

certificate issued to steam vessels of the merchant marine, without reference to the fact that said steam boilers, steam pipes, and appurtenances were not constructed pursuant to the laws of the United States and were not constructed of iron stamped pursuant to said laws; and the tests in the inspection of said boilers, steam pipes, and appurtenances shall be the same in all respects as to strength and safety as are required in the inspection of boilers constructed in the United States for marine purposes.

Approved, March 14, 1894.

March 14, 1894.

CHAP. 40.—An Act To make service connections with water mains and sewers in the District of Columbia, and for other purposes.

District of Columbia.

Water and sewer connections on improved streets.

Payment of cost.

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled, That the Commissioners of the District of Columbia are hereby authorized whenever the roadway of a street is about to be paved or macadamized to make service connections in such street for all abutting lots and premises with the water mains and sewer provided for the service of said lots and premises. The entire cost of the said connections shall be paid from the current appropriations respectively for the extension of the sewer and water supply systems and shall be assessed against the abutting property and collected in like manner as assessments which are levied under the compulsory permit system; the sums so collected shall be credited to the respective appropriations for the extension of the sewer and water supply systems for the fiscal year during which said collections are made.

Approved, March 14, 1894.

March 14, 1894.

CHAP. 41.—An Act To amend "An Act authorizing the construction of a bridge across the East River, between the city of New York and Long Island," approved March third, eighteen hundred and eighty-seven.

East River, N. Y.
Height of bridge may be reduced.

Vol. 24, p. 469.

Construction.

Height.

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled, That section three of an Act entitled "An Act authorizing the construction of a bridge across the East River, between the city of New York and Long Island," approved March third, eighteen hundred and eighty-seven, is hereby amended so as to read as follows:

SEC. 3. That such bridge shall be constructed at right angles with the channels of said river, the piers or abutments to be constructed on the land side of the harbor or pierhead lines established by law. The lowest part of the superstructure of such bridge, over the entire width of waterways, shall not be less than one hundred and thirty-five feet above mean high water of spring tides.

Approved, March 14, 1894.

March 24, 1894.

CHAP. 45.—An Act To amend an Act entitled "An Act authorizing the construction of a high wagon bridge at or near Sioux City, Iowa," approved March second, eighteen hundred and eighty-nine, as amended by Acts of April thirtieth, eighteen hundred and ninety, and February seventh, eighteen hundred and ninety-three.

Bridge across Missouri River at Sioux City, Iowa.

Vol. 25, p. 849; Vol. 28, p. 79; Vol. 27, p. 434.

Post, pp. 46, 221.

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled, That section seven of an Act entitled "An Act authorizing the construction of a high wagon bridge across the Missouri River at or near Sioux City, Iowa," approved March second, eighteen hundred and eighty-nine, as amended by an Act entitled "An Act to amend an Act entitled 'An Act authorizing the construction of a high wagon bridge across the Missouri River at or near Sioux City, Iowa,'" approved April thirtieth, eighteen hundred and ninety, and as amended by an Act entitled "An Act to amend an

Act authorizing the construction of a high wagon bridge across the Missouri River at or near Sioux City, Iowa," approved February seventh, eighteen hundred and ninety-three, be amended so as to read as follows:

"SEC. 7. That this Act shall be null and void if the construction of said bridge shall not be commenced within two years after the date of approving this Act and be finished on or before March second, eighteen hundred and ninety-six."

Time for construction extended.

Approved, March 24, 1894.

CHAP. 46.—An Act To amend an act entitled "An act to authorize the construction of a bridge across the Missouri River at the most accessible point between the city of Kansas and the town of Sibley, in the county of Jackson and State of Missouri," approved March third, eighteen hundred and eighty-seven.

March 29, 1894.

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled, That the act entitled "An act to authorize the construction of a bridge across the Missouri River at the most accessible point between the city of Kansas and the town of Sibley, in the county of Jackson and State of Missouri," approved March third, eighteen hundred and eighty-seven, be, and the same hereby is, amended by striking out the following words contained in the first section of said act, to wit: "And free passage shall be accorded to wagons and vehicles of all kinds, and for the transit of animals and for foot passengers."

Bridge across Missouri River between Kansas City and Sibley, Mo.
Vol. 24, p. 493, amended.

Free passage repealed.

SEC. 2. That the word "corporations" in the first section of the act hereinbefore named shall be changed to "corporation."

Verbal correction.

SEC. 3. The construction of the bridge authorized to be constructed by the act approved March third, eighteen hundred and eighty-seven, hereinbefore named, and of which this act is amendatory, shall begin within three years, and be completed within ten years from the date of the approving this act, and unless these conditions be complied with, this act and the act of which it is amendatory shall be null and void.

Time for construction extended.

Approved, March 29, 1894.

CHAP. 47.—An Act For a charter for the Iowa and Nebraska Pontoon Bridge Company.

March 29, 1894.

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled, That the Iowa and Nebraska Pontoon Bridge Company, a corporation duly organized and existing under and by virtue of the laws of the State of Iowa, its successors or assigns, be, and is hereby, authorized to construct, erect, and maintain a pontoon wagon and foot bridge across the Missouri River between Iowa and Nebraska in or near the corporate limits of Sioux City, in Woodbury County, and State of Iowa.

Iowa and Nebraska Pontoon Bridge Company may bridge Missouri River at Sioux City, Iowa.
Post. p. 681.

SEC. 2. That the owners of said bridge may also have and receive a reasonable compensation or tolls for the transit over said bridge of all street cars, wagons, foot passengers, animals, and for all other uses of said bridge not specially enumerated: *Provided*, That the Secretary of War may at any time prescribe such rules, regulations, and rate of toll for transit and transportation over said bridge as may be deemed proper and reasonable.

Toll.

Proviso. Regulations, etc.

SEC. 3. 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 railroads 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

Lawful structure and post route.