

March 3, 1906.
[H. R. 7139.]

CHAP. 512.—An Act Legalizing the removal of the county seat of Washita County, Oklahoma Territory.

[Public, No. 30.]

Oklahoma.
Removal of county seat, Washita County, to New Cordell, ratified.

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled, That the action of the majority of the electors of Washita County, Oklahoma Territory, as determined by an election held on the seventh day of August, anno Domini nineteen hundred, for the purpose of removing the county seat of said county from the town of Cloud Chief to the town of New Cordell, in said county, be, and the same is hereby, in all things ratified and confirmed, and the county seat of said county is hereby declared to be at the said town of New Cordell.

Approved, March 3, 1906.

March 3, 1906.
[H. R. 12614.]

CHAP. 513.—An Act To change the name of a portion of T street to California street.

[Public, No. 31.]

District of Columbia.
Name of part of T street changed to California street.

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled, That from and after the passage of this Act the thoroughfare extending from Columbia road west to Massachusetts avenue extended, formerly named "California avenue," and now designated as "T street," shall be known and designated as "California street."

Approved, March 3, 1906.

March 5, 1906.
[H. R. 13308.]

CHAP. 514.—An Act To authorize the construction of a bridge across the Arkansas River at Pine Bluff.

[Public, No. 32.]

Arkansas River.
Jefferson County may bridge, at Pine Bluff, Ark.

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled, That it shall be lawful for Jefferson County, Arkansas, its successors or assigns, to construct a bridge across the Arkansas River at a point to be approved by the Secretary of War, on the Arkansas River, at Pine Bluff, in the county of Jefferson and State of Arkansas; that said bridge may be constructed for railway and postal service, and a passage for persons, vehicles, and traffic, with single or double track for railway traffic, for street railway service, with single or double track therefor.

Railroad, wagon, and foot bridge.

Secretary of War to approve plans, etc.

SEC. 2. 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 said Jefferson County shall submit to the Secretary of War a design and drawing of said bridge for his examination and approval, and a map of its location, and shall furnish such other information as may be required for a full and satisfactory understanding of the subject; and until said plan and location of said bridge are approved by the Secretary of War said bridge shall not be commenced or built; and should any change be made in the plan of said bridge during the progress of the work of construction, or after completion, such change shall be subject to the approval of the Secretary of War: *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 a bridge is built the said Jefferson County shall maintain thereon, from sunset to sunrise, such lights or other signals as the Light-House Board shall prescribe. That all traction, steam, or other railroad companies desiring to use said bridge shall have, and be entitled to, equal rights and privileges in the passage of the same, and the use of the machinery and fixtures thereof, and of all approaches thereto, upon the payment of

Changes.

Proviso.
Opening draw.

Lights, etc.

Use by other roads.

such tolls, and under and upon such terms and conditions as may be agreed upon by the parties in writing, or as shall be prescribed by the Secretary of War, upon hearing the allegations and proofs of the parties in case they shall not agree.

Tolls.

SEC. 3. 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 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 railroads or public highways leading to said bridge; and it shall enjoy the rights and privileges of other post routes of the United States, and the United States shall have the right of way across such bridge 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. 4. That said bridge shall be so constructed as to provide for the passage of persons, wagons, and other vehicles, and no charge or toll shall be collected therefor.

Free use by wagons and persons.

SEC. 5. That said bridge shall be constructed to provide for the passage of railway cars, street railway cars, and motor cars at equal and reasonable charges therefor.

Charges for cars.

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 of approval thereof.

Time of construction.

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

Amendment.

Approved, March 5, 1906.

CHAP. 515.—An Act To amend an Act entitled “An Act authorizing the Kensington and Eastern Railroad Company to construct a bridge across the Calumet River,” approved February seventh, nineteen hundred and five.

March 5, 1906.
[H. R. 13365.]

[Public, No. 33.]

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled, That section five of an Act entitled “An Act authorizing the Kensington and Eastern Railroad Company to construct a bridge across the Calumet River,” approved February seventh, nineteen hundred and five, be amended so as to read as follows:

Calumet River, Ill.
Time extended for bridging, by Kensington and Eastern Railroad Company.
Vol. 33, p. 704.

“SEC. 5. That the right to alter, amend, or repeal this Act is expressly reserved; and 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 first day of February, nineteen hundred and six.”

Amendment.

Time of construction.

Approved, March 5, 1906.

CHAP. 516.—An Act To amend an Act entitled “An Act authorizing the construction of a bridge across the Cumberland River at or near Carthage, Tennessee.”

March 5, 1906.
[S. 4482.]

[Public, No. 34.]

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled, That section five of the Act approved March second, nineteen hundred and one, authorizing the construction of a bridge across the Cumberland River at or near Carthage, Tennessee, be, and is hereby, so amended as to extend the time for commencing the construction of said bridge to one year and for the completion of said bridge to three years from the date of the approval of this Act.

Cumberland River.
Time extended for bridging, by Carthage, Tenn.
Vol. 31, p. 958; Vol. 32, p. 925; Vol. 33, p. 313.

Approved, March 5, 1906.