

To enable the Commissioner of the General Land Office to adjust and settle the claims of the several States, under the act of Congress approved September twenty-eighth, eighteen hundred and fifty, and the act supplemental thereto and amendatory thereof, for swamp lands, including all claims for swamp-land indemnity under the acts of March second eighteen hundred and fifty-five, and March third, eighteen hundred and fifty-seven, and other acts, fifteen thousand dollars.

Swamp land indemnity.  
1850, ch. 84,  
9 Stat., 519.  
1855, ch. 147,  
10 Stat., 634.  
1857, ch. 117,  
11 Stat., 1251.

For payment of judgments of the Court of Claims, one hundred thousand dollars, or so much thereof as may be necessary: *Provided*, That no judgment shall be paid until the right of appeal has expired.

Judgments of Court of Claims.  
*Proviso.*

For interest due Osages on avails of diminished reserved lands in Kansas, for the fiscal year ending June thirtieth, eighteen hundred and eighty. This amount to be expended for the Osage Indians, in accordance with section twelve of the act of July fifteenth, eighteen hundred and seventy, being interest at five per centum per annum from March first, eighteen hundred and seventy-nine, to March first, eighteen hundred and eighty, on one million two hundred and six thousand two hundred and fifty-seven dollars and twenty-nine cents, aggregate of net avails of Osage trust and diminished reserve lands sold prior to March first, eighteen hundred and seventy-nine, as provided for by section two of the act approved May ninth, eighteen hundred and seventy-two, sixty thousand three hundred and twelve dollars and eighty-six cents.

Osage Indians.

1870, ch. 296,  
16 Stat., 362.

For salary of the additional associate justice of the supreme court of the District of Columbia, appointed under the act of Congress approved February twenty-fifth, eighteen hundred and seventy-nine, from the date of his appointment to and including June thirtieth, eighteen hundred and seventy-nine, one thousand one hundred and twenty-two dollars and twenty-two cents, or so much thereof as may be necessary; and the paragraph relating to Reform School, in section three of an act entitled "An act making appropriations for sundry civil expenses of the government for the fiscal year ending June thirtieth, eighteen hundred and eighty, and for other purposes", is hereby amended by inserting, after the word "improvements", in said paragraph, the words "and support of boys sent to said school".

1872, ch. 149,  
17 Stat., 90.  
Additional justice supreme court D. C.

1879, ch. 99,  
20 Stat., 320.

*Reform School.*

1879, ch. 182,  
20 Stat., 404.

Approved, June 28, 1879.

**CHAP. 47.**—An act to change the name of the ferry-boat James Fisk Jr. to Passaic

June 30, 1879.

*Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled*, That the name of the ferry-boat James Fisk Jr. of New York, be, and is hereby, changed to Passaic, by which name said ferry-boat shall be hereafter licensed and known.

Ferry-boat James Fisk, jr.

Approved, June 30, 1879.

**CHAP. 48.**—An act to change the name of the steam-propeller "Nuhpa" to "Metropolitan".

June 30, 1879.

*Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled*, That the name of the steam-propeller "Nuhpa" of New York, be, and is hereby, changed to "Metropolitan", by which name said steam-propeller shall be hereafter licensed and known.

Propeller Nuhpa.

Approved, June 30, 1879.

**CHAP. 49.**—An act changing the time of holding the November term of the United States district court in the district of Connecticut.

June 30, 1879.

*Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled*, That the term of the United States district court for the district of Connecticut, at Hartford, now

U. S. district court for district of Connecticut.

held on the fourth Tuesday in November, shall hereafter be held on the first Tuesday of December.

Approved, June 30, 1879.

June 30, 1879.

**CHAP. 50.**—An act to authorize the construction of a railroad bridge across the Wabash River.

*Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled,* That the Bloomfield Railroad Company, organized under the laws of the State of Indiana, and the Quincy, Payson and Southeastern Railroad Company, a corporation organized under the laws of the State of Illinois, or either of them, is hereby granted the right to construct an iron or wooden bridge, for railroad purposes, or for railroad and highway purposes, and as a public highway, either with a draw or continuous span, as it may determine, across the Wabash River, at any point said corporation may select, at or within six miles of the town of Merom, in Sullivan County, State of Indiana: *Provided,* That the bridge to be constructed under the authority hereby granted shall not interfere with the free navigation of said stream beyond what is necessary in order to carry into full effect the rights and privileges hereby granted, and shall be built at right angles with the current of the stream where said bridge may be erected, and that a span of at least one hundred and seventy feet over the main channel of said stream shall be left between the piers of said structure: *And provided further,* That if said bridge shall be built with a draw of not less than one hundred feet in width, and said draw is kept in repair for the passage of boats at all times, the detention of passing said bridge shall not be construed as interfering with the navigation of the stream: *And it is further provided,* That said bridge shall be, and be considered, a legal structure, and shall be a post-road for the transmission of the United States mails: *And provided further,* That in case said bridge is built with a continuous span, the bridge shall be built at such height as not to interfere with the navigation of said river by steamboats.

**SEC. 2.** That any bridge authorized to be constructed under this act 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 company or companies, corporation or corporations, or either of them, shall submit to the Secretary of War, for his examination and approval, a design and drawing of the bridge, and a map of the location, giving for the space of 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 the Secretary of War shall determine the proper length of the spans of said bridge, and the height thereof above high-water mark, and as to the plan of the bridge in all respects; and if it shall be found at any time that such bridge unnecessarily or materially obstructs navigation, he shall require the necessary changes to be made therein, in the interest of such navigation, at the expense of said company or companies; and said company or companies shall maintain, at its or their own expense, from sunset until sunrise, such lights or other signals on said bridge as the Light-House Board shall prescribe.

Approved, June 30, 1879.