

amended by the Act of Congress approved March first, eighteen hundred and ninety-five, chapter one hundred and forty-six, page six hundred and ninety-nine, volume twenty-eight, United States Statutes at Large, third session Fifty-third Congress, after the word "aforesaid," a provision as follows: *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 the Treasury 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.

Vol. 22, p. 346; Vol. 28, p. 699.

Proviso.
Reciprocal acceptance of foreign boiler inspection.
Conditions.

Fees.

Approved, February 15, 1902.

CHAP. 24.—An Act To provide an American register for the barkentine Hawaii.

February 19, 1902.

[Public, No. 15.]

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled, That the Secretary of the Treasury is hereby authorized and directed to cause the foreign-built barkentine Hawaii, owned by James Rolph, junior, of San Francisco, California, a citizen of the United States, to be registered as a vessel of the United States; and said vessel shall not engage in the coasting trade of the United States except between the Pacific coast and the Hawaiian Islands.

"Hawaii."
American register to foreign-built barkentine.

Coasting trade limited.

Approved, February 19, 1902.

CHAP. 25.—An Act To extend the time for the completion of a bridge across the Missouri River.

February 21, 1902.

[Public, No. 16.]

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled, That section six of the Act approved March third, eighteen hundred and ninety-nine, authorizing the Dakota Southern Railroad Company to construct a combined railroad, wagon, and foot-passenger bridge across the Missouri River, at the city of Yankton, South Dakota, be, and is hereby, amended by extending the time for commencing the construction of said bridge to March third, nineteen hundred and three, and by extending the time for completing said bridge to March third, nineteen hundred and five.

Missouri River.
Time extended for bridge at Yankton, S. Dak.
Vol. 30, p. 1361.

Approved, February 21, 1902.

February 21, 1902.

[Public, No. 17.]

CHAP. 26.—An Act To authorize the construction of a bridge over the Missouri River at or near the city of Saint Joseph, Missouri.

Missouri River,
Chicago, Rock Is-
land and Pacific Rail-
way Company may
bridge, at St. Joseph,
Mo.

Railway wagon,
and foot bridge.

Litigation.

Lawful structure
and post route.

Telegraph, etc.,
rights.

Construction.
High bridge.

Provisos.
Drawbridge.

Opening draw.

Lights, etc.

Use by other com-
panies.
Compensation.

Secretary of War to
approve plans, etc.

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled, That the Chicago, Rock Island and Pacific Railway Company, a corporation existing under the laws of the States of Illinois and Iowa, be, and is hereby, authorized to construct, operate, and maintain a bridge over the Missouri River at or near the city of Saint Joseph in said State of Missouri. Said bridge shall be constructed to provide for the passage of railway trains, and, at the option of the persons by whom it may be built, may be used for the passage of wagons and vehicles of all kinds, for the transit of animals, and for foot passengers, for such reasonable rates of toll as may be approved from time to time by the Secretary of War; and 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 any portion of said obstruction or bridge is located.

SEC. 2. 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 for the mails, the troops, and the munitions of war of the United States than the rate per mile paid for their transportation over railroads or public highways leading to said bridge; and the United States and all companies and individuals shall have the right of way for telegraph, postal telegraph, and telephone purposes across said bridge.

SEC. 3. That if said bridge shall be made with unbroken and continuous spans it shall not be of less elevation in any case than fifty feet above high-water mark, as understood at the point of location, to the lowest member of the bridge superstructure, and shall have at least one channel span of not less than four hundred feet clear channel way, all other spans over the waterway to have a clear channel way of not less than three hundred feet, and the piers of said bridge shall be parallel with the current of said river, and the bridge itself at right angles thereto as near as may be: *Provided,* That if said bridge be constructed as a drawbridge, it shall be constructed as a pivot draw-bridge, with a draw over the main channel of the river at an accessible and the best navigable point, and with spans of not less than two hundred feet in length in the clear on each side of the central or pivot pier of the draw; and said spans shall not be less than ten feet above extreme high-water mark, measuring to the lowest member of the bridge superstructure: *And provided also,* That said draw shall be opened promptly upon reasonable signal, except when trains are passing over the draw span, for the passage of the boats; but in no case shall unnecessary delay occur in opening the said draw after the passage of trains; and 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 all railroad companies desiring the use of said bridge shall have and be entitled to equal rights and privileges relative to the passage of railway trains over the same, and over the approaches thereto, upon payment of a reasonable compensation for such use; and in case the owner or owners of said bridge and the several railroad companies, or any one of them desiring such use, shall fail to agree upon the sum or sums to be paid, and upon rules or 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.

SEC. 5. That any bridge authorized to be constructed under this Act shall be built and located under and subject to such regulations