

April 11, 1892.

CHAP. 41.—An act to repeal the provisions of an act entitled "An act to amend sections forty-four hundred and eighty-eight and forty-four hundred and eighty-nine of the Revised Statutes, requiring life-saving appliances on steamers," approved March second, eighteen hundred and eighty-nine, so far as they relate to steamers plying exclusively upon any of the lakes, bays, or sounds of the United States.

Line-carrying projectiles.

Not required on steamers on lakes, bays, and sounds.
Vol. 25, p. 1012.
R. S., secs. 4488, 4489, p. 868.

Ocean steamers not affected.

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled, That the provisions of an act entitled "An act to amend sections forty-four hundred and eighty-eight and forty-four hundred and eighty-nine of the Revised Statutes, requiring life-saving appliances on steamers," approved March second, eighteen hundred and eighty-nine, be, and the same are hereby, repealed so far as they relate to the carrying of line-carrying projectiles and the means of propelling them on steamers plying exclusively upon any of the lakes, bays, or sounds of the United States.

SEC. 2. That nothing herein contained shall be construed to repeal or affect the provisions of said act so far as they apply to ocean-going steamers; and that all acts or parts of acts inconsistent with this be, and the same are hereby, repealed.

Approved, April 11, 1892.

April 13, 1892.

CHAP. 43.—An act extending the privileges of the first and seventh sections of the act approved June tenth, eighteen hundred and eighty, governing the transportation of merchandise without appraisement, to the port of Ogdensburg in the State of New York.

Ogdensburg, N. Y.
Immediate transportation privileges to.
Vol. 21, pp. 173, 174.

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled, That the privileges of the first and seventh sections of the act approved June tenth, eighteen hundred and eighty, governing the transportation of merchandise without appraisement, be and the same are hereby, extended to the port of Ogdensburg in the State of New York.

Approved, April 13, 1892.

April 13, 1892.

CHAP. 44.—An act to extend to Marquette, Michigan, the privilege of immediate transportation of unappraised merchandise.

Marquette, Mich.
Immediate transportation privileges to.
Vol. 21, p. 173.

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled, That the provisions of an act entitled "An act to amend the statutes in relation to immediate transportation of dutiable goods, and for other purposes," approved June tenth, eighteen hundred and eighty, be, and the same are hereby extended to the port of Marquette, Michigan.

Approved, April 13, 1892.

April 15, 1892.

CHAP. 45.—An act to authorize the construction of a bridge across the Missouri River, between the city of Chamberlain, in Brulé County, and Lyman County, in the State of South Dakota.

Chamberlain Pontoon Bridge Company may bridge Missouri River at Chamberlain, S. Dak.

Railway wagon, and foot bridge

Toll, etc

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled, That the Chamberlain Pontoon Bridge Company, a corporation duly organized and existing under the laws of the State of South Dakota, be, and is hereby, authorized to construct and maintain a bridge and approaches thereto across the Missouri River between the city of Chamberlain, in the State of South Dakota, and Lyman County, in the State of South Dakota. Said bridge shall be constructed to provide for the passage of railroad trains, wagons, and vehicles of all kinds, steam and street cars, animals, foot passengers, and for all road travel, for such reasonable rates of toll and

under such reasonable rules and regulations as may be prescribed by said corporation and approved by the Secretary of War, or said bridge may be constructed as a wagon and foot bridge alone.

May be 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 than the rate per mile paid for the transportation over the railroad or public highways leading to said bridge, and it shall enjoy the rights and privileges of other post roads in the United States; and an equal privilege in the use of said bridge shall be granted to all telegraph and telephone companies, and the United States shall have the right of way across said bridge and its approaches for postal telegraph purposes.

Lawful structure and post-route.

Postal telegraph.

SEC. 3. That said bridge shall be constructed as a pontoon bridge, and shall contain a drawspan giving a clear opening of not less than three hundred feet in length, which drawspan shall be maintained over the main channel of the river at an accessible and navigable point, and said bridge other than the drawspan shall be at right angles to the current of the river at high water: *Provided*, That said draw shall be opened promptly by said company upon reasonable signal for the passage of boats and rafts, and said company or corporation shall maintain, at its own expense, from sunset to 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 unreasonably obstruct the free navigation of said river, and if any bridge erected under such authority shall, in the opinion of the Secretary of War, unreasonably obstruct such navigation, he is hereby authorized to cause the entire removal thereof or 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 shall be removed at the expense of the owner or owners of said bridge, and in case of any 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 South Dakota in whose jurisdiction 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 the law now existing in reference to the protection of the navigation of rivers, or to exempt this bridge from the operations of the same.

Construction.

Drawspan.

Provisos.

Opening draw.

Lights, etc.

Unobstructed navigation.

Litigation.

Existing laws.

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 railroad trains or cars over the same and over the approaches to the same 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 shall fail to agree upon the sum or sums to be paid, and upon the 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.

Use by railroads.

Compensation.

Disagreement.

Decision by Secretary of War.

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 drawing of the bridge and a map of the location, giving, for the space of one-half mile above and one-half mile below the proposed location, the high and low water lines upon the banks of the river, the direction and strength of the currents at low and at high water, with the soundings, accurately showing the bed of the stream,

Secretary of War to approve plans, etc.

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 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 plans of said bridge during the progress of its construction such changes shall be subject to the approval of the Secretary of War.

Changes.

Commencement and completion.

Proviso.

Amendment, etc.

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 hereof: *Provided*, That Congress reserves the right to alter, amend, or repeal this act whenever the public interests so require.

Approved, April 15, 1892.

April 15, 1892.

CHAP. 46.—An act authorizing the Velasco Terminal Railway Company to construct a bridge across the Brazos River, in the State of Texas.

Velasco Terminal Railway Company may bridge Brazos River, Texas.

Railway, wagon, and foot bridge.

Tolls.

Construction.

Spans.

Piers.

Proviso.

Opening draw.

Lights, etc.

Location.

Secretary of War to approve plans, etc.

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled, That the assent of Congress is hereby given to the Velasco Terminal Railway Company, a corporation incorporated and organized under the laws of the State of Texas, and to its successors and assigns, to construct and maintain a bridge and approaches thereto across the Brazos River, in the State of Texas, between its mouth and a point twelve miles up said river. Said bridge shall be so constructed as to provide for the passage of railway trains, and, at the option of the said corporation, 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 of toll, to be fixed by said company, and approved by the Secretary of War.

SEC. 2. That any bridge built under this act shall be constructed as a pivot drawbridge, with a draw over the main channel at an accessible and the best navigable point, and with spans giving a clear water way, measured at the lowest stage of water known at the locality, of such width and height as the Secretary of War may, upon examination, prescribe; and the lowest part of the superstructure of the bridge shall be of such elevation above the plane of the highest flood known at the locality as the Secretary of War may deem advisable; and the piers of said bridge shall be parallel to and the bridge shall be at right angles to the current of the river: *Provided*, That the draw shall be opened promptly upon reasonable signal for the passage of boats and other water craft, except when trains are passing over the draw; but in no case shall unnecessary delay occur in opening the draw during or after the passage of trains; and said corporation shall maintain at its own expense, from sunset to sunrise, such lights and other signals on said bridge as the Light-House Board shall prescribe, and said corporation shall provide at its own expense such sheer booms, guide piers, and other device as may be necessary to facilitate the safe passage of boats or other water craft through the spans of said bridge. The said bridge shall be located and built under and subject to such regulations for the security of the navigation of said river as the Secretary of War shall prescribe; and to secure that object the said company shall submit to the Secretary of War, for his examination and approval, a design and drawings of said bridge and a map of the location, giving, for the space of one mile below and one mile above 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 current at all stages, and the soundings, accurately showing the bed and channel of the stream, and shall furnish such other information as shall be required for a full and satisfactory understanding of the subject; and until the said location and