

If bridge is built as a draw-bridge.

Spans and piers.

Draw to be opened promptly.

Bridge to be a lawful structure and post-route.

Charges.

All railway companies to have equal rights to use the bridge. Terms, &c., of use.

Secretary of War to prescribe regulations for building and managing the bridge.

Changes.

Act may be altered.

to the bottom chord of the bridge, nor shall the spans of said bridge be less than two hundred and fifty feet in length; and the piers of said bridge shall be parallel with the current of said river, and the main span shall be over the main channel of the river and not less than three hundred feet in length: *And provided also*, That if said bridge, built under this act, be constructed as a drawbridge the same shall be constructed as a pivot drawbridge, with a draw over the main channel of the river at an accessible and navigable point, and with spans of not less than two hundred feet in length, in the clear, on each side of the central or pivot pier of the draw, and the next adjoining spans to the draw shall not be less than two hundred and fifty feet; and said spans shall not be less than thirty feet above low-water mark and not less than ten feet above extreme high-water mark, measuring to the bottom chord of said bridge; and the piers of said bridge shall be parallel with the current of the river: *And provided also*, That said draw shall be opened promptly, upon reasonable signal, for the passage of boats; and in no case shall unnecessary delay occur in opening the said draw during or after the passage of trains.

SEC. 3. That said bridge constructed under this act, and according to its limitations, shall be a lawful structure, and shall be recognized and known as a post-route, upon which, also, no higher charge shall be made for the transmission over the same of the mails, troops, and the munitions of war of the United States, than the rate per mile paid for their transportation over the railroads or public highways leading to the said bridge.

SEC. 4. That all railway companies desiring to use the said bridge shall have and be entitled to equal rights and privileges in the passage of the same, and in the use of the machinery and fixtures thereof, and of all the 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.

SEC. 5. That the structure herein authorized shall be built under and subject to such regulations for the security of the navigation of said river and lake as the Secretary of War shall prescribe, 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 and 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 by law whenever the public good shall, in the judgment of Congress, so require.

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 said bridge is hereby expressly reserved.

APPROVED, June 4, 1872.

June 4, 1872.

CHAP. CCXCIII. — *An Act granting the Right of Way through the public Lands for the Construction of a Railroad and Telegraph in Florida.*

Right of way through public lands in Florida, granted to the Great Southern Railway Co. for railroad and telegraph.

*Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled*, That the right of way through the public lands be, and the same is hereby, granted to the Great Southern Railway Company, a corporation created under the laws of the State of Florida, its successors and assigns, for the construction of a railroad and telegraph from the Saint Mary's river, in the State of Florida, to Key West, in said State, together with a branch road from the most eligible point on said road to Tampa Bay and Caloosa Entrance, in said State; and the right, power, and authority are hereby given to said corporation to take, from the public lands adjacent to the line of said road, materials for the construction thereof. Said way is granted to said railroad to the extent of one hundred feet in width on each side of the central line of

Extent of grant.

said road where it may pass through the public domain, including grounds for station-buildings, work-shops, depots, machine-shops, switches, side-tracks, turn-tables, and water-stations, to an amount not exceeding twenty acres for each ten miles in length of the main line of said railroad: *Provided*, That within one year from the passage of this act the said company shall file with the Secretary of the Interior its acceptance of the terms of this act, and a map of the route, exhibiting the line of the road and its branch, as the same has been located, and shall complete said road within ten years of the passage of this act. It shall be the duty of the said company to permit any other railroad which has been or shall be authorized by the United States, or by the State of Florida, to form running connections with its road on fair and equitable terms. In case of disagreement, such terms shall be fixed by the Secretary of the Interior.

Acceptance of this act, and map of route to be filed within, &c. Road to be completed in ten years.

Other roads may form running connections.

Road to be a post-route and military road. Rates.

Act may be altered.

SEC. 2. That said road shall be a post-route and a military road; and Congress at any time, having due regard for the rights of said company, may fix rates of tariff for transportation of troops, materials of war, and mails, and may add to, alter, or amend this act.

SEC. 3. That Congress reserves it to itself the right to alter, amend, or repeal this act whenever in its judgment the interests of the people may require it.

APPROVED, June 4, 1872.

CHAP. CCXCIV. — *An Act to extend the Provisions of an Act entitled "An Act for the Relief of certain Purchasers of Lands from the legal Representatives of Bartholomew Cousin," approved February eighteenth, eighteen hundred and seventy-one.*

June 4, 1872.  
1871, ch. 55.  
Vol. xvi. p. 415.

*Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled*, That the provisions of an act entitled "An act for the relief of certain purchasers of lands from the legal representatives of Bartholomew Cousin," approved February eighteenth, eighteen hundred and seventy-one, be, and the same are hereby, extended one year from the expiration thereof.

Act for the relief of those claiming title to land under Bartholomew Cousin extended.

APPROVED, June 4, 1872.

CHAP. CCXCV. — *An Act to authorize the Issue of an American Register to the Brig Delphine.*

June 4, 1872.

*Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled*, That there be issued, under the direction of the Secretary of the Treasury, a register for the brig Delphine, formerly a French vessel, but now owned by Messrs. B. S. Rhett and Son, of Charleston, South Carolina, and which said vessel, having been brought into the harbor of Charleston in a damaged condition, was ordered by the French consul at that port to be sold at public auction, and was purchased by said B. S. Rhett & Son, who have caused the said vessel to be repaired: *Provided*, That it shall be proved to the satisfaction of the Secretary of the Treasury that the cost of the repairs made in the United States, after the purchase of said vessel by the present owners, equals three times the amount paid by said B. S. Rhett & Son at said auction.

American register to be issued to the brig Delphine.

Proviso.

APPROVED, June 4, 1872.

CHAP. CCXCVI. — *An Act to provide for the Sale of the Marine Hospital and Grounds at San Francisco.*

June 4, 1872.

*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 empowered to sell for the best price that can be obtained, after due notice, the United States Marine Hospital building and grounds at Rincon point in the city of San Francisco, California, such sale to include all the land embraced in the government reservation at Rincon point aforesaid, and, on due payment, to make,

Marine hospital and grounds at San Francisco may be sold.