troops, and munitions of war of the United States than the rate per mile paid over the railroad leading to said bridge; and said bridge shall enjoy the rights and privileges of other post roads in the United States, and the United States shall have a right of way for postal telegraph over and across said bridge.

Sec. 4. That all railroad companies desiring the use of said bridge shall have and be entitled to equal rights and privileges relative to the passage of railway trains or cars on the same, and over the approaches thereto, upon the payment of reasonable compensation for such use; and in case the owner or owners of said bridge, and the several railroad companies, or any one of them, desiring such use shall fail to agree upon the sums to be paid for such compensation, or upon the rules and conditions to which such shall conform in using said bridge, all matters so at issue between them shall be decided by the Secretary of War upon a hearing of the allegations and proofs of the parties.

Sec. 5. That said bridge shall be constructed and built without interference with the security and convenience of the navigation of said river beyond what is necessary to carry into effect the rights and privileges hereby granted: and, in order to secure that object, the said corporation shall, before commencing the construction of said bridge, submit to the Secretary of War a plan and drawings of the bridge, and a map of the river and shores for a distance of a mile above and a mile below the proposed location, together with all information touching said bridge, its approaches, and the river which said officer may deem requisite; and it shall be the duty of the Secretary of War, upon being satisfied that a bridge upon such plan and location will conform to the conditions of this act, to notify said corporations that he approves the same: whereupon, and not sooner, said corporations may proceed to the construction of said bridge, strictly in accordance with the plans and specifications, and according to the rules and conditions which shall be at all times observed by the Secretary of War: Provided, That if said bridge shall be constructed as a drawbridge, the draw shall be opened promptly upon reasonable signal for the passage of boats, and said corporation shall maintain at its own expense, from sunset to sunrise, such lights or other signals on said bridge as the Light-House Board shall prescribe.

Sec. 6. That Congress shall have power at any time to alter, amend, or repeal this act: Provided, That nothing in this act shall be construed as to repeal or modify any of the provisions of law now existing in relation to the protection of the navigation of rivers, or to exempt this bridge from the operation of the same.

Sec. 7. That this act shall be null and void if actual construction of said bridge be not commenced within one year and completed within three years from the date of this act.

Approved, February 14, 1893.

FIFTY-SECOND CONGRESS. Sess. II. Ch. 105, 108, 1893.

CHAP. 148.—An act to authorize the Homestead and Pittsburgh Bridge Company to construct a bridge over the Monongahela River from Pittsburgh to Homestead.

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 the Homestead and Pittsburgh Bridge Company, a corporation organized under the laws of the Commonwealth of Pennsylvania, to construct and maintain a bridge, and approach thereto, over the Monongahela River, from the city of Pittsburgh to the town of Homestead in the county of Allegheny.

Sec. 2. That said bridge shall be constructed to provide for the passage of railway trains, street cars, wagon roads, and of all kinds, for the transit of animals, foot passengers, and all kinds of commerce, travel, or communication, and said corporation may charge and receive reasonable tolls therefore, subject to the approval of the Secretary of War.

Sec. 3. That any bridge built under this act and subject to its limitations, shall be subject to all laws, rules, and regulations of the United States, and shall be recognized and known as a post route, and it shall enjoy the rights and privileges of other post roads in the United States: Provided, That the United States may erect and maintain a structure for crossing over said bridge without charge, hereby authorized.

Sec. 4. That said bridge shall be built and located under said regulations for the security of navigation of said river 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, the plans and drawings of the said bridge and a map of the place and location of the bridge, view, for the space of one mile above and one mile below the proposed location, the topography of the banks of the river and the shore lines at high and low water, the direction and strength of the current at all stages, and the sounding, accurately showing the bed of the stream, the location of any other bridge or bridges, and shall furnish such other information as may be required for a full and satisfactory understanding of the subject, and until the plan and location of said bridge have been approved by the Secretary of War, the bridge shall not be commenced or built.

Sec. 5. That all railroad companies desiring the use of any bridge constructed under this act shall have and be entitled to equal rights and privileges relative to the passage of railway trains or cars over the same and over the approaches thereto, upon payment of reasonable compensation for such use; and in case the owner or owners of said bridge, and the several railroad companies, or any one of them, desiring such use shall fail to agree upon the sums to be paid, and upon rules and conditions to which such shall conform in using said bridge, all matters so at issue between them shall be decided by the Secretary of War upon a hearing of the allegations and proofs of the parties.

Sec. 6. That said bridge herein authorized to be constructed shall be so kept and managed at all times as to afford proper means and ways for the passage of vessels, barges, or rafts, both by day and by night, and shall be displayed on said bridge by the owners thereof, from sunrise to sunset, such lights or other signals as the Secretary of War may prescribe; and such changes shall be made from time to time in the structure of said bridge as the Secretary of War shall direct, at the expense of said bridge company, in order to preserve the free navigation of said river.

Sec. 7. That this act shall be null and void if actual construction of said bridge be not commenced within one year and completed within three years from the date of this act.

Approved, February 14, 1893.

CHAP. 149.—An act granting additional quarantine powers and imposing additional duties for the preservation of the health of the port of the United States.

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled, That it shall be unlawful for any merchant ship or other vessel from any foreign port or place to enter the port of the United States except in accordance with the provisions of this act and with such rules and regulations of State and
Municipal health authorities as may be in pursuance of, or consistent with, this act; and any vessel which shall enter, or attempt to enter, a port of the United States in violation of this act, shall, if convicted, be returned to the United States a sum, to be awarded in the discretion of the court, not exceeding five thousand dollars; which shall be a lien upon said vessel, to be recovered by proceedings in the proper district Court of the United States. In all such proceedings the United States district attorney for such district shall appear on behalf of the United States; and all such proceedings shall be conducted in accordance with the rules and laws governing cases of seizure of vessels for violation of the laws of the United States.

That any vessel at any foreign port clearing for any port or place in the United States shall be required to obtain from the consul, vice consul, or other consular officer of the United States at the port of departure, or from the medical officer where such officer has been detailed by the President for that purpose, a bill of health; and in duplicate, in the form prescribed by the Secretary of the Treasury, setting forth the sanitary history and condition of said vessel, and that it has been duly inspected and found to be free from all causes required to be avoided, and to be satisfied that the matter and things therein stated are true; and for his services in that behalf he shall be entitled to demand and receive such fees as shall by lawful regulation be allowed, to be accounted for as is required of other cases.

The President, in his discretion, is authorized to detail any medical officer of the Government to serve in the office of the consul at any port or place in the United States, to proceed for the purpose of obtaining from the vessel and inspecting and giving the bills of health hereinafter mentioned, and for the purpose of clearing and sailing from any such port without such bill of health, and entering any port of the United States not more than five thousand dollars, exclusive of duties, which are provided for by this act, and to obtain information of the sanitary condition of foreign ports and places from which contagious and infectious diseases are or may be imported into the United States, and to this end the consular officer of the United States at such ports and places as shall be designated by the Secretary of the Treasury shall make to the Secretary of the Treasury reports of the sanitary condition of the ports and places at which they are respectively stationed, according to such forms as the Secretary of the Treasury shall prescribe; and the Secretary of the Treasury shall also prepare, publish, and transmit to consuls of foreign states and to State and municipal health officers and other sanitary authorities, public and private persons, and private persons, public and private persons, and private persons, news and information relating to the sanitary condition of foreign ports and places and all such sanitary regulations and reports of the United States, weekly reports of the sanitary condition of ports and places within the United States, and shall also publish and transmit to consuls of foreign states and to State and municipal health officers and other sanitary authorities, public and private persons, and private persons, news and information relating to the sanitary condition of foreign ports and places and all such sanitary regulations and reports of the United States, weekly reports of the sanitary condition of ports and places within the United States, and shall also publish and transmit to consuls of foreign states and to State and municipal health officers and other sanitary authorities, public and private persons, and private persons, news and information relating to the sanitary condition of foreign ports and places and all such sanitary regulations and reports of the United States, weekly reports of the sanitary condition of ports and places within the United States.
FIFTY SECOND CONGRESS. Sess. II. Ch. 114. 1893.

First. On Gallo Island, a fog signal at a cost not exceeding five thousand seven hundred dollars.

Second. On the head of Carlitos Island, a light-house, at a cost not exceeding eight thousand three hundred dollars.

Third. On Bay State Shoal, at a cost not exceeding eight hundred dollars.

Fourth. At the entrance to Erie Harbor, Pennsylvania, a fog signal, at a cost not exceeding four thousand three hundred dollars.

Fifth. At Fairport Harbor, Ohio, a fog signal, at a cost not exceeding four thousand three hundred dollars.

Sixth. At Lorain Harbor, Ohio, a fog signal, at a cost not exceeding four thousand five hundred dollars.

Seventh. On southerly end of South Bass Island, to range with Green Island light and Marblehead light, a light, at a cost not exceeding eight thousand six hundred dollars.

Eighth. For re-establishing light at Port Clinton, Ohio, at a cost not exceeding one thousand five hundred dollars.

Ninth. For re-establishing light at Manhe Matrix, Ohio, so as to properly light the new channel, at a cost not exceeding eighteen thousand dollars.

Tenth. On Faces Reef, Straits of Mackinaw, a lightship of suitable pattern, at a cost not exceeding twenty thousand dollars.

Eleventh. At Forty Mile Point, a light and fog signal, at a cost not exceeding twenty thousand dollars.

Twelfth. At or near Grand Marais, a light and bell, at a cost not exceeding fifteen thousand dollars.

Thirteenth. At or near Big Sable Point, a steam fog signal, at a cost not exceeding five thousand five hundred dollars.

Fourteenth. At or near Big Point Bay, between Granite and Huron islands, a light and fog signal, at a cost not exceeding twenty thousand dollars.

Fifteenth. At or near Moundota, Pete Giese Bay, re-established light and bell, at a cost not exceeding seven thousand five hundred dollars.

Sixteenth. At or near Eagle Harbor, a fog signal, at a cost not exceeding five thousand five hundred dollars.

Seventeenth. At or near Sand Hills, twelve miles west of Eagle River, a light, at a cost not exceeding twenty thousand dollars.

Eightheenth. Eagle River light to be discontinued.

Nineteenth. At or near Portage Lake ship canal, a fog signal, at a cost not exceeding five thousand five hundred dollars.

Twentieth. At or near Forty Mile Point, a light and fog signal, at a cost not exceeding twenty thousand dollars.

Twenty-first. For moving main Chequamegon light and establishing fog signal, at a cost not exceeding seven thousand five hundred dollars, and for harbor light and bell, Chequamegon, at a cost not exceeding two thousand five hundred dollars.