

Right to build, &c., subject to revocation.

Act may be altered, &c.

gress may direct, so as to preserve the free and convenient navigation of said river. And the authority to erect and continue said bridge shall be subject to revocation or modification by law whenever the public good shall, in the judgment of Congress, so require, without any expense or charge to the United States.

SEC. 6. 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, without expense to the United States, is hereby expressly reserved.

APPROVED, May 25, 1872.

May 27, 1872.

CHAP. CCXVIII. — *An Act to provide for the Abatement or Repayment of Taxes on distilled Spirits in Bond, destroyed by Casualty.*

Taxes on distilled spirits in bond, destroyed by casualty, may be abated, or repaid.

When act takes effect.

Proviso when the spirits were insured, &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, upon the production of satisfactory proof to him of the actual destruction by accidental fire or other casualty, and without any fraud, collusion, or negligence of the owner thereof, of any distilled spirits on which the tax at the time of the destruction of said spirits had not been paid and while the same remained in the custody of any officer of internal revenue in any distillery warehouse or bonded warehouse of the United States, to abate the amount of internal revenue taxes accruing thereon, and to cancel any warehouse bond, or enter satisfaction thereon, in whole or in part, as the case may be; and if such taxes have been collected since the destruction of said spirits, then the Secretary of the Treasury shall refund the same to the owners thereof out of any money in the treasury not otherwise appropriated.

SEC. 2. That this act shall take effect in all cases of loss or destruction of distilled spirits as aforesaid which have occurred since the first day of January, eighteen hundred and sixty-eight: *Provided, however,* That when the owners of such distilled spirits, so destroyed as aforesaid, may be indemnified against said tax by a valid claim of insurance, said tax shall not be remitted to the extent of such insurance.

APPROVED, May 27, 1872.

May 27, 1872.

CHAP. CCXIX. — *An Act to authorize the Secretary of War to accept the Peninsula in Lake Erie, opposite the Harbor of Erie, in the State of Pennsylvania.*

Secretary of War may accept the title to the peninsula in Lake Erie, opposite the harbor of Erie, Pa., if, &c.

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled, That the Secretary of War be, and he is hereby, authorized and empowered to receive and accept from the Marine Hospital of Pennsylvania, a corporation duly incorporated by the commonwealth of Pennsylvania, the title to a piece or parcel of land, being the peninsula lying to the northward of and inclosing the bay of Presque Isle, and containing two thousand and twenty-four acres, more or less, to be held by the government of the United States for the protection of the harbor of Erie: *Provided,* That the deed conveying the same shall not be received or accepted until the title to the same is complete and indefeasible, nor unless the acceptance thereof shall be recommended by a board of officers of the corps of engineers appointed by the President.

APPROVED, May 27, 1872.

May 27, 1872.

CHAP. CCXX. — *An Act in Relation to the Dakota Southern Railroad Company.*

A certain act of the legislative assembly of Dakota Territory

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled, That the act passed by the legislative assembly of the Territory of Dakota, and approved by the governor on the twenty-first day of April, eighteen hundred and seventy-

one, entitled "An act to enable organized counties and townships to vote aid to any railroad, and to provide for the payment of the same," be, and the same is hereby, disapproved and annulled, except in so far as is herein otherwise provided. But the passage of this act shall not invalidate or impair the organization of the company heretofore organized for the construction of the Dakota Southern railroad, leading from Sioux city, Iowa, by way of Yankton, the capital of said Territory, to the west line of Bon Homme county, or any vote that has been or may be given by the counties of Union, Clay, Yankton, and Bon Homme, or any township granting aid to said railroad, or any subscription thereto, or any thing authorized by, and that may have been done in pursuance of, the provisions of the aforesaid act of the legislative assembly of said Territory toward the construction and completion of said railroad; and the said Dakota Southern Railroad Company, as organized under and in conformity to the acts of the legislative assembly of said Territory, is hereby recognized and declared to be a legal and valid corporation; and the provisions of the act of said legislative assembly first aforesaid, so far as the same authorize, and for the purpose of validating any vote of aid and subscriptions to said company for the construction, completion, and equipment of the main stem of said railroad, between the termini aforesaid, are hereby declared to be and remain in full force, but no further, and for no other purpose whatsoever.

disapproved, except, &c.
Dakota Southern R.R. Co. declared a legal corporation, and votes of counties or towns granting aid to its construction, not invalidated.

SEC. 2. That for the purpose of enabling the said Dakota Southern Railroad Company to construct its said road through the public lands between the termini aforesaid, the right of way through the said public lands is hereby granted to said company to the extent of one hundred feet in width on each side of said road: *Provided*, That nothing in this act shall relieve said Dakota Southern Railroad Company from constructing and completing said railroad in accordance with the conditions and stipulations under which the citizens of the counties therein named voted aid to said railroad in accordance with the laws of said Territory, approved April twenty-first, eighteen hundred and seventy-one: *Provided further*, That said Dakota Southern Railroad Company shall issue, to the respective counties and townships voting aid to said railroad, paid up certificates of stock in the same in amounts equal to the sums voted by the respective counties and townships.

Right of way through the public lands granted to said corporation.
Conditions, &c., to be complied with.
Amount of stock to be issued to counties, &c.

APPROVED, May 27, 1872.

CHAP. CCXXI. — *An Act to change the Name of the Schooner La Pette to La Petite.* May 27, 1872.

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled, That the name of the schooner La Pette, of Huron, Erie county, State of Ohio, be, and is hereby, changed from its present name to that of La Petite.

APPROVED, May 27, 1872.

Name of schooner "La Pette" changed to "La Petite."

CHAP. CCXXVI. — *An Act for the Relief of certain Officers of the Navy.* May 28, 1872.

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled, That in conformity with and to carry into effect the recommendation and conclusions of the board of officers organized in pursuance of the "Resolution for the relief of certain officers of the navy," approved July first, eighteen hundred and seventy, the President of the United States be, and he is hereby, authorized, by and with the advice and consent of the Senate, to restore Commodore Joseph F. Green to his original position on the navy list, next below Rear-Admiral Boggs; to promote Commodore John DeCamp to his original relative position as a rear-admiral on the retired list; to promote Commodore Charles W. Pickering to the grade of commodore on the retired list, with the retired pay of his advanced rank; to advance

Certain navy officers to be restored, &c., to original position on navy list. Vol. xvi. p. 383
Joseph F. Green, John DeCamp, Charles W. Pickering.