

March 3, 1873. CHAP. CCCXXIX. — *An Act to authorize the Little Rock, Pine Bluff and Arkadelphia Southwestern Railroad Company to construct a Bridge over the Ouachita River at or near Arkadelphia, Arkansas*

Little Rock, &c., Railroad Co., may construct a bridge over the Ouachita river, in Arkansas.

Purposes of the bridge

Bridge may be a draw-bridge, or with continuous spans; if with continuous spans;

if as a draw-bridge.

Draw to be opened promptly.

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

All railway companies may use the bridge upon, &c. Secretary of War to prescribe regulations for building, &c., the bridge.

Structure may be changed

*Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled, That the Little Rock, Pine Bluff and Arkadelphia Southwestern Railroad Company, a corporation organized under the general incorporation laws of the State of Arkansas, be, and is hereby, authorized to construct a bridge over the Ouachita river at or near Arkadelphia in the State Arkansas for the purpose of terminating the Little Rock, Pine Bluff and Arkadelphia, Southwestern Railroad at Arkadelphia, in said State, and for the purpose of connecting said railroad with any other railroad which may run from said place: Provided, That said company may construct said bridge for the accommodation of foot passengers, animals, and vehicles of all kinds over said river, and shall keep up, operate, and maintain said bridge.*

SEC. 2. That said company may build said bridge as a draw-bridge, with a pivot or other form of draw, or with unbroken or continuous spans: *Provided, That if the same shall be made of 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 one 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 one hundred and eighty feet in length. And provided also, That if said bridge shall be built 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 on either side of the pivot-pier; 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 to the current of the river, And provided also, That said draw shall be opened promptly upon reasonable notice or 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 said bridge, when constructed under this act, shall be a lawful structure, and shall be recognized and known as a post-route, and no higher charge shall be made for the transmission over the same of the mails, troops, and munitions of war of the United States than the rate per mile paid for their transportation over the railroads of public highways leading to 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 the structure herein authorized shall be built under and subject to such regulations for the security of the navigation of said river and lake 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 and 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 by law whenever the public good shall, in the judgment of Congress, so require,

SEC. 6. That the right to alter or amend this act and to prevent or remove all material obstructions to the navigation of said river by the construction of said bridge, is hereby expressly reserved. This act may be altered, &c.

APPROVED, March 3, 1873.

CHAP. CCCXXX. — *An Act donating condemned Cannon and Cannon-balls to the Gettysburgh Battle-field Memorial Association.* March 3, 1873.

*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 is hereby, authorized to deliver to the Gettysburgh Battle-field Memorial Association, if it can be done without detriment to the government, such number of condemned cannon and cannon-balls as his judgment may approve, for the purpose of their work of indication of the battle-field of Gettysburgh. Condemned cannon, &c., to the Gettysburgh Battle-field Memorial Association.

APPROVED, March 3, 1873.

CHAP. CCCXXXI. — *An Act for the Extension of Time to the Saint Paul and Pacific Railroad Company for the Completion of its Roads.* 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 railroad from Saint Anthony to Brainerd, in the State of Minnesota as now limited by law, and of the railroad from Saint Cloud to Saint Vincent, in said State as now located, with the approval of the Secretary of the Interior, be extended for the period of nine months from the time limited by the acts of Congress relating to the same respectively; and if completed within said nine months the said railroads shall be entitled to all the benefits of the several provisions of the acts of Congress relating thereto, in the same manner as if said roads had been fully completed within the time therein limited. Time for completing the railroad from Saint Anthony to Brainerd in Minnesota, and that from Saint Cloud to Saint Vincent extended.

APPROVED, March 3, 1873.

CHAP. CCCXXXII. — *An Act to abolish the tribal Relations of the Miami Indians, and for other Purposes.* March 3, 1873.

*Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled,* That if the Miami tribe of Indians in Kansas shall signify to the President of the United States their desire to sell the lands reserved for the future homes of the said Indians by the first article of the treaty of June fifth, eighteen hundred and fifty-four, and which remain unallotted, together with the school-section mentioned in said article, said lands shall be disposed of in the following manner to wit: The said secretary shall appoint three disinterested and competent persons, who shall, after being duly sworn to perform said service faithfully and impartially, personally examine and appraise said lands by legal subdivisions of one hundred and sixty acres or less, separately, and make return thereof to the commissioner of Indian affairs: *Provided,* That the Secretary of the Interior may, in his discretion, set aside any appraisements that may be made under the provisions of this act, and cause a new appraisement to be made; *And provided further,* That in making said appraisement, the land and improvements made by the United States and Indians shall be included, and the improvements made by white settlers shall be excluded in determining an estimate of the value thereof. The unallotted, reserved lands, &c., of the Miami Indians in Kansas, may be sold. Vol. x. p. 1093.

SEC. 2. That each bona-fide settler occupying any portion of said lands at the date of the passage of this act, and having made valuable improvements thereon, or the heirs at law of such, who is a citizen of the United States, or who has declared his intention to become such, shall be entitled, at any time within one year from the return of said appraisement, to purchase, for cash, the land so occupied and improved by him, not to exceed one hundred and sixty acres in each case, at the appraised value thereof, under such rules and regulations as the Secretary of the Interior Certain bona-fide settlers may within a year purchase not exceeding, &c., at appraised value.