

fitted for and adapted to service at sea in bad weather, for the purpose of blowing up or otherwise destroying or towing into port wrecks, derelicts, and other floating dangers to navigation, said vessel to be operated and maintained by the Revenue-Cutter Service under such regulations as the Secretary of the Treasury may prescribe.

*Post*, p. 703.

Approved, May 12, 1906.

**CHAP. 2455.**—An Act To authorize the South and Western Railroad Company to construct bridges across the Clinch River and the Holston River, in the States of Virginia and Tennessee.

May 12, 1906.  
[S. 5890.]

[Public, No. 160.]

*Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled,* That the South and Western Railroad Company, a corporation created, organized, and existing under the laws of the State of Virginia, its successors and assigns, be, and they hereby are, authorized to construct, maintain, and operate bridges, with single or double tracks, and approaches thereto, over and across the Clinch River and the branches thereof, in the State of Virginia, and over and across the Holston River and the branches thereof, in the States of Virginia and Tennessee, at such points as it may now or hereafter be desired, for the passage of railway engines, cars, and trains, in accordance with the provisions of the Act entitled "An Act to regulate the construction of bridges over navigable waters," approved March twenty-third, nineteen hundred and six.

Clinch and Holston rivers, Va. and Tenn. South and Western Railroad Company may bridge.

*Ante*, p. 84.

SEC. 2. That the right to alter, amend, or repeal this Act is hereby expressly reserved.

Amendment.

Approved, May 12, 1906.

**CHAP. 2456.**—An Act To authorize the South and Western Railway Company to construct bridges across the Clinch River and the Holston River, in the States of Virginia and Tennessee.

May 12, 1906.  
[S. 5891.]

[Public, No. 161.]

*Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled,* That the South and Western Railway Company, a corporation created, organized, and existing under the laws of the States of Kentucky, Virginia, and Tennessee, its successors and assigns, be, and they are hereby, authorized to construct, maintain, and operate bridges, with single or double tracks, and approaches thereto, over and across the Clinch River and the branches thereof, in the State of Virginia, and over and across the Holston River and the branches thereof, in the States of Virginia and Tennessee, at such points as it may now or hereafter be desired, for the passage of railway engines, cars, and trains, in accordance with the provisions of the Act entitled "An Act to regulate the construction of bridges over navigable waters," approved March twenty third, nineteen hundred and six.

Clinch and Holston rivers, Va. and Tenn. South and Western Railway Company may bridge.

*Ante*, p. 84.

SEC. 2. That the right to alter, amend, or repeal this Act is hereby expressly reserved.

Amendment.

Approved, May 12, 1906.

May 14, 1906.  
[S. 3522.]  
[Public, No. 162.]

**CHAP. 2458.**—An Act To amend an Act entitled “An Act to provide for the construction and maintenance of roads, the establishment and maintenance of schools, and the care and support of insane persons in the district of Alaska, and for other purposes,” approved January twenty-seventh, nineteen hundred and five.

Alaska Fund.

*Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled,* That section one of an Act entitled “An Act to provide for the construction and maintenance of roads, the establishment and maintenance of schools, and the care and support of insane persons in the district of Alaska, and for other purposes,” approved January twenty-seventh, nineteen hundred and five, be, and the same is hereby, amended so as to read as follows:

Liquor, trade, etc., license fees outside incorporated towns to constitute the “Alaska fund.”  
Vol. 33, p. 616, amended.

“SECTION 1. That all moneys derived from and collected for liquor licenses, occupation or trade licenses outside of the incorporated towns in the district of Alaska shall be deposited in the Treasury Department of the United States, there to remain as a separate and distinct fund, to be known as the ‘Alaska fund,’ and to be wholly devoted to the purposes hereinafter stated in the district of Alaska. One-fourth of said fund, or so much thereof as may be necessary, shall be devoted to the establishment and maintenance of public schools in said district; five per centum of said fund shall be devoted to the care and maintenance of insane persons in said district, or so much of said five per centum as may be needed; and all the residue of said fund shall be devoted to the construction and maintenance of wagon roads, bridges, and trails in said district: *And provided further,* That the clerk of the court of each judicial division of said district is authorized, and he is hereby directed, whenever considered necessary, to call upon the United States marshal of said judicial division to aid in the collection of said license moneys by designating regular or special deputies of his office to act as temporary license inspectors, and it shall be the duty of said United States marshal to render such aid; and the said regular or special deputies, while actually engaged in the performance of this duty, shall receive the same fees and allowances and be paid in the same manner as when performing their regular duties.”

Use of fees.

*Proviso.*  
Collection of license fees.

Marshal’s deputies to act as license inspectors.

Fees.

SEC. 2. That section two of said Act be, and the same is hereby, amended so as to read as follows:

Construction of wagon roads.  
Appointment of road commissioners.

“SEC. 2. That there shall be a board of road commissioners in said district, to be composed of an engineer officer of the United States Army to be detailed and appointed by the Secretary of War, and two other officers of that part of the Army stationed in said district and to be designated by the Secretary of War. The said engineer officer shall, during the term of his said detail and appointment, abide in said district. The said board shall have the power, and it shall be their duty, upon their own motion or upon petition, to locate, lay out, construct, and maintain wagon roads and pack trails from any point on the navigable waters of said district to any town, mining or other industrial camp or settlement, or between any such town, camps, or settlements therein, if in their judgment such roads or trails are needed and will be of permanent value for the development of the district; but no such road or trail shall be constructed to any town, camp, or settlement which is wholly transitory or of no substantial value or importance for mining, trade, agricultural, or manufacturing purposes. The said board shall prepare maps, plans, and specifications of every road or trail they may locate and lay out, and whenever more than twenty thousand dollars, in the aggregate, shall have to be expended upon the actual construction of any road or section of road designed to be permanent, contract for the work shall be let by them to the lowest responsible bidder, upon sealed bids, after due notice, under rules and regulations to be prescribed by the Secretary of War. The board may reject any bid if they deem the same unreasonably high or if they find that there is a combination among bidders. In case no responsible and reasonable bid can

Powers.

Maps, etc.

Bids when actual construction cost aggregates over \$20,000.  
Vol. 33, p. 616, amended.