

**CHAP. 814**—An act to reorganize and establish the customs collection district of Puget Sound.

August 28, 1890.

*Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled,* That the customs collection district of Puget Sound be, and the same hereby is, reorganized and established to comprise the State of Washington, in which Port Townsend shall be the port of entry.

Puget Sound customs collection district, reorganized, etc. To comprise State of Washington. Port Townsend, port of entry. Tacoma and Seattle, subports of entry and delivery with immediate transportation privileges. Vol. 21, p. 174.

**SEC. 2.** That Tacoma and Seattle, in said collection district, each of them be, and hereby is, constituted a subport of entry and delivery in said collection district, 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 each of said subports and that, subject to the supervision of the collector of customs at Port Townsend, the deputy collector at each of said subports is hereby authorized to enter and clear vessels, receive entries, collect duties, fees, and other moneys, and generally to perform the functions prescribed by law for collectors of customs, and Port Angeles and some suitable place on Bellingham Bay, and Gray's Harbor (to be designated by the Secretary of the Treasury, as the interests of commerce may require), and such other ports as the Secretary of the Treasury may from time to time designate, shall be subports of entry; and customs officers shall be stationed at such subports with authority to enter and clear vessels, receive duties, fees, and other moneys and perform such other services and receive such compensation as in the judgment of the Secretary of the Treasury the exigencies of commerce may require.

Deputy collectors, etc.

Functions of deputies.

Port Angeles, and other ports to be designated by Secretary of Treasury, to be subports of entry.

Customs officers at subports of entry. Their duties.

Compensation.

Pay of collector.

Pay of deputy collectors.

Repeal.

R. S., sec. 2586, p. 512.

**SEC. 3.** That the salary of the collector of customs for the district of Puget Sound shall be three thousand five hundred dollars per annum, and that of the deputy collectors at Tacoma and Seattle each two thousand dollars per annum.

**SEC. 4.** That all acts or parts of acts in conflict with the provisions of this act are hereby repealed.

Approved, August 28, 1890.

**CHAP. 815**—An act to amend an act entitled "An act to authorize foot and carriage or railroad bridges across the Mississippi River at Saint Paul, in the State of Minnesota," approved July fifth, eighteen hundred and eighty-four

August 20, 1890.

*Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled,* That section two of an act entitled "An act to authorize foot and carriage or railroad bridges across the Mississippi River at Saint Paul, in the State of Minnesota," approved July fifth, eighteen hundred and eighty-four, be amended so as to read as follows:

Bridges across Mississippi River at St. Paul, Minn. Vol. 23, p. 105, amended.

**"SEC. 2.** That any bridge or bridges built under the provisions of this act may, by direction of said common council, be built as a draw-bridge with a pivot or other form of draw, or with unbroken or continuous spans: *Provided,* That if said bridge or bridges shall be built with unbroken and continuous spans it shall give a clear head room of not less than fifty-five feet above high-water mark, as the same shall be fixed and determined by the Secretary of War, over the main channel of said river, and the main span shall be over the main channel of the river and give a clear width of water-way of not less than three hundred feet and the clear head room and clear width of water-way given by other spans shall be such as in the

Construction.

Draw-bridge, or continuous spans. *Providos.* Continuous spans.

Minimum elevation.

Secretary of War to determine. Main span.

Other spans.

opinion of the Secretary of War will best serve the interests of navigation, and the piers of said bridge shall be parallel, as near as may be, with the current of said river: *And provided, also*, That if any bridge or bridges, built under this act, shall be constructed as a draw-bridge, the same shall be constructed as a pivot draw-bridge, with a draw or draws over the main channel or channels of the river at accessible and the best navigable point or points, and with spans giving for each draw required a clear width of water-way of not less than one hundred and sixty feet on each side of the central or pivot pier; and all spans shall give not less than ten feet clear head room above high-water mark, as determined by the Secretary of War, and the piers of said bridge or bridges shall be parallel, as near as may be, with the current of the river where said bridge or bridges may be erected: *And provided, also*, That said draw or draws shall be opened promptly upon reasonable signal for the passage of boats, vessels, or other water-craft: *Provided, however*, That no bridge or bridges shall be built under the provisions of this act except upon the condition that there also be built at the time of erection of the piers, or whenever the same be necessary, proper sheer-booms or other proper structures to safely guide boats, vessels, rafts, and other water-crafts through said spans and at the expense of the city of Saint Paul, or of the persons or corporation constructing, owning, or operating said bridge.”

**Amendment, etc.** SEC. 2. That the right to alter, amend, or repeal this act, whenever in the opinion of Congress the public interests shall so require, is hereby expressly reserved.

Approved, August 29, 1890.

August 29, 1890.

**CHAP. 816.**—An act to authorize the construction of a bridge across the Mississippi River at some accessible point between the mouth of the Illinois and the mouth of the Missouri Rivers.

*Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled*, That the Saint Clair, Madison and Saint Louis Belt Railroad Company, a corporation organized under the laws of the State of Illinois, its successors, is hereby authorized to construct and maintain a bridge across the Mississippi River at such point as may be hereafter selected by said corporation, between the mouth of the Illinois River and the mouth of the Missouri River, as shall best promote the public convenience and welfare and the necessities of business and commerce. That said bridge shall be constructed to provide for the passage of railroad trains, and, at the option of the corporation by which it may be built, for the transit of foot passengers, animals, wagons, and vehicles of all kinds, for such reasonable rates of toll as may be approved from time to time by the Secretary of War.

**SEC. 2.** That such bridge shall be constructed and built without interference with the security and convenience of navigation of such river beyond what is necessary to carry into effect the rights and privileges hereby granted; and in order to secure that object the said 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 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 plan and location of the bridge are approved by the Secretary of War the bridge shall not be commenced or built: *Provided*, That if the said bridge shall be made with unbroken and continuous spans it shall have one channel span of not less than

St. Clair, Madison and St. Louis Belt Railroad Company may bridge Mississippi river between mouths of Illinois and Missouri Rivers, Illinois.

Railway, wagon, and foot bridge.

Tolls.

Security of navigation.

Secretary of War to approve plans, etc.

Provisos.

Continuous spans.