

Authorization re- vocable, etc.	the free and convenient navigation of said river; and the authority to erect and continue said bridge shall be subject to revocation and modification by law when the public good shall, in the judgment of Congress, so require, without any expense or charge to the United States.
Amendment, etc.	SEC. 6. That the right to alter, amend, or repeal this act is hereby expressly reserved.
Commencement and completion.	SEC. 7. 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 date thereof.
	Approved, September 25, 1890.

September 25, 1890.

CHAP. 917.—An act to create a port of entry at Eagle Pass, Texas, in lieu of Indianola, Texas.

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled, That paragraph two of section twenty-five hundred and seventy-eight of the Revised Statutes be amended so as to read as follows:

Eagle Pass, Tex.,
made a port of entry
in lieu of Indianola,
Tex.
R. S., sec. 2578, p.
510, amended.

“Second. The district of Saluria; to comprise all the waters and shores of the State from and including the counties of Matagorda and Wharton as bounded on the third day of March, eighteen hundred and forty-seven, to the county of Refugio as bounded on the twenty-eighth day of July eighteen hundred and forty-seven; in which Eagle Pass shall be the port of entry, and Matagorda, Copano, Lavaca and San Antonio, ports of delivery.”

R. S., sec. 2579, p.
510, amended.

That paragraph two of section twenty-five hundred and ninety-nine of the Revised Statutes be amended so as to read as follows:

Collector at Eagle
Pass.

“Second. In the district of Saluria, a collector who shall reside at Eagle Pass.”

Withdrawal for ex-
port to Mexico.
R. S., sec. 3004, p.
579, amended.

SECTION. 2. That section three thousand and four of the Revised Statutes be, and the same is hereby, amended by substituting the words “Eagle Pass” for the word “Indianola.”

Approved, September 25, 1890.

September 25, 1890.

CHAP. 918.—An act to authorize the construction of a bridge across the Mississippi River at Winona, Minnesota.

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled, That the city of Winona, in the State of Minnesota, is hereby authorized and empowered to erect, establish, and maintain, or authorize the erection, establishment, and maintenance of a foot and carriage bridge across the Mississippi River at a point suitable to the interests of navigation, from the city of Winona, State of Minnesota, so as to connect with the opposite shore of said river in the State of Wisconsin; that said bridge shall not interfere with the free navigation of said river beyond what is necessary in order to carry into effect the rights and privileges hereby granted; and in case of any litigation arising from any obstruction or alleged obstruction to the free navigation of said river, the cause may be tried before the circuit court of the United States in and for any district in which any portion of said bridge or obstruction touches. Said bridge shall be constructed to provide for the passage of wagons and vehicles of all kinds, for the transit of animals, and for foot passengers, for such reasonable rates of toll as may be fixed from time to time by the Secretary of War.

Winona, Minn., may
bridge Mississippi
River at Winona,
Minn.

Foot and carriage
bridge.

Free navigation.

Litigation.

Tolls.

Construction option-
al.

SEC. 2. That any bridge built under the provisions of this act may, at the option of the city of Winona building the same, be built as a

draw-bridge or with unbroken and continuous spans: *Provided*, That if the said bridge shall be built with unbroken and continuous spans it shall have one or more channel-spans, each giving a clear head-room of not less than fifty-five feet above high-water mark, as understood at the point of location, and a clear width of water-way of not less than three hundred and fifty feet, and the clear head room under other than channel-spans may be reduced to ten feet above high-water mark, as understood at the point of location, if the interests of navigation be not affected thereby and the piers of said bridge shall be parallel with the current of said river: *And provided further*, That if any bridge built under the provisions of this act shall be constructed as a draw-bridge the same shall be constructed as a pivot draw-bridge, with a draw over the main channel of the river at an accessible and navigable point, and with spans giving a clear width of water-way of not less than two hundred feet on each side of the center or pivot pier of the draw, and the next adjoining span or spans to the draw shall give a clear width of water-way of not less than three hundred feet, and the said spans shall give a clear head room of not less than ten feet above extreme high-water mark, and the piers of said bridge shall be parallel with the current of said river where said bridge may be erected: *And provided, also*, That said draw shall be opened promptly, by steam or other reliable mechanical power, upon reasonable signal for the passage of boats, vessels, or other water-craft: *And provided, also*, That if any bridge built under this act be located in the immediate vicinity of the existing railroad bridge, the length of spans required by this act may be so modified as to make clear channel-ways correspond in length and location with the clear channel-ways of said existing bridge: *Provided, however*, That no bridge shall be built under the provisions of this act, except there also be built at the time of the erection of the piers proper sheer-booms or other proper protection to safely guide boats, vessels, and other water-craft through said spans, at the expense of the city of Winona, or of the persons or corporation constructing, owning, or operating the bridge.

SEC. 3. That any bridge constructed under this act and according to its provisions and conditions shall be a lawful structure, over which may be transmitted the mails, troops, and the munitions of war of the United States free of charge; and the United States shall have the right of way for postal telegraph purposes across said bridge.

SEC. 4. That the structure herein authorized shall be built and located 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 or corporation shall 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, for the space of one mile above and one mile below the proposed location, the topography of the banks of the river, the shore-lines of high and low water, the direction and strength of the current at all stages, and the soundings, accurately showing the bed of the stream, the location of any other bridge or bridges, and shall furnish such other information as shall be required for a full and satisfactory understanding of the subject; and until the said plans and location of the bridge are decided by the Secretary of War to be such as will not materially affect the interests of navigation, the bridge shall not be commenced or 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; and the said structure shall at all times be so kept and managed as to offer reasonable and proper means for the passage of vessels through or under said structure; and for the safety of vessels passing at night there shall be displayed on said bridge, from the hours of sunset to

Provisos.

Spans.

Piers.

Pivot draw, etc.

Piers.

Opening of draw.

Modified spans, if built near existing railroad bridge.

Aids to navigation.

Lawful structure, etc.

Postal telegraph.

Security of navigation.

Secretary of War to approve plans, etc.

Change in plan.

Lights, etc.
 Structural changes, etc.
 Authorization revocable, etc.
 Amendment, etc.
 Commencement and completion.

sunrise, such lights as may be prescribed by the Light-House Board; and the said structure shall be changed or removed, at the cost and expense of the owners thereof, from time to time as Congress may direct, so as to preserve the free and convenient navigation of said river; and the authority to erect and continue said bridge shall be subject to revocation and modification by law when the public good shall in the judgment of Congress so require, without any expense or charge to the United States.

SEC. 5. That the right to alter, amend, or repeal this act is hereby expressly reserved.

SEC. 6. 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 date hereof.

Approved, September 25, 1890.

September 25, 1890.

CHAP. 919.—An act to authorize the Haines' Brackett, Fort Clark and Rio Grande Railroad Company to construct and operate a railway through the Fort Clark military reservation in Texas, and for other purposes.

Haines' Brackett, Fort Clark and Rio Grande Railway Company granted right of way through Fort Clark reservation.

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled, That the Haines' Brackett, Fort Clark and Rio Grande Railroad Company, a corporation created under and by virtue of the laws of the State of Texas, be, and the same is hereby, empowered to survey, locate, construct, and maintain a railway, telegraph, and telephone line through that portion of the Fort Clark military reservation, in the county of Kinney, in the State of Texas, upon such a line as shall be determined and approved by the Secretary of War.

Location.

Purposes.

Width.

Provisos.

Limitations.

Reversion.

Commencement, etc.

SEC. 2. That said corporation is authorized to take and use for all purposes of a railway, telegraph, and telephone line, and for no other purpose a right of way one hundred feet in width through said Fort Clark military reservation for line of the Haines' Brackett, Fort Clark and Rio Grande Railroad Company, with the right to use such additional ground where heavy cuts or fills may be necessary for the construction and maintenance of the road-bed, not exceeding one hundred feet in width on each side of said right of way, or as much thereof as may be included in said cut or fill: *Provided,* That no part of the lands herein authorized to be taken shall be leased or sold by the company, and they shall not be used, except in such manner and for such purposes only as shall be necessary for the construction and convenient operation of said railroad, telegraph, and telephone lines; and when any portion thereof shall cease to be so used, such portion shall revert to the United States, from which the same shall have been taken: *Provided further,* That unless the construction of said railroad across said reservation be entered upon in good faith within two years after the passage of this act, this grant shall cease and determine upon the declaration of the Secretary of War to that effect.

Approved, September 25, 1890.

September 25, 1890.

CHAP. 920.—An act to authorize the construction of a bridge across the Savannah River by the Middle Georgia and Atlantic Railway Company.

Middle Georgia and Atlantic Railway Company may bridge Savannah River at Effingham county, Ga.

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled, That the Middle Georgia and Atlantic Railway Company, a corporation organized under the laws of Georgia, be, and is hereby, authorized to construct and maintain a bridge, and the approaches thereto, over the Savannah River, between the States of Georgia and South Carolina, at