

bridge and its accessory works; and the expense of altering said bridge or removing such obstructions shall be at the expense of the owners of or persons controlling such bridge

Received by the President, June 6, 1884.

[NOTE BY THE DEPARTMENT OF STATE.—The foregoing act having been presented to the President of the United States for his approval, and not having been returned by him to the House of Congress in which it originated within the time prescribed by the Constitution of the United States, has become a law without his approval.]

**CHAP. 101.**—An act to give the assent of Congress to the construction of a free bridge for the mayor and city council of Nashville, Tennessee, over the Cumberland River, and for other purposes.

June 20, 1884.

*Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled,* That the city of Nashville, a corporation organized under the laws of the State of Tennessee, be, and is hereby, authorized to construct and maintain a bridge, and approaches thereto, over the Cumberland River at the most accessible point within the corporate limits of the said city of Nashville, county of Davidson, and State of Tennessee. Said bridge shall be constructed to provide for the free passage of wagons and vehicles of all kinds, for the transit of animals, and for foot-passengers, and for such street railways as may be authorized by the city of Nashville to be constructed over the same.

Bridge over the Cumberland River, Nashville, Tenn.

**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; and it shall enjoy the rights and privileges of other post-roads in the United States: *Provided*, That the United States may construct a postal telegraph over said bridge without charge therefor.

Declared a lawful structure, and a post-route.

**SEC. 3.** That if said bridge shall be made with unbroken and continuous spans, the spans thereof shall not be less than one hundred and sixty-four feet in length in the clear, and the main span shall be over the main channel of the river. The lowest part of the superstructure of said bridge shall be at least thirty-four feet above extreme high-water mark, as understood at the point of location, and the bridge shall be at right angles to and its piers parallel with the current of the river: *Provided*, That if the same shall be constructed as a draw-bridge, the draw or pivot shall be over the main channel at an accessible point, and the spans shall not be less than one hundred and sixty feet in the clear, and the piers of said bridge shall be parallel with and the bridge itself at right angles to, the current of the river, and the spans shall not be less than ten feet above extreme high-water mark, as understood at the point of location, to the lowest part of the superstructure of said bridge:

*Proviso.*  
Right of way for postal telegraph. Spans.

*Provided also*, That the said draw shall be opened promptly by said corporation upon reasonable signal for the passage of boats; and said corporation shall maintain, at its own expense, from sunset till sunrise, such lights or other signals on said bridge as the Light-House Board shall prescribe. 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 said city of Nashville; and in case of any litigation arising from any obstruction or alleged obstruction to the free navigation of said river caused or alleged to be caused by said bridge, the case may be brought in the circuit court of the United States of the middle district of Tennessee in which any portion of said obstruction or bridge may be located: *Provided further*, That nothing in

*Proviso.*  
Draw-pivot bridge. Spans.

*Proviso.*  
Draw.

Lights and signals.

Free navigation maintained.

*Proviso.*

this act shall be so construed as to repeal or modify any of the provisions of law now existing in reference to the protection of the navigation of rivers or to exempt this bridge from the operations of the same.

Plans and location to be submitted to the Secretary of War for his approval.

SEC. 4. That any bridge authorized to be constructed under this act shall be built and located under and subject to such regulations for the security of navigation of said river as the Secretary of War shall prescribe; and to secure that object the said corporation shall submit to the Secretary of War, for his examination and approval, a design and drawings of the bridge, and a map of the location, giving, for the space of one mile above and one mile below the proposed location, the topography of the banks of the river, the shore-lines at high and low water, the direction and strength of the currents at all stages, and the soundings, accurately showing the bed of the stream, the location of any other bridge or bridges, and shall furnish such other information as may be required for a full and satisfactory understanding of the subject; and until the said plan and location of the bridge are approved by the Secretary of War the bridge shall not be built; and should any change be made in the plan of said bridge during the progress of construction, such change shall be subject to the approval of the Secretary of War.

SEC. 5. That the right to alter, amend, or repeal this act is hereby expressly reserved; and the right to require any changes in said structure, or its entire removal, at the expense of the owners thereof, whenever Congress shall decide that the public interest requires it, is also expressly reserved.

Approved, June 20, 1884.

June 20, 1884.

CHAP. 102.—An act to fix and render certain the terms of the United States circuit and district courts in the eastern and northern districts of Texas.

Texas.

Terms of court in eastern and northern districts.

*Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled,* That the terms of the United States circuit and district courts in the eastern and northern districts of Texas shall be held in each year at the times and places as follows: At Galveston, in the eastern district, on the first Mondays of March and November; at Tyler, in the eastern district, on the second Mondays of January and May; at Jefferson, in the eastern district, on the second Mondays of February and September; at Dallas, in the northern district, on the second Monday of January and the third Monday of May; at Graham in the northern district, on the second Monday of March and the third Monday of October; at Waco, in the northern district, on the second Monday of April and the third Monday of November.

SEC. 2. That all laws or parts of laws in conflict with this act be, and the same are hereby, repealed.

SEC. 3. That this act shall take effect from and after the first day of July next.

Approved, June 20, 1884.

June 20, 1884.

CHAP. 103.—An act to amend an act entitled "An act to amend the statutes in relation to immediate transportation of dutiable goods, and for other purposes," approved June tenth, eighteen hundred and eighty.

21 Stat., 173.  
Transportation of dutiable goods.

Newport News, Va., created a port of entry.

*Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled,* That the first and seventh sections of the act entitled "An act to amend the statutes in relation to immediate transportation of dutiable goods, and for other purposes," approved June tenth, eighteen hundred and eighty, be, and the same is hereby, amended by inserting the words "Newport News" after the word "Norfolk," in each of said sections.

Approved, June 20, 1884.