

SEC. 6. That said bridge herein authorized to be constructed shall so be kept and managed at all times as to afford proper means and ways for the passage of vessels, barges, or rafts, both by day and by night, and there shall be displayed on said bridge by the owners thereof, from sunrise to sunset, such lights or other signals as the Light-House Board may prescribe; and such changes may be made from time to time in the structure of said bridge as the Secretary of War may direct, at the expense of the said company, in order the more effectually to preserve the free navigation of said river; and in case of any litigation arising from any alleged obstruction to the navigation of any of said rivers created by the construction of any bridge under this Act, the cause or question arising may be tried before the circuit court of the United States in and for any district in which any portion of said obstruction or bridge may be.

Aids to navigation.

Lights.

Alterations.

Litigation.

SEC. 7. That this Act shall be null and void unless the construction of said bridge shall be commenced within one year and completed within three years from the passage of this Act.

Commencement and completion.

SEC. 8. That Congress shall have power at any time to alter, amend, or repeal this Act.

Amendment.

Approved, March 3, 1901.

CHAP. 875.—An Act To provide an American register for the foreign-built ship Balclutha.

March 3, 1901.

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled, That the Commissioner of Navigation be, and he is hereby, authorized and directed to cause the foreign-built ship Balclutha, owned by citizens of the United States, to be registered as vessel of the United States.

Ship Balclutha granted American register.

Approved, March 3, 1901.

CHAP. 876.—An Act To incorporate the Society of American Florists and Ornamental Horticulturists within the District of Columbia.

March 3, 1901.

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled, That James Dean, of Freeport, Charles W. Ward, of Queens, William Scott, of Buffalo, and Charles Henderson, of New York City, all in the State of New York; William J. Stewart, Michael H. Norton, and Patrick Welch, of Boston, Edmund M. Wood, of Natick, and Lawrence Cotter, of Dorchester, all in the State of Massachusetts; Edward G. Hill, of Richmond, in the State of Indiana; John N. May, of Summit, John G. Esler, of Saddle River, Patrick O'Mara, of Jersey City, William A. Manda, of South Orange, all in the State of New Jersey; Benjamin Durfee, William R. Smith, William F. Gude, and Henry Small, jr., of Washington, in the District of Columbia; Willis N. Rudd, of Chicago, Emil Buettner, of Park Ridge, John C. Vaughan, of Chicago, all in the State of Illinois; Joseph A. Dirwanger, of Portland, in the State of Maine; Robert Craig, Edwin Lonsdale, W. Atlee Burpee, and John Burton, of Philadelphia, H. B. Beatty, of Oil City, and William Falconer, of Pittsburg, all in the State of Pennsylvania; George M. Kellogg, of Pleasant Hill, in the State of Missouri; John T. D. Fulmer, of Des Moines, and J. C. Rennison, of Sioux City, in the State of Iowa; L. A. Berckmans, of Augusta, in the State of Georgia; H. Papworth, of New Orleans, in the State of Louisiana; Elmer D. Smith, of Adrian, and Harry Balsley, of Detroit, in the State of Michigan; F. A. Whelan, of Mount

District of Columbia. Society of American Florists and Ornamental Horticulturists incorporated.—incorporators.

Vernon on the Potomac, in the State of Virginia; Adam Graham, of Cleveland, in the State of Ohio; William Fraser, of Baltimore, in the State of Maryland; John Spalding, of New London, and John N. Champion, of New Haven, in the State of Connecticut; and Charles W. Hoitt, of Nashua, in the State of New Hampshire, their associates and successors, are hereby created a body corporate and politic, within the District of Columbia, by the name of the Society of American Florists and Ornamental Horticulturists, for the development and advancement of floriculture and horticulture in all their branches, to increase and diffuse the knowledge thereof, and for kindred purposes in the interest of floriculture and horticulture. Said association is authorized to adopt a constitution and to make by-laws not inconsistent with law, to hold real and personal estate in the District of Columbia, so far only as may be necessary to its lawful ends, to an amount not exceeding fifty thousand dollars, and such other estate as may be donated or bequeathed in any State or Territory: *Provided*, That all property so held, and the proceeds thereof, shall be held and used solely for the purposes set forth in the Act. The principal office of the association shall be at Washington, in the District of Columbia, but annual meetings may be held in such places as the incorporators or their successors shall determine: *Provided*, That this corporation shall not be permitted to occupy any park of the city of Washington.

SEC. 2. That Congress reserves the right to alter, amend, or repeal this Act in whole or in part.

Approved, March 3, 1901.

Purposes of incorporation.

Powers.—to hold real estate.

Proviso.—limitation.

Principal office.

Not to use parks.

Amendment.

March 3, 1901.

CHAP. 877.—An Act To authorize the Paris, Choctaw and Little Rock Railway Company to construct and maintain a bridge across Red River, in the State of Texas.

Paris, Choctaw and Little Rock Railway may bridge Red River at Hooks Ferry, Tex.

Proviso. Lawful structure and post route.

Postal telegraph, etc.

Secretary of War to approve plans.

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled, That the Paris, Choctaw and Little Rock Railway Company, a corporation duly created under and by virtue of the laws of the State Texas, be, and is hereby, authorized to build a bridge across Red River, at a point suitable to the interest of navigation, at or near Hooks Ferry, Red River County, Texas, the said bridge to be so constructed as to not interfere with the navigation of said river: *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 no higher rate shall be charged for the transmission over the same of the mails, the troops, and the munitions of war of the United States, or for through passengers or freight passing over said bridge, than the rate per mile paid for their transportation over the railways leading to said bridge; and the United States shall have the right of way for postal-telegraph and telephone purposes over said bridge.

SEC. 2. That any bridge constructed under 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 that object the said company shall submit to the Secretary of War, for his examination and approval, a design and drawings of the bridge and piers, and a map of the location, giving for the space of at least one mile above and one mile below the proposed location the topography of the banks of the river, the shore lines at high and low water, and the direction and strength of the current at all stages, and the soundings, accurately showing the bed of the stream, the location of any other bridge or bridges, and shall furnish such