

gheny River where said track, under the act approved February four- 1853, ch. 68, § 3, vol. x, p. 754.  
 teenth, eighteen hundred and fifty-three, was laid through the grounds of the United States at and near the Allegheny arsenal, in the county of Allegheny, in the State of Pennsylvania: *Provided*, That the mode and purpose of occupation shall first be submitted to and approved by the Secretary of War; and the value of the right of way herein granted, as fixed by a board of Army officers as the Secretary of War may detail to make such valuation shall be paid into the Treasury before occupation in pursuance of this act. Occupation of ground to be approved by Secretary of War. Right of way to be paid for.

Approved, June 23, 1874.

CHAP. 482.—An act to authorize the construction of a bridge over the Willamette River at Portland in the State of Oregon. June 23, 1874.

*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 Oregon and California Railroad Company of Portland, Multnomah County in the State of Oregon, or for the said company jointly with the Oregon Central Railroad Company of Portland, in said State on such terms as to division of expense, as may be agreed upon between said companies to build a railroad bridge across the Willamette River at the city of Portland in said county of Multnomah, at a point to be selected and determined by the said railroad company or companies constructing such bridge; *Provided*, That there shall be placed in said bridge a draw of not less than three hundred feet in width, with a center abutment not to exceed fifty feet wide, and ten feet above the water line, leaving a passage on each side of the abutment of not less than one hundred feet in width, and so constructed as not to impede the navigation of said river, and allow the easy passage of vessels through said bridge. Such bridge shall be so constructed as to have a wagon and foot way below the railroad-track: *Provided further*, That the said bridge shall be so constructed and built as not to obstruct, impair, or injuriously affect the navigation of the river; and in order to secure a compliance with these conditions, the corporation, association, or company proposing to erect the same, previous to commencing the construction of the bridge, shall submit to the Secretary of War a plan of the bridge, with a detailed map of the river at the proposed site of the bridge, and for the distance of a mile above and below the site, exhibiting the depths and currents at all points of the same, together with all other information touching said bridge and river as may be deemed requisite by the Secretary of War to determine whether the said bridge, when built, will conform to the prescribed conditions of the act not to obstruct, impair, or injuriously affect the navigation of the river: *Provided further* That the Secretary of War may detail an officer to superintend the survey and examination of said river with a view to said location. Oregon and California Railroad Company, or jointly with, &c., may build bridge over Willamette River at Portland. Dimensions of draw-bridge. Wagon and foot-way below railroad track. Bridge not to obstruct navigation. Plan of bridge and map of river to be submitted to Secretary of War. Officer may be detailed to superintend survey and examination of river.

SECTION 2. That the Secretary of War is hereby authorized & directed, upon receiving said plan and map and other information, and upon being satisfied that a bridge built on such plan and at said locality will conform to the prescribed conditions of this act not to obstruct, impair, or injuriously affect the navigation of said river, to notify the said corporation, association, or company proposing to erect the same that he approves the same; and upon receiving such notification, the said corporation, association, or company may proceed to the erection of said bridge, conforming strictly to the approved plan and location. But until the Secretary of War, approve the plan and location of said bridge, and notify the said corporation, association, or company of the same, the bridge shall not be built or commenced. Bridge not to be commenced until plan approved by Secretary of War.

SECTION 3. 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 Right to alter or amend this act reserved.

Expense of improvement or repair to be borne by company. expense of all improvements or repairs at any time made shall be borne by the company or companies constructing such bridge.

Approved, June 23, 1874.

July 23, 1874.

**CHAP. 483.**—An act to allow the schooner Ocean Wave to take the name of Edith E. Wright, and be registered under that name.

Name of schooner Ocean Wave may be changed to Edith E. Wright.

*Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled,* That the schooner Ocean Wave, registered in the eastern district of Maryland, may take the name of Edith E. Wright, and be registered under that name.

Approved, June 23, 1874.

June 23, 1874.

**CHAP. 484.**—An act authorizing and requiring the issuance of a patent for certain lands to the county of Scott, in the State of Missouri.

Preamble. 1872, ch. 17, vol. xvii, p. 404.

Whereas, by the act of the Congress of the United States entitled "An act to quiet the title to certain lands in the State of Missouri," approved December twenty-seventh eighteen hundred and seventy-two, certain lands therein mentioned were granted to the county of Scott, in the State of Missouri, which were not specifically described; and

Whereas, no provision for the issuance of a patent for said lands was made in said act: Therefore,

Patent to issue to Scott County, Missouri, for certain lands.

*Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled,* That it shall be the duty of the Commissioner of the General Land Office to cause a patent to be issued to said county of Scott, in the State of Missouri, for all the lands included in that portion of township numbered twenty-seven north, of range twelve east, of the fifth principal meridian, lying east of Little River, as the same appears on the plat of survey on file in the General Land Office: *Provided,* That nothing in this act shall prejudice the rights of any person claiming any of said lands by virtue of any homestead, preemption, or other entry made under the laws of the United States.

Not to prejudice rights of homestead, preemption, or other claimants.

Approved, June 23, 1874.

June 23, 1874.

**CHAP. 485.**—An act to change the name of the steamboat Kitty Strang.

Name of steamboat Kitty Strang may be changed to Fanny Ellis.

*Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled,* That the owner of the steamboat Kitty Strang, of Yonkers, New York, be authorized to change the name of the said boat to Fanny Ellis; and that from the passage of this act she be entitled to registry by that name.

Approved, June 23, 1874.

June 23, 1874.

**CHAP. 486.**—An act to fix the salaries of the clerks at the United States armory in Springfield, Massachusetts.

Salary of clerks at Springfield armory.

*Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled,* That on and after the passage of this act, in lieu of the compensation now allowed to the clerks at the United States armory in Springfield, Massachusetts, including fuel and quarters, there shall be paid to each of said clerks an annual salary of one thousand six hundred and fifty dollars.

Approved, June 23, 1874.