

CHAP. CCCXXIII. — *An Act extending the Time for the Completion of the Portage Lake and Lake Superior Ship Canal.*

March 3, 1873.

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

Time for completing the Portage Lake and Lake Superior ship canal extended.

APPROVED, March 3, 1873.

CHAP. CCCXXIV. — *An Act to enable the Commissioner of Indian Affairs to purchase and pay for certain Improvements within the Nez Perce Indian Reservation in the Territory of Idaho.*

March 3, 1873.

Whereas, by the tenth article of the treaty concluded with the Nez Perce tribe of Indians, June eleventh, eighteen hundred and fifty-five, it was agreed that the tract of land then occupied by William Craig should not be considered a part of the reservation set apart for them by said treaty, except that the same should be subject to the intercourse act in common with the other lands of the reservation, in consideration of the fact that said Craig had consented to reside among them as their friend and adviser; and whereas the said Craig, and, since his death, his legal representatives, have cultivated and otherwise improved the tract of land in question; and whereas the right of personal occupancy of the same, acquired under the treaty referred to, ceased with the death of said Craig; and whereas the improvements upon said tract, as aforesaid, are required for the use of the Nez Perce tribe of Indians: Therefore

Preamble. Vol. xii. p. 960.

*Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled,* That the commissioner of Indian affairs be, and he is hereby, authorized to purchase, from the legal representatives of the said William Craig, the said improvements, at a cost not exceeding the sum of three dollars per rod for fencing and four dollars and fifty cents per acre for the plowing upon the said tract, and to pay for the same, out of any unexpended money appropriated for fulfilling treaty with the Nez Perce tribe of Indians.

Improvements to be purchased from the representatives of William Craig.

APPROVED, March 3, 1873.

CHAP. CCCXXV. — *An Act to authorize the Construction of a Bridge across the Missouri River at or near the City of Lexington, in the State of Missouri, and to establish it as a Post-road.*

March 3, 1873.

*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, authorized by the general or special laws of Missouri, and having the consent of the Burlington and Southwestern and the Lexington Lake and Gulf Railroad Companies, to build a bridge across the Missouri river at or near the city of Lexington, in the State of Missouri, 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 in the district of said State in which said bridge is located.

Bridge may be built across the Missouri river at or near Lexington, Missouri, and railway tracks laid thereon.

Navigation.

Litigation.

SEC. 2. That any bridge built under the provisions of this act may, at the option of the company building the same, be built either as a pivot draw-bridge, or with unbroken or continuous spans: *Provided,* That if the said bridge shall be made with unbroken and continuous spans, it

Bridge may be built as a pivot draw-bridge, or with continuous spans.

If bridge is built with continuous spans;

if as a pivot draw-bridge.

Draw to be opened promptly.

Bridge to be a lawful structure and post-route. Charges.

All railway companies to have equal rights.

Regulations for building the bridge.

Design and map.

Bridge not to be built until, &c.

Changes in plan

Passage of vessels.

Authority to erect may be revoked.

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 any bridge built under this act shall be constructed as a pivot draw-bridge the same shall be constructed with a draw over the main channel of the river at an accessible and navigable point, 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 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 boats, and in no case shall unnecessary delay occur in opening the said draw during or after the passage of trains.

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 their transportation over the railroads or public highways leading to the said bridge.

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.

SEC. 5. That any bridge authorized to be constructed under this act 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 secure that object the said company or corporation shall submit to the Secretary of War, for his examination and approval, a design and drawings of the bridge and piers, and a map of the location, giving, for the space of at least one mile above and one mile below the proposed location, the topography of the banks of the river, the shore lines at high and low water, the direction and strength of the currents at all stages, and the soundings accurately showing the bed of the stream, the location of any other bridge or bridges, and shall furnish such other information as may be required for a full and satisfactory understanding of the subject; and until the said plan and location of the bridge are approved by the Secretary of War, the bridge shall not be built; and if any change be made in the plan of construction of said bridge during the progress of the work thereon, or before the completion of said bridge, such change shall be subject to the approval of the Secretary of War; 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 or 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 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. Act may be altered, &c.

APPROVED, March 3, 1873.

CHAP. CCCXXVI.—*An Act to extend the Works of the Georgetown Gas-light Company.* March 3, 1873.

*Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled,* That the rights and privileges granted by the act approved July twentieth, eighteen hundred and fifty-four, entitled "An act to incorporate the Georgetown Gas-light Company," be, and the same are hereby, so extended as to cover all the territory within the limits of the District of Columbia, lying on the western side of Rock creek. Rights of Georgetown Gas-light Company extended. 1854, ch. 98. Vol. x. p. 786.

APPROVED, March 3, 1873.

CHAP. CCCXXVII.—*An Act to authorize Inquiries into the Causes of Steam-boiler Explosions* March 3, 1873.

*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 cause such experiments to be made and such information to be collected as in his opinion may be useful and important to guard against the bursting of steam-boilers; and that, he be requested to communicate the same to Congress; and that the sum of one hundred thousand dollars be appropriated for the purposes of this act. Causes of steam-boiler explosions to be investigated. Report. Appropriation

APPROVED, March 3, 1873.

CHAP. CCCXXVIII.—*An Act supplemental to the Act of February ninth, eighteen hundred and twenty-one, incorporating the Columbia College, in the District of Columbia.* March 3, 1873.

*Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled,* That the act to incorporate the Columbia College in the District of Columbia, approved February ninth, eighteen hundred and twenty-one, be, and the same is hereby, so modified that said corporation shall be hereafter known and called by the name of the Columbia University, and in that name shall take, hold and manage all the estate and property now belonging to said college, or that may hereafter be conveyed, devised or bequeathed to said corporation by its original name; that the restriction of the yearly value of the property of said corporation to the sum of twenty-five thousand dollars be, and the said restriction is hereby, repealed; and that said corporation may increase the number of its overseers to twenty-one, and the number of its trustees to twenty-one, exclusive of the president of the faculty, who shall be, ex-officio, a trustee of said corporation. Columbia College to be known as Columbia University. Rights and powers. Number of overseers.

SEC. 2. That the act for the relief of the Columbian College in the District of Columbia enacted by the legislative assembly of said District, and approved July twenty-fifth, eighteen hundred and seventy-one, be, and the same is hereby, approved and confirmed: *Provided,* That this act nor the said act of the legislative assembly of the said District, shall be so construed as to authorize the said Columbian University to sell, or use the proceeds of any sale of land granted by Congress to said institution for any purpose other than that expressed in the act of incorporation, and the act granting any such land or real estate, or contrary to any will, devise or grant of any land or real estate heretofore or hereafter made, by any person or persons to said institution. District act for relief of Columbian College confirmed. Limitations.

APPROVED, March 3, 1873.