

passenger in his person or baggage by such neglect or refusal: *Provided*, That nothing herein shall relieve any vessel, owner or corporation from any liability incurred by reason of such neglect or refusal.

*Proviso.*  
Liability of vessel, owner, etc., unchanged.

SEC. 4. That every vessel that shall be navigated without complying with the provisions of this Act shall be liable to a penalty of two hundred dollars, one-half to go to the informer, for which sum the vessel so navigated shall be liable and may be seized and proceeded against by action in any district court of the United States having jurisdiction of the offense.

Penalty for vessels.

SEC. 5. That sections forty-two hundred and thirty-three and forty-four hundred and twelve (with the regulations made in pursuance thereof, except the rules and regulations for the government of pilots of steamers navigating the Red River of the North and rivers emptying into the Gulf of Mexico and their tributaries, and except the rules for the Great Lakes and their connecting and tributary waters as far east as Montreal), and forty four hundred and thirteen of the Revised Statutes of the United States, and chapter two hundred and two of the laws of eighteen hundred and ninety-three, and sections one and three of chapter one hundred and two of the laws of eighteen hundred and ninety-five, and sections five, twelve, and thirteen of the Act approved March third, eighteen hundred and ninety-seven, entitled "An Act to amend the laws relating to navigation," and all amendments thereto, are hereby repealed so far as the harbors, rivers, and inland waters aforesaid (except the Great Lakes and their connecting and tributary waters as far east as Montreal and the Red River of the North and rivers emptying into the Gulf of Mexico, and their tributaries) are concerned.

Repeal of rules and regulations.  
R. S. secs. 4233, 4412, pp 813, 854.

R. S., sec. 4413, p. 854.  
Vol. 27, p. 557.

Vol. 28, p. 672.

Vol. 29, pp. 689, 690.

SEC. 6. That this Act shall take effect four months from the date of its approval.

When to take effect.

Approved, June 7, 1897.

CHAP. 5.—An Act To authorize the construction of a bridge across the Clinch River, Kingston, Tennessee.

June 9, 1897.

*Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled*, That the county of Roane, in the State of Tennessee, in its corporate capacity, is hereby authorized and empowered to construct and maintain a bridge over and across the Clinch River at or near the town of Kingston, so as to connect said town of Kingston with the opposite or north bank of said river.

Roane County, Tenn., may bridge Clinch River at Kingston etc.

SEC. 2. That said bridge shall be so constructed that a reasonably free and unobstructed passageway may be secured to all water craft navigating said river at the point aforesaid; and if said bridge shall be constructed as a drawbridge, the draw shall be opened promptly, upon reasonable signal, for the passage of boats and vessels; and whatever kind of bridge is constructed, the owners thereof shall maintain, at their own expense, from sunset to sunrise, such lights or other signals thereon as the Light-House Board shall prescribe.

Aids to navigation.

Draw.

Lights.

SEC. 3. That said bridge shall not be built or commenced until the plans and location of the same shall have been approved by the Secretary of War; and no change shall be made in this construction, and no alteration of it shall be made after its construction, unless such change or alteration shall in like manner receive the approval of the Secretary of War.

Secretary of War to approve plans.

Changes.

SEC. 4. That the Secretary of War, upon receiving the design, drawings, and specifications of said bridge, and a map of the location, and such other information as he may call for, and upon being satisfied that the bridge, when built according to such designs and drawings, will be in accordance with the requirements of this Act, and will not unreasonably obstruct the navigation of said river, be, and is hereby, authorized and directed to approve said design, drawings, and specifications, and

Notification of approval.

to so notify said county of Roane. Upon receiving such notification the said county of Roane may proceed to construct said bridge, conforming strictly to the approved design, drawings, and specifications.

Lawful structure and post route.

SEC. 5. That any bridge built under this Act, according to its limitations, shall be a lawful structure, and shall be recognized and known as a post route, upon which the mails, troops, and munitions of war of the United States shall be transmitted free of charge.

Right to amend, etc.

SEC. 6. That the right is hereby expressly reserved to alter, amend, or repeal this Act.

Commencement and completion.

SEC. 7. That 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 date hereof.

Approved, June 9, 1897.

June 18, 1897.

CHAP. 6.—An Act To amend an Act entitled "An Act to authorize the construction of a steel bridge over the Saint Louis River between the States of Wisconsin and Minnesota," approved April twenty-fourth, eighteen hundred and ninety-four, as amended by an Act approved August fourth, eighteen hundred and ninety-four, entitled "An Act to amend an Act to authorize the construction of a steel bridge over the Saint Louis River between the States of Minnesota and Wisconsin."

Bridge across St. Louis River.  
Vol. 28, pp. 65, 67.

*Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled,* That sections three and nine of the above-entitled original Act and section three of the same, as amended by the said Act approved August fourth, eighteen hundred and ninety-four, entitled "An Act to amend an Act to authorize the construction of a steel bridge over the Saint Louis River between the States of Minnesota and Wisconsin," be amended so as to read, respectively, as follows:

Vol. 28, p. 228.

Aids to navigation.

"SEC. 3. That the accessory works referred to in the preceding section shall be such booms, dikes, piers, or other suitable and proper structures for confining the flow of water to a permanent channel, and for the guiding of steamboats, rafts, and other water craft safely through the draw and rafting spans, as shall be required by the Secretary of War; and in addition thereto, and before the construction of the bridge to be built under this Act, the company or persons owning or holding such bridge shall be required, under the direction of the Secretary of War, or such officer as he shall designate, to dredge above and below said bridge to such depth and for such distance as in the judgment of the Secretary of War, or of such other officer as he shall designate, shall have been rendered necessary by the erection of the piers to said bridge."

Dredging.

Depth of, etc., to be determined by Secretary of War, etc.

Commencement and completion.

"SEC. 9. That this Act shall be null and void if actual construction of the bridge therein authorized be not commenced within one year and completed on or before August first, anno Domini eighteen hundred and ninety-seven."

Repeal.

SEC. 2. That all acts or parts of acts in conflict with the provisions of this Act are hereby repealed.

Approved, June 18, 1897

June 18, 1897.

CHAP. 7.—An Act To authorize the construction of a bridge across Pearl River, in the State of Mississippi.

Marion Co., Miss., may bridge Pearl River at Columbia.

*Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled,* That the board of supervisors of Marion County, in the State of Mississippi, be, and is hereby, authorized to construct and maintain a highway bridge and approaches thereto across Pearl River, at or near the town of Columbia, in said county and State.

Secretary of War to approve plans, etc.

SEC. 2. That said bridge shall be located and built under and subject to such regulations for the security of navigation as the Secretary