

hereby, amended by striking out the words "stockholder or" wherever they occur in said section, so as to make said section read as follows:

"SEC. 11. That whereas a principal reason for giving authority to build the bridge herein contemplated is to secure reasonable rates and tolls for corporations and individuals for passing over the same, the Saint Louis Merchants' Bridge Company, or its successors or assigns, shall not agree or consent to the consolidation of this bridge company with any other bridge company across the Mississippi River, or to the pooling of the earnings of this bridge company with the earnings of any other bridge company on said river, nor shall any person who is or may be a director or manager of any other bridge over said river be a director or manager of the bridge herein provided for: *Provided*, That if this provision of this act shall at any time be violated in any of these particulars, such violation shall, without legal proceeding, at once forfeit the privilege hereby granted, and said bridge shall become the property of the United States, and the Secretary of War shall take possession of the same in the name and for the use of the United States."

Pooling of earnings forbidden.

No person to be director or manager of both bridges.

*Proviso.*  
Violation to forfeit.

SEC. 2. The right to amend or repeal this act is hereby expressly reserved.

Amendment.

Approved, September 10, 1888.

**CHAP. 1006.**—An act empowering and directing the Commissioner of Navigation to register and enroll as American vessels certain sailing vessels of foreign construction, repaired in the port of Cleveland, Ohio and named the Josephine and M. C. Upper, respectively.

September 11, 1888.

*Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled*, That the Commissioner of Navigation be, and he is hereby, authorized and empowered to cause to be enrolled and registered as American vessels the sailing vessels known as the M. C. Upper and Josephine, respectively, of foreign construction, but repaired in the port of Cleveland, Ohio, in accordance with the application for registration thereof, now on file in the office of said Commissioner.

M. C. Upper and Josephine. American registers to.

Approved, September 11, 1888.

**CHAP. 1007.**—An act to provide for an American register for the steamer Saginaw, of New York.

September 11, 1888.

*Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled*, That the Commissioner of Navigation is hereby authorized and directed to cause the foreign-built steamer Benison, owned at the port of New York, State of New York, by W. P. Clyde, an American citizen, and rebuilt by him in the United States, to be registered as a vessel of the United States under the name of Saginaw.

Saginaw. American register to.

SEC. 2. That the Secretary of the Treasury be, and hereby is, authorized and directed to authorize and direct the inspection of said steam-vessel, steam-boiler, steam-pipes, and the appurtenances of said boiler, and cause to be granted the proper and usual certificate issued to steam-vessels of the merchant marine, without reference to the fact that said steam-boiler, steam-pipes, and appurtenances were not constructed pursuant to the laws of the United States, and were not constructed of iron stamped pursuant to said laws; and the tests to be applied on the inspection of said boiler, steam-pipes, and appurtenances will be the same in all respects as to strength and safety as are required in the inspection of boilers constructed in the United

Inspection.

States for marine purposes, save that the fact that said boiler, steam-pipes, and appurtenances not being constructed pursuant to the requirements of the laws of the United States, and are of unstamped iron, shall not be an obstacle to the granting of the usual certificate if said boiler, steam-pipes, and appurtenances are found to be of sufficient strength and safety.

Approved, September 11, 1888.

September 13, 1888.

**CHAP. 1015.**—An act to prohibit the coming of Chinese laborers to the United States.

*Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled,* That from and after the date of the exchange of ratifications of the pending treaty between the United States of America and His Imperial Majesty the Emperor of China, signed on the twelfth day of March, anno Domini eighteen hundred and eighty-eight, it shall be unlawful for any Chinese person, whether a subject of China or of any other power, to enter the United States, except as hereinafter provided.

**SEC. 2.** That Chinese officials, teachers, students, merchants, or travelers for pleasure or curiosity, shall be permitted to enter the United States, but in order to entitle themselves to do so, they shall first obtain the permission of the Chinese Government, or other Government of which they may at the time be citizens or subjects. Such permission and also their personal identity shall in such case be evidenced by a certificate to be made out by the diplomatic representative of the United States in the country, or of the consular representative of the United States at the port or place from which the person named therein comes. The certificate shall contain a full description of such person, of his age, height, and general physical features, and shall state his former and present occupation or profession and place of residence, and shall be made out in duplicate. One copy shall be delivered open to the person named and described, and the other copy shall be sealed up and delivered by the diplomatic or consular officer as aforesaid to the captain of the vessel on which the person named in the certificate sets sail for the United States, together with the sealed certificate, which shall be addressed to the collector of customs at the port where such person is to land. There shall be delivered to the aforesaid captain a letter from the consular officer addressed to the collector of customs aforesaid, and stating that said consular officer has on a certain day delivered to the said captain a certificate of the right of the person named therein to enter the United States as a Chinese official, or other exempted person, as the case may be. And any captain who lands or attempts to land a Chinese person in the United States, without having in his possession a sealed certificate, as required in this section, shall be liable to the penalties prescribed in section nine of this act.

**SEC. 3.** That the provisions of this act shall apply to all persons of the Chinese race, whether subjects of China or other foreign power, excepting Chinese diplomatic or consular officers and their attendants; and the words "Chinese laborers," whenever used in this act, shall be construed to mean both skilled and unskilled laborers and Chinese employed in mining.

**SEC. 4.** That the master of any vessel arriving in the United States from any foreign port or place with any Chinese passengers on board shall, when he delivers his manifest of cargo, and if there be no cargo, when he makes legal entry of his vessel, and before landing or permitting to land any Chinese person (unless a diplomatic or consular officer, or attendant of such officer), deliver to the collector of customs of the district in which the vessel shall have arrived

Chinese laborers.  
Immigration pro-  
hibited.  
*Post*, p. 504.

Classes permitted to  
enter.

Certificates to be ob-  
tained.

Penalty for violation.

Scope of act.

Master to deliver  
certificates, etc., on ar-  
rival in United States.