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June 10, 1896.

CHAP. 409.—An Act To grant a right of way through the new Fort Bliss Military Reservation to the El Paso and Northeastern Railroad Company.

El Paso and Northeastern Railroad Company granted right of way Fort Bliss Reservation, Texas.
Completion.

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled, That there is hereby granted to the El Paso and Northeastern Railroad Company a right of way one hundred feet wide, on such route as the Secretary of War may designate, through the new Fort Bliss Military Reservation, Texas. If said railroad shall not be built across said reservation within three years next after the passage of this Act, this grant shall absolutely cease and determine.

Approved, June 10, 1896.

June 11, 1896.

CHAP. 414.—An Act To authorize the construction of a bridge across the Warrior River by the Mobile and Ohio Railroad Company.

Mobile and Ohio Railroad Company may bridge Warrior River, Alabama.

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled, That the Mobile and Ohio Railroad Company, a corporation created and existing under the laws of Alabama, its successors and assigns, be, and is hereby, authorized to construct and maintain a bridge across the Warrior River at a place suitable to commerce and not interfering with navigation, at a point in Tuscaloosa 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 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.

Location.

Litigation.

Railroad bridge.

Drawbridge.

SEC. 2. That said bridge shall be provided with one or more draw openings, each having not less than one hundred feet clear channel way at low water, and in addition to said draw openings one or more fixed channel spans, each having not less than one hundred feet clear channel way; and every part of the superstructure of said bridge shall give a clear headroom of not less than ten 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 and a draw opening shall, if practicable, be located next or near shore: *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 draw openings may be reduced: *Provided also*, That for any two adjacent draw openings of one hundred feet each one draw opening of two hundred feet or more may be substituted if, in the opinion of the Secretary of War, the interest of navigation be not injured thereby.

Provisos.
Spans.

Reductions.

Increase.

Opening draw.

SEC. 3. That all draw spans authorized 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 opening of a draw is delayed by reason of the passing of a train after the signal has been given from a boat ready to pass through the draw shall be opened for the passage of such boat before another train is allowed to pass over the said span or spans; nor shall there be any unnecessary delay in the passage of trains over the bridge.

Construction.

SEC. 4. That all piers shall be built as near as may be parallel with the current of the river at that stage of water which is most important