

Adela, schooner Alicia and cargo, schooner Isabel and cargo, the steamer James Battle, schooner Diana and cargo, schooner Sea Lion and cargo, the cargo of the steamer Nita, steamer Pearl and cargo, schooner Teresa No. 2, steamer Union, steamer Victor and cargo, and schooner John Williams.

Names of causes.

SEC. 2. *And be it further enacted*, That the Secretary of the Navy is hereby authorized and directed to deposit with the assistant United States treasurer at Washington, District of Columbia, the appraised values of the prize steamers Adela and Nita, condemned in said district court, and taken into the naval service, and, after deducting all proper charges and expenses, a moiety of the same shall be distributed under the decree of the said district court, according to law, among the captors entitled to share in said prizes, the steamers Adela and Nita respectively, and the remaining moiety of the same shall be subject to the order of the said district court, as hereinafter provided.

Secretary of Navy to deposit appraised value of certain prize steamers taken into naval service.

Amounts, how to be distributed.

SEC. 3. *And be it further enacted*, That of the moneys mentioned in the first section of this act, when deposited as herein provided, there shall be retained by the said district court a sufficient fund to await final decrees in those of the cases enumerated in the first section of this act, wherein appeals have been taken to the Supreme Court of the United States, and that the balance of said moneys, together with one half of the appraised values of the prize steamers Adela and Nita, mentioned in the second section of this act, shall be distributed as prize-money among the captors in those of the cases enumerated in the first section of this act, in which final decrees of condemnation have been entered and which are ready for distribution, without reference to the interest of the United States in any and all of the said cases, which said interest of the United States in each of the said cases, and the proceeds for distribution therein, as well as the interest of the United States in the appraised value of the prize steamers Adela and Nita, is hereby relinquished for distribution to the captors in those of the cases enumerated and mentioned in the first section of this act wherein decrees of condemnation have been or shall be entered, and for payment to the claimants in those of said cases wherein final decrees of restitution have been or may be passed; and that in each of said cases wherein final decrees of condemnation and distribution have been or shall be entered, the sum to be paid into the treasury of the United States for distribution to the captors shall be one half of the gross proceeds of sale in said cases, less the costs taxed and allowed by the court: *Provided*, That any sum or sums remaining after execution of all decrees of distribution and restitution as hereinbefore provided, be paid into the treasury of the United States to the credit of the navy pension fund: *And provided further*, That nothing herein contained shall be deemed an admission on the part of the United States of any liability for the defalcation of the said Clapp as marshal aforesaid.

Sufficient fund to be retained to await final decrees;

balance, with, &c. to be distributed among captors.

Interest of the United States relinquished.

What sum to be paid into treasury in each case.

Certain sums to be paid to the credit of navy pension fund.

United States not liable for Clapp's defalcation.

APPROVED, July 20, 1868.

CHAP. CLXXIX. — *An Act authorizing the Construction of a Bridge across the Missouri River, upon the military Reservation at Fort Leavenworth, Kansas.*

July 20, 1868.

*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 Kansas and Missouri Bridge Company, a corporation having authority from the State of Kansas, to build a railroad, transit, and wagon bridge across the Missouri River upon or near the military reservation of Fort Leavenworth; and that when constructed all trains of all roads terminating at the Missouri River at or near the location of said bridge, shall be allowed to cross said bridge for a reasonable compensation to be paid to the owners thereof. And in case of any litigation arising from any obstruction or alleged obstruction to the free navigation of said river, the

Kansas and Missouri Bridge Company may build bridge across Missouri river;

what trains may cross.

In case of litigation, where

causes may be tried.

Height of bridge.

Spans and piers.

Right of way through Fort Leavenworth military reservation.

Bridge made a post-road.

Act may be altered, &c.

St. Joseph & Denver City R.R. Co. may bridge the Missouri at St. Joseph.

Rights, restrictions, &c.

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. *And be it further enacted*, That any bridge built under the provisions of this act shall not be in any case of less elevation 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 be of less than two hundred and fifty feet in length, in the clear, 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, at low water.

SEC. 3. *And be it further enacted*, That for the use of railroads leading to said bridge from either side of the river there is hereby granted a right of way through said Fort Leavenworth military reservation not exceeding for all of said roads three hundred feet in width: *Provided*, That said roads do not in any way interfere with the public buildings on said military reservation.

SEC. 4. *And be it further enacted*, That the Kansas and Missouri bridge be, and the same is hereby, established as a post-road, and that said bridge company shall have the right to take from said reservation, at such places as shall be designated by the Secretary of War, all stone, timber, and earth necessary to use in the construction of said bridge.

SEC. 5. *And be it further enacted*, 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, is hereby expressly reserved.

SEC. 6. *And be it further enacted*, That it shall be lawful for the Saint Joseph and Denver City Railroad Company, a corporation created by the laws of the State of Kansas, to build a bridge over and across the Missouri River at Saint Joseph, Missouri; and all the rights and privileges conferred by sections 1, 2, 4, and 5 of this act are hereby extended, so far as they are applicable, to the Saint Joseph and Denver City Railroad Company, and the restrictions, limitations, and conditions contained in said sections are hereby made applicable to said company.

APPROVED, July 20, 1868.

July 20, 1868.

CHAP. CLXXX. — *An Act for the Registration or Enrolment of certain foreign Vessels.*

Certificates of registry or enrolment to issue to certain foreign built vessels.

Tax to be paid on vessels equal to internal revenue tax, &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 and directed to issue certificates of registry or enrolment and license to the schooner "Bob," of St. Andrew, New Brunswick; and to the following-named Canadian-built vessels, to wit: The schooner "Royal Albert," of Oakville; the bark "John Breden," the schooner "Prince Alfred," and the brigantine "Orkney Lass," all of Kingston; the schooner "George Henry," of Toronto; the schooner "Annexation," of Port Hope; and the schooner "Emperor," of St. Catherines; also the barges "Champlain" and "Hochelega," of Quebec; the bark "Monarch," the brig "Sea Gull," and the schooner "Smith & Post," all of Oakville; the schooner "Welland," of St. Catherines; the schooner "Governor," of Montreal; the schooner "L. S. Shicklana," of St. Catherines; the schooner "Victoria," of Toronto; said vessels being owned by citizens of the United States, and having been at all times employed upon the waters of the lakes: *Provided*, That there shall be paid upon each of said foreign-built vessels a tax equal to the internal revenue tax upon the materials and construction of similar vessels of American build.

APPROVED, July 20, 1868.