

Immediate trans-
portation privileges.
Vol. 21, p. 174.

Deputy collector,
etc.

Functions.
Bond.

Vol. 25, p. 134,
amended.
R.S., sec. 2595, 2596,
p. 513.

and delivery in the collection district of Minnesota, with the privilege of immediate transportation as defined by section seven of the act of 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," being chapter one hundred and ninety, volume twenty-one, of the Statutes at Large; that a deputy collector, and such other officers of the customs as may be deemed necessary by the Secretary of the Treasury, shall be appointed to reside at Minneapolis, and that, subject to the supervision of the collector of customs at Saint Paul, the deputy collector at Minneapolis is hereby authorized to receive entries, collect duties, and generally to perform the functions prescribed by law for collectors of customs, upon his giving bond with good and sufficient surety in such penalty as the Secretary of the Treasury shall prescribe to faithfully perform his official duties.

SEC. 2. That the act approved May second, eighteen hundred and eighty-eight, entitled "An act to amend sections twenty-five hundred and ninety-five and twenty-five hundred and ninety-six of the Revised Statutes of the United States, and to provide a collector at the port of Saint Paul, Minnesota, and for other purposes," is hereby amended accordingly.

Approved, March 8, 1890.

March 13, 1890.

CHAP. 31.—An act to amend an act entitled "An act to constitute Columbus, Ohio, a port of delivery, and to extend the provisions of the act of June tenth, eighteen hundred and eighty, entitled 'An act to amend the statutes in relation to the immediate transportation of dutiable goods, and for other purposes,' to said port of Columbus, Ohio," approved February ninth, eighteen hundred and eighty-nine.

Columbus, Ohio.
Immediate trans-
portation privileges
extended to.

Vol. 21, p. 174.

Vol. 25, p. 658,
amended.

Vol. 21, p. 174.

Surveyor.
Compensation.

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled, That an act entitled "An act to amend an act entitled 'An act to constitute Columbus, Ohio, a port of delivery,' and to extend the provisions of the act of 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,' to said port of Columbus," approved February ninth, eighteen hundred and eighty-nine, be, and hereby is, amended to read as follows, namely: "That Columbus, in the State of Ohio, be, and is hereby, constituted a port of delivery, and that the privileges of the seventh section of the 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 port, and that there shall be appointed at said port a surveyor with a compensation at one thousand dollars per annum and the usual fees and commissions.

Approved, March 13, 1890.

March 15, 1890.

CHAP. 32.—An act to amend an act entitled "An act to authorize the construction of a wagon and foot-passenger bridge across the Mississippi River at or near Lyons, Iowa."

Lyons and Fulton
Bridge Company may
bridge the Mississippi
at Lyons, Iowa.

Vol. 25, p. 901,
amended.

Amendment of title.

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled, That an act entitled "An act to authorize the construction of a wagon and foot-passenger bridge across the Mississippi River at or near Lyons, Iowa," approved March second, eighteen hundred and eighty-nine, be, and the same is hereby, amended as follows, namely:

Strike out the title of said act and insert in lieu thereof the following:

"An act to authorize the construction of a railroad or wagon and

foot-passenger bridge across the Mississippi River at or near Lyons, Iowa."

Strike out the first section of said act and insert in lieu thereof the following:

"That the Lyons and Fulton Bridge Company, a corporation organized and existing under and by virtue of the laws of the State of Iowa, its successors or assigns, be, and they are hereby, authorized to construct and maintain a bridge and approaches thereto, over the Mississippi River, at a location suitable to the interests of navigation from a point in or near the city of Lyons, Iowa, to the opposite shore of said river, in the State of Illinois. Said bridge shall be constructed to provide for the safe and convenient passage of wagons, road-way vehicles of all kinds, animals, and foot-passengers, and, at the option of said corporation, its successors or assigns, may be so constructed as to provide for and be used for the passage of railroad trains, for such reasonable rates or tolls as may be fixed from time to time by said corporation, its successors or assigns, and subject to approval and change by the Secretary of War."

Strike out section two of said act and insert in lieu thereof the following:

SEC. 2. That any bridge built under the provisions of this act may, at the option of the company building the same, be built with unbroken and continuous spans, or as a draw-bridge, or as a ponton draw-bridge: *Provided*, That if said bridge shall be made with unbroken and continuous spans it shall have one or more channel spans, each giving not less than three hundred and fifty feet clear channel way, and not less than fifty-five feet clear head room above high-water mark, and the clear head room under other than channel spans may be less than fifty-five feet, but no part of the superstructure of such spans shall be less than ten feet above high-water mark: *Provided*, That the interests of navigation be not injured by such reduction of height: *And provided further*, That if any bridge built under the provisions of this act shall be constructed as a draw-bridge, it shall have two or more draw-openings, each giving not less than two hundred feet clear channel way, and, in addition to said draw-openings, shall have one or more fixed channel spans, each giving not less than three hundred and fifty feet clear channel way, and every part of the superstructure of draw-bridges shall give a clear head room of not less than ten feet above high-water mark: *And provided further*, That if any bridge built under the provisions of this act shall be constructed as a ponton draw-bridge, it shall be built subject (except as herein modified) to all the terms, requirements, and limitations contained in the act entitled "An act to legalize and establish a ponton railway bridge across the Mississippi River at Prairie du Chien, and to authorize the construction of a similar bridge at or near Clinton, Iowa," approved June sixth, eighteen hundred and seventy-four, so far as they may be applicable thereto: *And provided, also*, That it shall be constructed with one suitable ponton draw giving not less than five hundred feet clear channel way, and such other ponton draws and other openings as may, in the opinion of the Secretary of War, be necessary: *And provided further*, That the piers of any bridge authorized by this act shall be parallel with the current of the river and the bridge itself at right angles thereto, and the spans of any such bridge shall be so located as to afford the greatest possible accommodation to the river traffic, and the drawspans of any such bridge shall be opened promptly by steam or other reliable mechanical power upon reasonable signal for the passage of boats: *And provided further*, That the dimensions of all spans, not definitely fixed by this act, shall be such as in the opinion of the Secretary of War, will best serve the interests of navigation: *And provided further*, That for any two adjacent draw-openings, of two hundred feet each, one draw-opening of three hundred feet may be substituted, if

Amendment, sec. 1.

Location.

Wagon or railway bridge.

Tolls.

Amendment, sec. 2; pp. 901, 902 *Ibid*.

Spans, draws, or ponton-draw. *Provided*.

Channel spans.

Unobstructed navigation.

Draw openings.

Ponton-draw.

Vol. 18, pp. 62, 63.

Openings. Aids to navigation.

Opening draws.

Span dimensions.

Adjacent draws.

Dimensions and number of draws. the interests of navigation be not injured thereby: *And provided further*, That if the physical characteristics of the locality where a bridge authorized by this act is to be constructed require, and the interests of navigation be not injured thereby, the length of the fixed openings or the number of draw-openings required by this act may be reduced by the Secretary of War.

Amendment, sec. 4. Strike out section four of said act and insert in lieu thereof the following:

Use by other companies. "SEC. 4. That if any bridge built under the provisions of this act shall be constructed to provide for the passage of railroad trains, all railroad and other companies desiring to use the same shall have and be entitled to equal rights and privileges in the passage of the same, and in the use of the machinery and fixtures thereof, and all approaches thereto, under and upon such terms and conditions as shall be prescribed by the Secretary of War, upon hearing the allegations and proofs of the parties, in case they shall not agree."

Secretary of War to prescribe terms.

Approved, March 15, 1890.

March 15, 1890.

CHAP. 33.—An act to shorten the terms of imprisonment in the jail and in the work-house of the District of Columbia on account of good conduct during confinement.

District of Columbia. Terms of imprisonment shortened.

Good conduct deductions.

In jail.

In work-house.

Docket entry.

Order of discharge.

Repeal.

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled, That all persons sentenced to and imprisoned in the jail or in the work-house of the District of Columbia and confined there on and after the first day of January, anno Domini eighteen hundred and ninety, for a term of one month or longer, who conduct themselves so that no charge of misconduct shall be sustained against them, shall have a deduction of five days in each month made from the term of their sentence, and shall be entitled to their discharge so much the sooner, upon the certificate of the warden of the jail for those confined in the jail, and the certificate of the intendant of the Washington Asylum for those confined in the work-house, of their good conduct during their imprisonment (with the approval of the judge making the commitment); and it shall be the duty of said judge to write, or cause to be written, in the docket of his court, across the face of the commitment of the person to be so discharged, the following words: "Discharged by order of the court [giving date] on account of good conduct during imprisonment."

SEC. 2. That all acts and parts of acts inconsistent with the provisions of this act are hereby repealed.

Approved, March 15, 1890.

March 15, 1890.

CHAP. 34.—An act to amend an act entitled "An act to authorize the building of a railroad bridge at Fort Smith, in the State of Arkansas," approved July nineteenth, eighteen hundred and eighty-eight.

Fort Smith, Paris and Dardanelle Railway Company may bridge Arkansas River at Fort Smith, Ark. Vol. 25, p. 337, revived.

Vol. 25, p. 338, amended.

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled, That an act entitled "An act to authorize the building of a railroad bridge at Fort Smith, in the State of Arkansas," approved July nineteenth, eighteen hundred and eighty-eight, be, and the same is hereby, revived, and declared to be in full force and effect from and after the passage of this act. And section seven of said act, which provides that said act shall be null and void if actual construction of the bridge therein authorized be not commenced within one year, and completed within three years from the date thereof, shall be, and the same is hereby,