

SEC. 6. That the right to alter, amend, or repeal this Act is hereby expressly reserved. Amendment, etc.

SEC. 7. That this Act shall be null and void if actual construction of the bridge herein authorized be not commenced within one year and completed within three years from the approval of this Act. Commencement and completion.

Approved, April 21, 1894.

CHAP. 59.—An Act To extend the time authorizing the Saint Louis and Birmingham Railroad to build a bridge across Tennessee River at Clifton, Tennessee. April 21, 1894.

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled, That the Saint Louis and Birmingham Railway Company, being a corporation created and organized under the laws of the State of Tennessee, and to which authority was given by an Act of Congress entitled "An Act to authorize building a bridge over Tennessee River," approved June sixth, eighteen hundred and ninety-two, is hereby given the right to begin the construction of the bridge therein authorized according to the terms of said Act within twelve months from the approval of this Act, the said bridge to be completed within three years from said date. It is hereby further provided that if the construction of said bridge be not commenced and the structure completed within the times hereinbefore mentioned, then this Act, and that approved June sixth, eighteen hundred and ninety-two, to which reference is hereinbefore made, shall be null and void.

Bridge across Tennessee River at Clifton, Tenn.

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Time for construction extended.

SEC. 2. That the right to alter, amend, or repeal this Act is hereby expressly reserved without any liability on the part of the United States for any damages on account of such alteration, amendment, or repeal. Amendment, etc.

Approved, April 21, 1894.

CHAP. 60.—An Act To authorize the West Braddock Bridge Company to construct a bridge over the Monongahela River from the borough of Rankin to Mifflin Township. April 21, 1894.

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 West Braddock Bridge Company, a corporation organized under the laws of the Commonwealth of Pennsylvania, to construct and maintain a bridge and approaches thereto over the Monongahela River from a point in the borough of Rankin, in the county of Allegheny, to a point in Mifflin Township, in the county of Allegheny.

West Braddock Bridge Company may bridge Monongahela River, Allegheny County, Pa.

SEC. 2. That said bridge may be constructed to provide for the passage of railway trains, street cars, wagons, and vehicles of all kinds, for the transit of animals, foot passengers, and all kinds of commerce, travel, or communication, and said corporation may charge and receive reasonable tolls therefor, subject to the approval of the Secretary of War. Railway wagon, and foot bridge.

SEC. 3. 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. Lawful structure and post route.

Proviso. Postal telegraph.

SEC. 4. That said bridge 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 this end the said corporation shall submit to the Secretary of War for his examination and approval the plans and drawings of said bridge, and a map of the proposed location, giving, for the space of one mile each way, the topography of the banks of the river and the shore lines at high and low water, the direction and strength of the current at all stages, and the soundings, accurately showing the bed of the stream, the location of any other Secretary of War to approve plans, etc.

bridge or bridges in the vicinity, and shall furnish such other information as may be required for a full and satisfactory understanding of the subject, and until the plan and location of said bridge have been approved by the Secretary of War, the bridge shall not be commenced or built: *Provided*, That the channel span of said bridge shall be in length not less than four hundred feet in the clear.

Proviso.

Channel span.

Use by railroad companies.

SEC. 5. That all railroad companies desiring the use of any bridge constructed under this Act shall have and be entitled to equal rights and privileges relative to the passage of railway trains or cars over the same and the approaches thereto, upon payment of reasonable compensation for such use; and in case the owner or owners of said bridge and the several railroad companies, or any of them desiring such use, shall fail to agree upon the sum or sums to be paid and upon rules and conditions to which each shall conform in using said bridge, all matters at issue between them shall be decided by the Secretary of War upon a hearing of the allegations and proof of the parties.

Compensation.

Unobstructed navigation.

SEC. 6. That said bridge herein authorized to be constructed shall be so kept and managed at all times as to afford proper means and ways for the passage of vessels, barges, or rafts both by day and by night, and there shall be displayed on said bridge by the owners thereof, from sunset to sunrise, such lights or other signals as the Light-House Board may prescribe; and such changes shall be made from time to time in the structure of said bridge as Congress may direct, at the expense of said bridge company, in order the more effectually to preserve the free navigation of said river.

Lights, etc.

Changes.

Amendment, etc.

SEC. 7. 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, or the corporation of persons controlling the same, whenever public interests require it, is also reserved.

Commencement and completion.

SEC. 8. That this Act shall be null and void if actual construction of the bridge herein authorized be not commenced within one year and completed within three years from the date of the approval of this Act.

Approved, April 21, 1894.

April 21, 1894.

CHAP. 61.—An Act To provide for further urgent deficiencies in the appropriations for the service of the Government for the fiscal year ending June thirtieth, eighteen hundred and ninety-four, and for other purposes.

Urgent deficiencies appropriations.

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled, That the following sums, or so much thereof as may be necessary, be, and the same are hereby, appropriated, out of any money in the Treasury not otherwise appropriated, for the objects hereinafter expressed, being for the service of the fiscal year eighteen hundred and ninety-four, namely:

Treasury Department.

TREASURY DEPARTMENT.

Suppressing counterfeiting and other crimes.

SUPPRESSING COUNTERFEITING AND OTHER CRIMES: For expenses incurred under the authority or with the approval of the Secretary of the Treasury in detecting, arresting and delivering into the custody of the United States marshal having jurisdiction, dealers and pretended dealers in counterfeit money, and persons engaged in counterfeiting Treasury notes, bonds, national-bank notes, and other securities of the United States and of foreign governments, as well as the coins of the United States and of foreign governments, and other felonies committed against the laws of the United States relating to the pay and bounty laws, and for no other purpose whatever, ten thousand dollars: *Provided*, That no part of this amount be used in defraying the expenses of any person subpoenaed by the United States courts to attend any

Proviso.
Not to be used for witness fees.