

under such rules and regulations as the Secretary of the Treasury may prescribe, conditioned for the permanent preservation of the articles by the donee and for the payment of lawful duties which may accrue should any of the articles and materials aforesaid be sold, transferred, or used contrary to this provision; and such articles shall be subject, at any time, to examination and inspection by the proper officers of the customs: *Provided*, That the privilege thus conferred shall not be allowed to associations or corporations engaged in business of a private or commercial character: *Provided further*, That nothing herein contained shall prevent the withdrawal, free of duty, of the articles enumerated in and under the conditions prescribed by paragraphs five hundred and three, six hundred and thirty-eight, six hundred and forty-nine, seven hundred and two, and seven hundred and three of the tariff Act of July twenty-fourth, eighteen hundred and ninety-seven.

Approved, April 8, 1904.

Inspection.

Provisos.
Restrictions.

Existing law not affected.
Vol. 30, pp. 196, 200, 201, 203.

CHAP. 1135.—An Act For the relief of the Western Alaska Construction Company's Railroad.

April 9, 1904.
[H. R. 13740.]

[Public, No. 95.]

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled, That the time of the Western Alaska Construction Company to comply with the provisions of sections four and five of chapter two hundred and ninety-nine of the laws of the United States entitled "An Act extending the homestead laws and providing for the right of way for railroads in the district of Alaska, and for other purposes," approved May fourteenth, eighteen hundred and ninety-eight, in acquiring and completing its railroad now under construction in Alaska, is hereby extended as follows:

Western Alaska Construction Company.

Time extended for completing railroad.
Vol. 30, p. 410, amended.

First. The time to file the map and profile of definite location of its first section of at least twenty miles with the register of the land office in the district of Alaska, as provided in said sections four and five, is hereby extended to and including the thirty-first of December, nineteen hundred and four.

Filing of map.

Second. The time to complete the first section of at least twenty miles of its railroad, as provided in said section five, is hereby extended to and including within one year after the filing and approval of the definite location of said section of said railroad as in said chapter and by this Act it is provided; and such railroad company shall be entitled to all the benefits conferred upon it by the provisions of such Act upon its due compliance with all the provisions thereof, excepting only the provisions thereof relating to the filing of the map and profile of definite location of its first section of not less than twenty miles of its road within twelve months after filing with the Secretary of the Interior a preliminary actual survey and plat of its proposed route, as prescribed in said sections four and five of said Act, and the provisions thereof relating to the completion of the said first section of its road within one year, as originally provided in section five of said Act: *Provided*, That such railroad company shall file with the proper register of the land office for the district of Alaska a map and profile of the first section of its road of at least twenty miles on or before December thirty-first, nineteen hundred and four, and shall complete such section of its said road within one year after such definite location has been approved by the Secretary of the Interior, as provided in said section five of said Act.

Completion of first section.

Vol. 30, p. 410.

Proviso.
Time limit for filing map of first section.

Time of construction.

Approved, April 9, 1904.

April 11, 1904.
[S. 2465.]

[Public, No. 96.]

Alabama River.
Time extended for
bridging, by Mont-
gomery and Autauga
Bridge Company, at
Montgomery, Ala.
Vol. 31, p. 1089,
amended.

Time of construc-
tion.

CHAP. 1137.—An Act To revive and amend an Act entitled “An Act to authorize the Montgomery and Autauga Bridge Company to construct a bridge across the Alabama River near the city of Montgomery, Alabama.”

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled, That the Act approved March third, nineteen hundred and one, entitled “An Act to authorize the Montgomery and Autauga Bridge Company to construct a bridge across the Alabama River near the city of Montgomery, Alabama,” which Act has expired by limitation, be, and is hereby, revived and reenacted.

SEC. 2. That section five of the said Act be amended so as to read as follows:

“**SEC. 5.** That all street railway companies desiring to use said bridge shall be allowed to do so upon paying a reasonable compensation for such use, and all telephone and telegraph companies shall be granted equal rights and privileges in the construction and operation of their lines across said bridge; and if actual construction of the bridge herein authorized shall not be commenced within one year and be completed within three years from March third, nineteen hundred and four, the rights and privileges hereby granted shall cease and be determined.”

Approved, April 11, 1904.

April 11, 1904.
[S. 4124.]

[Public, No. 97.]

Missouri River.
Wanbliska Bridge.
Company may bridge
at Wanbliska, N. Dak.

Wagon and foot
bridge.

Toll.

Lawful structure
and post route.

Telegraph, etc.,
rights.

Pontoon bridge.

Provisos.
Opening draw.

Lights, etc.

Unobstructed navi-
gation.

CHAP. 1138.—An Act To authorize the construction of a bridge across the Missouri River between Wanbliska, in Burleigh County, and Morton County, in the State of North Dakota.

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled, That the Wanbliska Bridge Company, a corporation duly organized and existing under the laws of the State of North Dakota, be, and is hereby, authorized to construct and maintain a bridge, and approaches thereto, across the Missouri River between Wanbliska, in Burleigh County, in the State of North Dakota, and Morton County, in the State of North Dakota. Said bridge shall be constructed to provide for the passage of wagons and vehicles of all kinds, animals, and foot passengers for such reasonable rates of toll and under such reasonable rules and regulations as may be prescribed by said corporation and approved by the Secretary of War.

SEC. 2. That any bridge built under this Act and subject to its limitations shall be a lawful structure, and shall be recognized and known as a post route, upon which 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 the transportation over the railroad or public highway leading to said bridge. The United States shall also have the right to construct, without charge therefor, telegraph and telephone lines across and upon said bridge, and equal privileges in the use of said bridge shall be granted to all telegraph and telephone companies.

SEC. 3. That said bridge shall be constructed as a pontoon bridge, and shall contain a drawspan giving a clear opening of not less than three hundred feet in length, which drawspan shall be maintained over the main channel of the river at an accessible and navigable point; and said bridge, other than the drawspan, shall be at right angles to the current of the river at high water: *Provided,* That the said draw shall be opened promptly by said company upon the reasonable signal for the passage of boats and rafts; and 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. No bridge shall be erected or maintained under the authority of this Act which shall at any time unreasonably obstruct the free