

"Every fishing vessel of one hundred and fifty feet in length or upward, when at anchor, shall exhibit a white light visible all around the horizon at a distance of at least one mile, and shall exhibit a second light as provided for vessels of such length by article eleven.

Additional light.

"Should any such vessel, whether under one hundred and fifty feet in length or of one hundred and fifty feet in length or upward, be attached to a net or other fishing gear, she shall on the approach of other vessels show an additional white light at least three feet below the anchor light, and at a horizontal distance of at least five feet away from it in the direction of the net or gear.

When fast to rock, etc.

"(h) If a vessel or boat when fishing becomes stationary in consequence of her gear getting fast to a rock or other obstruction, she shall in daytime haul down the day signal required by subdivision (k); at night show the light or lights prescribed for a vessel at anchor; and during fog, mist, falling snow, or heavy rain storms make the signal prescribed for a vessel at anchor. (See subdivision (d) and the last paragraph of article fifteen.)

Drift-net vessels in fog, etc.

"(i) In fog, mist, falling snow, or heavy rain storms drift-net vessels attached to their nets, and vessels when trawling, dredging, or fishing with any kind of drag net, and vessels line fishing with their lines out, shall, if of twenty tons gross tonnage or upward, respectively, at intervals of not more than one minute make a blast; if steam vessels, with the whistle or siren, and if sailing vessels, with the foghorn, each blast to be followed by ringing the bell. Fishing vessels and boats of less than twenty tons gross tonnage shall not be obliged to give the above-mentioned signals; but if they do not, they shall make some other efficient sound signal at intervals of not more than one minute.

Day signal.

"(k) All vessels or boats fishing with nets or lines or trawls, when under way, shall in daytime indicate their occupation to an approaching vessel by displaying a basket or other efficient signal where it can best be seen. If vessels or boats at anchor have their gear out, they shall, on the approach of other vessels, show the same signal on the side on which those vessels can pass.

Limitations.

"The vessels required by this article to carry or show the lights hereinbefore specified shall not be obliged to carry the lights prescribed by article four (a) and the last paragraph of article eleven."

Vol. 23, p. 439, repealed.

SEC. 2. That article ten of the Act approved March third, eighteen hundred and eighty-five, entitled "An Act to adopt the revised international regulations for preventing collisions at sea," and the Act approved August thirtieth, eighteen hundred and ninety-four, entitled "An Act relating to lights on fishing vessels," are hereby repealed.

Vol. 28, p. 281, repealed.

In effect January 1, 1906.

SEC. 3. That this Act shall take effect on the first day of January, nineteen hundred and eight.

Approved, January 19, 1907.

January 19, 1907.
[H. R. 19623.]

[Public, No. 21.]

CHAP. 301.—An Act To authorize Thomas J. Ewing and George B. Patton, of Catlettsburg, Kentucky; Otto Burger, of Cincinnati, Ohio; Herbert Haynard, of Kenova, West Virginia, and Charles Miller, of Huntington, West Virginia, to construct a bridge across the Tug Fork of the Big Sandy River.

Tug Fork of Big Sandy River. Thomas Ewing and others may bridge, at Warfield, Ky. Wagon, foot, and railroad bridge.

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled, That Thomas J. Ewing, George B. Patton, Otto Burger, Herbert Haynard, and Charles Miller be, and they are hereby, authorized to construct, maintain, and operate a wagon, foot, and railroad bridge and approaches thereto across the Tug Fork of the Big Sandy River at or on the property of The Warfield Coal and Salt Company, at Warfield, Kentucky, where the said Tug River forms the boundary line between the States of West

Virginia and Kentucky, in accordance with the provisions of the Act entitled "An Act to regulate the construction of bridges over navigable waters," approved March twenty-third, nineteen hundred and six.

Ante, p. 84.

SEC. 2. That the right to alter, amend, or repeal this Act is hereby expressly reserved.

Amendment.

Approved, January 19, 1907.

CHAP. 302.—An Act To ratify and confirm the acts of the legislative assembly of the Territory of Oklahoma, passed in the year nineteen hundred and five, relating to an insane asylum for the Territory of Oklahoma, and providing for the establishment and maintenance of an insane asylum for the Territory of Oklahoma at Fort Supply, in Woodward County, Oklahoma Territory, and making appropriations therefor.

January 21, 1907.
[H. R. 13675.]

[Public, No. 22.]

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled, That the act of the legislative assembly of the Territory of Oklahoma, entitled "An act accepting the offer made by Congress to the Territory of Oklahoma, granting to such Territory the use of Fort Supply Military Reservation and the buildings thereon for the purpose of an insane asylum for the Territory of Oklahoma, and providing for the care of the insane of the Territory of Oklahoma," approved March first, nineteen hundred and five, be, and the same is hereby, in all things ratified, approved, and confirmed, and that section fourteen of an act of the legislative assembly of the Territory of Oklahoma, entitled "An act making appropriations for current expenses of the Territory of Oklahoma for the years nineteen hundred and five and nineteen hundred and six, and for deficiency appropriations and for miscellaneous purposes," approved March eleventh, nineteen hundred and five, be, and the same is hereby, in all things ratified, approved, and confirmed.

Oklahoma.
Act of legislature concerning insane asylum at Fort Supply confirmed.
Vol. 30, p. 822.

Approved, January 21, 1907.

CHAP. 303.—An Act For the opening of Macomb street northwest, District of Columbia.

January 21, 1907.
[H. R. 20069.]

[Public, No. 23.]

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled, That, under and in accordance with the provisions of sections four hundred and ninety-one a to four hundred and ninety-one n, both inclusive, of subchapter one of chapter fifteen of the Code of Law for the District of Columbia, within sixty days after the passage of this Act the Commissioners of the District of Columbia be, and they are hereby, authorized and directed to institute in the supreme court of the District of Columbia a proceeding in rem to condemn the land that may be necessary for the opening of Macomb, formerly Milwaukee, street from the east boundary line of Cleveland Heights subdivision to the west boundary line of Cleveland Park, according to the permanent system of highway plans adopted in and for the District of Columbia.

District of Columbia.
Macomb street northwest.
Condemning land for opening.
Ante, p. 151.

SEC. 2. That assessments shall be made by the jury as benefits as contemplated in section four hundred and ninety-one g of the subchapter of the Code hereinbefore referred to: *Provided*, That the total amount found to be due and awarded as damages, plus the cost and expenses of the proceedings, shall be assessed by the said jury as benefits.

Assessments.
Ante, p. 152.

Proviso.
Damages, etc., assessed as benefits.

SEC. 3. That the sum of three hundred dollars, or so much thereof as may be necessary, 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, to

Appropriation for expenses.