

information as shall be required for the full and satisfactory understanding of the subject; and until the said plan and location of the bridge are approved by the Secretary of War the bridge shall not be built; and should any change be made in the plan of said bridge during the progress of construction, such change shall be subject to approval of the Secretary of War; and if said bridge is not commenced within one year and completed within three years from the passage of this Act the rights and privileges hereby granted shall be null and void.

SEC. 3. That any bridge constructed under this Act and according to its limitations shall be a lawful structure and shall be recognized and known as a post route, upon which, also, no higher charge shall be made for the transmission over the same of the mails, the troops, and the munitions of war of the United States than the rates established and paid by the general public for like service; and the United States shall have the right of way for postal telegraph and telephone purposes across said bridge. That in case of any litigation concerning any alleged obstruction to the free navigation of said river on account of said bridge, the cause may be tried before the circuit court of the United States in whose jurisdiction said obstruction or bridge is located. That if the said bridge shall be constructed as a drawbridge the draw shall be opened promptly, upon reasonable signal, for the passage of boats, and whatever kind of bridge is constructed the said company or corporation shall maintain, at its own expense, from sunset to sunrise, such lights or other signals on said bridge as the Light-House Board shall prescribe.

SEC. 4. That the right to alter, amend, or repeal this Act is hereby expressly reserved, and the right to require any change in the structure, or its entire removal, at the expense of the owners thereof, whenever Congress decides that the public interest requires it, is also expressly reserved.

Approved, March 2, 1895.

March 2, 1895.

CHAP. 172.—An Act To establish harbor regulations for the District of Columbia.

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled, That every vessel coming to anchor in the Potomac River between the junction of the Washington and Georgetown channels of said river and the extension of the south line of P street southwest, in the city of Washington, shall anchor as near the flats in said river as possible, so that the channel of said river will not be obstructed; and if such vessel is to remain over twelve hours it shall be moored with both anchors, so as to give room for passing vessels and so as not to swing and obstruct said channel. No vessel shall be permitted to anchor in the Washington channel of the Potomac River between the extended lines of P or K streets south. Vessels coming to anchor above the line of K street south, aforesaid, shall come to anchor as near the flats as possible and so that the channel will not be obstructed; and all vessels coming to anchor shall be so moored by the use of both anchors as to prevent obstruction of the channel within four hundred feet of the nearest wharf, the said anchorage to continue only twenty-four hours, unless otherwise ordered or directed by the harbor master. No vessel shall be permitted to lie in Seventeenth Street Canal, New Jersey Avenue Canal, or James Creek Canal, or at the entrance thereof, so as to obstruct the passage of any vessel going into or out of the same or moving from one place to another therein, unless such obstructing vessel is actually engaged in loading or unloading, and shall then, if deemed expedient by the harbor master, be removed to such place as shall be necessary to give room to passing vessels. Any captain or owner of, or anyone in charge of, any barge, sand scow,

or any vessel that may sink in said canals, shall raise and remove the same in five days. Any vessels at the end of wharves or in docks shall, when required by the harbor master, haul either way to accommodate vessels going in or coming out from such wharves or docks. They shall not occupy regular steamers' or sailing packets' berths without permission from the recognized occupants of such wharves and docks. And they are required to rig in all fore-and-aft spars, have boats hoisted up under the bow, and davits turned up, as the harbor master may direct. Vessels when not engaged in loading or discharging cargo shall give place to such vessels as are ready to receive or deliver freights. And if the captain or person in charge of any vessel refuse to move said vessel when notified by the occupant of the wharf at which she is lying, the harbor master shall order him to haul to some other berth, or into the stream.

Moving, etc., vessels at wharves.

SEC. 2. That the powers and authority herein conferred upon the harbor master may, in his absence or temporary disability, be exercised by the pilot of the harbor police boat. Any person refusing to obey the instructions of the harbor master, or, in case of his absence or temporary disability, the said pilot of the harbor police boat, or any person failing to comply with any of the provisions of this Act, shall be deemed guilty of a misdemeanor, and on conviction thereof in the police court of the District of Columbia shall be punished by a fine not exceeding one hundred dollars, or by imprisonment not exceeding six months, or by both such punishments, in the discretion of the court.

Harbor master's duties, by pilot of police boat.

Penalty for violations.

SEC. 3. That all Acts or parts of Acts inconsistent herewith are hereby repealed.

Approved, March 2, 1895.

CHAP. 173.—An Act To amend section one of chapter three hundred and ninety-eight of the laws of eighteen hundred and eighty-two, entitled "An Act to provide for deductions from the gross tonnage of vessels of the United States."

March 2, 1895.

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled, That section one of chapter three hundred and ninety-eight of the laws of eighteen hundred and eighty-two, approved August fifth, eighteen hundred and eighty-two, entitled "An Act to provide for deductions from the gross tonnage of vessels of the United States," be amended so as to read:

Navigation.
Deductions from
gross tonnage United
States vessels.
Vol. 22, p. 300.

"That section forty-one hundred and fifty-three of the Revised Statutes of the United States be amended by inserting before the last paragraph thereof the following words:

R. S., sec. 4153, p. 801, amended.

"That from the gross tonnage of every vessel of the United States there shall be deducted—

Spaces deducted.

"(a) The tonnage of the spaces or compartments occupied by or appropriated to the use of the crew of the vessel. Every place appropriated to the crew of the vessel shall have a space of not less than seventy-two cubic feet and not less than twelve superficial feet, measured on the deck or floor of that place, for each seaman or apprentice lodged therein. Such place shall be securely constructed, properly lighted, drained, and ventilated, properly protected from weather and sea, and as far as practicable properly shut off and protected from the effluvium of cargo or bilge water; and failure to comply with this provision shall subject the owner to a penalty of five hundred dollars. Every place so occupied shall be kept free from goods or stores of any kind not being the personal property of the crew in use during the voyage; and if any such place is not so kept free the master shall forfeit and pay to each seaman or apprentice lodged in that place the sum of fifty cents a day for each day during which any goods or stores as aforesaid are kept or stored in the place after complaint has been made to him by any two or more of the seamen so lodged. No deduction from tonnage as aforesaid shall be made unless there is permanently

Use of crew.

Allotment.

Penalty for failure.