

offices or parties authorized to dispose of said lands, which testimony shall be received as if taken before the officers of such land office.

Net proceeds,  
how owned and  
used.

SEC. 5. That the net proceeds arising from such sales, after defraying the expenses of appraisement and sale, which have heretofore or may hereafter be incurred, and also the outstanding indebtedness, principal and interest, of said Kansas tribe of Indians, which has heretofore been incurred under treaty stipulations, shall belong to said tribe in common, and may be used by the Commissioner of Indian Affairs, under direction of the President of the United States, in providing and improving for them new homes in the Indian Territory, and in subsisting them until they become self-sustaining; and the residue, not so required, shall be placed to their credit on the books of the Treasury, and bear interest at the rate of five per centum per annum, and be held as a fund for their civilization, the interest of which, and the principal, when deemed necessary by the President of the United States, may be used for such purpose: *Provided*, that no proceedings shall be taken under this act until the said Kansas Indians shall file their assent thereto with the Secretary of the Interior

Residue placed  
at interest.

Proceedings under  
this act, when  
to be had.

Approved, July 5, 1876.

July 6, 1876.

CHAP. 169.—An act to authorize the construction of a ponton-bridge across the Mississippi River from some feasible point in La Crosse County, in the State of Wisconsin, to some feasible point in Houston County, in the State of Minnesota.

Pile and ponton  
bridge may be built  
by city of La Crosse.

*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 city of La Crosse to construct a pile and ponton bridge across the Mississippi River at some feasible point in La Crosse County in the State of Wisconsin, so as to connect with the opposite shore of the said river, in the State of Minnesota; said bridge to be built subject, except as herein modified, to all the terms, requirements, and limitations contained in the act entitled "An act to legalize and establish a ponton-railway-bridge across the Mississippi River at Prairie du Chien, and to authorize the construction of a similar bridge at or near Clinton, Iowa," approved June sixth, eighteen hundred and seventy-four, so far as they may be applicable thereto.

1874, ch. 224,  
18 Stat., 62.

Width of ponton-  
draw.

SEC. 2. That the bridge shall be constructed with one suitable ponton-draw of not less than four hundred feet in width, located over the main channel of the river: *Provided*, That said bridge shall not be built or commenced until the plan and specifications for its construction have been submitted to the Secretary of War for his approval, nor until he shall approve the plan and the location of said bridge; and if any change be made in the plan of construction of said bridge at any time, such change shall be subject to the approval of the Secretary of War; and any change in the construction or any alteration of said bridge that may be directed at any time by Congress or the Secretary of War shall be made at the cost and expense of the owners thereof: *And provided further*, That the right is hereby reserved to Congress to alter amend or repeal this act; and in case of the repeal of this act, the bridge shall be removed without expense to the United States, and if this act be amended any change or alteration required of the bridge shall be without cost to the United States.

Approval of plan  
by Secretary of  
War.

Changes in con-  
struction.

Right to alter,  
amend, or repeal.

Alterations with-  
out cost to United  
States.

Approved, July 6, 1876.

July 8, 1876.

CHAP. 172.—An act authorizing the Nebraska City Bridge Company to construct a ponton railway-bridge across the Missouri River at Nebraska City in Otoe County, Nebraska.

Ponton railway-  
transit and wagon  
bridge at Nebraska  
City.

*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 Nebraska City Bridge Company, a corporation having authority from the State of Nebraska and from the State of Iowa, its successors and

assigns, to build, maintain, and operate a ponton railway-transit and wagon-bridge across the Missouri River at Nebraska City, in the county of Otoe, and State of Nebraska; and said company, its successors or assigns, shall keep up and maintain a suitable ponton-draw of not less than three hundred feet in length; and that said draw shall be opened promptly, upon reasonable signal, for the passage of boats or rafts; but in no case shall unreasonable delay occur in the opening of said draw before or after the passage of trains; and the company, corporation, or individuals having the charge or control of said bridge shall, for the security of navigation, maintain, from sunset to sunrise, throughout the year, such lights on said bridge as may be required by the Light-House Board.

SEC. 2. That all railway-companies desiring to use said ponton-bridge shall have, and be entitled to, equal rights and privileges in the use of the same, and in the use of the machinery and fixtures thereof, and of all approaches thereto, under and upon such terms and conditions as shall be prescribed by the Secretary of War, upon hearing the allegations and proofs of the parties in case they shall not agree; and the United States shall have the right of way for postal and telegraphic purposes across said bridge; and no greater charge shall be made for the transmission over the same of the mails, the troops, and munitions of war of the United States than the rate per mile paid for the transportation over the railroads or public highways leading to said bridge; and in case of any litigation arising from any obstruction, or alleged obstruction, to the navigation of the said Missouri River, created by the construction of said bridge under this act, the cause or question arising may be tried before the district or circuit court of the United States of any State wherein the obstruction exists.

SEC. 3. That the right to alter or amend this act so as to prevent or remove all material obstructions to the navigation of said Missouri River is hereby expressly reserved, without any liability to the Government for damages on account of the alteration or amendment of this act, or on account of the prevention or requiring the removal of any such obstructions; and if any change be made in the plan of construction of said ponton-bridge, such change shall be subject to the approval of the Secretary of War; and any change in the construction or any alteration of said bridge that may be directed at any time by Congress or the Secretary of War shall be at the cost and expense of the owners thereof. Said bridge shall be constructed, as near as may be practicable, upon the line heretofore surveyed and established by the Nebraska City Bridge Company.

SEC. 4. 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 corporation shall submit to the Secretary of War, for his examination and approval, a design and drawings 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

Width of draw.  
Opening of draw.

Lights on bridge.

Use of bridge by railway companies.

Right of way for postal and telegraphic purposes.  
Charge for mails and troops.

Suits for obstruction of river.

Where triable.

Amendment of act without liability for damages.

Alterations subject to approval.

Alterations, when to be made.

Location.

Regulations for security of navigation.

Plans of construction, etc., to be submitted.

Bridge not to be built till plan submitted.

Approved, July 8, 1876