

*Proviso.*  
Elevated structure  
not to be taxed as real  
estate.  
Amendment, etc.

shall be taxed as other real estate in the District: *Provided*, That its tracks and elevated railway structure shall not be taxed as real estate.

SEC. 8. That Congress may at any time amend, alter, or repeal this act.

Approved, July 29, 1892.

July 29, 1892.

**CHAP. 323.**—An act to prohibit the use of "one horse" cars within the limits of the city of Washington after the first day of January, eighteen hundred and ninety-three, and for other purposes.

District of Columbia.  
One horse cars in  
Washington prohib-  
ited.

*Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled*, That after the first day of January, eighteen hundred and ninety-three, it shall be unlawful for any street railway company owning or operating any line of street railway within the limits of the city of Washington, or the greater part of which lines lies within said city limits, to use upon such road any "one horse" cars. After said date, all cars used within the said limits shall, if drawn by horse power, be of the size and style known as "two horse cars," and each car shall be in the charge of a conductor, and such conductor shall not act as a driver: *Provided* this act shall not apply to any company operating street railways outside the limits of the city of Washington or through unimproved and sparsely settled sections of the same, until such time as the Commissioners of the District of Columbia shall deem necessary for the public needs, Any railroad company violating the provisions of this act shall be subject to a fine of twenty-five dollars per day for each car, and for every day it may be so operated, to be recoverable by action instituted in the name of the Commissioners of the District of Columbia in any court of competent jurisdiction within the District, and all fines collected on such account shall, when collected, be paid into the Treasury for the use of the District of Columbia, It is hereby made the duty of the Commissioners of said District to see that this act is strictly enforced.

Approved, July 29, 1892.

*Proviso.*  
Railways in sparsely  
settled sections, etc.

Penalty for viola-  
tions.

Enforcement.

July 30, 1892.

**CHAP. 327.**—An act to authorize the construction of a bridge over the Tennessee River at or near Deposit, Alabama.

Gurleys and Paint  
Rock Valley Railroad  
Company may bridge  
Tennessee River at  
Deposit, Ala.

*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 Gurleys and Paint Rock Valley Railroad Company, of Alabama and Tennessee, a corporation duly and legally incorporated under the laws of the States of Alabama and Tennessee, its successors or assigns, to construct and maintain a bridge over the Tennessee River at or near Deposit, in Marshal County, Alabama. Said bridge shall be constructed to provide for the passage of railway trains, and, at the option of the persons by whom it may be built, may be used for the passage of wagons and vehicles of all kinds, for the transit of animals, and for foot passengers, for such reasonable rates of toll as may be approved from time to time by the Secretary of War.

Railway, etc., bridge.

Lawful structure  
and post route.

SEC. 2. That any bridge built under the provisions of this act and subject to its limitations shall be a lawful structure, and shall be recognized and known as a post route, upon which also no higher charge shall be made for the transmission over the same of the mails, the troops, and the munitions of war of the United States, or passengers or freight passing over the said bridge, than the rate per mile paid for the transportation over the railroad or public highways leading to the said bridge; and it shall enjoy the rights and privileges of other post roads in the United States; and the United States shall have the right