

Indians to acquire no more rights than, &c.;

may enforce usages;

entitled to representation.

Allotments of land to the Absentee Shawnee Indians;

to whom and how made, &c.

before such certificates are issued: *Provided*, Said Pottawatomie Indians shall neither acquire nor exercise under the laws of the United States any rights or privileges in said Indian territory, other than those enjoyed by the members of the Indian tribes lawfully residing therein. And for the protection of the rights of persons and property among themselves, they may enforce the laws and usages heretofore enforced among them as an Indian tribe, not inconsistent with the Constitution and laws of the United States, and shall be entitled to equitable representation in the general territorial council, and subject to the general laws which it may legally enact.

SEC. 2. When it shall be shown to the satisfaction of the Secretary of the Interior that any Indian of pure or mixed blood of the Absentee Shawnees, being a head of a family, or a person over twenty-one years of age, has resided, continuously, for the term of three years within the thirty-mile square tract lying west of the Seminole reservation in the Indian territory, and has made substantial improvements thereon, it shall be the duty of the Secretary of the Interior to issue to said Indian a certificate of allotment for eighty acres of land, to include, so far as may be practicable, his or her improvements, together with an addition of twenty acres for each child under twenty-one years of age belonging to the family of said Indian, which certificate shall include the same provisions as are included in the certificates of allotments of lands to be issued under the provisions of the first section of this act.

APPROVED, May 23, 1872.

May 23, 1872.

CHAP. CCVII. — *An Act to authorize the Chicago and Northwestern Railway Company to change their projected Line of Railway in the State of Michigan.*

Chicago and Northwestern Railway company may change part of its line of road.

Former grants of lands not affected.

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled, That the Chicago and Northwestern Railway Company are hereby authorized to change and relocate that part of their projected line of railway "from the city of Fond du Lac, in the State of Wisconsin, northerly to Esconaba, in the State of Michigan," which lies in said State of Michigan, so as to run said line from "at or near the mouth of the Menomonee river to Esconaba," on such line within the limits of the land grant reserved for the use of said company, now on file in the office of the commissioner of the general land office, as they may deem most advantageous, and shall cause a plat of their line, as relocated, to be filed in said office within six months of the passage of this act: *Provided*, That the grant of lands heretofore made to aid in the construction of said railroad shall not be increased or changed in any respect whatever by the change of line hereby authorized.

APPROVED, May 23, 1872.

May 25, 1872.

CHAP. CCXIII. — *An Act to authorize the Construction of a Bridge, and to establish the same as a Post-road.*

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

Bridge may be built across the Mississippi river at Fort Madison, Iowa. Railway tracks.

Navigation not to be interfered with.

Litigation in 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 it shall be lawful for any person or persons, company or corporation, having authority from the States of Iowa and Illinois, to build a bridge across the Mississippi river at Fort Madison, Iowa, 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.

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 drawbridge, 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 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 drawbridge, the same shall be constructed 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, 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 where said bridge may be erected: *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 built with draw or unbroken spans;
if with unbroken spans;

if as draw-bridge.

Piers.
Draw 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 their transportation over the railroads or 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 post-route.
Charges.

Postal telegraph.

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.

Railway companies to have equal rights.

Terms, &c.

SEC. 5. That the structure herein authorized 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 person or persons, 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 Con-

Secretary of War to prescribe regulations for locating and building bridge.

Map, plans, drawings, &c.

Bridge not to be built until, plans, &c., are approved.
Changes in plans, &c.

Right to build, &c., subject to revocation.

Act may be altered, &c.

gress 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, without expense to the United States, is hereby expressly reserved.

APPROVED, May 25, 1872.

May 27, 1872.

CHAP. CCXVIII. — *An Act to provide for the Abatement or Repayment of Taxes on distilled Spirits in Bond, destroyed by Casualty.*

Taxes on distilled spirits in bond, destroyed by casualty, may be abated, or repaid.

When act takes effect.

Proviso when the spirits were insured, &c.

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled, That the Secretary of the Treasury be, and he is hereby, authorized, upon the production of satisfactory proof to him of the actual destruction by accidental fire or other casualty, and without any fraud, collusion, or negligence of the owner thereof, of any distilled spirits on which the tax at the time of the destruction of said spirits had not been paid and while the same remained in the custody of any officer of internal revenue in any distillery warehouse or bonded warehouse of the United States, to abate the amount of internal revenue taxes accruing thereon, and to cancel any warehouse bond, or enter satisfaction thereon, in whole or in part, as the case may be; and if such taxes have been collected since the destruction of said spirits, then the Secretary of the Treasury shall refund the same to the owners thereof out of any money in the treasury not otherwise appropriated.

SEC. 2. That this act shall take effect in all cases of loss or destruction of distilled spirits as aforesaid which have occurred since the first day of January, eighteen hundred and sixty-eight: *Provided, however,* That when the owners of such distilled spirits, so destroyed as aforesaid, may be indemnified against said tax by a valid claim of insurance, said tax shall not be remitted to the extent of such insurance.

APPROVED, May 27, 1872.

May 27, 1872.

CHAP. CCXIX. — *An Act to authorize the Secretary of War to accept the Peninsula in Lake Erie, opposite the Harbor of Erie, in the State of Pennsylvania.*

Secretary of War may accept the title to the peninsula in Lake Erie, opposite the harbor of Erie, Pa., if, &c.

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 he is hereby, authorized and empowered to receive and accept from the Marine Hospital of Pennsylvania, a corporation duly incorporated by the commonwealth of Pennsylvania, the title to a piece or parcel of land, being the peninsula lying to the northward of and inclosing the bay of Presque Isle, and containing two thousand and twenty-four acres, more or less, to be held by the government of the United States for the protection of the harbor of Erie: *Provided,* That the deed conveying the same shall not be received or accepted until the title to the same is complete and indefeasible, nor unless the acceptance thereof shall be recommended by a board of officers of the corps of engineers appointed by the President.

APPROVED, May 27, 1872.

May 27, 1872.

CHAP. CCXX. — *An Act in Relation to the Dakota Southern Railroad Company.*

A certain act of the legislative assembly of Dakota Territory

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled, That the act passed by the legislative assembly of the Territory of Dakota, and approved by the governor on the twenty-first day of April, eighteen hundred and seventy-