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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. 25, 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.

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.

Railway, wagon, and foot bridge.

Tolls.

Pivot-draw.

Spans.

Superstructural height.

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

Proviso.
Opening of draw.

Delay.

Lights, etc.

Aids to navigation.

Security of navigation.

Secretary of War to approve plans, etc.