, February 23, 1906.

February 23, 1906.
[H. R. 13568.]

[Public, No. 23.]

CHAP. 504.—An Act To authorize the Campbell Lumber Company to construct a bridge across the Saint Francis River, in Clay County, Arkansas, at or near the point where the section line between sections twenty-three and twenty-six, in township twenty north, range nine east, touches said river.

Saint Francis River, Ark.
Campbell Lumber Company may bridge.

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled, That the Campbell Lumber Company, a corporation organized under the laws of the State of Missouri, its successors and assigns, be, and it is hereby, authorized and empowered to construct, maintain, and operate a railroad bridge and approaches thereto over and across the Saint Francis River at or near the point where the section line between sections twenty-three and twenty-six, in township twenty north, range nine east, touches said river, in the county of Clay, State of Arkansas.

Location.

Secretary of War to approve plans, etc.

SEC. 2. That any bridge constructed under the authority of 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 such object said corporation or its assigns 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, and until the said plan and location are approved by the Secretary of War the bridge shall not be commenced or built, and should any change be made in the plan of said bridge during construction or after completion, such change shall be likewise subject to the approval of the Secretary of War, and any changes in said bridge required by the Secretary of War at any time shall be made promptly by the said corporation or its assigns at its expense: *Provided*, That if the bridge herein authorized be built as a drawbridge, the draw shall be opened promptly, upon reasonable signal, for the passage of boats; and whatever kind of bridge is built, the said corporation or its assigns shall maintain thereon from sunset to sunrise such lights or other signals as the Light-House Board shall prescribe.

Changes.

Proviso.
Opening draw.

Lights, etc.

Regulations.

SEC. 3. That said bridge be so constructed as to provide for the passage of railway trains over the same, and shall be operated under such

rules and regulations as may be laid down by the proper officers of said corporation not in conflict with the rules and regulations provided by the Secretary of War.

SEC. 4. That the bridge to be built under this Act and subject to its limitations shall be a lawful structure, and shall be recognized and known as a post road, upon which no higher charge shall be made for the transportation over the same of the mails, troops, and munitions of war of the United States than the rate per mile paid for such transportation over public highways leading to said bridge; and said bridge shall enjoy the rights and privileges of other post roads in the United States, and the United States shall have the right of way across said bridge and its approaches for postal, telegraph, and telephone purposes, and equal privileges in the use of said bridge shall be granted to all telegraph and telephone companies.

Lawful structure and post route.

Telegraph, etc., rights.

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

Time of construction.

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

Amendment.

Approved, February 23, 1906.

CHAP. 506.—An Act To authorize the construction of a bridge across the Arkansas River at or near Van Buren, Arkansas.

February 24, 1906.
[S. 2106.]

[Public, No. 24.]

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled, That the Fort Smith and Van Buren Bridge and Traction Company, a corporation organized and existing under the laws of the State of Arkansas, and being empowered by the terms of its charter to construct, own, operate, and maintain a railroad, electric, steam, or traction railway, passenger, and wagon bridge over and across the Arkansas River at or near the city of Van Buren, Crawford County, Arkansas, be, and the said Fort Smith and Van Buren Bridge and Traction Company, its successors and assigns, are hereby, authorized and empowered to construct said bridge across said river, and to maintain and operate the same as a railroad, electric, steam, or traction railway, animal, stock, foot passenger, and wagon bridge, or for either one or more of said purposes, as the Fort Smith and Van Buren Bridge and Traction Company, its successors and assigns, may from time to time see fit.

Arkansas River.
Fort Smith and Van Buren Bridge and Traction Company may bridge, at Van Buren, Ark.

Railroad, wagon, and foot bridge.

SEC. 2. That such bridge shall not be built or commenced until the plans and specifications for its construction, together with such drawings of the proposed construction and such map of the proposed location as may be required for a full understanding of the subject, have been submitted to the Secretary of War and Chief of Engineers for their approval, nor until they shall have approved such plans and specifications and the location of such bridge and accessory works; and when the plans for any bridge to be constructed under the provisions of this Act have been approved by the Chief of Engineers and by the Secretary of War it shall not be lawful to deviate from such plans, either before or after completion of the structure, unless the modification of such plans has previously been submitted to and received the approval of the Chief of Engineers and of the Secretary of War.

Secretary of War to approve plans, etc.

SEC. 3. That any bridge built in accordance with the provisions of 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 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 any railroad, street railway, or public highway leading

Lawful structure and post route.