CHAP. CXCV. — *An Act authorizing the Construction of a Bridge across the Arkansas River at Little Rock, Arkansas.* July 1, 1870.

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 Citizens' 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 roads 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 of any State in which any portion of said obstruction or bridge touches.

Bridge across the Arkansas river, near Little Rock, authorized.

All trains of all roads, &c. to be allowed to pass over.

SEC. 2. *And be it further enacted*, 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 other form of a draw, or with unbroken and continuous spans: *Provided*, That if the said bridge shall be made with unbroken and continuous spans, it shall not be in any case of 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 spans be of less than two hundred and fifty feet in length in the clear; 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 at low water: *And provided also*, That if any bridge built under this act shall 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 one hundred and sixty 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 twenty feet above high-water mark, measuring to the bottom chord of the 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 whose construction shall not be such as to admit of their passage under the permanent spans of said bridge, except when trains are passing over the same; but in no case shall unnecessary delay occur in opening the said draw during or after the passage of trains.

Question of obstruction to river may be tried in federal courts.

Bridge, how may be built.

Elevation if built with unbroken spans.

Length of spans.

Piers.

Main span.

If built as a drawbridge, to be constructed as a pivot drawbridge.

Spans.

Draw to be opened promptly.

SEC. 3. *And be it further enacted*, That any 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, the troops, and the munitions of war of the United States, than the rate per mile paid for their transportation over the railroads or the public highways leading to the said bridge: *And provided also*, That said corporation may execute a mortgage and issue bonds payable, principal and interest, in gold or United States currency.

Bridge to be a lawful structure and post-road.

Charges to the United States.

Corporation may execute mortgage.

SEC. 4. *And be it further enacted*, That the United States shall have the right of way for postal telegraph purposes across said bridge.

Right of way for postal telegraph.

SEC. 5. *And be it further enacted*, That the bridge company aforesaid, shall submit to the Secretary of War, for his approval, a plan with the necessary drawings of their bridge, conforming to the above requirements; and until the Secretary of War approve the plan and location of said bridge, and notify the company of the same in writing, the bridge shall not be built or commenced; 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.

Plans of bridge to be submitted to Secretary of War.

Bridge not to be commenced until, &c.

Changes of plans.

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Act may be altered.

SEC. 6. *And be it further enacted*, That Congress shall have power at any time to alter, amend, or repea this act.

APPROVED, July 1, 1870.

July 1, 1870.
1868, ch. 256.
Vol. xv. p. 227.

CHAP. CXCVI. — *An Act amendatory of "An Act to protect the Rights of actual Settlers upon the public Lands of the United States," approved July 27, 1868, and for other Purposes.*

Agricultural college scrip to be received from actual settlers in payment of pre-emption claims, as, &c.

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled, That the act entitled "An act to protect the rights of actual settlers upon the public lands of the United States," approved July twenty-seven, eighteen hundred and sixty-eight, be, and the same is hereby, amended by adding thereto the following proviso, viz.: *Provided*, That all such agricultural college scrip shall be received from actual settlers in payment of pre-emption claims in the same manner and to the same extent as is now authorized by law in case of military bounty-land warrants: *And provided further*, That all locations of such scrip made within thirty days after the date of approval of said act of July twenty-seven, eighteen hundred and sixty-eight, if otherwise in conformity with law, are hereby legalized and made valid.

Certain locations of such scrip made valid.

APPROVED, July 1, 1870.

July 1, 1870.

CHAP. CXCVII. — *An Act to relinquish the Interest of the United States in certain Lands to the City and County of San Francisco.*

The interest of the United States in the Point San José military reservation relinquished to the city and county of San Francisco.

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled, That all the right and title of the United States to the military reservation in the city and county of San Francisco, in the State of California, known as the Point San José military reservation, be, and the same are hereby, relinquished and granted to the said city and county, and its successors, for the uses and purposes as follows: First. To maintain all streets and alleys as now laid out upon the official map of the city of San Francisco. Second. And then, in trust, to grant and convey the remainder of said lands to the parties severally who are at the date of the passage of this act in the actual bona fide possession thereof, by themselves or their tenants, and in such parcels as the same are so held and possessed by them; or who, if they have not such possession, were deprived thereof by the United States military authorities when they went into the occupancy of said military reservation, or were deprived thereof by intruders or trespassers, against whom possession may be recovered by legal process. Third. To have and to hold all the residue, if any, of said lands, for the use and benefit of said city, there being excepted from this relinquishment and grant all that certain piece or parcel of land, portion of said reservation, and which is bounded and described as follows, viz.: commencing at a point in the mean low-water shore-line of the bay or entrance to the bay of San Francisco, east of the promontory of Point San José, where the same is intersected by the westerly line of Van Ness Avenue; running thence southerly along the said westerly line of Van Ness Avenue to its intersection with the northern line of Bay Street; thence westerly along the north side of Bay Street to its intersection with the eastern line of Laguna Street; thence northerly along the said eastern line of Laguna Street to the westerly shore; thence in a northeasterly, easterly, southeasterly, and southerly direction, following the said shore-line, and including the entire water-front between Laguna Street and Van Ness Avenue, to the point or place of beginning.

Purpose of release.
Streets.
Remainder to actual settlers, &c.

Residue for city, except, &c.

Boundaries of reservation.

Valid adverse rights not prejudiced.

SEC. 2. *And be it further enacted*, That nothing in this act contained shall interfere with or prejudice any valid adverse right or claim, if such exist, to said land or any part thereof, whether derived from Spain, Mexico, or the United States, or preclude an examination and adjustment thereof by the courts.