

CHAP. 552.—An act to establish certain ports of delivery in Alaska Territory.

March 3, 1891.

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled, That Mary Island, Wrangel, Juneau, Sand Point, Kodiak, and Ounalaska be, and the same are hereby, constituted ports of delivery within the collection district of Alaska. The Secretary of the Treasury may designate customs officers to be stationed at each of said ports with authority to enter and clear vessels, receive duties, fees, and other moneys, and perform such other services as in his judgment the exigencies of commerce may require.

Alaska collection district.

Ports of delivery established.

Officers.

SEC. 2. That the Secretary of the Treasury be, and is hereby, authorized to provide the necessary buildings for the transaction of the public business at Mary Island and Sand Point at a cost not to exceed in the aggregate fifteen thousand dollars, which sum is hereby appropriated for the purpose.

Buildings at Mary Island and Sand Point.

Approved, March 3, 1891.

CHAP. 553.—An act authorizing the Coos Bay, Roseburgh and Eastern Railway and Navigation Company, in the county of Coos, State of Oregon, to construct a bridge across the Coal Bank Slough, in said State.

March 3, 1891.

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled, That the Coos Bay, Roseburgh and Eastern Railway and Navigation Company, a corporation organized and existing under the laws of the State of Oregon, its successors and assigns, be, and is hereby, authorized to construct and maintain a bridge across the Coal Bank Slough, at such point as may be selected on said stream in Coos County, in said State of Oregon: *Provided,* That said bridge shall not interfere with the free navigation of said stream and in case of any litigation arising from any obstruction, or alleged obstruction, to the free navigation of said slough by reason of the construction of said bridge, the cause may be tried before the circuit court of the United States in and for the district in whose jurisdiction any portion of said obstruction or bridge may be.

Coos Bay, Roseburgh and Eastern Railway and Navigation Company may bridge Coos² Bank Slough, Oregon.

Proviso.

Free navigation.

Litigation.

SEC. 2. That such bridge, built under the provisions of this act, may be built as a drawbridge, or with unbroken, continuous spans, as the Secretary of War may direct: *Provided,* That if such bridge shall be made with unbroken, continuous spans the main span shall be over the main channel of such navigable stream, and shall be of such width and the lowest part of the superstructure shall be of such height above extreme high-water mark as the Secretary of War may prescribe, and such bridge shall be at right angles to, and its piers parallel with, the channel or current of said river. And if such bridge, built under this act, shall be constructed as a drawbridge, the same shall be constructed with the opening over the center or channel of the river, and shall be of such width and character of construction as the Secretary of War shall prescribe, and the piers of such bridge shall be parallel with the current, and the draw of such bridge shall be over the main or deep channel of the stream: *Provided, also,* That said draw shall be opened promptly upon a reasonable signal for the passage of boats, and in no case shall unnecessary delay occur in opening said draw.

Construction.

Provisos.

Spans.

Draw.

Opening draw.

And said Coos Bay, Roseburgh and Eastern Railway and Navigation Company shall maintain at its own expense, from sunset to sunrise, such lights or other signals on such bridge as the Light-House Board shall prescribe: *Provided, also,* That said bridge, at the option of the said railroad company, may be used for the passage of wagons or vehicles of all kinds, for the transit of animals and foot passengers for such reasonable rate of toll as may be approved from time to time

Lights, etc.

Railway, wagon, and foot bridge.

Toll, etc.

by the Secretary of War, but the same may, at the option of the said company, be a free bridge for the passage of vehicles and foot passengers thereon.

Lawful structure
and post-route.

SEC. 3. That the bridge authorized to be constructed under this act shall be a lawful structure, and shall be recognized and known as a post-route, and shall enjoy the rights and privileges of other post-roads in the United States and no higher charge shall be made for the transmission over the same of the mails, troops, or munitions of war of the United States or for other passengers or freight passing over said bridge than the rate per mile paid for transportation over any railroad leading to said bridge. And the United States shall have the right of way for a postal telegraph across said bridge and its approaches.

Postal telegraph.

Secretary of War to
approve plans, etc.

Said bridge shall be built and located under and subject to such regulations for the security of navigation on navigable rivers as the Secretary of War shall prescribe. To secure that object the said company shall submit to the Secretary of War, for his examination and approval, a design and drawing of such bridge, and a map of the location, giving, for the space of one mile above and one mile below the location, the topography of the banks of the river, the shore lines at high and low water, the direction and strength of the current at all stages, and the soundings, accurately showing the bed and channel of the stream, and the location of any other bridge or bridges, such map to be sufficiently in detail to enable the Secretary of War to judge of the proper location of said bridge, and shall furnish such other information as may be required for a full and satisfactory understanding of the subject. And until the said plans and location of the bridge are approved by the Secretary of War the bridge shall not be built or commenced, and any change made in the plans of such bridge during the progress of the work thereon shall be subject to the approval of the Secretary of War.

Changes, etc.

That such alterations or changes as may be required by the Secretary of War or Congress in the bridge constructed under the provisions of this act shall be made by the said company at its own expense.

Aids to navigation.

SEC. 4. That said company or any corporation or persons owning, controlling, or operating the bridge built under the authority of this act shall build and maintain at all times as accessory works to said bridge such booms, piers, dikes, guard fences and similar devices as may be necessary to insure at all times a permanent channel for a sufficient distance above and below the bridge site, and for guiding of rafts, steamboats, and other water craft safely under or through said bridge as may be prescribed by the Secretary of War.

Use by other rail-
roads.

SEC. 5. That in case the bridge authorized by this act shall be constructed to provide for the passage of railroad trains, then all railroad companies desiring the use of the bridge 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 the 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 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; and equal privileges in the use of said bridge and approaches shall be granted to all telegraph and telephone companies.

Terms.

Secretary of War to
decide disagreements.

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 of approval thereof.

SEC. 7. That the right to alter, amend, or repeal this act is hereby expressly reserved; and the right to require the entire removal of the bridge constructed under the provisions of this act, at the expense of the owners thereof, whenever Congress shall decide that the public interests require it, is also expressly reserved.

Amendment, etc.

Approved, March 3, 1891.

CHAP. 554.—An act authorizing the construction of a railway upon the Government reservation at Fort Monroe, Virginia.

March 3, 1891.

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled, That the Secretary of War be, and he is hereby, authorized to grant permission to the Hampton and Old Point Railway Company, a corporation chartered by the general assembly of Virginia, to construct, maintain, and operate a street railway over and upon the lands of the Government reservation at Fort Monroe, Virginia, upon such location and upon such plans, dimensions, conditions, and requirements as may be prescribed and approved by the Secretary of War: *Provided*, That said railway shall cross Mill Creek upon a bridge separate and distinct from the existing bridge owned by the United States, to be constructed upon plans to be approved by the Secretary of War: *And provided further*, That the rates of transportation shall not exceed ten cents for each passenger for one continuous ride over the entire route of said railway, but the rates may be reduced by the Secretary of War: *And provided further*, That the privileges hereby granted may at any time be rescinded or suspended by order of the Secretary of War; and said corporation shall, at any time, when so ordered by the Secretary of War, remove its rails and all other fixtures and appurtenances at its own expense and cost without any claim of any kind whatever for any loss, damage, or compensation of any kind from the United States.

Hampton and Old Point Railway Company granted right of way, Fort Monroe, Va.

Vol. 25, p. 1011.

Street railway.

Provisos.

Mill Creek bridge.

Fare.

Privileges may be rescinded.

SEC. 2. That the grants and privileges mentioned in this act shall be determined and become void unless the said railway shall be completed and put in operation from Hampton, Virginia, to the terminus upon the Government lands at Fort Monroe, Virginia, within two years from the passage of this act.

Completion.

SEC. 3. That this act shall be subject to alteration, amendment, or repeal at any time at the pleasure of Congress.

Amendment, etc.

Approved, March 3, 1891.

CHAP. 555.—An act to provide for the inspection of live cattle, hogs, and the carcasses and products thereof which are the subjects of interstate commerce, and for other purposes.

March 3, 1891.

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled, That the Secretary of Agriculture shall cause to be made a careful inspection of all cattle intended for export to foreign countries from the United States, at such times and places, and in such manner, as he may think proper, with a view to ascertain whether such cattle are free from disease; and for this purpose he may appoint inspectors, who shall be authorized to give an official certificate clearly stating the condition in which such animals are found, and no clearance shall be given to any vessel having on board cattle for exportation to a foreign country unless the owner or shipper of such cattle has a certificate from the inspector herein authorized to be appointed, stating that said cattle are sound and free from disease.

Inspection of cattle for export.

Inspection certificate.

Clearances.