

pursuance of a law thereof previously enacted and expressly authorizing and directing the same to be done. And no civil court of the United States, or of any State, or of the District of Columbia, or of any district or territory of the United States, shall have or take jurisdiction of, or in any manner reverse any of the proceedings had or acts done as aforesaid, nor shall any person be held to answer in any of said courts for any act done or omitted to be done in pursuance or in aid of any of said proclamations or orders, or by authority or with the approval of the President within the period aforesaid, and respecting any of the matters aforesaid; and all officers and other persons in the service of the United States, or who acted in aid thereof, acting in the premises shall be held *prima facie* to have been authorized by the President; and all acts and parts of acts heretofore passed, inconsistent with the provisions of this act, are hereby repealed.

No court to have or take jurisdiction of, &c.

All officers, &c. held *prima facie* to have been authorized, &c.

Repealing clause.

APPROVED, March 2, 1867.

CHAP. CLVI. — *An Act to provide for the Allotment of the Members of the Supreme Court among the Circuits, and for the Appointment of a Marshal for the Supreme Court.* March 2, 1867.

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled, That the chief justice of the United States and the associate justices of the Supreme Court shall be allotted among the circuits now existing by order of the court; and whenever a new allotment shall be required or found expedient by reason of alteration of one or more circuits, or of the new appointment of a chief justice or associate justice, or otherwise, it shall be the duty of the court to make the same; and if a new allotment shall become necessary at any other time than during the term, such allotment shall be made by the chief justice, and shall be binding until the next term, and until a new allotment by the court.

The chief justice and associate justices of the Supreme Court of the United States to be allotted by order of court.

New allotments.

SEC. 2. *And be it further enacted,* That the Supreme Court may appoint a marshal for said court, whose compensation shall be three thousand five hundred dollars per annum; and said marshal shall take charge of all property of the United States used by said court or its members, and shall serve and execute all process and orders issuing out of said court, or made by the chief justice or an associate justice, in pursuance of law; and shall pay into the treasury of the United States all fees and compensation allowed by law, and render a true account thereof, at the close of each term, to the Secretary of the Interior; and the said marshal, with the approval of the chief justice, may appoint assistants and messengers in place of the crier and messengers now employed, with such compensation as is or may be allowed to officers of the House of Representatives of similar grade; and all acts and parts of acts now in force relating to the marshal of the District of Columbia shall apply to the said marshal of the Supreme Court, except so far as in this act otherwise provided.

Marshal of the Supreme Court of the United States; his appointment, salary, duties.

Assistant marshals and messengers.

Laws applicable.

APPROVED, March 2, 1867.

CHAP. CLVII. — *An Act to amend an Act entitled "An Act to continue, alter, and amend the Charter of the City of Washington," approved May seventeen, eighteen hundred and forty-eight.* March 2, 1867.
1848, ch. 42.
Vol. ix. p. 223.

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled, That the second section of the act entitled "An act to continue, alter, and amend the charter of the city of Washington," approved May seventeen, eighteen hundred and forty-eight, shall be so amended as to read, "To license, tax, and regulate agencies of all kinds of insurance companies: *Provided,* That the tax or license shall not exceed one per centum upon the cash premiums received."

The tax upon agencies of insurance companies in Washington, D. C., not to exceed, &c.

whose titles were valid at the date of the treaty of eighteen hundred and sixty-six, and who may be able to establish such validity within one year from the date of the passage of this act, under such rules as the Secretary of the Interior may prescribe, shall receive the proceeds of the sale of such identical lands, not exceeding one hundred and sixty acres, instead of their being invested as hereinafter provided for in the fourth section of this act.

&c., to receive proceeds of sales of certain lands.

SEC. 4. That all moneys accruing from the sales of land under this act shall, without unnecessary delay, be invested in the registered five per centum bonds of the United States, as provided in the twenty-third article of the treaty of eighteen hundred and sixty-six.

Proceeds of sales under this act to be invested.

SEC. 5. That the sale of said lands, as hereinbefore provided for, shall not take place until the provisions of this act are accepted by the Cherokee national council, or by a delegation duly authorized thereby; which acceptance shall be filed with the Secretary of the Interior, and, when approved by him, the same shall be final and conclusive.

Sales not to be made until provisions of this act are accepted by Cherokee national council, &c.

APPROVED, May 11, 1872.

CHAP. CLVIII. — *An Act to authorize the Construction of a Bridge across the Missouri River, at Boonville, Missouri.*

May 11, 1872.

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled, That the Boonville Railroad Bridge Company, a corporation existing under the laws of the State of Missouri, be, and is hereby, authorized to construct and maintain a bridge over the Missouri river, between the city of Boonville, in Cooper county, and Franklin, in Howard county, in said State, 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 the State of Missouri in which any portion of said obstruction or bridge touches.

Bridge across the Missouri river, in Missouri, between Boonville and Franklin.

Railway-tracks.

Navigation not to be interfered with.

Litigation to be in the district court of the United States.

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: *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.

Bridge may be a draw-bridge, or with unbroken spans.

Spans and piers.

Pivot draw-bridge and draw.

Draw to be opened promptly.