

Limit of cost.

SEC. 8. That the limit of cost for the construction of a new bridge or for replacing, altering, or remodeling of any existing structure shall in no case exceed the sum of two hundred and fifty thousand dollars, and in no case shall the expenditure on the part of the United States exceed the sum of one hundred and twenty-five thousand dollars.

Time of construction.

Post. p. 1418.

SEC. 9. That this Act shall be null and void if actual construction of the bridge herein authorized shall not be commenced within one year and completed within three years from the date hereof.

Approved, March 17, 1906.

March 17, 1906.  
[H. R. 13398.]

[Public, No. 51.]

Steamboat-Inspection Service.

R. S., sec. 4400, p. 852,  
amended.  
Vol. 23, p. 346.

Inspection of foreign passenger vessels.

R. S., secs. 4417, 4418,  
4421-4424, 4470-4473,  
4479, 4482, 4488, 4489,  
4496, 4497, 4499, 4500,  
pp. 856, 857, 865-869.

Proviso.  
Acceptance of foreign inspection.

Limited inspection.

Condition.

Fees.

**CHAP. 955.**—An Act To amend section forty-four hundred of the Revised Statutes relating to inspection of steam vessels.

*Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled,* That section forty-four hundred of the Revised Statutes be amended so as to read as follows:

“SEC. 4400. All steam vessels navigating any waters of the United States which are common highways of commerce or open to general or competitive navigation, excepting public vessels of the United States, vessels of other countries, and boats propelled in whole or in part by steam for navigating canals, shall be subject to the provisions of this title.

“And all foreign private steam vessels carrying passengers from any port of the United States to any other place or country shall be subject to the provisions of sections forty-four hundred and seventeen, forty-four hundred and eighteen, forty-four hundred and twenty-one, forty-four hundred and twenty-two, forty-four hundred and twenty-three, forty-four hundred and twenty-four, forty-four hundred and seventy, forty-four hundred and seventy-one, forty-four hundred and seventy-two, forty-four hundred and seventy-three, forty-four hundred and seventy-nine, forty-four hundred and eighty-two, forty-four hundred and eighty-eight, forty-four hundred and eighty-nine, forty-four hundred and ninety-six, forty-four hundred and ninety-seven, forty-four hundred and ninety-nine, and forty-five hundred of this title, and shall be liable to visitation and inspection by the proper officer, in any of the ports or the United States, respecting any of the provisions of the sections aforesaid: *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 Commerce and Labor 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.

“It is further provided that the Secretary of Commerce and Labor may, in his discretion, permit any foreign passenger steamer coming within the provisions of this Act whose foreign certificate of inspection shall have expired at sea since last leaving the country to which said vessel belongs, or while said vessel shall have been in a port of the United States, to sail upon her regular route without undergoing any further inspection than would have been required had said foreign certificate of inspection been in force: *Provided, however,* That such discretion shall be exercised only with respect of vessels operated upon regularly established lines, and in cases where such foreign passenger steamers will be regularly inspected by the authorities of her home government before her next return to a port of the United States.”

Vessels exempt from inspection.

*Proviso.*  
Restriction.

SEC. 2. That this Act shall take effect from and after its passage and approval.

Effect.

Approved, March 17, 1906.

**CHAP. 956.**—An Act To authorize William Smith and associates to bridge the Tug Fork of the Big Sandy River, near Williamson, West Virginia, where the same forms the boundary line between the States of West Virginia and Kentucky.

March 17, 1906.  
[H. R. 15263.]

[Public, No. 52.]

*Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled,* That it shall be lawful for William Smith, of Pike County, Kentucky, and associates, to construct and maintain a wagon and foot bridge, and also a railroad bridge, either standard or narrow gauge, to be operated by electricity or otherwise, together with approaches thereto, across the Tug Fork of the Big Sandy River, near Williamson, West Virginia, where the said Tug Fork forms the boundary line between the States of West Virginia and Kentucky, as the said parties may deem suitable for the passage of its said roads, the conveyance of coal, and for foot passengers over the said Tug Fork, subject to the approval of the Secretary of War.

Tug Fork of the Big Sandy River.  
William Smith *et al.* may bridge, near Williamson, W. Va.  
Railroad, wagon, and foot bridge.

SEC. 2. That any bridge authorized to be constructed under this Act shall be a lawful structure, and shall be recognized and known as a post route, and it shall enjoy all the rights and privileges of other post-roads in the United States, upon which also no higher charge shall be made for the transmission over the same of the mails, or for through passengers or freight passing over said bridge and approaches, than the rate per mile paid for transportation over the railroads leading to said bridge; and the United States shall have the right of way for postal telegraph and telephone purposes without charge therefor across said bridge and approaches. Said bridge shall be built and located under and subject to such regulations for the security of navigation as the Secretary of War shall prescribe, and to secure that object the said parties shall submit to the Secretary of War for his examination and approval, a design and drawings of the bridge and a map of the location, giving for the space of one mile above and one mile below the proposed location the high and low water lines upon the banks of the river, the direction and strength of the current at all stages of the water, with the soundings, accurately showing the bed of the stream and the location of any other bridge or bridges, such map to be sufficiently in detail to enable the Secretary of War to judge of the proper location of said bridge, and shall furnish such other information as may be required for a full and satisfactory understanding of the subject; and until the said plans and location 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 progress of construction or after completion, such change shall be subject to the approval of the Secretary of War, and any changes

Lawful structure and post route.

Secretary of War to approve plans, etc.

Changes.