

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 ves-
sels 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. 39, 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 nav-
igation laws.

Approved, April 15, 1904.

April 15, 1904.
[S. 5438.]

[Public, No. 115.]

Senate.
Deficiency appro-
priation for contin-
gent expenses.

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

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.]

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

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.

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