

Former appro-
priations,
1870, ch. 292.
Vol. xvi. p. 297.
1871, ch. 21.
Ante, p. 12.

Plans, &c.

No expenditure
to be made until
a valid title is ob-
tained, jurisdic-
tion ceded, and
right to tax re-
linquished.

Limit to ex- penditure.

thousand dollars, or so much thereof as may be found necessary, is hereby appropriated, out of any moneys in the treasury not otherwise appropriated, for the purchase of said lot; and that the sum of three hundred thousand dollars heretofore appropriated by an act entitled "An act making appropriations for sundry civil expenses of the government for the year ending June thirtieth, eighteen hundred and seventy-one, and for other purposes," and extended by an act entitled "An act making appropriations to supply deficiencies in the appropriations for the civil service of the year ending June thirtieth, eighteen hundred and seventy-one, and for additional appropriations for the service of the year ending June thirtieth, eighteen hundred and seventy-two, and for other purposes," approved April twentieth, eighteen hundred and seventy-one, shall be applied toward the erection of the building above mentioned; and the Secretary of the Treasury shall cause proper plans and estimates to be made; but no expenditure shall be made or authorized for the construction of said building until a valid title to the land for the site of said building shall be vested in the United States, and until the State of Missouri shall cede its jurisdiction over said site and shall also duly release and relinquish to the United States the right to tax or in any way assess said site, or the property of the United States that may be thereon, during the time that the United States shall be or remain the owner thereof: *Provided*, That no expenditure shall be made or authorized for the site exceeding five hundred thousand dollars, nor for the full completion of said building and site exceeding two million two hundred and fifty thousand dollars. All acts or parts of acts conflicting with the provisions of this act are hereby repealed.

APPROVED, March 27, 1872.

March 27, 1872. CHAP. LXVI. — *An Act extending the Time for the Completion of the Portage Lake and Lake Superior Ship Canal.*

Time for com-
pletion of Portage
Lake and Lake
Superior ship
canal extended.
Vol. xiii. p. 520.
Vol. xiv. p. 81.
Vol. xvi. p. 599.

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled, That time for the completion of the Portage Lake and Lake Superior Ship Canal be, and the same is hereby, extended to the third day of March, anno Domini eighteen hundred and seventy-three.

APPROVED, March 27, 1872.

March 30, 1872.
1866, ch. 238.
Vol. xiv. p. 306.
1867, ch. 196.
Vol. xiv. p. 558.

CHAP. LXXII. — *An Act in Addition to an Act entitled "An act to amend an Act entitled 'An Act for the Removal of Causes in certain Cases from State Courts,' approved July twenty-seventh, eighteen hundred and sixty-six," approved March second, eighteen hundred and sixty-seven.*

Certain perso-
nal actions in
State courts by
aliens against
certain civil offi-
cers of the United
States may be
removed to the
circuit courts of
the United
States.

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled, That whenever a personal action has been or shall be brought in any State court by an alien against any citizen of a State who is, or at the time the alleged action accrued was, a civil officer of the United States, being non-resident of that State wherein jurisdiction is obtained by the State court, by personal service of process, such action may be removed into the circuit court of the United States in and for the district in which the defendant shall have been served with process, in the same manner as now provided for the removal of an action brought in a State court by the provisions of section three of the act of March second, eighteen hundred and thirty-three, entitled "An act further to provide for the collection of duties on imports."

APPROVED, March 30, 1872.

April 1, 1872.
See 1872, ch. 281.
Post, p. 215.

CHAP. LXXIII. — *An Act to authorize the Construction of a Bridge across the Mississippi River at or near the Town of Clinton, in the State of Iowa, and other Bridges across said River, and to establish them as Post-roads.*

Bridge across

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 any

person or persons, company or corporation, to build a bridge across the Mississippi river, at such point on said river, within fifteen miles of the town of Clinton, in the State of Iowa, as may accommodate the Chicago, Burlington, and Quincy railroad and its connections on the west side of said river, and to lay on or 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, under the limitations and conditions hereinafter provided; that said bridge shall not interfere with the free navigation of said river beyond what is necessary in order to carry into effect the rights and privileges hereby granted; and in case of any litigation arising from any obstruction, 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: *Provided*, That said bridge shall not be so located or constructed as to interfere in any manner with the approaches to the railroad bridge now erected at Clinton, or with the piers of the same, or so as to obstruct in any manner the passage of said bridge by boats, vessels, or rafts, or to render such passage more difficult or dangerous: *Provided, however*, That this clause shall not be construed to prohibit the crossing of the approaches to said bridge, if such crossing shall be found necessary.

Bridge not to interfere with navigation, &c.;

nor with present railroad bridge, &c.;

SEC. 2. That any bridge built under the provisions of this act may, at the option of the company building the same, be built as a draw-bridge, with a pivot or other form of draw, or with unbroken or continuous spans: *Provided*, That if the said bridge shall be made with unbroken and continuous spans, it shall not be of less elevation, in any case, than fifty feet above extreme 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 any bridge built under this act shall be constructed as a draw-bridge, the same shall be constructed as a pivot draw-bridge, 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; and said spans shall not be less than thirty feet above low-water mark, and not less than ten 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, where said bridge may be erected: *And provided also*, That said draw shall be opened promptly, upon reasonable signal, for the passage of boats.

may be draw-bridge, or built with unbroken spans.

Spans and piers.

Draw-bridge;

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 known and recognized 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 the munitions of war of the United States than the rate per mile paid for the transportation over the railroads public highways leading to the 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 a post-route

Charges for transportation.

SEC. 4. 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.

All railway companies to have equal rights in the passage of the bridge, &c.

SEC. 5. That the structure herein authorized shall be built and located

Regulations for

the security of the navigation of the river to be prescribed by the Secretary of War. [See ch. 281. *Post*, p. 215.]

Right to erect, &c., the bridge, may be revoked.

Bridges across the Mississippi River authorized near Muscatine, Iowa;

between the counties of Carroll and Whitesides, Illinois, &c.

between La Crosse Co., Wisconsin, and Houston Co., Minnesota.

Right to alter, &c., this act, expressly reserved.

Act to take effect from passage.

April 1, 1872.

Gilbert Morton may be re-appointed ensign in the navy.

April 1, 1872.

Name of the

under and subject to such regulations for the security of navigation of said river as the Secretary of War shall prescribe, and the said structure shall be at all times so kept and managed as to offer reasonable and proper means for the passage of vessels through or under said structure; and the said structure shall be changed at the cost and expense of the owners thereof, from time to time as Congress may direct, so as to preserve the free and convenient navigation of said river. And the authority to erect and continue said bridge shall be subject to revocation, modification by law whenever the public good shall in the judgment of Congress so require, without any expense or charge to the United States.

SEC. 6. That the Muscatine Western Railroad Company, or their assigns, a corporation existing under the laws of the State of Iowa, be, and is hereby authorized to construct and maintain a bridge across the Mississippi river at the city of Muscatine, in the State of Iowa. The bridge authorized to be built by this section is hereby declared to be a post-route, and shall have all the privileges, and is subject to all the terms, restrictions, and requirements contained in the foregoing sections of this act.

SEC. 7. That a bridge may be constructed and maintained across the Mississippi river, at any point they may select, between the counties of Carroll and Whitesides, in the State of Illinois, and the counties of Jackson and Clinton, in the State of Iowa, either by the Western Union Railroad Company or the Sabula, Ackley, and Dakota Railroad Company, or both of them, or by either or both of their successors or assigns, or by any person, company, or corporation having authority from the States of Illinois and Iowa. The bridge authorized to be built by this section is hereby declared to be a post-route, and has all the privileges, and is subject to all the terms, restrictions, and requirements contained in the foregoing sections of this act.

SEC. 8. That a bridge may be constructed and maintained across the Mississippi river, at any point they may select, between the county of La Crosse, in the State of Wisconsin, and the county of Houston, in the State of Minnesota, by the Milwaukee and Saint Paul Railway Company, their successors or assigns, or by any person, company, or corporation having authority from the States of Wisconsin and Minnesota. The bridge authorized to be built by this section is hereby declared to be a post-route, and has all the privileges, and is subject to all the terms, restrictions, and requirements contained in the foregoing sections of this act.

SEC. 9. 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 bridges, is hereby expressly reserved.

SEC. 10. That this act shall take effect and be in force from and after its passage, without any expense or charge to the United States.

APPROVED, April 1, 1872.

CHAP. LXXIV. — *An Act to authorize the Restoration of Gilbert Morton to the naval Service.*

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled, That the President of the United States be, and he is hereby, authorized to nominate, and, by and with the advice and consent of the Senate, to re-appoint Gilbert Morton an ensign in the navy.

APPROVED, April 1, 1872.

CHAP. LXXV. — *An Act to change the Name of the Pleasure Yacht "Lois" to that of "Sea Witch," and to change the Name of the Yacht "William M. Tweed" to that of "Julia."*

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled, That the Secretary of the Treas-