

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Free passage repealed.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.

Postal telegraph, etc. 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.

Draw, etc.

SEC. 4. That said bridge shall be constructed with a suitable draw, giving not less than 400 feet clear channel way for each navigable channel of the river, and such other openings for the passage of rafts and logs as in the opinion of the Secretary of War may be necessary: *Provided*, That said draws shall be opened to the full width promptly upon reasonable signal to allow the passage of boats and all floating craft.

Provido.
Opening draw.

Secretary of War to approve plans, etc.

SEC. 5. 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 parties 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, giving, for the space of one mile above and one mile below the proposed location, the topography of the banks of the river, the shore lines at low and high water, the direction and strength of the currents at all stages, and the soundings, accurately showing the bed of the stream, the location of any other bridge or bridges, and shall furnish such 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 changes be made in the plan of said bridge during the progress of construction or after completion, such changes shall be subject to the approval of the Secretary of War; and the said bridge shall be constructed with such aids to the passage of said bridge, in the form of booms, dikes, piers, or other suitable and proper structures for confining the flow of water to a permanent and easily navigated channel for a distance of not less than one mile above the bridge location, and for the guiding of rafts, steamboats and other water craft safely through the draw and raft spans, as the Secretary of War shall prescribe and order to be constructed and maintained, at the expense of the company owning said bridge; and the said structure shall be at all times so kept and managed as to offer reasonable and proper means for the passage of vessels through said structure.

Changes.

Aids to navigation.

Lights, etc.

SEC. 6. That the said parties shall maintain at their own expense, from sunset till sunrise, such lights or other signals on said bridge as the Light-House Board shall prescribe.

Amendment, etc.

SEC. 7. That the right to alter, amend, or repeal this Act, or any part thereof, at any time, by the Congress of the United States, is hereby expressly reserved; and any change in the construction or any alteration of said bridge that may be directed at any time by Congress or the Secretary of War shall be at the expense of the owners of said bridge or the parties operating and controlling the same.

Commencement and completion.

SEC. 8. That if actual construction of the bridge herein authorized shall not be commenced within one year and completed within two years from the date of the approval of this Act the rights and privileges hereby granted shall cease and determine.

Rights to cease on opening other bridge.

SEC. 9. All the rights granted by this Act shall cease whenever the Secretary of War shall determine and give the notice hereinafter provided, that the high wagon bridge across the Missouri River at or near Sioux City, Iowa, authorized by an Act approved March the second, eighteen hundred and eighty-nine, and amended April the thirtieth, eighteen hundred and ninety, and February the seventh, eighteen hundred and ninety-three, is completed and open for travel. And it shall be the duty of the Secretary of War to give the owners of said pontoon bridge notice to remove the same within twelve months from the date of said notice, and if the company owning said bridge shall neglect to make such removal within said time, it shall then be his duty to cause the same to be removed at the expense of said company.

Vol. 25, p. 849; Vol. 26, p. 79; Vol. 27, p. 434.

Ante, p. 44.
Post, p. 221.

Notice of removal.

Approved, March 29, 1894.

CHAP. 48.—An Act To repeal section three hundred and eleven of the Revised Statutes of the United States relating to accounts of the Treasury of the United States.

March 29, 1894.

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled, That section three hundred and eleven of the Revised Statutes of the United States be, and the same is hereby, repealed.

Treasurer's annual account.
R. S. sec. 311. p. 52, repealed.

Approved, March 29, 1894.

CHAP. 49.—An Act To regulate the making of property returns by officers of the Government.

March 29, 1894.

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled, That instead of forwarding to the accounting officers of the Treasury Department returns of public property entrusted to the possession of officers or agents, the Quartermaster-General, the Commissary-General of Subsistence, the Surgeon-General, the Chief of Engineers, the Chief of Ordnance, the Chief Signal Officer, the Paymaster-General of the Navy, the Commissioner of Indian Affairs, or other like chief officers in any Department, by, through, or under whom stores, supplies, and other public property are received for distribution, or whose duty it is to receive or examine returns of such property, shall certify to the proper accounting officer of the Treasury Department, for debiting on the proper account, any charge against any officer or agent intrusted with public property, arising from any loss, accruing by his fault, to the Government as to the property so intrusted to him.

Property returns.
Only certificates of loss to be forwarded to Treasury accounting officers.

SEC. 2. That said certificate shall set forth the condition of such officer's or agent's property returns, that it includes all charges made up to its date and not previously certified, that he has had a reasonable opportunity to be heard and has not been relieved of responsibility; the effect of such certificate, when received, shall be the same as if the facts therein set forth had been ascertained by the accounting officers of the Treasury Department in accounting.

Contents of certificate.

SEC. 3. That the manner of making property returns to or in any administrative bureau or department, or of ascertaining liability for property, under existing laws and regulations, shall not be affected by this Act, except as provided in section one; but in all cases arising as to such property so intrusted the officer or agent shall have an opportunity to relieve himself from liability.

Manner of returns, etc., not affected.

SEC. 4. That the heads of the several Departments are hereby empowered to make and enforce regulations to carry out the provisions of this Act.

Regulations.

SEC. 5. That all laws or parts of laws inconsistent with the provisions of this Act are hereby repealed.

Repeal.

Approved, March 29, 1894.

CHAP. 51.—An Act To authorize the construction of a bridge over the Monongahela River at Glenwood, Pennsylvania.

April 2, 1894.

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled, That the Glenwood Highway Bridge Company, a corporation duly organized under the laws of the Commonwealth of Pennsylvania, its successors and assigns, be, and they are hereby, authorized and empowered to construct, maintain, and operate a bridge over the Monongahela River, from a point on the north shore of said Monongahela River at or near where Second avenue in the Twenty-third ward of the city of Pittsburg is crossed by the Pittsburg and Connellsville Railroad, to a point directly across said river, on the south shore thereof, about four hundred feet, more or

Glenwood Highway Bridge Company may bridge Monongahela River. Pittsburg, Pa.