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packages, or quantity, stating whether it be carrier's or shipper's weight, and apparent order or condition of such merchandise or property delivered to and received by the owner, master, or agent of the vessel for transportation, and such document shall be prima facie evidence of the receipt of the merchandise therein described.

Penalty for violations.

SEC. 5. That for a violation of any of the provisions of this act the agent, owner, or master of the vessel guilty of such violation, and who refuses to issue on demand the bill of lading herein provided for, shall be liable to a fine not exceeding two thousand dollars. The amount of the fine and costs for such violation shall be a lien upon the vessel, whose agent, owner, or master is guilty of such violation, and such vessel may be libeled therefor in any district court of the United States, within whose jurisdiction the vessel may be found. One-half of such penalty shall go to the party injured by such violation and the remainder to the Government of the United States.

Fine to be a lien.

Disposition of penalty.

Present liabilities not affected.

R. S., Secs. 4281–4283, pp. 826, 827.

SEC. 6. That this act shall not be held to modify or repeal sections forty-two hundred and eighty-one, forty-two hundred and eighty-two, and forty-two hundred and eighty-three of the Revised Statutes of the United States, or any other statute defining the liability of vessels, their owners, or representatives.

Live animals.

SEC. 7. Sections one and four of this act shall not apply to the transportation of live animals.

In effect July 1, 1893.

SEC. 8. That this act shall take effect from and after the first day of July, eighteen hundred and ninety-three.

Approved, February 13, 1893.

February 14, 1893.

CHAP. 106.—An act authorizing Velasco and Surfside Terminal Railway Company to construct a bridge across the Galveston and Brazos Canal.

Velasco and Surfside Railway Company may bridge Galveston and Brazos Canal, Texas.

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled, That the Velasco and Surfside Railway Company, a corporation chartered under the laws of the State of Texas, is hereby authorized and empowered to erect, construct, maintain, and operate a bridge over and across the Galveston and Brazos Canal, in Brazoria County, Texas. Said bridge shall be constructed to provide for the passage of railway trains on and over a double or single track, as said Velasco and Surfside Railway Company may elect.

Railway bridge.

Draw.

SEC. 2. That said bridge shall be constructed with a draw or turn of sufficient capacity to afford free passage to such vessels and boats as navigate said channel: *Provided*, That said bridge shall be opened promptly upon reasonable signal for the passage of boats and other water craft, except when trains are passing over the draw or turn; but in no case shall unnecessary delay occur in opening the draw or turn after the passage of trains or at any other time; and the said Velasco and Surfside Railway Company shall maintain at its own expense, from sunset to sunrise, such lights or other signals on said bridge as the United States Light-House Board shall prescribe. And no bridge shall be erected and maintained under the authority of this act which shall at any time substantially or materially obstruct the free navigation of said canal; and if any bridge erected under such authority shall, in the opinion of the Secretary of War, obstruct such navigation, he is hereby authorized to cause such change or alteration of such bridge to be made as will effectually obviate such obstruction, and all such alterations shall be made and such obstructions be removed at the expense of the owner of said bridge. And in case of any obstruction, or alleged obstruction, to the navigation of said canal caused, or alleged to be caused, by said bridge, the case may be brought in the circuit court of the United States in which any portion of said obstruction or bridge may be located: *Provided further*, That nothing in this act shall be so construed as to repeal or modify any of the provisions of law now existing

Provisos.

Opening draw.

Lights, etc.

Free navigation.

Litigation.

Existing laws not affected.

in reference to the protection of navigation of rivers, or to exempt this bridge from the operations of the same. 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 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 sum or sums to be paid, and upon rules and conditions to which each shall conform in using said bridge, all matters at issue between them shall be decided by the Secretary of War upon a hearing of the allegations and proofs of the parties.

Use by other companies.

Compensation.

SEC. 3. That any bridge authorized to be constructed under this act shall be located and built under and subject to such regulations for the security of said canal as the Secretary of War shall prescribe; and to secure that object the said corporation shall, at least two months previous to the commencement of the construction of said bridge, submit to the Secretary of War for his examination and approval a design and drawing of the bridge and a map of the location, giving such information as may be necessary to enable the Secretary of War to judge of the proper location of said bridge, and shall furnish such information as may be required for a full and satisfactory understanding of the subject; and until such plan and location of the bridge are approved by the Secretary of War the bridge shall not be built; and should any change be made in the plan of said bridge during the progress of construction, such change shall be subject to the approval of the Secretary of War.

Secretary of War to approve plans, etc.

Changes.

SEC. 4. That the right to alter, amend, or repeal this act is hereby expressly reserved, and the right to require any changes in said structure, or its entire removal, at the expense of the owners thereof, whenever Congress shall decide that the public interest requires it, is also expressly reserved.

Amendment, etc.

SEC. 5. That this act shall be null and void if actual construction of the bridge herein authorized be not commenced within one year and completed within three years from the passage of this act.

Commencement and completion.

Approved, February 14, 1893.

CHAP. 107.—An act to authorize the construction of a bridge across the Saint Marys River, between the States of Florida and Georgia.

February 14, 1893.

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled, That the Florida Central and Peninsular Railroad Company, a corporation existing under the laws of the State of Florida, and the Florida Northern Railroad Company, of Georgia, a corporation existing under the laws of the State of Georgia, or their successors or assigns, be, and hereby are, authorized to construct and maintain a bridge for railroad and other purposes over and across the Saint Marys River, between the States of Georgia and Florida, on the line of their railroad from Harts Road, in the State of Florida, to Savannah, in the State of Georgia, and at such precise point on said river as may be fixed or approved by the Secretary of War.

Florida Central and Peninsular Railroad Company and Florida Northern Railroad Company may bridge Saint Marys River, Georgia, and Florida.

SEC. 2. That said bridge shall be constructed for the passage of railroad trains, and, at the option of the corporation by which it may be built, for the transit of foot passengers, animals, wagons, and vehicles of all kinds, for such reasonable rates of toll as may be approved from time to time by the Secretary of War.

Railway, wagon, and foot bridge.

Tolls.

SEC. 3. That said bridge, when built and constructed under this act and according to the terms and limitations thereof, shall be a lawful structure, and shall be recognized and known as a post route, upon which no higher charge shall be made for the transmission of mails,

Lawful structure and post route.