

amendments in form or substance in any petition, process, record, or proceeding, or in the description of property proposed to be taken, or of property assessed for benefits, whenever such amendments will not interfere with the substantial rights of the parties interested.

SEC. 9. That each juror shall receive as compensation the sum of five dollars per day for his services during the time he shall be actually engaged in such services under the provisions hereof.

Compensation of jurors.

SEC. 10. That the sum of three hundred dollars is hereby appropriated, out of the revenues of the District of Columbia, to provide the necessary funds for the costs and expenses of the condemnation proceedings taken pursuant hereto.

Appropriation for expenses.

SEC. 11. That no appeal by any interested party from the decision of the supreme court of the District of Columbia confirming the assessment or assessments of benefits or damages herein provided for nor any other proceeding at law or in equity by such party against the confirmation of such assessment or assessments shall delay or prevent the payment of award to others in respect to the property condemned, nor delay or prevent the taking of any of said property sought to be condemned, nor the extension of such avenue: *Provided, however,* That upon the final determination of said appeal or other proceeding at law or in equity the amount found to be due and payable as damages sustained by reason of the extension of said avenue under the provisions hereof shall be paid as hereinbefore provided.

Appeals not to delay opening of avenue, etc.

Proviso. Payment of final determination.

Approved, February 19, 1906.

CHAP. 493.—An Act To amend an Act entitled “An Act to authorize Washington and Westmoreland counties, in the State of Pennsylvania, to construct and maintain a bridge across the Monongahela River, in the State of Pennsylvania,” approved February twenty-first, nineteen hundred and three.

February 21, 1906.

[H. R. 11045.]

[Public, No. 18.]

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled, That section seven of an Act entitled “An Act to authorize Washington and Westmoreland counties, in the State of Pennsylvania, to construct and maintain a bridge across the Monongahela River, in the State of Pennsylvania,” approved February twenty-first, nineteen hundred and three, as amended by the Act approved January eleventh, nineteen hundred and five, be, and is hereby, amended to read as follows:

Monongahela River, Pa.

Time extended for bridging, by Washington and Westmoreland counties, Pa.

Vol. 32, p. 851.

Vol. 33, p. 604.

amended.

Post, p. 876.

“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 February twenty-first, nineteen hundred and six.”

Time of construction.

Approved, February 21, 1906.

CHAP. 500.—An Act To repeal section forty-one hundred and thirty-six of the Revised Statutes relating to the admission to registry of repaired foreign wrecks.

February 22, 1906.

[S. 1007.]

[Public, No. 19.]

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled, That section forty-one hundred and thirty-six of the Revised Statutes, as amended, reading as follows: “The Commissioner of Navigation may issue a register or enrollment for any vessel built in a foreign country, whenever such vessel shall be wrecked in the United States, and shall be purchased and repaired by a citizen of the United States, if it shall be proved to the satisfaction of the Commissioner that the repairs put upon such vessel are equal to three-fourths of the cost of the vessel when so repaired.” is hereby repealed.

Shipping. Registry of wrecked foreign-built vessels repealed.

R. S., sec. 4136, p. 796, repealed.

Approved, February 22, 1906.

February 23, 1906. [H. R. 7085.] <hr/> [Public, No. 20.]	CHAP. 501. —An Act Authorizing the Pea River Power Company to erect a dam in Coffee County, Alabama.
Pea River, Ala. Pea River Power Company may dam. Location.	<p><i>Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled,</i> That the Pea River Power Company, a corporation, be, and is hereby, authorized to erect, build, have, and maintain a steel and concrete dam, or dam of other material, on Pea River, at a point four miles below, or about four miles below, the town of Elba, in Coffee County, State of Alabama: <i>Provided,</i> That the plans of said dam shall be submitted to and be approved by the Chief of Engineers and the Secretary of War before construction is commenced; and the Secretary of War may at any time require and enforce, at the expense of the owners, such modifications in the construction of said dam as he may deem advisable in the interests of navigation: <i>Provided further,</i> That there shall be placed and maintained in connection with said dam a sluiceway so arranged as to permit logs, timber, and lumber to pass around, through, or over said dam without unreasonable delay or hindrance and without toll or charges; and suitable fishways, to be approved by the United States Fish Commission, shall be constructed and maintained on said dam.</p>
<i>Provisos.</i> Secretary of War to approve plans, etc.	<p>SEC. 2. That this Act shall be null and void unless the dam herein authorized is commenced within one year and completed within three years from the date hereof.</p>
Changes.	<p>SEC. 3. That the right to amend or repeal this Act is hereby expressly reserved.</p>
Sluiceways.	<p>Approved, February 23, 1906.</p>
Fishways.	
Time of construction.	
Amendment.	

February 23, 1906. [H. R. 11263.] <hr/> [Public, No. 21.]	CHAP. 502. —An Act To authorize the construction of a bridge across the navigable waters of Saint Andrews Bay.
Saint Andrews Bay, Fla. Birmingham, Colum- bus and Saint An- drews Railroad Com- pany may bridge.	<p><i>Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled,</i> That the Birmingham, Columbus and Saint Andrews Railroad Company, a corporation duly created and existing, is hereby authorized to build and maintain a railroad bridge across the navigable waters of Saint Andrews Bay, in Washington County, Florida, at or near a point on the north arm of said bay known as Grassy Point, on North Bay, the said bridge to be so constructed as not to interfere with the navigation of said navigable waters.</p>
Location. Unobstructed navigation.	<p>SEC. 2. That any bridge constructed under this Act shall be built and located under and subject to such regulations for the security of the navigation of said navigable waters as the Secretary of War shall prescribe; and to secure that object the said company shall submit to the Secretary of War, for his examination and approval, a design and drawing of the proposed bridge and a map of the location, giving, for the space of at least one-half mile above and one-half mile below the proposed location, the topography of the banks of the arm of the bay, the shore lines at high and low water, and the direction and strength of the current, and the soundings accurately showing the bed of the stream, and shall furnish such other information as may be required for a full and satisfactory understanding of the subject; and until said plan and location of the bridge are approved by the Secretary of War the bridge shall not be built; and should any change be made in the plan of said bridge during the progress of construction or after its completion such change shall be subject to the approval of the Secretary of War.</p>
Secretary of War to approval plans, etc.	<p>SEC. 3. That the bridge constructed under this Act 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 transportation over the</p>
Lawful structure and post route.	