CHAP. CCCXXIII. — *An Act extending the Time for the Completion of the Portage Lake and Lake Superior Ship Canal.* March 3, 1873.

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled, That the time for the completion of the Portage Lake and Lake Superior ship canal be and the same is hereby extended to the first day of December, anno Domini eighteen hundred and seventy-three. Time for completing the Portage Lake and Lake Superior ship canal extended.

APPROVED, March 3, 1873.

CHAP. CCCXXIV. — *An Act to enable the Commissioner of Indian Affairs to purchase and pay for certain Improvements within the Nez Perce Indian Reservation in the Territory of Idaho.* March 3, 1873.

Whereas, by the tenth article of the treaty concluded with the Nez Perce tribe of Indians, June eleventh, eighteen hundred and fifty-five, it was agreed that the tract of land then occupied by William Craig should not be considered a part of the reservation set apart for them by said treaty, except that the same should be subject to the intercourse act in common with the other lands of the reservation, in consideration of the fact that said Craig had consented to reside among them as their friend and adviser; and whereas the said Craig, and, since his death, his legal representatives, have cultivated and otherwise improved the tract of land in question; and whereas the right of personal occupancy of the same, acquired under the treaty referred to, ceased with the death of said Craig; and whereas the improvements upon said tract, as aforesaid, are required for the use of the Nez Perce tribe of Indians: Therefore Preamble. Vol. xii. p. 960.

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled, That the commissioner of Indian affairs be, and he is hereby, authorized to purchase, from the legal representatives of the said William Craig, the said improvements, at a cost not exceeding the sum of three dollars per rod for fencing and four dollars and fifty cents per acre for the plowing upon the said tract, and to pay for the same, out of any unexpended money appropriated for fulfilling treaty with the Nez Perce tribe of Indians. Improvements to be purchased from the representatives of William Craig.

APPROVED, March 3, 1873.

CHAP. CCCXXV. — *An Act to authorize the Construction of a Bridge across the Missouri River at or near the City of Lexington, in the State of Missouri, and to establish it as a Post-road.* March 3, 1873.

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 any person or persons, company, or corporation, authorized by the general or special laws of Missouri, and having the consent of the Burlington and Southwestern and the Lexington Lake and Gulf Railroad Companies, to build a bridge across the Missouri river at or near the city of Lexington, in the State of Missouri, and to lay on or over said bridge railway-tracks for the more perfect connection of any railroads that are or shall be constructed to the said river at or opposite said point, under the limitations and conditions hereinafter provided. That said bridge shall not interfere with the free navigation of said river beyond what is necessary in order to carry into effect the rights and privileges hereby granted. 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 the district of said State in which said bridge is located. Bridge may be built across the Missouri river at or near Lexington, Missouri, and railway tracks laid thereon. Navigation. Litigation.

SEC. 2. That any bridge built under the provisions of this act may, at the option of the company building the same, be built either as a pivot draw-bridge, or with unbroken or continuous spans: *Provided*, That if the said bridge shall be made with unbroken and continuous spans, it Bridge may be built as a pivot draw-bridge, or with continuous spans.

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