

June 6, 1874.

CHAP. 222.—An act to change the name of the schooner-yacht "Quarantine," to "Welcome."

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 to change the name of the schooner-yacht "Quarantine," owned by Michael J. Driscoll, of Boston, and to issue a register under the name of "Welcome."

Approved, June 6, 1874.

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CHAP. 223.—An act obviating the necessity of issuing patents for certain private land-claims in the State of Missouri, and for other purposes.

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled, That all of the right, title, and interest of the United States in and to all of the lands in the State of Missouri which have at any time heretofore been confirmed to any person or persons by any act of Congress, or by any officer or officers, or board or boards of commissioners, acting under and by authority of any act of Congress, shall be, and the same are hereby, granted, released, and relinquished by the United States, in fee-simple, to the respective owners of the equitable titles thereto, and to their respective heirs and assigns forever, as fully and as completely, in every respect whatever, as could be done by patents issued therefor according to law.

SEC. 2. That nothing contained in the first section of this act shall, in any manner, abridge, divest, impair, injure or prejudice any valid right, title or interest of any person or persons in or to any portion or part of the lands mentioned in said first section; and this act shall in no wise affect any lands or lots heretofore relinquished to the United States.

SEC. 3. That whenever the Secretary of the Interior shall be of the opinion that the public interest no longer requires the continuance of the office of recorder of land titles in Missouri, he may close and discontinue the same; and all of the records, maps, plats, field-notes, books, papers, and everything else concerning, pertaining, or belonging to said office of recorder, shall be delivered to the State of Missouri: *Provided, however,* That said State shall provide by law for the reception and safe-keeping of said records, maps, plats, field-notes, books, papers, and everything else belonging to said office of recorder, as public records, and for the allowance of free access to the same by the authorities of the United States, for the purpose of taking extracts therefrom, or making copies thereof, without charge of any kind: *And provided further,* That when said office of recorder shall be closed and discontinued as aforesaid, the Commissioner of the General Land-Office shall forever thereafter possess and exercise all of the powers and authority and perform all the duties of said recorder.

Approved, June 6, 1874.

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CHAP. 224.—An act to legalize and establish a pontoon-railway-bridge across the Mississippi River at Prairie du Chien, and to authorize the construction of a similar bridge at or near Clinton, Iowa.

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled, That the railway pontoon bridge across the Mississippi River, and an island therein, communicating with the Milwaukee and Saint Paul railway at Prairie du Chien, in the State of Wisconsin, and the Milwaukee and Saint Paul railway at North McGregor, in the State of Iowa, be, and is hereby, legalized and declared a lawful structure: *Provided,* That the said John Lawler and the said Prairie du Chien and McGregor Railway Company, their successors and assigns, shall keep up and maintain a suitable pontoon draw of not less than three hundred and ninety-six feet in length in the east-

Draws to be maintained.

ern channel, and one of not less than four hundred and eight feet in length in the principal or western channel of said river; and that said draws shall be reopened promptly, upon reasonable signal, for the passage of boats or rafts; but in no case shall unnecessary delay occur in opening the said draws before or after the passage of trains; and that the said parties shall maintain, at their own expense, from sunset to sunrise, throughout the year, such lights on said bridge as may be required by the Light-House Board, for the security of navigation.

Length of draws.
To be opened promptly, &c.

Lights.

SEC. 2. That all railway companies desiring to use said pontoon 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 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 telegraph purposes across said bridge; also, no higher charge shall be made for the transmission over the same of the mails, the troops, and the 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 river, created by the construction of said bridge under this act, the cause or question arising may be tried before the district court of the United States of any State in which any portion of said obstruction or bridge touches.

All railway companies to have use of bridge, &c.

Secretary of War to hear parties not agreeing.

United States to have right of way for postal telegraph.

Transmission of mails, troops, and munitions of war.

Litigation, if any, to be had in what courts.

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 river is hereby expressly reserved, without any liability of 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 pontoon 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 made at the cost and expense of the owners thereof.

Act may be amended, &c.

Any change in plan of construction to be subject to approval of Secretary of War.

Alterations ordered by Congress or the Secretary of War, how to be made.

SEC. 4. That the bridge heretofore authorized to be erected across the Mississippi River at or near Clinton, Iowa, by section one of an act entitled "An act to authorize the construction of a bridge across the Mississippi River at or near the town of Clinton, in the State of Iowa, and other bridges across said river, and to establish them as post roads," approved April first, eighteen hundred and seventy-two, may be constructed and maintained as a pile and pontoon bridge, subject to the terms, restrictions and requirements contained in the foregoing sections of this act: *Provided*, That in the bridge mentioned in this section only one draw shall be required unless otherwise determined by the Secretary of War, which draw shall be located as he may direct, and be not less than four hundred and eight feet in width.

Bridge across the Mississippi River near Clinton, Iowa.

1872, ch. 73, § 1, vol. xvii, p. 44.

May be constructed and maintained as a pile and pontoon bridge, subject, &c.

Proviso.

Approved, June 6, 1874.

CHAP. 256.—An act authorizing corrections to be made in errors of prize-lists.

June 8, 1874.

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled, That the second and third paragraphs of the tenth section of the navy-prize law, approved June thirtieth, eighteen hundred and sixty-four, which relate to the shares of commanders of divisions and fleet-captains, shall apply to officers serving in those positions from April, eighteen hundred and sixty-one, (the commencement of the late war,) and the shares shall be paid in the manner as provided for division-commanders in said second paragraph, said payments to be made out of the naval pension fund; and all acts inconsistent with the provisions of this act be, and the same are hereby, repealed.

Amendment of 1864, ch. 174, § 10, vol. xiii, p. 300.

Prize-money to officers serving as division-commanders and fleet-captains from April, 1861.

Shares, how paid

Approved, June 8, 1874.