

Steam vessels
to be subject to
regulations.
1852, ch. 106,
§ 29.

Vol. x. p. 72.

Sea-going
steam vessels,
except, &c.
when under
way, except
upon the high
seas, to be under
the direction
of pilots.

Certain exist-
ing regulations
under State laws
not affected.

States, shall be subject to the navigation laws of the United States; and all vessels propelled in whole or in part by steam, and navigating as aforesaid, shall also be subject to all rules and regulations consistent therewith, established for the government of steam vessels in passing, as provided in the twenty-ninth section of an act relating to steam vessels, approved the thirtieth day of August eighteen hundred and fifty-two. And every sea-going steam vessel now subject or hereby made subject to the navigation laws of the United States, and to the rules and regulations aforesaid, shall, when under way, except upon the high seas, be under the control and direction of pilots licensed by the inspectors of steam vessels; vessels of other countries and public vessels of the United States only excepted: *Provided, however*, That nothing in this act, or in the act of which it is amendatory, shall be construed to annul or affect any regulation established by the existing law of any State requiring vessels entering or leaving a port in such State to take a pilot duly licensed or authorized by the laws of such State, or of a State situate upon the waters of the same port.

APPROVED, February 25, 1867.

Feb. 27, 1867.

CHAP. XCVIII. — *An Act declaring Clinton Bridge, across the Mississippi River, at Clinton, in the State of Iowa, a Post-Route.*

The Clinton
bridge across the
Mississippi river
declared a post-
route.

Rates of tolls,
&c.

Regulations as
to the draw of
the bridge.

Litigation arising
from alleged
obstruction to
navigation,
where to be tried.

Act may be
amended so as,
&c.

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled, That the bridge across the Mississippi river erected by the Albany Bridge Company, and the Chicago, Iowa, and Nebraska Railroad Company, under the authority of the State[s] of Iowa and Illinois, between the towns of Clinton, Iowa, and Albany, Illinois, shall be a lawful structure, and shall be recognized and known as a post-route, upon which also 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 their transportation over the railroads or public highways leading to the said bridge.

SEC. 2. *And be it further enacted*, That the draw of said bridge shall be opened promptly upon reasonable signal for the passage of boats whose construction shall not be such as to admit of their passage under the permanent spans of said bridge, except when trains are passing over the same; but in no case shall unnecessary delay occur in opening the said draw during or after the passage of trains.

SEC. 3. *And be it further enacted*, That in case of any litigation hereafter arising from any alleged obstruction to the free navigation of said river, the cause may be tried before the circuit court of the United States of any State in which any portion of said obstruction or bridge touches.

SEC. 4. *And be it further enacted*, That the right to alter or amend this act so as to prevent or remove all material obstructions to the navigation of said river, by the construction of said bridge, is hereby expressly reserved.

APPROVED, February 27, 1867.

Feb. 28, 1867.

CHAP. XCIX. — *An Act making Appropriations for the Consular and Diplomatic Expenses of the Government for the Year ending thirtieth June, eighteen hundred and sixty-eight, and for other Purposes.*

Consular and
diplomatic ex-
penses appro-
priation.

Envoys ex-
traordinary,
ministers and
commissioners.

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled, That the following sums be, and the same are hereby, appropriated, out of any money in the treasury not otherwise appropriated, for the objects hereafter expressed, for the fiscal year ending the thirtieth of June, eighteen hundred and sixty-eight, namely:—

For salaries of envoys extraordinary, ministers, and commissioners of the United States at Great Britain, France, Russia, Prussia, Spain, Aus-