

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 a full and satisfactory understanding of the subject; and until the said plan 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 plan of such bridge during the progress of construction, such change shall be subject to the approval of the Secretary of War. And the 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, and the authority to erect and continue said bridge shall be subject to revocation by the Secretary of War, whenever the public good, in his judgment, so requires.

Changes.

Amendment, etc. SEC. 6. That the right to alter, amend, or repeal this Act is hereby expressly reserved.

Commencement and completion. SEC. 7. 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 approval of this Act.

Post, p. 634.

Approved, April 21, 1894.

April 24, 1894. CHAP. 63.—An Act To amend section one of an Act approved April sixth, eighteen hundred and ninety-four, entitled "An Act to give effect to the award rendered by the Tribunal of Arbitration, at Paris, under the treaty between the United States and Great Britain, concluded at Washington, February twenty-ninth, eighteen hundred and ninety-two, for the purpose of submitting to arbitration certain questions concerning the preservation of the fur seals."

*Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled,* That section one of the Act entitled "An Act to give effect to the award rendered by the Tribunal of Arbitration, at Paris, under the treaty between the United States and Great Britain concluded at Washington, February twenty-ninth, eighteen hundred and ninety-two, for the purpose of submitting to arbitration certain questions concerning the preservation of the fur seals," approved April sixth, eighteen hundred and ninety-four, be amended by striking out the word "exclusive" where it occurs in said section one and inserting the word "inclusive," so that said section will read: That no citizen of the United States, or person owing the duty of obedience to the laws or the treaties of the United States, nor any person belonging to or on board of a vessel of the United States, shall kill, capture, or pursue, at any time, or in any manner whatever, outside of territorial waters, any fur seal in the waters surrounding the Pribilof Islands within a zone of sixty geographical miles (sixty to a degree of latitude) around said islands, inclusive of the territorial waters.

Fur seal fishery regulations.

Ante, p. 53.

Error corrected.

Killing, etc., of seals forbidden.

Area included.

Approved, April 24, 1894.

April 24, 1894. CHAP. 64.—An Act To authorize the construction of a steel bridge over the Saint Louis River, between the States of Wisconsin and Minnesota.

*Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled,* That the Duluth and Superior Bridge Company, a corporation organized under the laws of the State of Wisconsin, and its successors in interest be, and is hereby, authorized to construct and maintain and operate a bridge and approaches thereto over the Saint Louis River, between the States of Wisconsin and Minnesota, extending from the northerly end of Conners Point, Wisconsin, to Rices Point, opposite, in the State of Minnesota. Said bridge shall be constructed to provide for the passage of street railway cars, steam cars, on double tracks permitting the passage of trains in opposite directions at the same time, and for the passage of wagons and vehicles

Duluth and Superior Bridge Company may bridge Saint Louis River, Conners Point, Wis., to Rices Point, Minn.

Railway, wagon, and foot bridge.