

May 15, 1872. CHAP. CLXV.—*An Act declaring the Lands constituting the Fort Collins military Reservation, in the Territory of Colorado, subject to Pre-emption and Homestead Entry, as provided for in existing Laws.*

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled, That the lands constituting the Fort Collins military reservation, in the Territory of Colorado, so far as the same have not been lawfully disposed of since their reservation, are hereby restored to the United States and made subject to pre-emption and homestead entry only, as now provided for by law.

APPROVED, May 15, 1872.

May 17, 1872. CHAP. CLXIX.—*An Act to regulate the Salary of the Consul at Tien Tsin, China.*

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled, That the salary of the United States consul at Tien Tsin, China, shall, from and after the passage of this act, be thirty-five hundred dollars; and the laws regulating the duties of salaried consuls shall govern said consul.

APPROVED, May 17, 1872.

May 17, 1872. CHAP. CLXX.—*An Act to authorize the Construction of certain Bridges across the Mississippi River, and to establish the same as Post-roads.*

See 1872, ch. 281.
Post, p. 215.

Western Illinois Bridge Company may build a bridge across the Mississippi river at Quincy, Ill., and for what purposes.

Railway tracks.

If there is litigation, case to be tried where.

All railway companies to have equal rights.

Bridge to be a drawbridge, or built with unbroken spans.

Spans and piers.

Draw, spans and piers.

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 Western Illinois Bridge Company, a corporation existing under the laws of the State of Missouri, to build a bridge across the Mississippi river, at the city of Quincy, Illinois, for the purpose of crossing persons and property, such as are usually crossed on wagon-bridges; and also to lay on and over said bridge railway-tracks for the more perfect connection of any railroads that are or shall be constructed to the said river at or opposite said point, and that, when constructed, all persons and property as aforesaid, and also all trains of all roads terminating at said river, at or opposite said point, shall be allowed to cross said bridge for reasonable compensation, to be made to the owners of said bridge, under the limitations and conditions hereinafter provided; and in case of any litigation or alleged obstruction to the free navigation of said river, the cause may be tried before the district court of the United States of any State in which any portion of said obstruction or bridge touches; and that all railway companies desiring to use the said bridge shall have and be entitled to equal rights and privileges in the passage of the same, and in the use of the machinery and fixtures thereof, and of all the approaches thereto, under and upon such terms and conditions as shall be prescribed by the Secretary of War, upon hearing the allegations and proofs of the parties, in case they shall not agree.

SEC. 2. That said bridge may, at the option of the company building the same, be built either as a pivot drawbridge, or with unbroken or continuous spans: *Provided,* That if the said bridge shall be made with unbroken or continuous spans, it shall not be of less elevation, in any case, than fifty feet above high-water mark, as understood at the point of location, to the bottom chord of the bridge; nor shall the spans of said bridge be less than two hundred and fifty feet in length, and the piers of said bridge shall be parallel with the current of the river, and the main span shall be over the main channel of the river, and not less than three hundred feet in length: *And provided also,* That if said bridge shall be constructed as a pivot drawbridge, the same shall be constructed with a draw over the main channel of the river at an accessible and navigable point, and with spans of not less than one hundred and sixty feet in length, in the clear, on each side of the central or pivot pier of the draw; and the next adjoining spans to the draw shall not be less than two hundred and

fifty feet, if the proper location of the draw over the channel will admit spans of this width between it and the shore, and said spans shall not be less than thirty feet above low-water mark, and not less than ten feet above extreme high-water mark, measuring to the bottom chord of the bridge, and the piers of said bridge shall be parallel with the current of the river : *And provided also*, That said draw shall be opened promptly, upon reasonable signal, for the passage of the boats whose construction shall not be such as to admit of their passage under the permanent spans of said bridge, except when trains are passing over the same; but in no case shall unnecessary delay occur in opening the said draw during or after the passage of trains.

Draw to be opened promptly.

SEC. 3. That any bridge constructed under this act, and according 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 munitions of war of the United States, than the rate per mile paid for their transportation over the railroads or public highways leading to said bridge, and the United States shall have the right of way for postal telegraph purposes across said bridge.

Bridge to be a lawful structure, and post-route, &c.

Right of way for postal telegraph.

SEC. 4. That said company may execute a mortgage upon said bridge, and issue bonds, payable, principal and interest, in gold or United States currency.

Mortgage and bonds.

SEC. 5. That the right to alter or amend this act, so as to prevent or remove all material obstructions to the navigation of said river by the construction of said bridge, is hereby expressly reserved; and the said bridge shall be built under and subject to such regulations for the security of the navigation of said river as the Secretary of War shall prescribe; and the said bridge shall be, at all times, so kept and managed as to offer reasonable and proper means for the passage of vessels.

Act may be altered, &c., to prevent obstructions to navigation, &c.

SEC. 6. That the plan and specifications, with the necessary drawings of said bridge, shall be submitted to the Secretary of War, for his approval, and until he approve the plan and location of said bridge it shall not be built or commenced; and should any change be made in the plan of said bridge during the progress of the work thereon such change shall be subject to the approval of the Secretary of War; and all changes in the construction or any alteration of said bridge, that may be directed at any time by Congress, shall be made at the cost and expense of the owners thereof.

Plans, &c., of bridge to be approved by Secretary of War.

Changes in plan, how to be made and at whose cost.

SEC. 7. That the Warsaw and Alexandria Bridge Company, their successors and assigns, a corporation existing under and by virtue of the laws of the State of Missouri, be, and is hereby, authorized to construct and maintain a bridge over the Mississippi river at and between the city of Warsaw, in Hancock county, and State of Illinois, and the city of Alexandria, in Clark county, and State of Missouri; and the bridge authorized to be built by this section is hereby declared to be a post-route, and shall have all the privileges and be subject to all the terms, restrictions, and requirements contained in the foregoing sections of this act : *Provided*, That the construction of the bridge mentioned in this section shall be commenced within eighteen months from the passage of this act.

Warsaw and Alexandria Bridge Co. may build a bridge over the Mississippi between Warsaw and Alexandria.

Bridge to be a post-route and when to be built.

APPROVED, May 17, 1872.

CHAP. CLXXI. — *An Act authorizing the Erection of a public Building in Rockland, Maine.* May 17, 1872.

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled, That the Secretary of the Treasury be, and is hereby, authorized and directed to purchase at private sale a lot of land situate in the city of Rockland, Maine, suitable for a site for

Land in Rockland, Me., to be bought for site