

CHAP. 523.—An act authorizing the Lexington Pontoon Bridge Company to construct and maintain a pontoon bridge across the Missouri River, at the city of Lexington, in the State of Missouri.

March 3, 1891.

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled, That it shall be lawful for the Lexington Pontoon Bridge Company, a corporation having authority from the State of Missouri, its successors and assigns, to build, construct, and maintain a pontoon wagon and foot bridge across the Missouri River at some convenient point in or near the corporate limits of the city of Lexington, in Lafayette County, in said State, and extending to the county of Ray, opposite thereto.

Lexington Pontoon Bridge Company may bridge Missouri River at Lexington, Mo.

SEC. 2. That said bridge shall be constructed with one suitable pontoon-draw of not less than five hundred feet in width, located over the main channel of said river, which said draw shall be opened promptly upon reasonable signal to allow the passage of boats: *Provided*, That said bridge shall not interfere with the place for landing of steamboats at Lexington.

Draw.

Proviso.

Steamboat landing.

SEC. 3. That said bridge shall be built and located 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 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 showing, the entire river-front of the city of Lexington, with its wharves and landings including the bridge's proposed location, 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 commenced or built, and should any change be made in the plan of said bridge during the progress of construction such changes shall be subject to the approval of the Secretary of War: *Provided*, That the bridge already built if made to conform to the requirements of this act and the said regulations of the Secretary of War may be accepted in lieu of a new bridge.

Secretary of War to approve plan, etc.

Proviso.

Existing bridge.

SEC. 4. The 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.

Lights, etc.

SEC. 5. That the right is reserved in Congress to amend, alter, or repeal this act at any time, without any cost or damage to the said United States.

Amendment, etc.

Approved, March 3, 1891.

CHAP. 524.—An act to amend the charter of the Rock Creek Railway Company of the District of Columbia.

March 3, 1891.

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled, That in addition to the powers and privileges heretofore conferred upon the Rock Creek Railway Company of the District of Columbia by its act of incorporation as amended, the said company shall be, and it hereby is, authorized and empowered to buy, lease, hold, and operate, or otherwise to contract, respecting the railway in the State of Maryland, now constructed or which may hereafter be constructed, by the Chevy Chase Land Company of Montgomery County, Maryland, and which connects, or may connect, with the present line of said Rock Creek Railway Company, and to have respecting such connecting line the same powers and privileges as it now has or hereafter may have respecting its own line of railroad not inconsistent with

Rock Creek Railway Company, D. C. May connect with railway of Chevy Chase Land Company.

Bonds may be issued to pay for construction, etc.

the laws of Maryland; and, further, that the said Rock Creek Railway Company of the District of Columbia shall be, and it hereby is, authorized and empowered to issue its bonds to aid in paying for the construction and equipment of its railroad, and the purchase and lease, construction, and equipment of any and all future acquisitions and extensions as hereinbefore are, or that may hereafter be, provided for, and to secure the said bonds by mortgage or deed of trust of its rights of way, and all its property of what kind soever, whether real, personal, or mixed, including its franchises as a corporation; and as proof and notice of the legal execution and effectual delivery of any such mortgage or deed of trust, the same shall be filed and recorded in the office of the recorder of deeds for the District of Columbia: *Provided, however,* That the bonds hereby authorized shall at no time exceed in the aggregate amount of their face value one-half of the capital stock of said company actually subscribed and paid in: *And provided further,* That for the purpose of fixing the amount of the capital stock of said company the cost of purchase or lease, construction, or equipment of the acquisition and extension aforesaid shall be deemed as part of the actual cost of rights of way, construction, equipment, motive power, and necessary lands and buildings, as provided for by the third section of the act amending the charter of the said company, approved May twenty-eighth, eighteen hundred and ninety; and the time for the completion of said road is hereby extended six months from and after the twentieth of November, eighteen hundred and ninety-one.

Provisos.

Limit of bond issue.

Increase of capital stock.

Ante, p. 122.
Time for completion extended.

Amendment, etc.

SEC. 2. That Congress reserves the right to alter, amend, or repeal this act.

Approved, March 3, 1891.

March 3, 1891.

CHAP. 525.—An act to make Enfield, Connecticut, a port of delivery in the district of Hartford.

Enfield, Conn.
Made a port of delivery, Hartford district.

Vol. 24, p. 498.

R. S., sec. 2533, p. 498, amended.

Immediate transportation facilities.
Vol. 21, p. 174.

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled, That in addition to the places designated in the act of March third, eighteen hundred and eighty-seven, as ports of delivery, the town of Enfield, village of Thompsonville, in the State of Connecticut, within the said district of Hartford, is hereby constituted a port of delivery within the meaning of said act of March third, eighteen hundred and eighty-seven, and of the act to which said act of March third, eighteen hundred and eighty-seven, is an amendment.

SEC. 2. That the privileges of the seventh section 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," be, and they hereby are, extended to the said town of Enfield, village of Thompsonville, district and State aforesaid.

Approved, March 3, 1891.

March 3, 1891.

CHAP. 526.—An act to authorize the building of a bridge at Van Buren, Arkansas, across the Arkansas River.

Van Buren Pontoon Bridge Company may bridge Arkansas River at Van Buren, Ark.

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled, That the Van Buren Pontoon Bridge Company, a corporation organized under the laws of the State of Arkansas, its successors and assigns, be, and are hereby, authorized to construct and maintain a pontoon bridge and approaches thereto across the Arkansas River in front of Van Buren, at a point at least one mile from any other similar bridge, and which