

the Interior, and when so approved shall convey a full title to the purchaser the same as if a final patent without restrictions upon alienation had been issued to the allottee. All allotted land alienated under the provisions of this Act shall thereupon be subject to taxation under the laws of the State of Washington.

Approved, March 8, 1906.

Taxation.

March 9, 1906.
[S. 1234.]

[Public, No. 38.]

CHAP. 631.—An Act To provide for the appropriate marking of the graves of the soldiers and sailors of the Confederate army and navy who died in Northern prisons and were buried near the prisons where they died, and for other purposes.

Confederate soldiers
and sailors.
Care of graves of,
who died in Northern
prisons, etc.

Purchase of grounds.

Registers of the
dead.

Erection of white
marble headstones.

Completion of the
work.
Report.
Appropriation.

Appointment of
commissioner.

Salary, etc.

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled, That the Secretary of War be, and he is hereby, authorized and directed to ascertain the locations and condition of all the graves of the soldiers and sailors of the Confederate army and navy in the late civil war, eighteen hundred and sixty-one to eighteen hundred and sixty-five, who died in Federal prisons and military hospitals in the North and who were buried near their places of confinement; with power in his discretion to acquire possession or control over all grounds where said prison dead are buried not now possessed or under the control of the United States Government; to cause to be prepared accurate registers in triplicate, one for the superintendent's office in the cemetery, one for the Quartermaster-General's Office, and one for the War Record's Office, Confederate archives, of the places of burial, the number of the grave, the name, company, regiment, or vessel and State, of each Confederate soldier and sailor who so died, by verification with the Confederate archives in the War Department at Washington, District of Columbia; to cause to be erected over said graves white marble headstones similar to those recently placed over the graves in the "Confederate section" in the National Cemetery at Arlington, Virginia, similarly inscribed; to build proper fencing for the preservation of said burial grounds, and to care for said burial grounds in all proper respects not herein specifically mentioned, the said work to be completed within two years, at the end of which a report of the same shall be made to Congress.

That for the carrying out of the objects set forth herein there be appropriated, out of any money in the Treasury of the United States not otherwise appropriated, the sum of two hundred thousand dollars, or so much thereof as may be necessary.

And the Secretary of War is hereby authorized' and directed to appoint some competent person as commissioner to ascertain the location of such Confederate graves not heretofore located, and to compare the names of those already marked with the registers in the cemeteries, and correct the same when found necessary, as preliminary to the work of marking the graves with suitable headstones, and to fix the compensation of said commissioner at the rate not to exceed two thousand five hundred dollars per annum, who shall be allowed necessary traveling expenses.

Approved, March 9, 1906.

March 9, 1906.
[H. R. 14589.]

[Public, No. 39.]

CHAP. 632.—An Act To authorize the Cairo and Tennessee River Railroad Company to construct a bridge across the Tennessee River.

Tennessee River, Ky.
Cairo and Tennessee
River Railroad Com-
pany may bridge.

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled, That the Cairo and Tennessee River Railroad Company, a corporation created and organized under the laws of the States of Tennessee and Kentucky, be, and is hereby,

authorized to construct and maintain, for the passage of railway trains, a bridge with single or double track, and approaches thereto, over the Tennessee River between Brandon's Mill, Calloway County, Kentucky, and Birmingham, Marshall County, Kentucky.

Location.

SEC. 2. That the said bridge shall be located and built under and subject to such regulations for the security of navigation as may be prescribed by the Secretary of War, and the said company shall submit to the Secretary of War for his examination and approval a design and drawing of the bridge and a map of the location, giving for the space of a mile above and a 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, the soundings accurately showing the bed of the stream; and upon such plan having been approved by the Secretary of War the said company is authorized to construct the said bridge upon the plan and location so approved. The Secretary of War shall have the power to require such other information as he may deem necessary for a full understanding of the subject. Any change made in the plan of said bridge during the progress of construction or after completion shall be subject to the approval of the Secretary of War; and the said company shall, at its own expense, make such changes in said bridge as the Secretary of War may at any time direct in the interest of navigation.

Secretary of War to approve plans, etc.

Changes.

SEC. 3. 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 of mails or the troops and munitions of war of the United States over the same than the rate per mile paid for the transportation over the railroad or the approaches leading to said bridge, and it shall enjoy the rights and privileges of other post-roads in the United States, and equal privileges in the use of said bridge shall be granted to all telegraph and telephone companies, and the United States shall have the right of way across said bridge and its approaches for postal, telegraph, and telephone purposes.

Lawful structure and post route.

Telegraph, etc., rights.

SEC. 4. That the said bridge shall be constructed with its center line substantially at right angles to the current of the river, and as a drawbridge, so that free and unobstructed passageway may be secured to all water craft navigating said river. The draw shall be opened promptly, upon reasonable signals, for the passage of boats or vessels, and the said company shall maintain, at its own expense, from sunset to sunrise, such lights or other signals as the Light-House Board may prescribe.

Unobstructed navigation.

Opening draw.

Lights, etc.

SEC. 5. 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 the payment of 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 shall fail to agree upon the sum or sums to be paid and upon the rules and conditions to which each shall conform in using said bridge, all matters in issue between them shall be decided by the Secretary of War upon the hearing of the allegations and proofs of the parties.

Use by other roads.

Compensation.

SEC. 6. That the right to alter, amend, or repeal this Act is expressly reserved; and 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 approval of this Act.

Amendment.

Time of construction.

Approved, March 9, 1906.

March 9, 1906.
[H. R. 14590.]

CHAP. 633.—An Act To authorize the Cairo and Tennessee River Railroad Company to construct a bridge across Cumberland River.

[Public, No. 40.]

Cumberland River,
Tenn. and Ky.
Cairo and Tennes-
see River Railroad
Company may bridge.

Location.

Secretary of War to
approve plans, etc.

Changes.

Lawful structure
and post route.

Telegraph, etc.,
rights.

Unobstructed navi-
gation.

Opening draw.

Lights, etc.

Use by other roads.

Compensation.

Amendment.
Time of construc-
tion.

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled, That the Cairo and Tennessee River Railroad Company, a corporation created and organized under the laws of the States of Tennessee and Kentucky, be, and is hereby, authorized to construct and maintain, for the passage of railway trains, a bridge with single or double track and approaches thereto, over the Cumberland River between Lineport, Stewart County, Tennessee, and the Tennessee Rolling Works, Lyon County, Kentucky.

SEC. 2. That the said bridge shall be located and built under and subject to such regulations for the security of navigation as may be prescribed by the Secretary of War, and the said company shall submit to the Secretary of War, for his examination and approval, a design and drawing of the bridge and a map of the location, giving for the space of a mile above and a 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; and upon the plan having been approved by the Secretary of War, the said company is authorized to construct the said bridge upon the plan and location so approved. The Secretary of War shall have the power to require such other information as he may deem necessary for a full understanding of the subject. Any change made in the plan of said bridge during the progress of construction or after completion shall be subject to the approval of the Secretary of War; and the said company shall at its own expense make such changes in the said bridge as the Secretary of War may at any time direct in the interest of navigation.

SEC. 3. 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 of mails and the troops and munitions of war of the United States over the same than the rate per mile paid for the transportation over the railroad or the approaches leading to the said bridge; and it shall enjoy the rights and privileges of other post roads in the United States, and equal privileges in the use of the said bridge shall be granted to all telegraph and telephone companies, and the United States shall have the right of way across the said bridge and its approaches for postal, telegraph, and telephone purposes.

SEC. 4. That the said bridge shall be constructed with its center line substantially at right angles to the current of the river and as a draw-bridge, so that a free and unobstructed passageway may be secured to all water craft navigating said river. The draw shall be opened promptly, upon reasonable signals, for the passage of boats or vessels, and the said company shall maintain at its own expense, from sunset to sunrise, such lights or other signals as the Light-House Board shall prescribe.

SEC. 5. That all railroad companies desiring the use of said bridge shall have and be entitled to equal rights relative to the passage of railway trains over the same and over the approaches thereto upon the payment of reasonable compensation for such use; and in case the owner or owners of said bridge and the several railroad companies or any of them desiring such use shall fail to agree upon the sum or sums to be paid and upon the rules and conditions to which each shall conform in using said bridge, all matters in issue between them shall be decided by the Secretary of War upon the hearing of the allegation and proofs of the parties.

SEC. 6. That the right to alter, amend, or repeal this Act is expressly reserved; and this Act shall be null and void if actual construction of