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April 2, 1906.
[S. 5211.]

[Public, No. 82.]

CHAP. 1363.—An Act To authorize the construction of a bridge across the Snake River, at or near Lewiston, Idaho.

Snake River, Idaho. Chicago, Milwaukee and Saint Paul Railway Company may bridge.

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled, That the Chicago, Milwaukee and Saint Paul Railway Company, of Washington, its successors or assigns, be, and are hereby, authorized to construct and maintain a railroad bridge across the Snake River, from some convenient and practicable point on the west bank of said river in Asotin County, Washington, to some convenient and practicable point on the east bank in Whitman County, Washington, or in Nez Perces County, Idaho.

Location.

Secretary of War to approve plans, etc.

SEC. 2. That the bridge herein authorized shall be located and constructed under and subject to such regulations for the security of navigation of said river as the Secretary of War shall prescribe, and said company shall submit to the Secretary of War for his approval a plan of said bridge and a map of the location, showing for one mile above and one mile below the proposed location, the topography of the banks of the river, the shore lines at high and low water, the direction and strength of the current, soundings showing the bed of the stream, the location of any other bridge in that vicinity, and such other information as may be required for a full and satisfactory understanding of the subject; and until said plan and location are approved by the Secretary of War the said 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 also be subject to the approval of the Secretary of War.

Changes.

Lawful structure and post route.

SEC. 3. That the bridge and its accessories constructed according to the provisions of this Act shall be a lawful structure, and the same is hereby declared to be a post route, and no higher charge shall be made for the transportation of the mails and the troops and munitions of war of the United States over the same than the rate per mile paid for their transportation over the railroads leading to said bridge; and the United States shall have the right of way across said bridge and its approaches for postal, telegraph, and telephone purposes; and equal privileges in the use of said bridge shall be granted to all telegraph and telephone companies.

Telegraph, etc., rights.

Use by other roads.

SEC. 4. That all railroad companies desiring to use said bridge shall have and be entitled to equal rights and privileges in the passage of railroad trains over the same and the approaches thereto, under and upon such terms and conditions as shall be prescribed by the Secretary of War upon hearing the allegations and proofs of the parties, in case they shall not agree.

Unobstructed navigation.

SEC. 5. That the said bridge herein authorized to be constructed shall be kept and maintained so as to secure at all times reasonable and proper provisions for the passage of vessels through the same, and there shall be maintained on said bridge by the company aforesaid, from sunset to sunrise, during the season of navigation, such lights as the Light-House Board shall prescribe; and such changes shall be made from time to time in said bridge and at the expense of the company aforesaid, as the Secretary of War may direct in order to preserve the free navigation of said river; and in case of any litigation arising by reason of the construction and maintenance of said bridge, the same may be tried in the circuit or district courts of the United States for the districts of Washington and Idaho, in whose jurisdiction said bridge is located: *Provided*, That nothing in this Act shall be so construed as to repeal or modify any of the provisions of the law now existing in reference to the protection of the navigation of rivers or to exempt this bridge from the operations of same.

Lights, etc.

Litigation.

Proviso.
Existing laws not affected.

Time of construction.

SEC. 6. That this Act shall be null and void if the actual construction of the bridge herein authorized shall not be commenced within

one year and completed within three years from the date this Act takes effect.

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

Approved, April 2, 1906.

CHAP. 1366.—An Act To provide for the reorganization of the consular service of the United States. April 5, 1906. [S. 1345.] [Public, No. 83.]

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled, That the consular system of the United States be reorganized in the manner hereinafter provided in this Act. Consular service. Reorganization of.

SEC. 2. That the consuls-general and the consuls of the United States shall hereafter be classified and graded as hereinafter specified, with the salaries of each class herein affixed thereto. Classification. R. S., sec. 1690, p. 296, amended.

CONSULS-GENERAL. Consuls-general. Salaries.

Class one, twelve thousand dollars.—London, Paris. Class I.

Class two, eight thousand dollars.—Berlin, Habana, Hongkong, Hamburg, Rio de Janeiro, Shanghai. Class II.

Class three, six thousand dollars.—Calcutta, Cape Town, Constantinople, Mexico City, Montreal, Ottawa, Vienna, Yokohama. Class III.

Class four, five thousand five hundred dollars.—Antwerp, Barcelona, Brussels, Canton, Frankfort, Marseilles, Melbourne, Panama, Saint Petersburg, Seoul, Tientsin. Class IV.

Class five, four thousand five hundred dollars.—Auckland, Beirut, Buenos Ayres, Callao, Chefoo, Coburg, Dresden, Guayaquil, Halifax, Hankau, Mukden, Munich, Niuchwang, Rome, Rotterdam, Saint Gall, Singapore. Class V.

Class six, three thousand five hundred dollars.—Adis Ababa, Bogota, Budapest, Guatemala, Lisbon, Monterey, San Salvador, Stockholm, Tangier. Class VI.

Class seven, three thousand dollars.—Athens, Christiania, Copenhagen. Class VII.

CONSULS. Consuls. Salaries.

Class one, eight thousand dollars.—Liverpool. Class I.

Class two, six thousand dollars.—Manchester. Class II.

Class three, five thousand dollars.—Bremen, Dawson, Belfast, Havre, Kobe, Lourenço Marquez, Lyon, Pretoria. Class III.

Class four, four thousand five hundred dollars.—Amoy, Amsterdam, Birmingham, Cienfuegos, Fuchau, Glasgow, Kingston (Jamaica), Nottingham, Santiago, Southampton, Veracruz, Valparaiso. Class IV.

Class five, four thousand dollars.—Bahia, Bombay, Bordeaux, Colon, Dublin, Dundee, Harbin, Leipzig, Nanking, Naples, Nuremberg, Para, Pernambuco, Plauen, Reichenberg, Santos, Stuttgart, Toronto, Tsingtau, Vancouver, Victoria. Class V.

Class six, three thousand five hundred dollars.—Apia, Barmen, Barranquilla, Basel, Berne, Bradford, Chemnitz, Chungking, Cologne, Dalny, Durban, Edinburgh, Geneva, Genoa, Georgetown, Lucerne, Mannheim, Montevideo, Nagasaki, Odessa, Palermo, Port Elizabeth, Prague, Quebec, Rimouski, San Juan del Norte, Sherbrooke, Smyrna, Three Rivers (Quebec), Vladivostok, Winnipeg, Zurich. Class VI.

Class seven, three thousand dollars.—Aix la Chapelle, Annaberg, Barbados, Batavia, Burslem, Calais, Carlsbad, Colombo, Dunfermline, Class VII.