

July 14, 1870.

[No. 111.] *Joint Resolution granting the Evansville and Southern Illinois Railroad Company the Right to build a Bridge across the Big Wabash River.*

Evansville and Southern Illinois R. R. Co. may construct a bridge across the Big Wabash river.

Proviso if company consolidates, &c.

Bridge how to be constructed.

Drawbridge not to interfere with navigation if, &c.

Bridge to be a legal structure and post-road. Span, piers, height, &c.

*Be it resolved by the Senate and House of Representatives of the United States of America in Congress assembled, That the Evansville and Southern Illinois Railroad Company, a corporation organized under an act of the legislature of the State of Illinois, is hereby granted the right to construct an iron or wooden bridge for railroad purposes and as a public highway, either with a draw or a continuous span, as it may determine, across the Big Wabash river at any point said corporation may select, either at the little chain, in or opposite White county, Illinois, and Posey county, Indiana, or at any point above the same, extending up said river as far as the town of New Harmony, in said county of Posey, and State of Indiana; and should said railroad company hereafter at any time consolidate with the Evansville, Carmi, and Paducah Railroad Company of Indiana, or any company now organized or hereafter to be organized in the said State of Indiana, that the rights and franchises hereby granted shall enure to and become vested in said consolidated company and its assigns forever: *Provided*, That the bridge to be constructed under the authority hereby granted shall not interfere with the free navigation of said stream beyond what is necessary in order to carry into full effect the rights and privileges hereby granted, and shall be built at right angles with the current of the stream where said bridge may be erected, and that a space of at least one hundred and seventy feet over the main channel of said stream shall be left between the piers of said structure: *And provided further*, That if said bridge shall be built with a draw of not less than one hundred feet in width, and said draw is kept in repair for the passage of boats at all times, the detention of passing said bridge shall not be construed as interfering with the navigation of the stream: *And it is further provided*, That said bridge shall be *and* considered a legal structure, and shall be a post-road for the transmission of the United States mails: *And provided further*, That in case said bridge is built with a continuous span, the piers shall be at least two hundred feet apart, and the bridge shall be built at such height as not to interfere with the navigation of said river by steamboats.*

APPROVED, July 14, 1870.

July 14, 1870.

[No. 112.] *Joint Resolution to construe the Act of March thirty-one, eighteen hundred and sixty-eight.*

Drawbacks upon exportation of certain cotton manufactures, the raw cotton in which has paid an internal tax. Construction of act.

1868, ch. 41.
Vol. xv. p. 58.
1866, ch. 184, § 6.
Vol. xiv. p. 99.
Proviso.

*Be it resolved by the Senate and House of Representatives of the United States of America in Congress assembled, That the act of March thirty-first, eighteen hundred and sixty-eight, chapter forty-one, shall be held and construed not to prohibit the drawback provided for by section six of the act of July thirteenth, eighteen hundred and sixty-six, chapter one hundred and eighty-four, of as many cents per pound of cotton cloth, yarn, thread, or knit articles, manufactured exclusively from cotton and exported prior to May first, eighteen hundred and sixty-nine, as shall have been assessed and paid in the form of an internal tax upon the raw cotton entering into the manufacture of said cloth or other article: *Provided*, That such drawbacks shall be limited to exportations made not more than six months after the date of supplemental regulations issued by the commissioner of internal revenue, and approved by the Secretary of the Treasury May sixteen, eighteen hundred and sixty-eight.*

APPROVED, July 14, 1870.