

udice or change, until the offices in the new districts shall be duly opened by public announcement under the direction of the Secretary of the Interior. be done without change until, &c.

SEC. 2. That all sales or disposals of the public lands heretofore regularly made at any land office after the said lands have been made part of another district by any act of Congress, or by any act of the President, are hereby confirmed, provided the same are free from conflict with prior valid rights. Certain sales heretofore made confirmed.

APPROVED, May 31, 1872.

CHAP. CCXLII. — *An Act authorizing the Construction of a Bridge across the Arkansas River, at Little Rock, Arkansas.* May 31, 1872.

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 Little Rock Bridge Company, a corporation having authority from the State of Arkansas, to build a railroad, transit, and wagon-bridge across the Arkansas river, at or near the city of Little Rock, in Arkansas; and that, when constructed, all trains of all railroads terminating at the Arkansas 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 cause may be tried before the district court of the United States in and for the eastern district of said State of Arkansas. Bridge across the Arkansas river, near Little Rock, for railroads, &c.
All trains may pass for, &c.
Litigation, &c.

SEC. 2. That any bridge built under the provisions of this act may, at the option of the company building the same, be built as a drawbridge, with a pivot, or with unbroken or continuous spans: *Provided,* That if the said bridge shall be made with unbroken or continuous spans, it shall not be in any case of a 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 span over the main channel of the river at low water be less than two hundred and fifty feet, nor shall there be a greater number of spans than four crossing the remaining width of said river, and the piers of said bridge shall all be parallel with the current of said river: *And provided also,* That if any bridge shall be constructed under this act as a drawbridge, the same shall be a pivot-draw over the main channel at low water, with spans of not less than one hundred and fifty feet in the clear on each side of the centre or pivot pier of said bridge, and that there shall not be a greater number of fixed spans than four crossing the remaining width of said river; and said bridge shall not be less than thirty-six feet above the low-water mark as understood at the location of said bridge, measuring to the bottom chord of said bridge, and all the piers of said bridge shall be parallel with the current of said river: *And provided also,* That said draw shall be opened promptly, upon reasonable signal, for the passage of boats whose construction shall not be such as to admit of their passage under said bridge, except when a railroad train is passing over the same; but in no case shall any unnecessary delay occur in opening said draw after the passage of such train. Bridge may be built with draw or unbroken spans;
height and spans.
Drawbridge; spans.
Height of bridge and piers.
Draw to be opened promptly.

SEC. 3. That any bridge constructed under this act and according to its provisions shall be a lawful structure, and shall be recognized and known as a post-route, upon which no higher 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 paid for their transportation over the railroads or public highways leading to said bridge; and the United States shall have the right of way for postal telegraph purposes across said bridge. Bridge to be a lawful structure and post-route. Charges.
Right of way.

SEC. 4. That said bridge shall not be built or commenced until the bridge company aforesaid shall submit to the Secretary of War, for his Plans, &c., to be submitted to

Secretary of War approval, a plan with the necessary drawings of their bridge conforming to the above requirements, nor until he shall approve the plan and location of said bridge and notify the company of the same in writing; and should any change be made in the plan of the bridge, during the progress of the work thereon, such change shall be subject likewise to the approval of the Secretary of War; and the said structure shall be at all times so kept and managed as to offer reasonable and proper means for the passage of vessels through or under said structure; and the said structure shall be changed at the cost and expense of the owners thereof, from time to time, as Congress 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.

Changes.

Passage of vessels.

Right to erect, &c., bridge may be modified.

Act may be altered.

SEC. 5. 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 said bridge without expense to the United States, is hereby expressly reserved.

APPROVED, May 31, 1872.

May 31, 1872.

CHAP. CCXLIII. — *An Act to provide for a Building for the Use of the Post-office, United States circuit and district Courts, and internal Revenue Offices, at Utica, New York.*

Building to be erected in Utica, New York, for post-office, court-house, &c.

Appropriation.

Plans and estimates. Limit to expenditure.

No money to be used until the United States has title and the right to tax is relinquished.

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 cause to be constructed a suitable building, with a fire-proof vault extending to each story, at Utica, New York, for the accommodation of the post-office, United States circuit and district courts, and internal revenue offices; and for this purpose there is hereby appropriated, out of any money in the treasury not otherwise appropriated, the sum of two hundred thousand dollars, to be expended under the direction of the Secretary of the Treasury, who shall cause proper plans and estimates to be made, so that no expenditure shall be made or authorized for the full completion of said building and payment for the site thereof beyond the amount herein appropriated: *Provided,* That no money hereby appropriated shall be used or applied for the purposes mentioned until a valid title to the land for the site of such building shall be vested in the United States, nor until the State shall also duly release and relinquish to the United States the right to tax or in any way assess said site, or the property of the United States that may be thereon, during the time that the United States shall be or remain the owner thereof.

APPROVED, May 31, 1872.

May 31, 1872.

CHAP. CCXLIV. — *An Act to change the Location of the Railroad National Bank of Lowell, Massachusetts, to the City of Boston, Massachusetts.*

Railroad National Bank of Lowell may change its location to Boston.

Change how to be effected.

New name.

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled, That the Railroad National Bank of Lowell, now located at Lowell, in the county of Middlesex, and State of Massachusetts, is hereby authorized to change its location to Boston in the county of Suffolk, and State aforesaid. Whenever the stockholders, representing three-fourths of the capital of said bank, at a meeting called for that purpose, determine to make such change, the president and cashier shall execute a certificate, under the corporate seal of the bank, specifying such determination, and shall cause the same to be recorded in the office of the Comptroller of the Currency, and thereupon such change of location shall be effected, and the operations of discount and deposit of said bank shall be carried on under the name of the Rail-