

"It is further provided that the Secretary of Commerce and Labor may, in his discretion, permit any foreign passenger steamer coming within the provisions of this Act whose foreign certificate of inspection shall have expired at sea since last leaving the country to which said vessel belongs, or while said vessel shall have been in a port of the United States, to sail upon her regular route without undergoing any further inspection than would have been required had said foreign certificate of inspection been in force: *Provided, however,* That such discretion shall be exercised only with respect of vessels operated upon regularly established lines, and in cases where such foreign passenger steamers will be regularly inspected by the authorities of her home government before her next return to a port of the United States."

Vessels exempt from inspection.

Proviso.
 Restriction.

SEC. 2. That this Act shall take effect from and after its passage and approval.

Effect.

Approved, March 17, 1906.

CHAP. 956.—An Act To authorize William Smith and associates to bridge the Tug Fork of the Big Sandy River, near Williamson, West Virginia, where the same forms the boundary line between the States of West Virginia and Kentucky.

March 17, 1906.
 [H. R. 15263.]

[Public, No. 52.]

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 William Smith, of Pike County, Kentucky, and associates, to construct and maintain a wagon and foot bridge, and also a railroad bridge, either standard or narrow gauge, to be operated by electricity or otherwise, together with approaches thereto, across the Tug Fork of the Big Sandy River, near Williamson, West Virginia, where the said Tug Fork forms the boundary line between the States of West Virginia and Kentucky, as the said parties may deem suitable for the passage of its said roads, the conveyance of coal, and for foot passengers over the said Tug Fork, subject to the approval of the Secretary of War.

Tug Fork of the Big
 Sandy River.
 William Smith *et al.*
 may bridge, near Wil-
 liamson, W. Va.
 Railroad, wagon,
 and foot bridge.

SEC. 2. That any bridge authorized to be constructed under this Act shall be a lawful structure, and shall be recognized and known as a post route, and it shall enjoy all the rights and privileges of other post-roads in the United States, upon which also no higher charge shall be made for the transmission over the same of the mails, or for through passengers or freight passing over said bridge and approaches, than the rate per mile paid for transportation over the railroads leading to said bridge; and the United States shall have the right of way for postal telegraph and telephone purposes without charge therefor across said bridge and approaches. Said bridge shall be built and located under and subject to such regulations for the security of navigation as the Secretary of War shall prescribe, and to secure that object the said parties shall submit to the Secretary of War for his examination and approval, a design and drawings of the bridge and a map of the location, giving for the space of one mile above and one mile below the proposed location the high and low water lines upon the banks of the river, the direction and strength of the current at all stages of the water, with the soundings, accurately showing the bed of the stream and the location of any other bridge or bridges, such map to be sufficiently in detail to enable the Secretary of War to judge of the proper location of said bridge, and shall furnish such other information as may be required for a full and satisfactory understanding of the subject; and until the said plans and location are approved by the Secretary of War the bridge shall not be commenced or built; and should any change be made in the plan of said bridge during the progress of construction or after completion, such change shall be subject to the approval of the Secretary of War, and any changes

Lawful structure
 and post route.

Secretary of War to
 approve plans, etc.

Changes.

Use by other roads.	SEC. 3. That all railroad companies desiring the use of the bridge authorized by this Act shall have and be entitled to equal rights and privileges relative to the passage of railway trains or cars over the same, and over the approaches thereto, upon the payment of a reasonable compensation for such use; and in case the owner or owners of the said bridge and the several railroad companies, or any of them, desiring such use shall fail to agree upon the sum or sums to be paid and upon the rules and conditions to which each shall conform 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; and equal privileges in the use of said bridge shall be granted to all telegraph and telephone companies.
Compensation.	
Telegraph, etc., rights.	
Lights, etc.	SEC. 4. That on any bridge constructed under the provisions of this Act there shall be maintained, at the expense of the company or corporation owning or controlling the same, such lights and other signals as may be prescribed by the Light-House Board.
Time of construction.	SEC. 5. 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 date hereof.
Amendment.	SEC. 6. That the right to alter, amend, or repeal this Act is hereby expressly reserved.
	Approved, March 17, 1906.

March 19, 1906.
[H. R. 122.]

[Public, No. 53.]

District of Columbia.
Fire escapes required for tenement houses, etc., in.
Post, p. 1247.

CHAP. 957.—An Act To require the erection of fire escapes in certain buildings in the District of Columbia, and for other purposes.

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled, That it shall be the duty of the owner, lessee, occupant, or person having possession, charge, or control of any building three or more stories in height, or over thirty feet in height, constructed or used or intended to be used as a tenement house, apartment house, flat, hotel, office building, store, hospital, seminary, academy, school, college, institute, dormitory, asylum, sanitarium, hall, or place of amusement, to provide and cause to be erected and fixed to every such building, connecting with each floor above the first floor by easily accessible and unobstructed openings, one or more suitable fire escapes, in such location and numbers and of such material, type, and construction as the Commissioners of the District of Columbia may determine.

Buildings occupied by ten or more persons above the second stories.

Night lights.

Guide signs, etc.

SEC. 2. That it shall be the duty of the owner, lessee, occupant, or person having possession, charge, or control of any building already erected, or which may hereafter be erected, in which ten or more persons are employed at the same time in any of the stories above the second story, to provide and cause to be erected and affixed thereto a sufficient number of the aforesaid fire escapes, the location and number of the same to be determined by the said Commissioners, and to keep the hallways and stairways in every such building as is used and occupied at night properly lighted, to the satisfaction of the Commissioners of the District of Columbia, from sunset to sunrise.

SEC. 3. That it shall also be the duty of the owner, lessee, occupant, or person having possession, charge, or control of any building used or intended to be used as set forth in section one of this Act, or any building in which ten or more persons are employed, as set forth in section two of this Act, to provide, install, and maintain therein proper and sufficient guide signs, guide lights, exit lights, hall and stairway lights, fire hose, and fire extinguishers, in such location and numbers and of such type and character as the Commissioners of the District of Columbia may determine.