

Chester, Haddam, East Haddam, Middletown, Cromwell, Catham, Portland, Wethersfield, Rocky Hill, Glastonbury, Hartford, East Hartford, Windsor, Windsor Locks, East Windsor, South Windsor, Suffield, and Endfield, as bounded on the first day of January, eighteen hundred and eighty-six; in which Hartford shall be the port of entry, and Saybrook, Clinton, Westbrook, Old Saybrook, Essex, Chester, Haddam, East Haddam, Middletown, Chatham, Portland, Cromwell, Rocky Hill, Wethersfield, Glastonbury, and East Hartford ports of delivery."

SEC 2. That paragraph three of section twenty-five hundred and thirty-four of the Revised Statutes of the United States of America is hereby amended so that said paragraph shall read as follows:

"Third. In the district of Hartford a collector, who shall reside at Hartford."

Approved, March 3, 1887.

Collector to reside at Hartford.

R. S., sec. 2534, p. 498.

**CHAP. 349.**—An act to authorize the construction of a bridge across the Missouri River at the most accessible point between the City of Kansas and the town of Sibley, in the county of Jackson and State of Missouri.

Mar. 3, 1887.

*Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled,* That the Chicago, Kansas City and Texas Railway Company, a corporation duly created and existing under the laws of the State of Missouri, its successors and assigns, be, and they are hereby, authorized to construct and maintain a bridge, and approaches thereto, over the Missouri River at the most accessible point, to be selected by it or them, between the City of Kansas and the town of Sibley, in the county of Jackson and State of Missouri. Said bridge shall be constructed to provide for the passage of railway trains, and free passage shall be accorded to wagons and vehicles of all kinds, and for the transit of animals and for foot-passengers, under such reasonable rules and regulations as may be prescribed by said corporations, its successors or assigns, and be approved from time to time by the Secretary of War.

Chicago, Kansas City and Texas Railway Company authorized to bridge Missouri River between Kansas City and Sibley, Mo.

Railway, wagon, and foot bridge.

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 for passengers and 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.

To be a lawful structure and post-route.

SEC. 3. That if said bridge shall be made with unbroken and continuous spans, the spans thereof shall not be less than three 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 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 if the same shall be constructed as a draw-bridge, the draw or pivot shall be over the main channel of the river at an accessible and navigable point, and the spans shall not be less than three hundred feet in length in the clear, and the piers of said bridge shall be parallel with and the bridge itself at right angles to the current of the river, and the spans shall not be less than ten feet above extreme high-water mark, as understood at the point of location, to the lowest part of the superstructure of said bridge: *Provided also*, That said draw shall be opened promptly by said company upon reasonable signal for the passage of boats; and said company or corporation shall maintain, at its own expense, from sunset till sunrise, such lights or other signals on said bridge as the Light-House Board shall prescribe. No bridge shall be erected or maintained under the authority of this act which shall at any time substan-

Spans.

*Provisos.*  
Draw.

Opening draw.

Lights.

Free navigation not to be obstructed.

Litigation.

Secretary of War to approve plans, etc.

Other roads may use.

Compensation.

Secretary of War to decide disagreements.

Right to amend, etc., reserved.

tially or materially obstruct the free navigation of said river; 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 said bridge to be made as will effectually obviate such obstruction; and all such alterations shall be made and all such obstructions be removed at the expense of the owner or owners of said bridge; and in any case of litigation arising from any obstruction or alleged obstruction to the free navigation of said river, caused or alleged to be caused by said bridge, the case may be brought in the district court of the United States of the State of Missouri 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 in reference to the protection of the navigation of rivers, or to exempt this bridge from the operation of the same.

SEC. 4. 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 persons 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 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.

SEC. 5. 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 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, the Secretary of War shall fix the same upon a hearing of the allegations and proofs of the parties.

SEC. 6. 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.

Approved, March 3, 1887.

Mar. 3, 1887.

CHAP. 350.—An act for the relief of Saint Dominic's Church, in the District of Columbia.

Saint Dominic's Church, D. C.  
Taxes, etc., remitted.

*Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled*, That the Commissioners of the District of Columbia be, and they are hereby, authorized and directed to remit all taxes, penalties, and interest heretofore assessed and now due and unpaid on all that portion of square numbered four hundred and sixty-six in the city of Washington, District of Columbia, which is exclusively used for religious and educational purposes.

Approved, March 3, 1887.