

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of error from the district court of the United States for the northern district of Alabama" be and the same are hereby, repealed.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 That all laws and parts of laws, inconsistent with the provisions of this act, be and the same are hereby repealed.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.