

April 28, 1904.  
[H. R. 6780.]

[Public, No. 244.]

**CHAP. 1812.**—An Act Authorizing the Union Pioneer Mining and Trading Company to construct and maintain a bridge across the Catalla Creek, in the district of Alaska.

*Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled,* That the Union Pioneer Mining and Trading Company, a corporation created and existing under and by virtue of the laws of the State of California, be, and it is hereby, authorized to construct and maintain a bridge across the Catalla Creek, in the district of Alaska, to be located at such point as shall be approved by the Secretary of War. Said bridge may be used for the passage of wagons and vehicles of all kinds, and for the transit of animals, and for foot passengers, for such reasonable rates of toll as may be fixed by said company and approved by the Secretary of War.

**SEC. 2.** That such bridge shall be constructed as a draw bridge, and the draw shall be opened promptly upon reasonable signal for the passage of boats. And whatever kind of bridge is constructed, the said company shall maintain thereon, at its own expense, from sunset to sunrise, during the season of navigation, such lights or other signals as the Light-House Board shall prescribe; and the United States shall have the right of way across said bridge and approaches for postal telegraph and other purposes; and equal privileges in the use of said bridge shall be granted to all telegraph and telephone companies, and said bridge shall be so constructed and operated as not to interfere with the navigation of said river: *Provided,* That any bridge constructed under this Act and according to its limitations shall be a lawful structure and shall be known and recognized as a post route, and the same is hereby declared to be a post route, upon which, also, no higher charge shall be made for the transportation over the same of the mails, the troops, or munitions of war of the United States than the rate per mile paid for transportation over railroads or public highways leading to the said bridge.

**SEC. 3.** That the bridge authorized to be constructed under this Act shall be located and built under and subject to such regulations for the security of the navigation of said creek as the Secretary of War shall prescribe; and to secure that object the said corporation shall submit to the Secretary of War, for his examination and approval, a design and drawings of the proposed bridge, and shall furnish such other information as may be required for a full and satisfactory understanding of the subject; and until the said plan and location of the bridge are approved by the Secretary of War, no work upon the bridge shall be commenced; 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 in said bridge which the Secretary of War may at any time deem necessary and order in the interests of navigation shall be made by the said corporation at its own expense.

**SEC. 4.** 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 of approval hereof.

**SEC. 5.** That Congress hereby expressly reserves the right to alter, amend, or repeal this Act.

Approved, April 28, 1904.

Catalla Creek, Alaska.  
Union Pioneer Mining and Trading Company may bridge.

Location.

Wagon and foot bridge.

Toll.

Draw bridge.

Lights, etc.

Telegraph, etc., rights.

*Provided.*  
Lawful structure and post route.

Secretary of War to approve plans, etc.

Changes.

Time of construction.

Amendment.

**CHAP. 1813.**—An Act Creating a commission to consider and recommend legislation for the development of the American merchant marine, and for other purposes.

April 28, 1904.  
[H. R. 7056.]

[Public, No. 245.]

*Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled,* That a commission is hereby created, to be called "The Merchant Marine Commission," to be composed as follows: Five members of the Senate of the United States and five members of the House of Representatives of the United States, to be appointed by the presiding officer of each House of Congress, respectively: *Provided,* That at least two of the said members of the Senate and two of the said members of the House of Representatives shall be members of the minority party.

American Merchant Marine.  
Commission to investigate, etc.  
Composition.

*Proviso.*  
Minority party representation.

**SEC. 2.** That it shall be the duty of this commission to investigate and to report to the Congress on the first day of its next session what legislation, if any, is desirable for the development of the American merchant marine and American commerce, and also what change, or changes, if any, should be made in existing laws relating to the treatment, comfort, and safety of seamen, in order to make more attractive the seafaring calling in the American merchant service.

Duties.

**SEC. 3.** That the commission shall give reasonable time for hearings, if deemed necessary, and if necessary it may appoint a subcommission or subcommissions of its own members to make investigation in any part of the United States, and it shall be allowed actual necessary expenses for the same. It shall have the authority to send for persons and papers and to administer oaths and affirmations. All necessary expenses, including clerks, stenographers, messengers, rent for place of meeting, and printing and stationery, shall be paid from any money in the Treasury not otherwise appropriated; however, not to exceed twenty thousand dollars for expenditure under this section, to be paid upon vouchers to be approved by the chairman of the commission.

Hearings.  
Subcommissions.

Powers.  
Expenses.

Limit.  
Vouchers.

**SEC. 4.** That any vacancies occurring in the commission, by reason of death, disability, or from any other cause, shall be filled by appointment by the officer and in the same manner as was the member whose retirement from the commission creates the vacancy.

Vacancies.

Approved, April 28, 1904.

**CHAP. 1814.**—An Act To provide for the construction of a light-house and fog signal at Diamond Shoal, on the coast of North Carolina, at Cape Hatteras.

April 28, 1904.  
[H. R. 7264.]

[Public, No. 246.]

*Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled,* That Albert F. Eells, of Boston, Massachusetts, be, and he is hereby, authorized, with such others as may be associated with him, to construct, in the manner and on the conditions herein specified, a substantial and sufficient light-house and fog signal of the latest and most improved construction, together with such auxiliary works of the most modern character and such as will be necessary to maintain the same permanently, at the outer side of the outer Diamond Shoal, on the coast of North Carolina, at Cape Hatteras.

Diamond Shoal, Cape Hatteras.  
Construction of light-house and fog signal at, by Albert E. Eells.

Post, p. 1266.

That the construction of said proposed light-house and fog signal shall be in good faith commenced within twelve months from the date of the approval of this Act.

Commencement construction.

That the said light-house and fog signal shall be constructed and placed where the water is at least thirty feet in depth, mean high tide.

Depth of water.

That the construction of the superstructure or tower of said light-house or fog signal above the line thirty feet above high-water mark shall conform to the specifications contained in the letter from D. W. Lockwood, lieutenant-colonel, Corps of Engineers, United States Army, secretary of the Light-House Board of the Department of

Tower.

Specifications.