

other information as may be required for a full and satisfactory understanding of the subject; and until said plan and location of the bridge are approved by the Secretary of War the bridge shall not be built, and if any change be made in the plan of construction of said bridge during the progress of the work thereon, or after the completion of said bridge, such change shall be subject to the approval of the Secretary of War; and the said structure shall be so kept and managed at all times as to offer reasonable and proper means for the passage of vessels through or under said structure; and for the safety of vessels passing at night there shall be displayed on said bridge, from sunset to sunrise, at the expense of the owners thereof, such lights and other signals as may be prescribed by the Light-House Board; and the said structure shall be changed and altered at the cost and expense of the owners thereof from time to time as the Secretary of War may direct, so as to preserve the free and convenient navigation of said river.

SEC. 3. That all railway companies desiring the use of said bridge shall have and be entitled to equal rights and privileges relative to the passage of cars over the same and the approaches thereto upon the payment of a reasonable compensation for such use; and in case the owner or owners of said bridge and several 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 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 said bridge shall be granted to all telegraph and telephone companies.

SEC. 4. 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 hereof.

SEC. 5. That the right to alter, amend, or repeal this Act is hereby expressly reserved.

Approved, March 3, 1901.

Changes.
Aids to navigation.
Lights.
Alterations.
Rights of railroads to use.
Telegraph, etc., companies.
Commencement and completion.
Amendment.

CHAP. 878.—An Act to authorize the Pigeon River Improvement, Slide, and Boom Company, of Minnesota, to enter upon the Grand Portage Indian Reservation, and improve the Pigeon River in said State at what is known as the cascades of said river.

March 3, 1901.

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled, That the Pigeon River Improvement, Slide, and Boom Company, a corporation organized and existing under the laws of the State of Minnesota, be, and hereby is, authorized, under such rules and regulations and subject to such conditions and limitations as the Secretary of the Interior may prescribe, to enter upon and improve the Pigeon River at what is known as the cascades of said river, for the purpose of making said river at said point navigable for floating logs, and to that end to enter upon the unallotted lands, and, with the consent of the allottees, upon any allotted lands, adjacent to said cascades, of the Grand Portage Indian Reservation, in said State, and to construct such sluice dams, wing dams, bulkheads, spill dams, and other works necessary for said purpose, and to take from said unallotted lands timber for the construction of said improvements and works in quantity not to exceed one hundred and twenty-five thousand feet, board measure, for which timber said company shall pay such price as may be agreed upon between said company and the Secretary of the Interior, but not less than five dollars per thousand feet, board measure, the proceeds to be placed in the Treasury of the United States to the credit of the Chippewa

Pigeon River Improvement, Slide, and Boom Company may improve Pigeon River on Grand Portage Indian Reservation, Minn.

Use of timber by company.

—proceeds credited to Chippewa Indians, Minn.

Proviso.
River open to pas-
sage of timber.

Indians in Minnesota: *Provided*, That said river after being so improved shall be open at all times to the free passage of all timber cut from said Grand Portage Indian Reservation, and to the passage of all other timber for a reasonable charge therefor: *Provided further*, That suitable fishways shall be constructed and maintained by said company, to be approved by the United States Fish Commission.

Approved, March 3, 1901.

Fishways.

March 3, 1901.

CHAP. 879.—An Act To authorize the Portland, Nehalem and Tillamook Railway Company to construct a bridge across Nehalem Bay and River, in the State of Oregon.

Portland, Nehalem
and Tillamook Rail-
way may bridge Neh-
alem Bay and River,
Oreg.

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled, That the Portland, Nehalem and Tillamook Railway Company, a corporation created and existing under the laws of Oregon, its successors and assigns, be, and is hereby, authorized to construct and maintain a bridge and approaches thereto across the upper portion of Nehalem Bay, or across the main channel of, or the North Fork of, the Nehalem River, to the opposite shore of said bay or rivers, in the county of Tillamook and State of Oregon: *Provided*, That a location is found within or near Nehalem Bay suitable to the interests of navigation and satisfactory to the Secretary of War. Said bridge will be constructed where necessary for the crossing of said bay and rivers with said railway company's railway at such points as may be selected by the said railway company, and subject to the approval of the Secretary of War, and shall be so constructed as to provide for the passage of railroad trains, and, at the option of said railway company by which it may be built, may be used for the passage of wagons and vehicles of all kinds, for the transit of animals and foot passengers, for such reasonable rates of toll as may be fixed by the said railway company and approved by the Secretary of War.

Proviso.
—location.

Transit, etc.

Lawful structure
and post route.

Telegraph, etc.,
companies.

Proviso.
Rights of railroads
to use.

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, and shall enjoy the same rights and privileges as 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: *Provided*, That all railway companies desiring the use of said bridge shall have and be entitled to equal rights and privileges relative to the passage of cars over the same and the approaches thereto upon the payment of a reasonable compensation for such use; and in case the owner or owners of said bridge and several 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 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.

Aids to navigation.

SEC. 3. That the bridge across said Nehalem Bay or the main or North Fork of Nehalem River shall be so constructed, whether by draw, span, or otherwise, that a free and unobstructed passage may be secured to all vessels and other water craft navigating said bay or rivers, and be built under and subject to such regulations for the security of the navigation of the said bay or rivers over which they may be built as the Secretary of War may prescribe; and to secure that object the said company or corporation shall submit to the Secretary of War, for his examination and approval, designs and drawings of the bridge and

Secretary of War to
approve plan.