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CHAP. 350.—An Act To authorize the Biloxi and Back Bay Bridge Company to construct and maintain a bridge over that portion of the bay of Biloxi, in the State of Mississippi, known as Back Bay. August 27, 1894.

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled, That the Biloxi and Back Bay Bridge Company be, and is hereby, authorized and empowered to construct, build, and maintain a bridge over and across that part of Biloxi Bay, in the State of Mississippi, known as Back Bay, so as to connect the town of Biloxi, Mississippi, with the mainland north of it by wagon road and street-car lines. Biloxi and Back Bay Bridge Company may bridge Back Bay. Wagon, etc., bridge.

SEC. 2. That any bridge built under this Act shall be a lawful structure, and United States mails and United States troops and munitions of war shall be allowed to pass over it free of charge. Lawful structure and post route.

SEC. 3. That said bridge shall be constructed with a draw over the main channel of said bay of a sufficient length to afford ample space to admit of the passage through it of such vessels as can navigate said Back Bay, and said draw shall be at right angles to the current of the bay at that point: *Provided*, That said draw shall be opened promptly by said company, upon reasonable signal, for the passage of boats; and said company shall maintain, at its own expense, from sunset to sunrise, such lights or other signals as the Light-House Board shall prescribe. Draw. *Proviso.* Opening draw. Lights, etc.

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 Back Bay. 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; all of such changes or alterations shall be made at the expense of the owners of said bridge. Free navigation. Changes.

SEC. 5. That construction of the bridge shall not be commenced until a copy of the Coast Survey chart of said Back Bay, with the proposed line of crossing and location of draw marked upon it, and detailed plan showing width of draw and character of proposed construction of bridge and draw, shall have been submitted to and approved by the Secretary of War. Secretary of War to approve plans.

SEC. 6. That this Act shall be null and void if actual construction of the bridge herein authorized be not commenced within one year and completed within three years from the date hereof. Commencement and completion. *Post*, p. 701.

SEC. 7. That the right to alter, amend, or repeal this Act is hereby expressly reserved. Amendment, etc.

Approved, August 27, 1894.

CHAP. 351.—An Act To authorize the construction of a bridge across the Osage River, in the State of Missouri. August 27, 1894.

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled, That it shall be lawful for the Duluth, Springfield and Gulf Railroad Company, a corporation organized under the laws of the State of Iowa, its successors or assigns, to construct and maintain a bridge across the Osage River at some point on the river in the counties of Morgan or Camden, and State of Missouri, the location to be subject to the approval of the War Department; that said bridge may be constructed for railway, wagon, and postal service, with single or double tracks for railway traffic, and shall be constructed under the conditions and limitations hereinafter specified. Duluth, Springfield, and Gulf Railroad Company may bridge Osage River, Mo. Railway and wagon bridge.

SEC. 2. That said bridge shall not interfere with the free navigation of said river beyond what may be necessary to carry into effect the rights and privileges herein granted, and in case of any litigation arising under the provisions of this Act, such litigation may be tried and determined by the circuit court of the United States within whose jurisdiction said bridge is located. Free navigation. Litigation.