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CHAP. 358.—An act to give the assent of Congress to the construction of a railroad bridge by the East and Middle Tennessee Railroad Company over the Cumberland and Caney Fork Rivers. March 3, 1885.

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled, That the East and Middle Tennessee Railroad Company be, and is hereby, authorized to construct and maintain a bridge, and approaches thereto, over the Cumberland River at the most accessible point in or near the corporate limits of Carthage, County of Smith, and State of Tennessee. Said bridge shall be constructed to provide for the passage of railroad trains and wagons and travelers across said river.

East and Middle Tennessee Railroad Company to construct bridge over the Cumberland River, at or near Carthage, Tenn.

SEC. 2. 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; and it shall enjoy the rights and privileges of other post roads in the United States: *Provided*, That the United States may construct a postal telegraph over said bridge without charge therefor.

Post-route, and lawful structure.

Proviso as to postal telegraph.

SEC. 3. That if said bridge shall be made with unbroken and continuous spans, the spans thereof shall not be less than one hundred and sixty-four feet in length in the clear, and the main span shall be over the main channel of the river. The lowest part of the superstructure of said bridge shall be at least thirty-four feet above extreme high-water mark, as understood at the point of location, and the bridge shall be at right angles to and its piers parallel with the current of the river: *Provided*, That if the same shall be constructed as a draw-bridge, the draw or pivot shall be over the main channel at an accessible point, and the spans shall not be less than one hundred and sixty feet in the clear, and the piers of said bridge shall be parallel with and the bridge itself at right angles to the current of the river, and the spans shall not be less than ten feet above extreme high-water mark, as understood at the point of location, to the lowest part of the superstructure of said bridge: *Provided also*, That the said draw shall be opened promptly by said corporation, upon reasonable signal for the passage of boats; and said corporation shall maintain, at its own expense, from sunset till sunrise, such lights or other signals on said bridge as the Light House Board shall prescribe, and shall also place and maintain such sheer booms and other guides necessary for the safe passage of vessels and other water-craft as may be required by the Secretary of War. No bridge shall be erected or maintained under the authority of this act which shall at any time substantially or materially obstruct the free navigation of said river; and if any bridge erected under such authority shall, in the opinion of the Secretary of War, obstruct such navigation, he is hereby authorized to cause such change or alteration of said bridge to be made as will effectually obviate such obstruction; and all such alterations shall be made and all such obstructions be removed at the expense of said corporation; and in case of any litigation arising from any obstruction or alleged obstruction to the free navigation of said river caused or alleged to be caused by said bridge, the case may be brought in the circuit court of the United States of the middle district of Tennessee in which any portion of said obstruction or bridge may be located, or in the circuit court of the State of Tennessee for that circuit: *Provided further*, That nothing in this act shall be so construed as to repeal or modify any of the provisions of law now existing in reference to the protection of the navigation of rivers, or to exempt this bridge from the operations of the same: *And provided further*, That the right is reserved to regulate tolls and freights over said bridge.

Continuous spans.

Proviso. Draw-bridge.

Proviso. Lights and signals.

Aids to navigation.

Free navigation to be preserved.

Proviso.

Proviso. Right to regulate tolls, etc., reserved.

SEC. 4. That any bridge authorized to be constructed under this act shall be built and located under and subject to such regulations for the security of navigation of said river as the Secretary of War shall prescribe; and to secure that object the said corporation 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

Plans, etc., to be submitted to Secretary of War for approval.

topography of the banks of the river, the shore-lines at high and low 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 other 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 built; and should any change be made in the plan of said bridge during the progress of construction, such change shall be subject to the approval of the Secretary of War.

Specified rights of United States reserved.

SEC. 5. That the right to alter, amend, or repeal this act is hereby expressly reserved; and the right to require any changes in said structure, or its entire removal, at the expense of the owners thereof, whenever Congress shall decide that the public interest requires it, is also expressly reserved.

Same company to construct bridge over Caney Fork River between mouth and Buffalo Valley, subject to preceding provisions and limitations.

SEC. 6. That the East and Middle Tennessee Railroad Company is hereby also authorized to construct a railroad bridge over the Caney Fork River at such point between the mouth of said river and the Buffalo Valley as may be necessary in the building of their road, subject to the provisions and limitations contained in the preceding sections.

Approved, March 3d, 1885.

March 3, 1885.

CHAP. 359.—An act making appropriations to supply deficiencies in the appropriations for the fiscal year ending June thirtieth, eighteen hundred and eighty-five, and for prior years, and for other purposes.

Deficiency appropriation for year ending June 30, 1885, and for prior years.

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled, That the following sums be, and the same are hereby, appropriated, out of any money in the Treasury not otherwise appropriated, to supply deficiencies in the appropriations for the fiscal year eighteen hundred and eighty-five, and for other objects hereinafter stated, namely:

DEPARTMENT OF STATE.

State Department.

Contingent expenses.

For contingent expenses, being a deficiency on account of the fiscal year eighteen hundred and eighty-four, four hundred and thirty-five dollars and thirty-six cents.

Stenographer.

For salary of stenographer to the Secretary of State from March fifteenth to June thirtieth, eighteen hundred and eighty-five, five hundred and ninety-four dollars and seventy-four cents.

To further provide for ascertaining and procuring records and documents relating to French spoliation claims, under act of January 20, 1885.

To enable the Department of State to ascertain what records or other documents are in existence either in France or Spain or the French colonies affecting the rights or claims of American citizens under the act of Congress approved January twentieth, eighteen hundred and eighty-five, entitled "An act to provide for the ascertainment of claims of American citizens for spoliations committed by the French prior to the thirty-first of July, eighteen hundred and one," and to procure said records and documents, or certified copies thereof, the sum of five thousand dollars, in addition to the sum already appropriated for that purpose, this amount to be expended under the direction of the Secretary of State and to be immediately available.

T. McF. Patton. Payment of draft of.

For payment of a draft of T. McF. Patton, United States consul at Osaka and Hiogo, Japan, drawn in payment of salary of the interpreter at said consulate for the third quarter of eighteen hundred and eighty-four, eighty-two dollars and eighty-eight cents.

Louise R. S. Wing. Payment to.

To pay to Luoise R. S. Wing, the widow of E. Rumsey Wing, late minister of the United States to Ecuador, a sum equal to the salary of said minister for six months, in addition to all legal allowances.