

March 2, 1868. CHAP. XV. — *An Act to establish and declare the Railroad and Bridges of the New Orleans, Mobile, and Chattanooga Railroad Company, as hereafter constructed, a Post-Road, and for other Purposes.*

The New Orleans, Mobile, & Chattanooga R. Co. may construct bridges across certain navigable waters.

Roads and bridges declared lawful structures, &c. a post road.

Drawbridges to be maintained in channels;

when to be opened.

Right to amend act expressly reserved.

*Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled,* That the New Orleans, Mobile, and Chattanooga Railroad Company is hereby authorized and empowered to construct, build, and maintain bridges over and across the navigable waters of the United States on the route of said railroad between New Orleans and Mobile, for the use of said company and the passage of its engines, cars, and trains of cars, passengers, mails, and merchandise thereon; and said railroad and its bridges aforesaid, when constructed, completed, and in use, in accordance with this act and the laws of the several States through whose territory the same shall pass, shall be deemed, recognized, and known as lawful structures and a post road, and are hereby declared as such: *Provided, however,* That the said company, in the construction of its bridges over and across the waters known as the East Pascagoula river, and the Bay of Biloxi, [and] the Bay of St. Louis, shall construct and maintain draw-bridges in the channels thereof, which, when open, shall give a clear space for the passage of vessels of not less than eighty feet in the channels of the East Pascagoula, and of the Bay of Biloxi, and of the Bay of St. Louis, and of not less than one hundred feet in the channel of the Great Rigolet; and said company shall at all times open the said draw-bridges, and shall provide reasonable and necessary facilities for the passage of all vessels requiring the same, except during and for ten minutes prior to and after the time of the passage of the mail and passenger trains of said company.

SEC. 2. *And be it further enacted,* That the right to alter or amend this act, so as to prevent or remove all material obstructions to the navigation of said rivers, growing out of the construction of said bridges, is hereby expressly reserved.

APPROVED, March 2, 1868.

March 2, 1868. CHAP. XVI. — *An Act extending the Time for the Completion of the Dubuque and Sioux City Railroad.*

Time for completing the Dubuque & Sioux City railroad extended.

1856, ch. 28.

Vol. xi. p. 9.

1864, ch. 103.

Vol. xiii. p. 95.

Route of road.

Rate of completion.

Road to be one line.

Limitation to disposal of lands.

*Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled,* That the time for completing a line of railroad from Dubuque to Sioux City, in the State of Iowa, for the construction of which lands were granted in alternate sections to said State by act entitled "An act making a grant of lands to the State of Iowa in alternate sections to aid in the construction of railroads in said State," approved May fifteenth, eighteen hundred and fifty-six, be, and the same is, extended until the first day of January, eighteen hundred and seventy-two, subject to the reverter mentioned in said act at the expiration of the time herein limited: *Provided,* [That] said road shall be constructed on the most practical route by way of Webster City and Fort Dodge to Sioux City, which route shall be at all points within the limits of said land grant, and the same shall be completed to Fort Dodge on or before the first day of July, eighteen hundred and sixty-nine, and there after at the rate of not less than forty miles each year; and the said road shall be constructed, operated, and maintained as one continuous and unbroken line of road from Dubuque to Sioux City; and no lands shall be disposed of, or patented, or certified for said purposes more than forty miles in advance of the point to which said road may be constructed from time to time.

APPROVED, March 2, 1868.