

delivery thereof to the person in charge of the wagon, cart, or other vehicle or conveyance used for and in the delivery thereof, a written or printed certificate duly signed by or for the seller, showing separately the actual weight of said coal, or coke, and the name of the purchaser thereof, and the weight of the said wagon, cart, or other vehicle or conveyance, and showing the total weight of said coal, coke, wagon, cart, other vehicle, or conveyance. And any person who shall violate or neglect or refuse to comply with the provisions of this section shall be punished by a fine of not more than forty dollars: *Provided*, That all prosecutions under this Act shall be brought in the police court of the District of Columbia on information filed by the corporation counsel or one of his assistants."

Certificates of weight of, etc., required.

Penalty for noncompliance.

*Proviso.*  
Prosecutions.

Approved, March 31, 1906.

**CHAP. 1359.**—An Act To amend an Act approved March first, nineteen hundred and five, entitled "An Act to amend section four of an Act entitled 'An Act relating to the Metropolitan police of the District of Columbia,' approved February twenty-eighth, nineteen hundred and one."

March 31, 1906.  
[H. R. 14813.]

[Public, No. 79.]

*Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled*, That from and after the passage of this Act the provision of the Act approved March first, nineteen hundred and five, entitled "An Act to amend section four of an Act entitled 'An Act relating to the Metropolitan police of the District of Columbia,' approved February twenty-eighth, nineteen hundred and one," for the relief, during widowhood, of dependent mothers of unmarried deceased members of said Metropolitan police force and of unmarried deceased members of the fire department of said District, shall include such mothers of any such deceased members of said police force and of said fire department who have died from injury or disease prior to March first, nineteen hundred and five.

District of Columbia. Pensions, police, etc. Vol. 33, p. 821, amended. Vol. 31, p. 820.

Pensions to dependent mothers.

Mothers of members who died prior to March 1, 1905, included.

Approved, March 31, 1906.

**CHAP. 1361.**—An Act To authorize the construction of a bridge across the Missouri River between Walworth and Dewey counties, in the State of South Dakota.

April 2, 1906.  
[S. 5184.]

[Public, No. 80.]

*Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled*, That the Chicago, Milwaukee and Saint Paul Railway Company, its successors and assigns, be, and are hereby, authorized to construct and maintain a railroad bridge and approaches thereto across the Missouri River, extending from some convenient and practicable point to be selected on the east bank of said river in the county of Walworth to some convenient and practicable point on the west bank of said river in the county of Dewey, in the State of South Dakota.

Missouri River, S. Dak. Chicago, Milwaukee and Saint Paul Railway Company may bridge. Location.

SEC. 2. That the said bridge shall have two or more channel spans, located over the main channel of the river, and not less than three hundred and fifty feet in the clear between the piers at low water, and at not less elevation than fifty feet above standard high water to the lowest member of the said channel spans, nor shall any of the other spans over the waterway be less than three hundred feet in the clear between the piers at low water, and the piers of said bridge shall be substantially parallel to the current of the river at high water.

Construction of spans.

SEC. 3. That the bridge herein authorized shall be located and constructed under and subject to such regulations for the security of the navigation of said river as the Secretary of War shall prescribe, and said company shall submit to the Secretary of War, for his approval,

Secretary of War to approve plans, etc

- a plan of said bridge and a map of the location, showing for one mile above and one 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, soundings showing the bed of the stream, the location of any other bridge in that vicinity, and such other information as may be required for a full and satisfactory understanding of the subject; and until such plan and location are approved by the Secretary of War the said 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 also be subject to the approval of the Secretary of War.
- Changes.**
- Lawful structure and post route.** SEC. 4. That the bridge and its accessories constructed according to the provisions of this Act shall be a lawful structure, and the same is hereby declared to be a post route, and no higher charge shall be made for the transportation of the mails and the troops and munitions of war of the United States over the same than the rate per mile paid for their transportation over the railroads leading to said bridge; and the United States shall have the right of way across said bridge and its approaches for postal, telegraph, and telephone purposes; and equal privileges in the use of said bridge shall be granted to all telegraph and telephone companies.
- Telegraph, etc., rights.**
- Use by other roads.** SEC. 5. That all railroad companies desiring to use said bridge shall have and be entitled to equal rights and privileges in the passage of railroad trains over the same and the approaches thereto, under and upon such terms and conditions as shall be prescribed by the Secretary of War, upon hearing the allegations and proofs of the parties in case they shall not agree.
- Unobstructed navigation.** SEC. 6. That the said bridge herein authorized to be constructed shall be kept and maintained so as to secure at all times reasonable and proper provisions for the passage of vessels through the same, and there shall be maintained on said bridge by the company aforesaid, from sunset to sunrise during the season of navigation, such lights as the Light-House Board shall prescribe; and such changes shall be made from time to time in said bridge, and at the expense of the company aforesaid, as the Secretary of War may direct in order to preserve the free navigation of said river; and in case of any litigation arising by reason of the construction and maintenance of said bridge, the same may be tried in the circuit or district courts of the United States for the district of South Dakota, in whose jurisdiction said bridge is located: *Provided*, That nothing in this Act shall be so construed as to repeal or modify any of the provisions of the law now existing in reference to the protection of the navigation of rivers or to exempt this bridge from the operation of the same.
- Lights, etc.**
- Litigation.**
- Proviso. Existing laws not affected.**
- Temporary bridge authorized.** SEC. 7. That power and authority are hereby granted to the said Chicago, Milwaukee and Saint Paul Railway Company to construct a temporary bridge across said Missouri River adjacent to the location of said permanent bridge hereinbefore authorized, to be used by said company in the construction of its said railway and bridge, and of transporting across said river material and supplies needed therefor. Said temporary bridge shall be constructed subject to the same regulation and control by the Secretary of War as is hereinbefore provided for said permanent bridge, and with such an opening for the purposes of navigation as he may prescribe. Said temporary bridge shall be removed by said Chicago, Milwaukee and Saint Paul Railway Company as soon as said permanent bridge is completed and ready for use.
- Removal of.**
- Time of construction.** SEC. 8. That this Act shall be null and void if the actual construction of the bridge herein authorized shall not be commenced within one year and completed within three years from the date this Act takes effect.

SEC. 9. That the right to alter, amend, or repeal this Act is hereby expressly reserved. Amendment.  
 Approved, April 2, 1906.

**CHAP. 1362.**—An Act To authorize the construction of a bridge or bridges across the Yellowstone River in Montana. April 2, 1906.  
[S. 5204.]

*Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled,* That the Chicago, Milwaukee and Saint Paul Railway Company, of Montana, its successors and assigns, be, and are hereby, authorized to construct and maintain such railroad bridge or bridges and approaches thereto, across the Yellowstone River, at such convenient and practicable point or points within the limits of the State of Montana as said company may deem necessary, subject to the approval of the Secretary of War and the Chief of Engineers of the Army. [Public, No. 81.]  
Yellowstone River, Mont.  
Chicago, Milwaukee and Saint Paul Railway Company may bridge.  
Location.

SEC. 2. That any bridge herein authorized shall be located and constructed under and subject to such regulations for the security of the navigation of said river as the Secretary of War shall prescribe, and said company shall submit to the Secretary of War, for his approval, a plan of any such bridge and a map of its location, showing for one mile above and one 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, soundings showing the bed of the stream, the location of any other bridge in that vicinity, and such other information as may be required for a full and satisfactory understanding of the subject; and until said plan and location are approved by the Secretary of War such bridge shall not be commenced or built; and should any change be made in the plan of any bridge during the progress of construction or after completion such change shall also be subject to the approval of the Secretary of War. Secretary of War to approve plans, etc.

SEC. 3. That any bridge and its accessories constructed in accordance with the provisions of this Act shall be a lawful structure, and the same is hereby declared to be a post route, and no higher charge shall be made for the transportation of the mails and the troops and munitions of war of the United States over the same than the rate per mile paid for their transportation over the railroads leading to such bridge; and the United States shall have the right of way across the same and its approaches for postal, telegraph, and telephone purposes; and equal privileges in the use thereof shall be granted to all telegraph and telephone companies. Lawful structure and post route.

SEC. 4. That all railroad companies desiring to use such bridge shall have and be entitled to equal rights and privileges in the passage of railroad trains over same and the approaches thereto, under and upon such terms and conditions as shall be prescribed by the Secretary of War, upon hearing the allegations and proofs of the parties in case they shall not agree. Telegraph, etc., rights.  
Use by other roads.

SEC. 5. That in case of any litigation arising by reason of the construction and maintenance of any such bridge the same may be tried in the circuit or district court of the United States for the district of Montana in whose jurisdiction said bridge is located. Litigation.

SEC. 6. That this Act shall be null and void if the actual construction of any bridge herein authorized shall not be commenced within one year and completed within three years from the date this Act takes effect. Time of construction.

SEC. 7. That the right to alter, amend, or repeal this Act is hereby expressly reserved. Amendment.  
 Approved, April 2, 1906.