

1842, ch. 123, vol. 5, p. 504.

purposes" and the act approved August fourth, eighteen hundred and forty-two, entitled "An act to regulate appeals and writs of error from the district court of the United States for the northern district of Alabama" be and the same are hereby, repealed.

Repeal of inconsistent acts.

SEC. 8. That all laws and parts of laws, inconsistent with the provisions of this act, be and the same are hereby repealed.

Approved, June 22, 1874.

June 22, 1874.

CHAP. 402.—An act to constitute Montgomery, in the State of Alabama, a port of delivery.

Montgomery, Alabama, a port of delivery.

*Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled,* That Montgomery, in the State of Alabama, shall be, and is hereby, constituted a port of delivery, within the collection-district of Mobile; and there shall be appointed a deputy collector of customs, to reside at said port, who shall receive a salary, to be determined by the Secretary of the Treasury, not exceeding one thousand five hundred dollars per annum.

Deputy collector. Salary.

Approved, June 22, 1874.

June 22, 1874.

CHAP. 403.—An act to authorize and provide for the construction of a substantial iron and masonry bridge and of a causeway across the Anacostia, or Eastern Branch of the Potomac River, at or near the site of the present Navy-Yard bridge.

Bridge across Anacostia River.

*Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled,* That the Secretary of War be, and he is hereby, authorized and directed to cause to be constructed across the Anacostia River, at or near the site of the present Navy-Yard bridge, in the District of Columbia, a substantial iron and masonry bridge and causeway; and the sum of one hundred and forty-six thousand dollars be, and the same is hereby, appropriated, out of any money in the Treasury not otherwise appropriated, for the construction of said bridge: *Provided,* That the said Secretary shall construct a bridge upon such plan as shall cost no more than the amount herein appropriated: And no part of this appropriation shall be paid out of the treasury until contracts shall have been entered into with responsible parties and with good and sufficient sureties to be approved by the Secretary of War for the construction and completion of said bridge, including the masonry, iron work, and causeway, at a cost not to exceed One hundred and forty-six thousand dollars: *And provided also,* That the said bridge shall be so constructed as not to interfere with the usual navigation above said bridge.

Appropriation.

Cost limited.

No payment until, &c.

Not to interfere with navigation.

Approved, June 22, 1874.

June 22, 1874.

CHAP. 404.—An act to authorize the construction of a bridge over the Willamette River at Salem, in the State of Oregon

County commissioners of Marion County, Oregon, authorized to build a bridge across the Willamette River.

*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 county commissioners of the county of Marion, in the State of Oregon, or for the said commissioners jointly with the county commissioners of the county of Polk, in said State, to build a bridge across the Willamette River at the city of Salem, in said county of Marion, at a point to be selected and determined by the said board of commissioners of Marion county, or by said board jointly with the board of commissioners of Polk county aforesaid: *Provided,* That there shall be placed in said bridge a draw of not less than two hundred feet in width, with a centre abutment not to exceed forty feet wide, and ten feet above the water line, leaving a passage on each side of the abutment of not less than eighty feet in width, and so constructed as not to impede the

Width of draw. Centre abutment.

Navigation not to be impeded.

navigation of said river and allow the easy passage of vessels through said bridge.

SEC. 2. That the right to alter or amend this act so as to prevent or remove all material obstructions to the navigation of said river by the construction of said bridge is hereby expressly reserved, and any change needful to that end shall be made at the expense of the counties in which such bridge shall be erected. Right to amend act reserved.

Approved, June 22, 1874.

**CHAP. 405.**—An act to authorize the construction of a bridge across the Mississippi River at or near the city of La Crosse, in the State of Wisconsin. June 22, 1874.

*Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled,* That the Milwaukee and Saint Paul Railway Company may construct and maintain a bridge across the Mississippi River at a point heretofore selected by said company between the county of La Crosse, in the State of Wisconsin, and the county of Houston, in the State of Minnesota: *Provided,* That the Secretary of War shall convene a board of engineer officers, whose duty it shall be to ascertain and report whether a bridge at the location selected by said company can be constructed and maintained without material interference with the security and convenience of navigation of said river at that point, and shall also ascertain and report what accessory works it will be necessary to construct and maintain to secure the best practicable straight channel-way for navigation of said river at and near that point; the board shall further determine the necessary height of said bridge, the location of its piers, and make such recommendations for the security and convenience of navigation as may be deemed essential and proper; and that upon the approval of the report and recommendations of the board by the Secretary of War, the said company, upon being so notified, may proceed to construct said bridge in accordance with said report and recommendations, subject to the provisions and limitations of the act entitled "An act to authorize the construction of a bridge across the Mississippi River at or near the town of Clinton, in the State of Iowa, and other bridges across said river, and to establish them as post-roads," approved April first, eighteen hundred and seventy-two: *And provided further,* That said company shall construct and maintain all the accessory works found to be necessary as hereinbefore provided, for the security and convenience of navigation at their own expense, and subject to such supervision as the Secretary of War may prescribe, and that until the said works shall have been constructed to the satisfaction of the Secretary of War, and are approved by him, the superstructure of the bridge shall not be commenced: *And provided further,* That this act shall not be so construed as to relieve said company from the provisions of any existing laws, except as to the location and height of said bridge: *And provided further,* That said company shall not charge more than three dollars a car for each freight-car transported across said bridge.

Approved, June 22, 1874.

**CHAP. 406.**—An act supplementary to the act entitled "An act to incorporate the Texas Pacific Railroad Company, and to aid in the construction of its road, and for other purposes." June 22, 1874.  
1871, ch. 122, vol. xvi, pp. 573, 579.

*Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled,* That the Texas and Pacific Railway Company is hereby empowered to secure, by one or more mortgages upon the whole or any portion of its line, the construction-bonds heretofore authorized to be issued, and to cancel the mortgage now on record with the Secretary of the Interior so far as the same can be done Texas and Pacific Railroad Company authorized to secure construction bonds by new mortgages. To cancel mortgage on record with Secretary of the Interior.

Bridge across the Mississippi River may be constructed by Milwaukee and Saint Paul Railroad Company.

Secretary of War to convene board of engineer officers to ascertain and report, &c.

Power of board.

Upon approval of report, &c., construction may be commenced.

Provisions and limitations. 1872, ch. 73, vol. xvii, pp. 44-46.

Railroad company to construct accessory works, &c.

Proviso.

Charge for transportation of freight-cars limited.