

**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.