AUTHENTICATED
U.S. GOVERNMENT
INFORMATION
GPO

County, Minnesota, for the development of water power, and such works and structures in connection therewith as may be necessary or convenient in the development of said power and in the utilization of the power thereby developed: *Provided*, That the plans for the construction of said dam 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 the same: *And provided further*, That the said William J. Murphy, his successors or assigns, shall not deviate from such plans after such approval, either before or after the completion of said structures, unless 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 provided further*, That there shall be placed and maintained in connection with said dam a sluiceway so arranged as to permit logs, timber, and lumber to pass around, through, or over said dam without unreasonable delay or hindrance and without toll or charges: *And provided further*, That the dam shall be so constructed that the Government of the United States may at any time construct in connection therewith a suitable lock for navigation purposes, and may at any time, without compensation, control the said dam so far as shall be necessary for purposes of navigation, but shall not destroy the water power developed by said dam and structures to any greater extent than may be necessary to provide proper facilities for navigation, and that the Secretary of War may at any time require and enforce at the expense of the owners such modifications and changes in the construction of such dam as he may deem advisable in the interests of navigation: *And provided further*, That suitable fishways, to be approved by the United States Fish Commission, shall be constructed and maintained at said dam by the said William J. Murphy, his successors or assigns.

Provisos.
Secretary of War to approve plans.

Modification of plans.

Sluiceway.

Lock.

Changes.

Fishways.

Litigation.

SEC. 2. That in case any litigation arises from the building of said dam, or from the obstruction of said river by said dam or appurtenant works, cases may be tried in the proper courts, as now provided for that purpose in the State of Minnesota 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 structures from the operation of same.

Proviso.
Existing laws not affected.

SEC. 3. That this Act shall be null and void unless the dam herein authorized be commenced within one year and be completed within three years from the time of the passage of this Act.

Time of construction.

SEC. 4. That the right to amend or repeal this Act is hereby expressly reserved.

Amendment.

Approved, March 16, 1906.

March 17, 1906.
[H. R. 8103.]
[Public, No. 50.]

CHAP. 954.—An Act To authorize the construction of a bridge between Fort Snelling Reservation and Saint Paul, Minnesota.

Mississippi River.
Bridge authorized across, between Fort Snelling Reservation and St. Paul, Minn.

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled, That the Secretary of War be, and he is hereby, authorized and directed to construct a bridge across the Mississippi River between Fort Snelling Reservation and Saint Paul, Minnesota, so as to afford safe and adequate means for communication and transportation of troops and supplies for military purposes to and from Fort Snelling Military Reservation, and for the passage of vehicles of all kinds, including cars operated by electricity, and of passengers and animals.

Electric car, wagon, and foot bridge.

Selection of site, etc.

Use of old structure.

SEC. 2. That the Secretary of War shall select the site for such bridge and for all approaches and abutments thereof, and is authorized

to use the site of the present structure in case he shall deem such to be for the public interest, and may use any or all of such structure, approaches, and abutments as he may deem best, free and clear of all expense to the United States. The ownership and control of such bridge so constructed, replaced, or remodeled shall be and remain in the United States, under the direction of the Secretary of War, and the same shall be maintained and used as a public bridge, subject to conditions hereinafter set forth.

Control, etc.

SEC. 3. That as soon as practicable the county of Ramsey, State of Minnesota, may transfer, grant, and deliver to the United States all of its right, title, and interest in and to the old bridge now crossing said river between Fort Snelling and Saint Paul, so that from the date of such transfer the United States shall have full power and authority over it and all approaches thereto and the right to use any and all parts of such bridge or any approaches, piers, abutments, or material thereof in the construction of any new bridge, or, in the discretion of the Secretary of War, may replace, remodel, alter, or change the present structure so that it shall comply with the requirements of this Act.

Transfer of title, etc.

SEC. 4. That any bridge so constructed shall not interfere with the navigation upon the Mississippi River, and shall also provide suitable accommodations for the entrance of steam or electric railways upon said Fort Snelling Reservation under such terms and conditions as shall be prescribed by the Secretary of War and subject to the requirements and provisions of this Act; and that when any steam or electric railway shall comply with the requirements and provisions of this Act, by contract or otherwise, the said company shall have the free use of said bridge for transit, but without any claim to ownership thereof.

Unobstructed navigation.

Free use of bridge.

SEC. 5. That before any money shall be expended or any obligation shall be incurred under the provisions of this Act by the United States there shall be paid or secured to the United States, in such manner as the Secretary of War may direct, not less than one hundred thousand dollars from the city of Saint Paul and not less than twenty-five thousand dollars from any electric street railway company receiving any right of transit across such bridge and such sum from any steam railway company hereafter using such bridge as the Secretary of War may determine; and whenever such sums shall be so paid or secured, contract or contracts may be entered into by the Secretary of War for such rights, lands, materials, or work as may be necessary to undertake, commence, or complete such project, or any part thereof, not to exceed in the aggregate the sum hereinafter provided.

Contribution by St. Paul and railway companies.

Contracts.

SEC. 6. That in addition to the payment of such sum, any electric or steam railway company using such bridge shall pay to the United States the cost of repairing the spaces between the tracks and keeping the same in proper condition between tracks and outside rails on each side to distance equal to the overhang of the cars used in such manner as may be determined by the Secretary of War.

Repairs between tracks.

SEC. 7. That the Secretary of War shall have the power to authorize the use of said bridge at any time to any other steam or electric railway upon such terms and conditions as to him may seem proper; but no such permission to other roads shall be granted unless there shall be first paid to the United States the proportionate cost of such bridge equal to that paid by any other company having such right; but no such permission shall impair or interfere with the rights hereby secured, or which may be granted to any company as aforesaid. This bridge and all abutments and approaches thereto shall be maintained as telegraph and telephone and postal roads upon such terms as the Secretary of War may determine.

Terms for use.

Limit of cost.

SEC. 8. That the limit of cost for the construction of a new bridge or for replacing, altering, or remodeling of any existing structure shall in no case exceed the sum of two hundred and fifty thousand dollars, and in no case shall the expenditure on the part of the United States exceed the sum of one hundred and twenty-five thousand dollars.

Time of construction.
Post, p. 1418.

SEC. 9. That this Act shall be null and void if actual construction of the bridge herein authorized shall not be commenced within one year and completed within three years from the date hereof.

Approved, March 17, 1906.

March 17, 1906.
[H. R. 13398.]

[Public, No. 51.]

CHAP. 955.—An Act To amend section forty-four hundred of the Revised Statutes relating to inspection of steam vessels.

Steamboat-Inspection Service.

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled, That section forty-four hundred of the Revised Statutes be amended so as to read as follows:

R. S., sec. 4400, p. 852, amended.
Vol. 23, p. 346.

"SEC. 4400. All steam vessels navigating any waters of the United States which are common highways of commerce or open to general or competitive navigation, excepting public vessels of the United States, vessels of other countries, and boats propelled in whole or in part by steam for navigating canals, shall be subject to the provisions of this title.

Inspection of foreign passenger vessels.
R. S., secs. 4417, 4418, 4421–4424, 4470–4473, 4479, 4482, 4488, 4489, 4496, 4497, 4499, 4500, pp. 856, 857, 865–869.

"And all foreign private steam vessels carrying passengers from any port of the United States to any other place or country shall be subject to the provisions of sections forty-four hundred and seventeen, forty-four hundred and eighteen, forty-four hundred and twenty-one, forty-four hundred and twenty-two, forty-four hundred and twenty-three, forty-four hundred and twenty-four, forty-four hundred and seventy, forty-four hundred and seventy-one, forty-four hundred and seventy-two, forty-four hundred and seventy-three, forty-four hundred and seventy-nine, forty-four hundred and eighty-two, forty-four hundred and eighty-eight, forty-four hundred and eighty-nine, forty-four hundred and ninety-six, forty-four hundred and ninety-seven, forty-four hundred and ninety-nine, and forty-five hundred of this title, and shall be liable to visitation and inspection by the proper officer, in any of the ports or the United States, respecting any of the provisions of the sections aforesaid: *Provided, however*, That when such foreign passenger steamers belong to countries having inspection laws approximating those of the United States, and have unexpired certificates of inspection issued by the proper authorities in the respective countries to which they belong, they shall be subject to no other inspection than necessary to satisfy the local inspectors that the condition of the vessel, her boilers, and life-saving equipments are as stated in the current certificate of inspection; but no such certificate of inspection shall be accepted as evidence of lawful inspection except when presented by steam vessels of other countries which have by their laws accorded to the steam vessels of the United States visiting such countries the same privilege accorded herein to the steam vessels of such countries visiting the United States; it being further provided that there shall be collected and paid into the Treasury of the United States the same fees for the inspection of foreign passenger steamers carrying passengers from the United States that any foreign nation shall charge the merchant vessels of the United States trading to the ports of such nationality; it being further provided that the Secretary of Commerce and Labor shall have the power to waive at any time the collection of such fees upon due notice of the proper authorities of any country concerned that the collection of fees for the inspection of American steam merchant vessels has been discontinued.

Proviso.
Acceptance of foreign inspection.

Limited inspection.

Condition.

Fees.