

purpose, and indorse upon each certificate the fact and date of such registration.

SEC. 7. That certificates issued and indorsed under the provisions of this act shall be evidence of the right of the person to whom granted to practice under this act.

SEC. 8. That any one who shall practice or attempt to practice dentistry in the said District without having complied with the provisions of this act shall be deemed guilty of a misdemeanor, and, upon conviction thereof, shall be fined not less than fifty nor more than two hundred dollars, and in default of payment of such fine shall be imprisoned not less than thirty nor more than ninety days, said fines, when collected, to be paid into the Treasury of the United States, to the credit of the District of Columbia: *Provided*, That nothing in this act shall be construed to interfere with physicians in the discharge of their professional duties, nor with students pursuing a regular uninterrupted dental college course or in bona fide pupillage with a registered dentist.

SEC. 9. That to provide a fund to carry out and enforce the provisions of this act the board of dental examiners may charge such fees, not exceeding one dollar for each certificate and ten dollars for each examination, as will from time to time, in the opinion of said board, approved by said Commissioners, be necessary. From such fund all expenses shall be paid by the board: *Provided*, That such expense shall in no case exceed the balance of receipts.

Approved, June 6, 1892.

Effect of certificates.

Penalty for practicing without registry.

Proviso.
Physicians.

Fees.

Proviso.
Expenses not to exceed receipts.

CHAP. 90.—An act to establish a railway bridge across the Illinois River, between a point at or near the city of Havana, in Mason County, and a point on the opposite side of said river, in Fulton County, in the State of Illinois.

June 6, 1892.

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled, That the Chicago, Peoria and Saint Louis Railway Company, a corporation organized under the laws of the State of Illinois, its successors and assigns, are hereby authorized and empowered to erect, establish, and maintain a railway bridge across the Illinois River, between a point to be by them selected at or near the city of Havana, in Mason County, and a point to be selected by them on the opposite side of said river, in Fulton County, in the State of Illinois; and that said bridge shall not interfere with the free navigation of said river, and in case of any litigation arising from any obstruction or alleged obstruction to the free navigation of said river, the same shall be instituted and determined in the district court of the United States for the southern district of the State of Illinois.

Chicago, Peoria and Saint Louis Railway Company may bridge Illinois River at Havana, Ill.

Free navigation.
Litigation.

SEC. 2. That any bridge built under the provisions of this act may, at the option of the company building the same, be built as a drawbridge, with a pivot or other form of draw, or with unbroken or continuous spans: *Provided*, That if the said bridge shall be built with unbroken or continuous spans it shall have one or more channel spans, each having not less than three hundred and fifty feet clear channel way, measured normal to the current of said river, and not less than fifty-five feet clear headroom above high-water mark, and the clear headroom under the other channel spans may be less than fifty-five feet: *Provided*, That no part of the superstructure of such spans shall give a less headroom than ten feet above high-water mark: *And provided further*, That the interests of navigation be not injured by such reduction in height; and the piers of said bridge shall be parallel with the current of said river, and the main span shall be over the main channel of the river, and not less than three hundred and fifty feet in length: *And provided also*, That if any bridge built under this act shall be constructed as a drawbridge, the same shall be constructed as a pivot drawbridge, with a draw over the main channel of the river at an accessible and navigable point and with spans of not less than one

Construction.

Provisos.
Spans.

Height.

Piers.

Draw.

Locations of spans.	hundred and sixty feet in length, measured normal to the current of said river, on each side of the central or pivot pier of the draw; and the next adjoining spans to the draw shall not be less than two hundred and fifty feet in length, measured normal to the current of said river, and every part of the superstructure shall give a clear headroom of not less than ten feet above high-water mark: <i>Provided</i> , That the spans of both high and low bridges shall be so located as to afford the greatest possible accommodations to the river traffic, and a draw-opening of low bridges shall, if practicable, be located next or near shore; and the piers of said bridge shall be parallel with the current of the river when said bridge may be erected: <i>And provided also</i> , That said
Opening draw. Approaches.	draw shall be opened promptly upon reasonable signal for the passage of boats: <i>And provided also</i> , That if the approaches by land to said bridge shall be built over land submerged at high water, said approaches shall be provided with sufficient passages for water, in connection with the water way through the spans of said bridge, to pass the flood discharge of the Illinois River without unduly increasing the velocity of flow through the navigated spans of said bridge: <i>And provided also</i> , That all such dikes, booms, piers, fences, wing dams, and other accessory works, that may be necessary to safely guide all steamboats, rafts, tows, and other water craft navigating said river, up to and through said draw or channel spans at any and all stages of water in the Illinois River, within a distance of one mile above and one-half mile below said bridge shall be located, constructed, and maintained at all times as may be required by the Secretary of War: <i>And provided also</i> , That the approaches of said bridge by land or by water within the limits of high water with limiting and level lines of the natural surface, grades of track, and proposed high-water discharge openings, within said overflowed limits along the line of such road or any road using said bridge, and all accessory works herein required among other data hereinafter required shall be indicated, shown, and located upon the maps and plans of said bridge, hereinafter required to be submitted for approval to the Secretary of War.
Aids to navigation.	
Data to be submitted.	SEC. 3. That any bridge constructed under this act and according to its limitation shall be a lawful structure, and shall be known and recognized as a post route, and the same is hereby declared to be 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 rate per mile paid for their transportation over the railroads and public highways leading to the said bridge, and the United States shall have the right of way for a postal telegraph across said bridge.
Lawful structure and post route.	SEC. 4. That all railway companies desiring to use said bridge shall have and be entitled to equal rights and privileges in the passage of the same and in the use of the machinery and fixtures thereof, and of 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.
Postal telegraph.	SEC. 5. That the structure herein authorized shall be built and located under and subject to such regulations for the security of navigation of said river as the Secretary of War shall prescribe; and to secure that object the said company or corporation shall submit to the Secretary of War, for his examination and approval, a design and drawings of said bridge and approaches by land and by water and a map of the location, giving, for the space of 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 at all stages, and the soundings, accurately showing the bed of the stream, the location of any other bridge or bridges, and shall furnish such other information as may be required for a full and satisfactory understanding of the subject; and until the said plan and location of
Use by other companies.	
Terms.	
Secretary of War to approve plans, etc.	

the bridge and approaches thereto 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 process of construction such change shall be subject to the approval of the Secretary of War; and the said structure shall be at all times so managed and kept as to offer reasonable and proper means for the passage of vessels through or under said structure; and to secure the safe passage of vessels at night there shall be displayed on said bridge, from the hour of sunset to that of sunrise, such lights as may be prescribed by the Light-House Board; and the said structure shall be changed, at the cost and expense of the owners thereof, from time to time, as the Secretary of War may direct, so as to preserve the free and convenient navigation of said river.

Changes.

Lights.

SEC. 6. 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 thereof.

Commencement and completion.

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

Amendment, etc.

Approved, June 6, 1892.

CHAP. 91.—An act to enable the Centennial Board of Finance, incorporated by an act approved June first, eighteen hundred and seventy-two, to close its affairs, and dissolving said corporation.

June 6, 1892.

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled, That for the purpose of closing the affairs of the Centennial Board of Finance, incorporated by an act approved June first, eighteen hundred and seventy-two, the judge of the United States district court for the eastern district of Pennsylvania is hereby appointed, authorized, and directed to audit, allow, and finally pass and approve the accounts of said corporation, and certify to the President of the United States the amount, if any, of unclaimed money in the hands of the treasurer of said corporation, which money, so unclaimed, shall be paid forthwith to the Pennsylvania Museum and School of Industrial Art, a corporation existing under the authority of the State of Pennsylvania, and located in Philadelphia, in said State: *Provided,* That before making payment of such unclaimed money to the Pennsylvania Museum and School of Industrial Art, said last-named corporation shall execute its bond to the Secretary of the Interior in the penal sum of twenty thousand dollars, conditioned to pay over to any stockholder of the Centennial Board of Finance, aforesaid, having a legal right to any of said unclaimed money, his or her legal share thereof.

Centennial Board of Finance.
Vol. 17, p. 203.

Proceedings to close up affairs.

Disposal of funds unclaimed.

Proviso.
Bond.

SEC. 2. That whenever said judge shall report to the President of the United States that he has examined, audited, and allowed the accounts of the Centennial Board of Finance, and said unclaimed money has been paid over to the Pennsylvania Museum and School of Industrial Art, said corporation, the Centennial Board of Finance, shall be, and is hereby, dissolved; and all the officers and directors thereof shall be thereafter discharged and released from all duties and responsibilities of said corporation.

Final discharge of officers, etc.

And the report of said judge shall be transmitted by the President of the United States to the Department of the Interior to be filed and preserved in said department.

Report of judge.

Approved, June 6, 1892.