

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.