

collection district, and that the privileges of the first and seventh sections of an act approved June tenth, eighteen hundred and eighty, entitled "An act to amend the statutes in relation to immediate transportation of dutiable goods, and for other purposes," be, and the same are hereby, extended to said ports.

Immediate transportation privileges.
Vol. 21, pp. 172, 174.

Approved, March 1, 1889.

CHAP. 311.—An act establishing a customs-collection district in Florida, to be known as the collection district of Tampa, and for other purposes.

March 1, 1889.

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled, That a customs collection district be, and the same is hereby, established on the gulf coast of the State of Florida, to be known as the collection district of Tampa.

Tampa, Fla.
Made a customs collection district.

SEC. 2. That said district shall include the territory south of a line immediately north of Anclote Key light-house, running easterly across the peninsula to Indian River, and thence south to a point opposite to and north of Charlotte Harbor, and thence westerly across the peninsula to the coast north of Charlotte Harbor, and midway between Manatee Bay and Peace River and Charlotte Harbor.

Boundaries.

SEC. 3. That the collector for the port of Tampa shall be appointed by the President, by and with the advice and consent of the Senate, and shall be paid a salary of two thousand dollars per annum. There shall also be appointed an appraiser and such inspecting and other officers as the Secretary of the Treasury shall consider useful or necessary for the transaction of the business of the port and for the prevention of smuggling within the district.

Collector.

Appraiser, etc.

Approved, March 1, 1889.

CHAP. 312.—An act authorizing the construction of a bridge over the Missouri River at or near Kansas City, Kansas, and not over ten miles above the Hannibal and Saint Joseph Railway bridge at Kansas City, Missouri.

March 1, 1889.

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled, That it shall be lawful for The Kansas City Terminal Railway Company, a corporation duly and legally incorporated under and by virtue of the laws of the State of Kansas, its assigns or successors, to construct and maintain a bridge, and approaches thereto, over the Missouri River at or near Kansas City, Kansas, and not over ten miles above the Hannibal and Saint Joseph Railway bridge at Kansas City, Missouri, to be between a point in the county of Wyandotte, Kansas, and a point in the county of Platte, Missouri. Said bridge shall be constructed to provide for the passage of railway trains, and, at the option of the persons by whom it may be built, may be used 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 approved from time to time by the Secretary of War.

Kansas City Terminal Railway Company may bridge Missouri River at Kansas City, Kans., and Mo.

Railway wagon, and foot bridge.

Toll.

SEC. 2. That any bridge built under this act, and subject to its limitations, shall be a lawful structure, and shall be recognized and known as a post-route, upon which also no higher charge shall be made for the transmission over the same of the mails, the troops, and the munitions of war of the United States, or passengers or freight passing over said bridge, than the rate per mile paid for the transportation over the railroad or public highways leading to the said bridge; and it shall enjoy the rights and privileges of other post-roads in the United States.

Lawful structure and post-route.

Spans.

SEC. 3. That the said bridge shall be made with unbroken and continuous spans, the spans thereof shall not be less than four hundred feet in length in the clear, and the main span shall be over the main channel of the river. The lowest part of the superstructure of said bridge shall be at least fifty-two feet above extreme high-water mark, as understood at the point of location, and the bridge shall be at right angles to, and its piers parallel with, the current of the river: *Provided*, That nothing in this act shall be so construed as to repeal or modify any of the provisions of law now existing in reference to the protection of the navigation of rivers, or to exempt this bridge from the operation of the same.

Proviso.
Existing laws.

Use by other com-
panies.

Compensation.

SEC. 4. That all railroad companies desiring the use of said bridge shall have and be entitled to equal rights and privileges relative to the passage of railway trains 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.

Secretary of War to
decide.

Secretary of War to
approve plans, etc.

SEC. 5. That any bridge authorized to be constructed under this act shall be built and located under and subject to such regulations for the security of 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 drawings 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 at high and low water, the direction and strength of the currents 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 may be required for a full and satisfactory understanding of the subject; and until the said plan and location of the bridge are approved by the Secretary of War 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.

Commencement and
completion.

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 thereof.

Amendment.

SEC. 7. That the right to alter, amend, or repeal this act is hereby expressly reserved.

Approved, March 1, 1889.

March 1, 1889.

CHAP. 313.—An act to authorize the construction of a bridge across Bayou Bartholemew, at or near Ward's Ferry, Louisiana.

New Orleans, Natchez and Fort Scott Railway Company may bridge Bayou Bartholemew, at Ward's Ferry, La.

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled, That the New Orleans, Natchez and Fort Scott Railway Company, a corporation created and existing under the laws of the State of Louisiana, be, and is hereby, authorized to construct and maintain a bridge, and approaches thereto, over Bayou Bartholemew, at or near Ward's Ferry, in Morehouse Parish, in the State of Louisiana, on a direct line from Bastrop, Louisiana, to Hamburg, in the State of Arkansas. Said bridge shall be constructed to provide for the passage of railway trains, and, at the option of the corporation by which it is built, 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 or tolls, to be fixed by said company, and approved by the Secretary of War.

Railway, wagon, and
foot bridge.