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mile paid for transportation of said mails, troops, and munitions of war over public highways and electric railways thereon leading to said bridge, and the United States shall have the right of way for telegraph, postal, telephone, and other purposes over said bridge. Telegraph, etc., rights.

SEC. 5. That said bridge shall be constructed to provide for the passage of wagons and vehicles and all kinds of street railway cars and motors, as well as foot passengers, and for all road travel, and all street railway companies desiring to use said bridge shall be entitled to equal rights and privileges in using the same and the approaches thereto at reasonable compensation by such street railway company or companies for the use of said bridge; and in case of any disagreement between the said board of commissioners and those desiring its use, in respect to charges to be paid and rules and conditions to be complied with 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 in interest. Use by other roads.

SEC. 6. That this Act shall be null and void if actual construction of said bridge be not commenced in one year and completed in three years from the date hereof. Time of construction.

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

Approved, April 13, 1904.

April 15, 1904.
[S. 2259.]
[Public, No. 114.]

CHAP. 1314.—An Act To regulate shipping in trade between ports of the United States and ports or places in the Philippine Archipelago, between ports or places in the Philippine Archipelago, and for other purposes.

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled, That on and after July first, nineteen hundred and six, no merchandise except supplies for the Army or Navy shall be transported by sea, under penalty of forfeiture thereof, between ports of the United States and ports or places in the Philippine Archipelago, directly or via a foreign port, or for any part of the voyage, in any other vessel than a vessel of the United States. But this section shall not be construed to prohibit the sailing of any foreign vessel between any port of the United States and any port or place in the Philippine Archipelago: *Provided*, That no merchandise other than that imported in such vessel from some foreign port which has been specified on the manifest as for another port, and which shall not have been unloaded, shall be carried between a port of the United States and a port or place in the Philippine Archipelago. Philippine Islands. Carrying goods between United States and, restricted after July 1, 1906, to American vessels. Sailings permitted foreign ships. *Proviso*. Shipments which may be landed.

SEC. 2. That on and after July first, nineteen hundred and six, no foreign vessel shall transport passengers between ports of the United States and ports or places in the Philippine Archipelago, either directly or by way of a foreign port, under a penalty of two hundred dollars for each passenger so transported and landed. Passenger transportation. Penalty.

SEC. 3. That sections one and two of this Act shall not apply to the transportation of merchandise or passengers between ports or places in the Philippine Archipelago. Until Congress shall have authorized the registry as vessels of the United States of vessels owned in the Philippine Archipelago the government of the Philippine Islands is hereby authorized to adopt, from time to time, and enforce regulations governing the transportation of merchandise and passengers between ports or places in the Philippine Archipelago. Interisland traffic not affected. Authority of Philippine government.

SEC. 4. That sections one and two of this Act shall not apply to the voyage of a vessel between a port of the United States and a port or place in the Philippine Archipelago begun before July first, nineteen hundred and six. Voyages begun before July 1, 1906, not affected.

Ships owned by United States.

SEC. 5. That sections one and two of this Act shall not apply to vessels owned by the United States.

Tonnage tax on vessels from Philippines.

SEC. 6. That on and after the passage of this Act the same tonnage taxes shall be levied, collected, and paid upon all foreign vessels coming into the United States from the Philippine Archipelago which are required by law to be levied, collected, and paid upon vessels coming into the United States from foreign countries: *Provided, however*, That until July first, nineteen hundred and six, the provisions of law restricting to vessels of the United States the transportation of passengers and merchandise directly or indirectly from one port of the United States to another port of the United States shall not be applicable to foreign vessels engaging in trade between the Philippine Archipelago and the United States: *And provided further*, That the Philippine Commission shall be authorized and empowered to issue licenses to engage in lighterage or other exclusively harbor business to vessels or other craft actually engaged in such business at the date of the passage of this Act, and to vessels or other craft built in the Philippine Islands or in the United States and owned by citizens of the United States or by inhabitants of the Philippine Islands.

Provisos.
Not applicable until July 1, 1906.

Harbor business licenses.

Spanish treaty rights unimpaired.
Vol. 30, p. 1756.

SEC. 7. That this Act shall not be construed to impair or affect any privilege guaranteed to Spanish ships and merchandise by the treaty of peace between the United States and Spain signed at the city of Paris on December tenth, eighteen hundred and ninety-eight, and ratified April eleventh, eighteen hundred and ninety-nine.

Regulations.

SEC. 8. That the Secretary of Commerce and Labor shall, from time to time, issue regulations for the enforcement of this Act, except as otherwise provided in section three: *Provided*, That such of the navigation laws of the United States as are in force in the Philippine Archipelago in regard to vessels arriving in the Philippine Islands from the mainland territory and other insular possessions of the United States shall continue to be administered by the proper officials of the government of the Philippine Islands.

Proviso.
Continuance of navigation laws.

Approved, April 15, 1904.

April 15, 1904.
[S. 5438.]
[Public, No. 115.]

CHAP. 1315.—An Act Making an appropriation to supply a deficiency in the contingent fund of the United States Senate.

Senate.
Deficiency appropriation for contingent expenses.

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled, That there is hereby appropriated, out of any money in the Treasury not otherwise appropriated, the sum of twenty thousand dollars, for expenses of inquiries and investigations ordered by the Senate, including compensation to stenographers to committees at such rate as may be fixed by the Committee to Audit and Control the Contingent Expenses of the Senate, but not exceeding one dollar and twenty-five cents per printed page, being a deficiency for the fiscal year nineteen hundred and four.

Approved, April 15, 1904.

April 18, 1904.
[H. R. 13738.]
[Public, No. 116.]

CHAP. 1392.—An Act To authorize Frank P. Harman to bridge the Tug Fork of the Big Sandy River near Delorme, in Mingo County, West Virginia, where the same forms the boundary line between the States of West Virginia and Kentucky.

Tug Fork of Big Sandy River.
Frank P. Harman, etc., may bridge, at Delorme, W. Va.

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled, That it shall be lawful for Frank P. Harman, or his assigns, to erect, construct, and maintain a railroad bridge and approaches thereto across the Tug Fork of the Big Sandy River near the town of Delorme (post-office Edgarton), in