Amendment of title
of act.
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them shall be decided by the Secretary of War upon reasonable notice

to the parties in interest and upon consideration of such allegations

and proofs as may be submitted to him.

SEC. 4. That the title of the said act be amended so as to read in

lieu thereof: "An act authorizing the construction of a combined

wagon, railroad, and foot-passenger bridge, of the kind known as a

'pivot draw-bridge,' across the Missouri River at or near Sioux City,

Iowa."

Approved, April 30, 1890.

May 1, 1890.

CHAP. 180.—An act to establish Rockport, in the district of Belfast, Maine, as a
port of delivery.

Be it enacted by the Senate and House of Representatives of the
United States of America in Congress assembled, That Rockport
shall be a port of delivery in the district of Belfast, State of Maine.

Approved, May 1, 1890.

May 1, 1890.

CHAP. 181.—An act authorizing the Brazos Terminal Railway Company to con-
struct a bridge across the Brazos River in the State of Texas.

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 Brazos 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 main-
tain 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 pas-
sage 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 draw-bridge, 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 superstruct-
ure 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: Pro-
vided, That the draw shall be opened promptly upon reasonable sig-
nal 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 pro-
vide, at its own expense, such sheer-booms, guide-piers, and other
devices 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, giv-
ing for the space of one mile below and one mile above the proposed