PUBLIC ACTS OF THE FORTY-SECOND CONGRESS
OF THE
UNITED STATES,
Passed at the Third Session, which was begun and held at the City of
Washington, in the District of Columbia, on Monday, the second day
of December, A.D. 1872, and was adjourned without day on Tuesday
the fourth day of March, A.D. 1873.

ULYSSES S. GRANT, President. SCHUYLER COLFAX, Vice-President
and President of the Senate. JAMES G. BLAINE, Speaker of the House
of Representatives.

CHAP. I. — An Act making an Appropriation for the Repairs, Furnishing, and Orna-
mentation of the United States Custom-house and Post-office at Bath, Maine.

Be it enacted by the Senate and House of Representatives of the United
States of America in Congress assembled, That the sum of five thousand
dollars be, and the same is hereby, appropriated out of any money in the
Treasury not otherwise appropriated, for the repair, furnishing, and hear-
ing of the United States custom-house and post-office at Bath, in the State
of Maine, and for grading the grounds, to be expended in accordance with
existing laws.

APPROVED, December 10, 1872.

CHAP. II. — An Act to authorize the Issuance of College Scrip to the State of Arkansas,
and for other Purposes.

WHEREAS the State of Arkansas has complied with all the provisions
and requirements of an act entitled "An act donating public lands to
the several States and Territories which may provide colleges for the
benefit of agriculture and the mechanic arts," approved July second,
eighteen hundred and sixty-two, and other acts amendatory thereto:

Therefore,

Be it enacted by the Senate and House of Representatives of the United
States of America in Congress assembled, That the Secretary of the De-
partment of the Interior be, and he is hereby, authorized and directed
be issued to the State of Arkansas
and Florida State Agricultural College of the State of Florida, as
provided for in said act, to be used and appropriated to and for the
purposes and objects in said act specified, and none other: Provided,
That no scrip as aforesaid shall be delivered to the authorities of the
State of Arkansas until said State shall have made some satisfactory
arrangement by which the bonds of said State, principal and interest, now
held by the United States as Indian trust funds, shall be funded in new
bonds authorized to be issued by said State for this purpose.

Sec. 2. That the time within which the State of Indiana may comply
with the provisions of the act of July twenty-third, eighteen hundred and
sixty-six, entitled "An act to amend the fifth section of an act entitled

Time within
which the State
of Indiana may
provide an agricultural college, extended.
1866, ch. 209.

‘An act donating public lands to the several States and Territories which may provide colleges for the benefit of agriculture and the mechanic arts,’ approved July second, eighteen hundred and sixty-two, so as to extend the time within which the provisions of said act shall be accepted and such colleges established,” is hereby extended so that the State of Indiana shall have the period of two years after the first day of July, eighteen hundred and seventy-two, within which to provide at least one college, as described in the fourth section of an act entitled “An act donating public lands to the several States and Territories which may provide colleges for the benefit of agriculture and the mechanic arts,” approved July second, eighteen hundred and sixty-two.

APPROVED, December 18, 1872.

Dec. 17, 1872.

CHAP. IV. — An Act to authorize the Construction of Bridges across the Ohio River, and to prescribe the Dimensions of the same.

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled, That any persons or corporations, having lawful authority therefor, may hereafter erect bridges across the Ohio river, for railroad or other uses, upon compliance with the provisions and requirements of this act.

SEC. 2. That every bridge hereafter erected across the Ohio river, above the mouth of the Big Sandy, shall have at least one span of a height of not less than ninety feet above low water, and of not less than forty feet above local highest water, measured to the bottom chord of the bridge; that every bridge hereafter erected across the Ohio river below the mouth of the Big Sandy, shall have at least one span of a height of not less than one hundred feet above low water, and of not less than forty feet above highest water, measured to the bottom chord of the bridge; that this high span shall give a clear opening of at least four hundred feet between the piers, measured at right angles to the current at every stage, and that it shall be placed over the main channel of the river used by boats during ordinary stages of water: Provided, however, That any one company, lawfully authorized by the States of West Virginia and Ohio, is hereby authorized to construct a bridge across the Ohio river, from the city of Wheeling, in the State of West Virginia, to the opposite side of said river within the State of Ohio, with a span over the main channel of not less than three hundred and fifty feet in length, and in all other respects conformable and subject to the provisions of this act, so far as the same are applicable to bridges about the mouth of the Big Sandy: And provided, That in case this high span is not over the low-water channel, suitable arrangements be made elsewhere to permit the passage of single boats under the bridge at low water; that all bridges over the Ohio river, below the Covington and Cincinnati suspension bridge, shall have, in addition to the high span prescribed above, a pivot-draw, giving two clear openings of one hundred and sixty feet each, measured at right angles to the current at the average stage of water in the river, and located in a part of the bridge that can be safely and conveniently reached at that stage; and that said draw shall be opened promptly, upon reasonable signal, for the passage of boats, whose construction shall not be such as to admit of their passage under the stationary spans of said bridge, except when trains are passing over the same; but in no case shall unnecessary delay occur in opening the said draw before or after the passage of trains.

SEC. 3. That the piers of the high span and the piers of the draw shall be built parallel with the current at that stage of the river which is most important for navigation; and that no ripraps or other outside protection for imperfect foundation will be permitted in the channel-way of the high span, or of the draw openings.