

June 6, 1892.

**CHAP. 92.**—An act granting to the Topeka Water and Electric Power Company of Kansas the right to erect and maintain a dam or dams across the Kansas River, within Shawnee County, in the State of Kansas.

Topeka Water and Electric Power Company may dam Kansas River.

*Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled,* That the assent of Congress is hereby given to the Topeka Water and Electric Power Company, a corporation created and organized under the laws of Kansas, its successors and assigns, to erect, construct, and maintain a dam or dams across the Kansas River at any suitable place or places within Shawnee County, in the State of Kansas.

Amendment, etc.

**SEC. 2.** That the right to alter, amend, or repeal this act is hereby expressly reserved.

Approved, June 6, 1892.

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**CHAP. 93.**—An act to authorize building a bridge over Tennessee River.

Saint Louis and Birmingham Railway Company may bridge Tennessee River at Clifton, Tenn.

*Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled,* That the Saint Louis and Birmingham Railway Company, a corporation created and organized under the laws of the State of Tennessee, be, and is hereby, authorized to construct and maintain, for the purpose of running railway trains, also for passage of all kinds of road vehicles, wagons, carts, and conveyances for passengers, and for foot passengers, if said railroad company may desire to so do a bridge over the Tennessee River at a point on said river known as Clifton, in Wayne County, in the State of Tennessee or within two miles either above or below said point as said company may determine.

Railway, etc., bridge.

Lawful structure and post route.

**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, upon which no higher charge shall be made for the transmission over the same of the mails, troops, and the munitions of war of the United States passing over said bridge than the rate per mile paid for transportation over the railroad leading to said bridge; and equal privileges in the use of said bridge shall be granted to all telegraph and telephone companies, and it shall enjoy the rights and privileges of other post roads in the United States.

Drawbridge.

**SEC. 3.** That the bridge built under this act shall be constructed as a pivot drawbridge, with a draw over the main channel of the river at an accessible and best navigable point, and with spans not less than one hundred and sixty feet in length in the clear at low water mark on each side of the channel or pivot pier of the draw, and said span shall not be less than ten feet above extreme high-water mark, measuring to the lowest part of the superstructure of the bridge; and the piers of said bridge shall be parallel to and the bridge itself at right angles to the current of the river at the average stage of water where said bridge may be erected: *Provided also,* That in said bridge there shall be one span of not less than three hundred feet in length in the clear at low water mark; that said draw shall be opened promptly by said company, upon reasonable signal, for the passage of boats or vessels, and said corporation shall maintain, at its own expense, from sunset to sunrise, such lights or other signals as the Light-House Board shall prescribe.

Proviso.

Span.

Opening draw.

Lights, etc.

Unobstructed navigation.

**SEC. 4.** That 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 the owner of said bridge. And