

ized to fix the limit of increase of the capital stock of the Second National Bank of Xenia, Ohio, at the amount of two hundred and fifty thousand dollars.

Approved, February 17, 1883.

**CHAP. 50.**—An act to provide for the erection of a monument to the memory of Major General the Baron De Kalb. Feb. 19, 1883.

Whereas, in October, seventeen hundred and eighty, the Congress of the United States passed the following resolution: Monument to Major-General the Baron De Kalb. Preamble.

“IN CONGRESS, OCTOBER, 1780.

“Resolved, That a monument be erected to the memory of the late Major-General the Baron De Kalb, in the city of Annapolis, in the State of Maryland, with the following inscription:

“Sacred to the memory of the Baron De Kalb, knight of the Royal Order of Military Merit, brigadier of the armies of France, and major-general in the service of the United States of America. Having served with honor and reputation for three years, he gave a last and glorious proof of his attachment to the liberties of mankind and the cause of America in the action near Camden, in the State of South Carolina, on the sixteenth of August, seventeen hundred and eighty, where, leading on the troops of the Maryland and Delaware lines against superior numbers, and animating them by his example to deeds of valor, he was pierced with many wounds, and on the nineteenth following expired, in the forty-eighth year of his age.

“The Congress of the United States of America, in gratitude to his zeal, service, and merit, have erected this monument;” Therefore,

*Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled,* That the sum of ten thousand dollars be, and the same is hereby, appropriated, out of any moneys in the Treasury not otherwise appropriated, for the purpose of erecting the monument authorized by the resolution of Congress above recited; and the Secretary of State shall have the management and control of the erection of said monument. Appropriation.

Approved, February 19, 1883.

**CHAP. 51.**—An act in relation to the Japanese Indemnity fund Feb. 22, 1883.

*Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled,* That the President be, and he is hereby, authorized and directed to pay to the Government of Japan the sum of seven hundred and eighty five thousand dollars and eighty-seven cents, in legal coin, through the United States minister, out of any money in the Treasury not otherwise appropriated, to Japan, and all bonds now under the control of the Department of State and known and designated in the accounts and reports of said department as the Japanese indemnity fund. shall be cancelled and destroyed. Payment of Japanese indemnity fund. Appropriation.

**SEC. 2** That the Secretary of the Treasury be, and he is hereby authorized and directed to cause the sum of one hundred and forty thousand dollars to be paid out of any money in the Treasury not otherwise appropriated to the officers and crew of the United States ship Wyoming, or to their legal representatives, for extraordinary, valuable, and specially meritorious and perilous services in the destruction of hostile vessels in the straits of Shimonoseki on the sixteenth day of July eighteen hundred and sixty-three, and to the officers and crew of the steamer Takiang who were detached from the United States ship Jamestown, or to their Payment to officers and crew of the ship Wyoming, etc., and of the steamer Takiang.

legal representatives, for similar services on the fourth, fifth, sixth, seventh, and eighth days of September, eighteen hundred and sixty-four; said sum to be distributed to the said officers and crews according to the laws of the United States governing the distribution of prize-money: *Provided*, That for the purpose of such distribution the officers and crew detached as aforesaid who manned the Takiang shall be regarded as a part of the forces of the Wyoming on the sixteenth day of July, eighteen hundred and sixty-three, and according to their rank and position on the eighth day of September, eighteen hundred and sixty-four; *And provided further*, That in such distribution no payment shall be made to the assignee of any mariner, but to the mariner himself only or to his duly-authorized attorney, or, in case of his decease, to his legal representatives or their duly-authorized attorney.

Approved, February 22, 1883.

Feb. 22, 1883.

**CHAP. 52.**—An act to authorize the construction of certain bridges, and to establish them as post-roads.

**Bridge across Lake Champlain.** *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 the Lamoille Valley Extension Railroad Company, and the Ogdensburgh and Lake Champlain Railroad Company, and their respective successors and assigns, to construct a bridge across Lake Champlain from Alburgh, Vermont, to Rouse's Point, New York, for the purpose of connecting the railroads of said companies, and to maintain and use the said bridge for the transportation of the mails, and for the benefit of commerce and the transportation of persons and property. The said bridge shall be built on the north side of the existing bridge connecting the said Ogdensburgh and Lake Champlain Railroad with the Vermont and Canada Railroad, but not to interfere with or in any way injure said existing bridge or its use. The bridge authorized by this act shall be constructed and maintained with two suitable draws, one of which shall be at least sixty feet wide, and the other at least ninety feet wide, which shall be opposite to and made to correspond with the draws in the existing bridge, so as to afford the best passage of vessels through the draws of both said bridges.

**Bridge across Missisquoi Bay.** **SEC. 2.** That it shall be lawful for the Lamoille Valley Extension Railroad Company, their successors and assigns, to construct, maintain, and use, for the passage of cars, a bridge across Missisquoi Bay, from the town of Swanton to the town of Alburgh Vermont. The said bridge may be constructed either north or south of the existing bridge across said bay of the Vermont and Canada Railroad Company, but shall be so constructed as not to injure or in any way interfere with the use and operation of said existing bridge. The bridge authorized by this section shall be constructed with a suitable draw for the passage of vessels, as wide as the draw in the existing bridge, and so located as to give vessels the best facilities for passing the draws of both said bridges.

**Free navigation preserved.** **SEC. 3.** That the said bridges shall not interfere with the free navigation of said lake and bay, respectively, 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 lake or bay, 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; and that the draws of the said bridges shall be opened promptly upon reasonable signal for the passage of boats.

**Signals.** **SEC. 4.** 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, and the same is hereby declared to be a post-route, upon which also no higher charge shall be made for the transmission

**Declared a lawful structure and post-route.**