AUTHENTICATED
U.S. GOVERNMENT
INFORMATION
GPO

CHAP. 81.—An act to amend an act entitled "An act to authorize the building of a railroad bridge at Little Rock, Arkansas." February 11, 1893.

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled, That section seven of an act entitled "An act to authorize the building of a railroad bridge at Little Rock, Arkansas," approved March second, eighteen hundred and ninety-one, be amended so as to read as follows: Bridge across Arkansas River at Little Rock, ark. Vol. 26, p. 797.

This act shall be null and void, if construction on said bridge shall not be commenced on or before January first, eighteen hundred and ninety-four, and completed on or before January first, eighteen hundred and ninety-six; and all the benefits of this act shall enure and belong to the Little Rock Bridge and Terminal Railway Company, a corporation existing under the laws of Arkansas, its successors or assigns: *Provided*, The navigation of the Arkansas River shall not be obstructed by false work during the construction of said bridge. Time for construction extended. *Proviso.* Unobstructed navigation.

Approved, February 11, 1893.

CHAP. 82.—An act to authorize the construction of a bridge across the Cahaba River, in Bibb County, Alabama, by the Montgomery, Tuscaloosa and Memphis Railway. February 11, 1893.

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled, That the Montgomery, Tuscaloosa and Memphis Railway Company, a corporation existing under the laws of Alabama, its successors and assigns be, and is hereby, authorized to construct and maintain a bridge across the Cahaba River at a place suitable to commerce and not interfering with navigation, at a point in Bibb County, in the State of Alabama, and to lay on or over said bridge a track or tracks for the more perfect connection of any railroad or railroads that are or shall be constructed to said river, on either or both sides thereof, at or opposite said point, under the limitations and conditions hereinafter provided. That said bridge shall not interfere with the free navigation of said river, and in case of any litigation arising from any obstruction or alleged obstruction to the free navigation of said river, by reason of the construction of the said bridge, the cause may be tried before the circuit court of the United States in and for any district in whose jurisdiction any portion of said obstruction or bridge may be. Said bridge shall be constructed to provide for the passage of railroad trains. Montgomery, Tuscaloosa and Memphis Railway Company may bridge Cahaba River, Ala. Unobstructed navigation. Litigation.

SEC. 2. That said bridge shall be provided with one or more openings, each having not less than one hundred feet clear channel way at low water, and in addition to said openings one or more fixed channel spans, if required by the Secretary of War, each having not less than fifty feet clear channel way; and every part of the superstructure of said bridge shall give a clear headroom of not less than six feet above extreme known high-water mark: *Provided*, That all spans shall be so located as to afford the greatest possible accommodation to the river traffic: *Provided also*, That if the physical characteristics of the locality so require, and the interest of navigation be not injured thereby, the lengths of the fixed spans or the number of openings may be reduced: *Provided also*, That for any two adjacent openings of one hundred feet each, one opening of two hundred feet or more may be substituted, if, in the opinion of the Secretary of War, the interests of navigation be not injured thereby. Spans. *Provisos.* Location of spans. Length, etc. Draw openings.

SEC. 3. That all draw spans, if any are found necessary and are required by the Secretary of War, by this act shall be operated by steam or other reliable power, and shall be opened promptly upon reasonable signal for the passage of boats, except when trains are passing over said span or spans; but in no case shall unnecessary delay occur in opening said draw after the passage of trains, and also that in case the Operating draw.