

**CHAP. 174.**—An act to amend an act entitled “An act authorizing the construction of a high wagon-bridge across the Missouri River at or near Sioux City, Iowa,” approved March second, eighteen hundred and eighty-nine.

April 30, 1890.

*Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled,* That section one of the act entitled “An act authorizing the construction of a high wagon-bridge across the Missouri River at or near Sioux City, Iowa,” approved March Second, eighteen hundred and eighty-nine, be amended so that it shall read as follows: “That it shall be lawful for the “Pacific Short Line Bridge Company” to construct and maintain a combined wagon, railroad, and foot-passenger bridge of the kind known as a ‘pivot draw-bridge’, with one or more draws, as may be prescribed by the Secretary of War, across the Missouri River at or near Sioux City, in the State of Iowa, so as to connect with the opposite shore of the said river in the State of Nebraska, for the passage of wagons, railroad trains, and vehicles of all kinds, for the transit of animals, and for foot-passengers, for such reasonable rates of toll as the city of Sioux City, Iowa, may from time to time prescribe, subject to the approval of the Secretary of War: *Provided*, That said bridge shall not be built or commenced until the plan and specifications for its construction have been submitted to the Secretary of War for his approval, nor until he shall approve the plan and location of said bridge; and if any change be made in the plan of construction of said bridge at any time such change shall be subject to the approval of the Secretary of War; and any change in the construction or any alteration of said bridge that may be directed at any time by Congress or the Secretary of War shall be made at the cost and expense of the owners thereof: *Provided*, That said ‘Pacific Short Line Bridge Company’ shall, at its own expense, build and maintain, under direction and supervision of the Secretary of War, such wing-dams and booms or other works necessary to maintain the channel within the draw span or spans of said bridge, and shall, at their own expense, maintain a depth of water through said draw span or spans not less than that now existing, as shown by the report of the War Department, at the point where said bridge may be located; and if said Pacific Short Line Bridge Company shall fail to maintain such channel as aforesaid, then the Secretary of War may cause said channel to be opened and maintained at proper depth for navigation through said span or spans at the expense of the owners of said bridge, or may remove obstructions to navigation as provided in section six of said act approved March second, eighteen hundred and eighty-nine.

**SEC. 2.** That section two of said act be amended by striking out the word “three,” in the fourth line of the second proviso, after the word “them” and before the word “hundred,” and inserting in lieu thereof the word “two;” also by inserting immediately after the word “clear,” in the next line, the words “on each side of the pivot pier,” so that the second proviso shall read as follows: “*And provided also*, That if any bridge built under this act be constructed as a draw bridge it shall have a draw over the main channel of the river at an accessible and navigable point, and with a span or spans not less than two hundred feet in length in the clear on each side of the pivot pier.”

**SEC. 3.** That all railroad companies desiring the use of said bridge, approaches, and accessory works 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 a 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 the sum or sums to be paid and upon rules and conditions to which each shall conform in using said bridge, all matters in issue between

Bridge across Missouri River at Sioux City, Iowa.  
 Act authorizing, amended.  
 Vol. 25, p. 849.  
 Pacific Short Line Bridge Company substituted for Sioux City.  
 Railway, wagon, and foot bridge.  
 Pivot-draw, etc.

Tolls.

*Provisos.*

Secretary of War to approve plans, etc.

Wing-dams, booms, etc.

Water depth at draw-spans.

Obstructions to navigation.

Amendments to section two.  
 Vol. 25, p. 849.

Location of draw.

Width of spans.

Use by other companies.

them shall be decided by the Secretary of War upon reasonable notice to the parties in interest and upon consideration of such allegations and proofs as may be submitted to him.

Amendment of title  
of act.  
Vol. 35, p. 849.

SEC. 4. That the title of the said act be amended so as to read in lieu thereof: "An act authorizing the construction of a combined wagon, railroad, and foot-passenger bridge, of the kind known as a 'pivot draw-bridge,' across the Missouri River at or near Sioux City, Iowa."

Approved, April 30, 1890.

May 1, 1890.

**CHAP. 180.**—An act to establish Rockport, in the district of Belfast, Maine, as a port of delivery.

Rockport, Me.  
A port of delivery.

*Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled,* That Rockport shall be a port of delivery in the district of Belfast, State of Maine.

Approved, May 1, 1890.

May 1, 1890.

**CHAP. 181.**—An act authorizing the Brazos Terminal Railway Company to construct a bridge across the Brazos River in the State of Texas.

Brazos Terminal  
Railway Company  
may bridge the Brazos  
River, Texas, near  
mouth.

Railway, wagon, and  
foot bridge.

Tolls.

Pivot-draw.

Spans.

Superstructural  
height.

Proviso.

Opening of draw.

Delay.

Lights, etc.

Aids to navigation.

Security of naviga-  
tion.

Secretary of War to  
approve plans, etc.

*Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled,* That the assent of Congress is hereby given to the Brazos Terminal Railway Company, a corporation incorporated and organized under the laws of the State of Texas, and to its successors and assigns, to construct and maintain a bridge and approaches thereto across the Brazos River, in the State of Texas, between its mouth and a point twelve miles up said river. Said bridge shall be so constructed as to provide for the passage of railway trains, and, at the option of the said corporation, may be used for the passage of wagons and vehicles of all kinds, for the transit of animals, and for foot-passengers, for reasonable rates of toll, to be fixed by said company, and approved by the Secretary of War.

SEC. 2. That any bridge built under this act shall be constructed as a pivot draw-bridge, with a draw over the main channel at an accessible and the best navigable point, and with spans giving a clear water-way, measured at the lowest stage of water known at the locality, of such width and height as the Secretary of War, may, upon examination, prescribe; and the lowest part of the superstructure of the bridge shall be of such elevation above the plane of the highest flood known at the locality as the Secretary of War may deem advisable; and the piers of said bridge shall be parallel to and the bridge shall be at right angles to the current of the river: *Provided,* That the draw shall be opened promptly upon reasonable signal for the passage of boats and other water-craft, except when trains are passing over the draw; but in no case shall unnecessary delay occur in opening the draw during or after the passage of trains; and said corporation shall maintain, at its own expense, from sunset to sunrise, such lights and other signals on said bridge as the Light-House Board shall prescribe, and said corporation shall provide, at its own expense, such sheer-booms, guide-piers, and other devices as may be necessary to facilitate the safe passage of boats or other water-craft through the spans of said bridge. The said bridge shall be located and built under and subject to such regulations for the security of the navigation of said river 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 drawings of said bridge and a map of the location, giving for the space of one mile below and one mile above the proposed