

## CHAPTER 15.

## SPECIAL TAXES FOR IMPROVEMENT OF STREETS.

AN ACT Entitling Person Paying Special Taxes Assessed upon Real Estate for the Improvement of Streets in Cities Existing under Special Charters having a population of 20,000 under the Census of 1885 to be credited with the amount of such special tax so paid upon any general Road or Street Tax charged against them on account of same Real-Estate. H. F. 76.

*Be it enacted, by the General Assembly of the State of Iowa:*

SECTION 1. That in all cities, existing under special charters, having a population of more than 20,000 under the census of 1885 whenever any real-estate may by ordinance be assessed with any special tax for the improvement of streets, then such real-estate, so specially assessed, and the special assessment upon which shall be paid, shall after such payment, be exempted from taxation for any general road or street tax which might thereafter be assessed against it for any year or years, so long as the amount of such general road or street tax against such property would not exceed the amount of such special tax: and to the amount of such special tax paid as aforesaid, such general road or street tax shall be considered as fully paid, satisfied and discharged. Certain property exempt from general road tax.

Approved April 30, 1890.

## CHAPTER 16.

## COMPENSATION OF MAYORS.

AN ACT to grant cities under special charter the power to fix the compensation of their mayors, and to legalize compensation heretofore paid to the mayors of such cities. S. F. 388.

*Be it enacted by the General Assembly of the State of Iowa:*

SECTION 1. That cities incorporated under special charters are hereby granted the power to fix the compensation of their Mayors by ordinance of their respective City Councils, as follows:—In Cities of Ten Thousand population, such compensation shall not exceed Five Hundred (\$500.00) Dollars. In Cities Cities may fix compensation of Mayors.

Amount limited to population. of more than Ten Thousand and up to Fifteen Thousand population, according to the last preceding census, such compensation shall not exceed Seven Hundred and Fifty (\$7.50) Dollars. And in Cities of more than Fifteen Thousand and up to Twenty Thousand population, according to the last preceding census, such compensation shall not exceed One Thousand (\$1,000.0) Dollars per-annum. And for Cities over twenty thousand not to exceed \$1,500.00 per-annum, which amount shall be in full compensation of all services of such Mayor of every kind and character whatsoever connected with his official duties.

Certain payments legalized. SEC. 2. That in all cases where any such City has heretofore by ordinance or resolution of its City Council paid its Mayor compensation either as such Mayor or as Chief of Police of said City or otherwise, such payment is hereby legalized and made valid.

Publication. SEC. 3. This Act being deemed of immediate importance, shall take effect and be in force from and after its publication in the "Iowa State Register" and "Des Moines Leader," Newspapers published at Des Moines, Iowa.  
Approved March 29, 1890.

I hereby certify that the foregoing act was published in the *Iowa State Register* April 2, and *Des Moines Leader* April 1, 1890.

FRANK D. JACKSON, *Secretary of State.*

## CHAPTER 17.

### JOINT RATES ON RAILWAYS.

H. F. 37. AN ACT to Amend Chapter 28 of the Acts of the Twenty-Second General Assembly, giving authority for the making of rates for the transportation of freight and cars over two or more lines of railroad within this state and enlarging the powers and further defining the duties of the Board of Railroad Commissioners.

*Be it enacted by the General Assembly of the State of Iowa:*

Chap. 28 acts 22 G. A. defined as to joint rates.

SECTION 1. That chapter 28 of the acts of the twenty-second general assembly be and the same hereby is amended as follows: That said chapter 28 of the acts of the twenty-second general assembly shall not be construed to prohibit the making of rates by two or more railroad companies for the transportation of property over two or more of their respective lines of railroad within this state, and a less charge by