thousand dollars, or so much thereof as may be found necessary, is hereby
appropriated, out of any moneys in the treasury not otherwise appropriated,
for the purchase of said lot; and that the sum of three hundred thousand
dollars heretofore appropriated by an act entitled “An act making appropria-
tions for sundry civil expenses of the government for the year ending June
thirtieth, eighteen hundred and seventy-one, and for other purposes,” and
extended by an act entitled “An act making appropriations to supply defi-
ciences in the appropriations for the civil service of the year ending June
thirtieth, eighteen hundred and seventy-one, and for additional appropri-
tions for the service of the year ending June thirtieth, eighteen hundred
and seventy-two, and for other purposes,” approved April twentieth,
eighteen hundred and seventy-one, eighteen hundred and seventy-one, shall be applied toward the erection of
the building above mentioned; and the Secretary of the Treasury shall
cause proper plans and estimates to be made; but no expenditure shall be
made or authorized for the construction of said building until a valid title
to the land for the site of said building shall be vested in the United States,
and until the State of Missouri shall cede its jurisdiction over said site and
shall also duly release and relinquish to the United States the right to tax
or in any way assess said site, or the property of the United States that may
be thereon, during the time that the United States shall be or remain the
owner thereof: Provided, That no expenditure shall be made or authorized
for the site exceeding five hundred thousand dollars, nor for the full comple-
tion of said building and site exceeding two million two hundred and fifty
thousand dollars. All acts or parts of acts conflicting with the provisions
of this act are hereby repealed.

APPROVED, March 27, 1872.

March 27, 1872. CHAP. LXVI. — An Act extending the Time for the Completion of the Portage Lake and
Lake Superior Ship Canal.

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

APPROVED, March 27, 1872.

March 30, 1872. CHAP. LXXII. — An Act in Addition to an Act entitled “An act to amend an Act enti-
tled ‘An Act for the Removal of Causes in certain Cases from State Courts,’ approved
July twenty-seventh, eighteen hundred and sixty-six,” approved March second, eighteen
hundred and sixty-seven.

Be it enacted by the Senate and House of Representatives of the United
States of America in Congress assembled, That whenever a personal action
has been or shall be brought in any State court by an alien against any
citizen of a State who is, or at the time the alleged action accrued was, a
civil officer of the United States, being non-resident of that State wherein
jurisdiction is obtained by the State court, by personal service of process,
such action may be removed into the circuit court of the United States in
and for the district in which the defendant shall have been served with pro-
cess, in the same manner as now provided for the removal of an action brought
in a State court by the provisions of section three of the act of March second,
eighteen hundred and thirty-three, entitled “An act further to provide for the
collection of duties on imports.”

APPROVED, March 30, 1872.

April 1, 1872. CHAP. LXXIII. — An Act to authorize the Construction of a Bridge across the Missis-
sippi River at or near the Town of Clinton, in the State of Iowa, and other Bridges
across said River, and to establish them as Post-roads.

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, to build a bridge across the Mississippi river, at such point on said river, within fifteen miles of the town of Clinton, in the State of Iowa, as may accommodate the Chicago, Burlington, and Quincy railroad and its connections on the west side of said river, 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: Provided, That said bridge shall not be so located or constructed as to interfere in any manner with the approaches to the railroad bridge now erected at Clinton, or with the piers of the same, or so as to obstruct in any manner the passage of said bridge by boats, vessels, or rafts, or to render such passage more difficult or dangerous: Provided, however, That this clause shall not be construed to prohibit the crossing of the approaches to said bridge, if such crossing shall be found necessary.

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, where said bridge may be erected: And provided also, That said draw shall be opened promptly, upon reasonable signal, for the passage of boats.

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 public highways leading to the said bridge, and the United States shall have the right of way for postal-telegraph purposes across 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 and located the Mississippi River near Clinton, Iowa, authorized, &c.

Bridge not to interfere with navigation, &c.; nor with present railroad bridge, &c.;
the security of the navigation of the river to be prescribed by the Secretary of War. [See ch. 261, Post, p. 215.]

Right to erect, &c., the bridge, may be revoked.

Bridges across the Mississippi River authorized near Muscatine, Iowa;

between the counties of Carroll and Whitesides, Illinois, &c.

between La Crosse Co., Wisconsin, and Houston Co., Minnesota.

Right to alter, &c., this act, expressly reserved.

Act to take effect from passage.

April 1, 1872.

CHAP. LXXIV. — An Act to authorize the Restoration of Gilbert Morton to the naval Service.

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 nominate, and, by and with the advice and consent of the Senate, to re-appoint Gilbert Morton an ensign in the navy.

APPROVED, April 1, 1872.

April 1, 1872.

CHAP. LXXV. — An Act to change the Name of the Pleasure Yacht “Lois” to that of “Sea Witch,” and to change the Name of the Yacht “William M. Tweed” to that of “Julia.”

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled, That the Secretary of the Treas-