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Location.

with necessary approaches, across the Mississippi River from the west end of Twenty-fifth avenue northeast to the east end of Thirty-second avenue north, within the corporate limits of said city, provided such location is suitable to the interests of navigation. Said bridge shall be constructed for the passage of street cars, wagons, and vehicles of all kinds, and for foot passengers.

Street car, wagon, and foot bridge.

Secretary of War to approve plans, etc.

SEC. 2. That the said bridge authorized to be constructed under this Act shall be built and constructed upon plans to be submitted to and approved by the Secretary of War, subject to such rules and regulations for the security of navigation as the Secretary of War shall prescribe, and until the plans and location of the bridge are approved by him the bridge shall not be built or commenced.

Lawful structure and post route.

SEC. 3. That said bridge shall be a lawful structure, and shall be recognized and known as a post route, and shall enjoy the rights and privileges of other post-roads in the United States; and no higher charge shall be made for the transmission over the same of the mails, troops, and munitions of war of the United States than the rate per mile paid for the transportation over the road or roads leading to such bridge. Equal privileges in the use of said bridge shall be granted to all telegraph and telephone companies, and the United States shall have the right of way across said bridge and its approaches for postal-telegraph and telephone purposes, and all changes in said bridge required by the Secretary of War, at any time, or its entire removal, shall be at the expense of the corporation owning or operating said bridge.

Telegraph, etc. rights.

Changes.

Use by other roads.

Compensation.

SEC. 4. That all street railway companies desiring the use of said bridge shall be entitled to equal rights and privileges relative to the passage of cars over the same and the approaches thereto, upon payment of reasonable compensation for such use; and in case of disagreement as to the rates, terms, and conditions of such use all matters at issue shall be determined by the Secretary of War.

Time of construction.

SEC. 5. That this Act shall be null and void unless the bridge herein authorized is commenced within one year and completed within three years from the date of approval hereof.

Amendment.

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

Approved, January 19, 1905.

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January 19, 1905.
[S. 6261.]

[Public, No. 15.]

**CHAP. 48.**—An Act Permitting the building of a railroad bridge across the Mississippi River at the city of Minneapolis, State of Minnesota, from a point on lot two to a point on lot seven, all in section three, township twenty-nine north, range twenty-four west, of the fourth principal meridian.

Mississippi River. Minneapolis, Saint Paul and Sault Sainte Marie Railway Company may bridge, at Minneapolis, Minn.

*Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled*, That the consent of Congress is hereby granted to the Minneapolis, Saint Paul and Sault Sainte Marie Railway Company, a railway corporation organized under the laws of the States of Michigan, Wisconsin, Minnesota, and North Dakota, its successors or assigns, to build a railway bridge across the Mississippi River at the city of Minneapolis, State of Minnesota, from a point on lot two to a point on lot seven, all in section three, township twenty-nine north, range twenty-four west, of the fourth principal meridian: *Provided*, That the plans for the construction of said bridge and appurtenant works shall be submitted to and approved by the Chief of Engineers and the Secretary of War before the commencement of the construction of such bridge: *And provided further*, That said Minneapolis, Saint Paul and Sault Sainte Marie Railway Company, its successors or assigns, shall not deviate from such plans after such approval, either before or after the completion of the said bridge, unless

*Provisos.*
Approval of plans.

Changes.

the modification of said plans shall have previously been submitted to and received the approval of the Chief of Engineers and of the Secretary of War, and any changes in said bridge which the Secretary of War may at any time order in the interest of navigation shall be promptly made by said company at its own expense.

Litigation.

SEC. 2. That in case any litigation arises from the building of said bridge or from the obstruction of said river by said bridge cases may be tried in the proper courts, as now provided for that purpose in the States of Minnesota and North Dakota and in the courts of the United States: *Provided*, That nothing in this Act shall be so construed as to repeal or modify any of the provisions of law now existing in reference to the protection of the navigation of rivers or to exempt said bridge from the operation of same.

*Proviso.* Existing laws not affected.

Use by other roads.

SEC. 3. That all railroad companies desiring the use of said bridge shall have and be entitled to equal rights and privileges relative to the passage of railway trains over the same, and over the approaches thereto, upon payment of a reasonable compensation for such use; and in case of disagreement between the parties in regard to the compensation to be paid or the conditions to be observed all matters at issue shall be determined by the Secretary of War.

Compensation.

Lawful structure and post route.

SEC. 4. That any bridge built under this Act, and subject to its limitations, shall be a lawful structure, and shall be recognized and known as a post route, upon which no higher charge shall be made for the transmission of mails and the troops and munitions of war of the United States over the same than the rate per mile paid for the transportation over the railroad or approaches leading to the said bridge; and it shall enjoy the rights and privileges of other post-roads in the United States, and equal privileges in the use of said bridge shall be granted to all telegraph and telephone companies, and the United States shall have the right of way across said bridge and its approaches for postal telegraph and telephone purposes.

Telegraph, etc., rights.

Time of construction.

SEC. 5. That this Act shall be null and void unless the bridge herein authorized be commenced within one year and completed within two years from the date of approval of this Act.

Amendment.

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

Approved, January 19, 1905.

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January 19, 1905.
[H. R. 15320.]
[Public, No. 16.]

**CHAP. 49.**—An Act To amend "An Act to regulate the practice of medicine and surgery, to license physicians and surgeons, and to punish persons violating the provisions thereof in the District of Columbia," approved June third, eighteen hundred and ninety-six.

District of Columbia. Issue of licenses to practice medicine, etc., in. Vol. 29, p. 200, amended.

*Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled*, That section eight of "An Act to regulate the practice of medicine and surgery, to license physicians and surgeons, and to punish persons violating the provisions thereof in the District of Columbia," approved June third, eighteen hundred and ninety-six, be amended by striking out the following words: "*Provided*, That a license shall be issued upon application, free of cost and without examination, to each physician who is registered at the health office of the District of Columbia at the time of the passage of this Act, and to physicians who may change their residence to the District of Columbia from any State or Territory where medical laws and medical examining boards exist, the presentation of a certificate or license from a medical examining board, if found upon due inquiry to be true and genuine, being sufficient evidence of right to registration and certification under the provisions of this Act: *Provided*, That the medical laws and examining boards of such States and