

CHAP. XXXVIII. — *An Act supplementary to an Act approved July fourteen, eighteen hundred and sixty-two, entitled "An Act to establish certain Post-Roads."* Feb. 17, 1865.

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled, That the act of congress approved July fourteen, eighteen hundred and sixty-two, entitled "An act to establish certain post-roads," shall be, and the same is hereby, so amended as to authorize the Louisville and Nashville Railroad Company, and the Jeffersonville Railroad Company (stockholders in the Louisville Bridge Company) to construct a railroad-bridge over the Ohio River at the head of the falls of the Ohio, subject to all the provisions of said act: *Provided,* That the said bridge may be constructed at a height not less than fifty-six feet above low-water mark, and with three draws, sufficient to pass the largest boats navigating the Ohio River; one over the Indiana chute, one over the middle chute, and one over the canal: *Provided,* That the spans of said bridge shall not be less than two hundred and forty feet, except over the Indiana and middle chute and the canal; said bridge shall be constructed with draws of one hundred and fifty feet wide on each side of the pivot pier over the Indiana and middle chutes, and ninety feet wide over the canal: *And provided further,* That said bridge and draws shall be so constructed as not to interrupt the navigation of the Ohio River.

SEC. 2. *And be it further enacted,* That the bridge erected under the provisions of this act shall be a lawful structure, and shall be recognized and known as a post-route.

APPROVED, February 17, 1865.

CHAP. XXXIX. — *An Act to establish a Bridge across the Ohio River at Cincinnati, Ohio, a Post-Road.* Feb. 17, 1865.

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled, That the bridge across the Ohio River at Cincinnati, in the State of Ohio, and at Covington, in the State of Kentucky, is hereby declared to be, when completed, in accordance with the laws of the States of Ohio and Kentucky, a lawful structure and post-road for the conveyance of the mails of the United States.

APPROVED, February 17, 1865.

CHAP. XLI. — *An Act authorizing the President to appoint a Second Assistant Secretary of War.* Feb. 20, 1865.

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled, That the President be, and he is hereby, authorized to appoint, by and with the advice and consent of the Senate, for the term of one year from the passage of this act, an officer in the War Department, to be called the Second Assistant Secretary of War, whose salary shall be three thousand dollars per annum, payable in the same manner as that of the Secretary of War, who shall perform all such duties in the office of the Secretary of War, belonging to that Department, as shall be prescribed by the Secretary of War, or as may be required by law.

APPROVED, February 20, 1865.

CHAP. XLII. — *An Act to enlarge the Port of Entry and Delivery for the District of Philadelphia.* Feb. 20, 1865.

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled, That the port of entry and delivery for the district of Philadelphia shall be bounded on the river Delaware by Frankford Creek, on the north, and Broad Street, on the south.

SEC. 2. *And be it further enacted,* That all acts or parts of acts conflicting with the provisions of this act be, and the same are hereby, repealed.

APPROVED, February 20, 1865.

1862, ch. 167.
Vol. xii. p. 569.

A railroad-bridge may be built over the Ohio River at the head of the falls.

Height, spans, draws, &c.

Navigation not to be interrupted.

Bridge to be a post-route.

The bridge across the Ohio River at Cincinnati made a post-road.

1864, ch. 2.
Ante, p. 1.
Second assistant secretary of war authorized.

Salary and duties.

Boundary of the port of entry &c., of Philadelphia.

Repealing clause.