

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 drawings of said bridge and a map of the location, giving for the space of one mile above and one mile below the proposed location of the bridge the topography of the banks of the river, with shore lines at high and low water, and shall furnish such other information as may be required for a full and satisfactory understanding of the subject; and until the said plans and location of the bridge are approved by the Secretary of War the bridge shall not be built, and should any change be made in the plans of the said bridge during the process of construction or after completion such change shall be subject to the approval of the Secretary of War; and said structure shall be changed 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.

Changes.

Time of construction.

Amendment.

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 hereof.

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

Approved, March 24, 1902.

March 24, 1902.

[Public, No. 57.]

CHAP. 276.—An Act To change the boundaries between the southern and central judicial districts of the Indian Territory.

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled, That all that portion of the Chickasaw Nation east of the Washita River, from the junction of Island Bayou and the Red River, up the Red River to the mouth of the Washita River, and up said river to the mouth of Butcherpen Creek, and north up said Butcherpen Creek to the township line between townships four and five south, in range seven east, thence along said township line to the boundary line between the Choctaw and Chickasaw nations, in range eight east, shall be added to the central judicial district of the Indian Territory.

SEC. 2. That the United States court for the central judicial district of the Indian Territory shall have jurisdiction over all cases, civil and criminal, arising within the said described boundaries after the passage of this Act.

SEC. 3. That the judge of the United States court in the Indian Territory presiding in the central judicial district thereof is hereby authorized and empowered to appoint an additional United States commissioner within said district, who shall be permanently located at Durant, in the Choctaw Nation, and to prescribe by metes and bounds the portion of the district for which such commissioner is appointed.

Approved, March 24, 1902.

March 24, 1902.

[Public, No. 58.]

CHAP. 277.—An Act For a marine hospital at Buffalo, New York.

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 purchase or otherwise procure a suitable site, and cause to be erected thereon, at the city of Buffalo, New York, a suitable and commodious building for a marine hospital (the plans and estimates for said building to be pre-

Indian Territory judicial districts.
Change of boundaries between southern and central districts.
Vol. 28, p. 694.

Central district.
Jurisdiction.

Additional commissioner.

Buffalo, N. Y.
Marine hospital authorized.
Post, p. 423.

pared, examined, and approved in accordance with the law in such cases made and provided), at a total cost which shall not exceed the sum of one hundred and twenty-five thousand dollars when finally completed: *Provided*, That no money appropriated for said building shall be used until a valid title to the site selected shall be vested in the United States, nor until the State of New York shall have ceded jurisdiction over the same, during the time the United States shall be and remain the owner thereof.

Proviso.
Title and jurisdiction.

Approved, March 24, 1902.

CHAP. 278.—An Act To provide for the construction of a bridge and approaches thereto across the Missouri River at or near South Omaha, Nebraska.

March 26, 1902.

[Public, No. 59.]

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled, That the South Omaha Railroad and Bridge Company, a corporation duly organized under the laws of the State of Nebraska, its assigns, successors, grantees, mortgagees, representatives, and successors in interest, is hereby authorized to build, own, operate, and maintain a bridge and approaches thereto across the Missouri River at or near the city of South Omaha, Douglas County, Nebraska, and also to lay on or over said bridge a railway track or tracks for the passage of railway trains; and said corporation may construct and maintain a way for wagons, carriages, vehicles, street cars, animals, and foot passengers, charging and receiving such reasonable toll therefor as may be approved from time to time by the Secretary of War.

Missouri River.
South Omaha Railroad and Bridge Company may bridge, South Omaha, Neb.

Railway, wagon, and foot bridge.
Toll.

SEC. 2. That said bridge shall be constructed and built without unreasonable interference with the security and convenience of navigation of said river, and in order to secure that object, the said corporation shall submit to the Secretary of War, for his examination and approval, a design and drawings 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 at low water, the direction and strength of the current at high and low water stages, with the soundings accurately showing the bed of the stream, the location of any other bridge or bridges, and shall furnish such other information as may be required for the full and satisfactory understanding of the subject; and until the said design and drawings and said map of the location of said bridge are approved by the Secretary of War, said bridge shall not be built.

Secretary of War to approve plans, etc.

SEC. 3. That said bridge shall be built with unbroken and continuous spans, and the lowest point of the bridge superstructure shall not be less than fifty feet above the high-water grade line for bridges as established by the Missouri River Commission, nor shall any of the spans over the waterway be less than three hundred feet in the clear between the piers or the piers and the abutments, and the piers of said bridge shall be parallel with the current of the river and the bridge itself at right angles thereto as nearly as may be; and said company or corporation, its successors or assigns, shall maintain, at its own expense, from sunset to sunrise, such lights or other signals as the Light-House Board shall prescribe. That after the completion or during the construction of said bridge, if, in the opinion of the Secretary of War, it is necessary for the safety and convenience of navigation or the maintenance of a proper channel under said bridge to build accessory works, such as dikes, booms, or other structures in aid of such navigation or purpose, such structures as may receive the approval of the Secretary of War shall be built and maintained by the owners of said bridge. And should any change be made in the

Construction.
High bridge.

Aids to navigation

Changes.