

which was conveyed to the said school district numbered twelve by Robert G. Safford by deed dated the fourth day of December, eighteen hundred and forty-three, which said deed was duly recorded on the twelfth day of February, eighteen hundred and forty-four, in the York County, Maine, registry of deeds.

Appropriation for moving school house, etc.

SEC. 2. That the sum of nine hundred dollars, or so much thereof as may be necessary, be, and the same is hereby, appropriated, out of any money in the Treasury not otherwise appropriated, for the purpose of fitting the new site hereby authorized to be conveyed for the accommodation of the school house of said school district numbered twelve, and of moving the school house from its present location to, and of putting up the same on, the said new site, and for the payment of the expenses attending the preparation, execution, and recording of the title papers necessary to comply with this act, to be expended under the direction of the Secretary of War: *Provided*, That the Secretary of War shall not execute the deed hereby authorized to be executed, and that no part of the money hereby appropriated shall be expended for the purposes indicated until the said school district numbered twelve, of Kittery, by its proper officials, shall have executed a sufficient deed conveying to the United States the title to the lot hereinbefore mentioned.

*Provide.*  
*Deeds.*

Approved, January 23, 1893.

January 23, 1893.

CHAP. 44.—An act to amend "An act to promote the construction of a safe deep-water harbor on the coast of Texas," approved February ninth, eighteen hundred and ninety-one.

Padre Island harbor, Tex.  
Vol. 26, p. 741.  
Time extended for commencing.

*Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled*, That section two of said act be so amended as to extend the time of commencing said work two years from the ninth day of February, eighteen hundred and ninety-three.

Approved, January 23, 1893.

January 25, 1893.

CHAP. 46.—An act for the relief of M. P. Deady.

M. P. Deady.  
May retire as district judge.

*Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled*, That M. P. Deady, United States judge for the district of Oregon, may, at his option, resign as such district judge on or after the fourth of March next, and thereupon shall receive the same salary during the period of his natural life as he is now receiving, in the same manner as if he had reached the age of seventy years at the time of his resignation, as provided by section seven hundred and fourteen of the Revised Statutes of the United States.

R. S., sec. 714, p. 135.

Approved, January 25, 1893.

January 26, 1893.

CHAP. 47.—An act to authorize the construction of bridges across the Hiwassee, the Tennessee, and the Clinch rivers, in the State of Tennessee.

Fairmount Valley Railroad Company may bridge Hiwassee, Tennessee, and Clinch rivers, Tenn.

*Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled*, That the Fairmount Valley Railroad Company, a corporation existing under the laws of the States of Georgia and Tennessee, be, and is hereby, authorized to construct and maintain, to be used by it, its successors or assigns, for railway or other purposes, the following bridges over the rivers and at the localities named, that is to say:

Across the Hiwassee River at the most suitable and convenient point between the mouth of same and the town of Charleston, Tennessee.

Across the Tennessee River at the most suitable and convenient point within fifteen miles of its junction with the Clinch River.

Across the Clinch River at the most suitable and convenient point within fifteen miles of its junction with the Emory River.

SEC. 2. That any bridge built under this act shall be constructed without material interference with the navigation of said rivers or either of them, beyond what is necessary to carry into effect the rights and privileges hereby granted, and the corporation, previous to commencing the construction of said bridges or either of them, shall submit to the Secretary of War a plan of the bridges or either of them, together with a detailed map of the river at the proposed site of each bridge and for a distance of a mile above and below its site, together with all information touching said bridges and rivers, either or all of them, as may be deemed requisite by the Secretary of War; that as nearly as practicable the said bridges shall be at right angles to and piers parallel with the current of said rivers; and, if it be found hereafter that said bridges or either of them materially interfere with the navigation of said rivers or either of them, it shall be the duty of the Secretary of War to require the necessary changes to be made therein at the expense of the owners; and said corporation may in its discretion construct and maintain ways for wagons, carriages, and for foot passengers over and upon said bridges or either of them, charging and receiving reasonable toll therefor, as may be approved from time to time by the Secretary of War: *Provided*, That as to any bridge built under this act none of the spans shall be less than one hundred feet in length: *And provided further*, That if without a draw there shall be at low water a clear width of water way between the piers of the channel span and at the highest water known a clear height between the lowest part of the superstructure and the water surface as follows: On the Hiwassee River and on the Clinch River above its junction with the Emory River, a width of one hundred and fifty feet and a height of thirty feet; on the Tennessee River a width of two hundred and fifty feet and a height of thirty-five feet; and on the Clinch below the Emory a width of one hundred and fifty feet and a height of thirty-five feet; *And provided also*, That if with a draw, then there shall be a clear height of at least five feet between the level of the highest water and the lowest part of the superstructure and a clear width of water way on each side of the pivot pier at low water of at least one hundred and fifty feet on the Tennessee River and one hundred and twenty feet on the Hiwassee and Clinch rivers: *Provided also*, That the widths stated in this section shall be measured at right angles to the direction of the channel: *Provided also*, That said draw shall be opened promptly upon reasonable signal for the passing of boats; and said corporation shall maintain at its own expense, from sunset to sunrise, such lights or other signals on said bridge as the Light-House Board shall prescribe.

SEC. 3. That the Secretary of War is hereby authorized and directed upon receiving such plans, map, and other information, and being satisfied that a bridge built on such plan and at such locality will conform to the conditions of this act, to notify the said corporation that he approves the same, and the said corporation may then, and not until then, proceed to the erection of said bridge or bridges, according to the approved plan and location; and should any change be made in the plan of said bridge or bridges during the progress of the work the same shall likewise be subject to the approval of the Secretary of War.

SEC. 4. That any bridge and accessory works when built and constructed under this act shall be a lawful structure, and said bridge shall be known and recognized as a post route, upon which no higher charge shall be made for the transmission of mails, troops, and munitions of war of the United States than is charged over the railroad leading to said bridge; and said bridge shall enjoy the rights and privileges of

Unobstructed navigation.

Plans to be submitted to Secretary of War.

Changes.

Ways for wagons, etc.

Toll.

Provisions.

Span.

High bridges.

Width and height of spans.

Draw bridges.

Opening draws.

Lights, etc.

Secretary of War to approve plans, etc.

Changes.

Lawful structures and post routes.

Postal telegraph.	other post routes in the United States, and the United States shall have a right of way for postal telegraph across said bridge.
Use by other 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 over 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 one 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.	
Commencement and completion.	SEC. 6. That this act shall be null and void if actual construction of the bridge or bridges herein authorized be not commenced within one year and completed within three years from the date of this act.
Amendment, etc.	SEC. 7. That the right to alter, amend, or repeal this act is hereby expressly reserved.
	Approved, January 26, 1893.

January 26, 1893.

**CHAP. 48.**—An act to authorize the construction of a bridge across the Mississippi River above New Orleans.

Southern Bridge and Railway Company may bridge Mississippi River at New Orleans, La.	<p><i>Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled,</i> That the Southern Bridge and Railway Company, a corporation duly incorporated under the laws of the State of Louisiana, be, and the same is hereby, authorized and empowered to erect, construct, and maintain a bridge over the Mississippi River, the approach to which, on its left bank, shall be within the upper limits of the city of New Orleans, if practicable, or within five miles above said city limits, in the State of Louisiana, at such location as may be approved by the Secretary of War. Said bridge shall be constructed for the use and connections of the railroads on either side of the river, and for other purposes.</p>
Lawful structure and post route.	<p>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, upon which also no higher charge shall be made for the transportation over the same of the mails, the troops, and munitions of war of the United States than the rate per mile paid for the transportation over the railroads or public highways leading to the said bridge, and it shall enjoy the rights and privileges of other post roads in the United States.</p>
Construction.	<p>SEC. 3. That the said bridge shall be made with three unbroken and continuous spans between the river banks, as defined by a medium stage of water, and with but two piers in the river. The length of the main channel span shall be at least one thousand feet long, measured between the piers at the surface of the water at low water, and the height of the superstructure above high water shall be fixed and determined by the Secretary of War; and the bridge shall be at right angles to, and its piers parallel with, the current of the river: <i>Provided</i>, That the lower chord of the bridge shall be horizontal and the lowest point of the superstructure shall not be less than eighty-five feet above extreme high water: <i>Provided, also</i>, That said Southern Bridge and Railway Company shall have posted in a conspicuous place, on or near the bridge, the clear headroom under the channel span on each day, the figures expressing this height to be not less than two feet high, and to be readily visible from any point in the channel of the river for a stretch of three thousand feet above and one thousand feet below the bridge. The bridge shall be located above the city of New Orleans. No bridge shall be erected or maintained under the authority of this act which shall at any time substantially or materially obstruct the navigation of said river, and if</p>
Main span	
Proviso.	
Minimum height.	
Notice of headroom.	
Unobstructed navigation.	