whose titles were valid at the date of the treaty of eighteen hundred and sixty-six, and who may be able to establish such validity within one year from the date of the passage of this act, under such rules as the Secretary of the Interior may prescribe, shall receive the proceeds of the sale of such identical lands, not exceeding one hundred and sixty acres, instead of their being invested as hereinafter provided for in the fourth section of this act.

&c., to receive proceeds of sales of certain lands.

SEC. 4. That all moneys accruing from the sales of land under this act shall, without unnecessary delay, be invested in the registered five per centum bonds of the United States, as provided in the twenty-third article of the treaty of eighteen hundred and sixty-six.

Proceeds of sales under this act to be invested.

SEC. 5. That the sale of said lands, as hereinbefore provided for, shall not take place until the provisions of this act are accepted by the Cherokee national council, or by a delegation duly authorized thereby; which acceptance shall be filed with the Secretary of the Interior, and, when approved by him, the same shall be final and conclusive.

Sales not to be made until provisions of this act are accepted by Cherokee national council, &c.

APPROVED, May 11, 1872.

CHAP. CLVIII.—*An Act to authorize the Construction of a Bridge across the Missouri River, at Boonville, Missouri.*

May 11, 1872.

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled, That the Boonville Railroad Bridge Company, a corporation existing under the laws of the State of Missouri, be, and is hereby, authorized to construct and maintain a bridge over the Missouri river, between the city of Boonville, in Cooper county, and Franklin, in Howard county, in said State, 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 of the State of Missouri in which any portion of said obstruction or bridge touches.

Bridge across the Missouri river, in Missouri, between Boonville and Franklin.

Railway-tracks.

Navigation not to be interfered with.

Litigation to be in the district court of the United States.

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 draw-bridge, with a pivot or other form of draw, or with unbroken or continuous spans: *Provided*, That if the said bridge shall be made with unbroken and continuous spans, it shall not be of less elevation, in any case, 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 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 the 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 any bridge built under this act shall be constructed as a draw-bridge, the same shall be constructed as a pivot draw-bridge, 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 thirty feet above low-water mark, and not less than ten above extreme 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; and in no case shall unnecessary delay occur in opening the said draw during or after the passage of trains.

Bridge may be a draw-bridge, or with unbroken spans.

Spans and piers.

Pivot draw-bridge and draw.

Draw to be opened promptly.

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Bridge to be a post-route.

Charges and right of way for postal-telegraph purposes.

Sec. 3. That any bridge constructed under this act, and according to its limitations, shall be a lawful structure, and shall be known and recognized 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 public highways leading to the said bridge, and the United States shall have the right of way for postal-telegraph purposes across said bridge.

All railway companies to have equal rights in the passage of the 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.

Regulations for building and using the bridge.

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.

Congress may direct the structure to be changed, &c., or revoke the authority to continue the bridge.

Act may be altered, &c.

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 bridges is hereby expressly reserved.

Approved, May 11, 1872.

May 14, 1872.

CHAP. CLIX. — *An Act to Establish certain Post-roads.*

See *Ante*, pp. 17, 25, 30, and *Post*, pp. 382, 415, 586.

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled, That the following be, and are hereby, established as post-roads: —

Post-roads established in

Alabama.

ALABAMA.

From Crossville, via Big Wills Creek and Rodentown, to Atalla.

From Crossville, via Grove Oak, Newville, and Park's Store, to Scottsboro'.

From Tuscumbia, Saint's Store, to Newburg.

From Rocky Head to Haw Ridge.

From Kemp's Creek to Bowdon.

From Ashland, via Hillabee, Millersville, and Bradford, to Rockford.

From Louina, via Davidson and Dudleyville, to Dudeville.

From Louina, via Wood's Ferry, Wesobulga, and Mullins, to Blakes' Ferry.

From High Shoals, via Roanoke, Wief's, Higgins', and Buffalo Wallow, to Chambers'.

From Rock Mills, via Bacon Level, Hickory Flat, and Wehadka, to Antioch.

From Pinckneyville to Childersburg.

From Tuskegee, via Honey Cut, to Union Springs.

From Hines Precinct to Tuskegee.

From Wedowee, via Jordans and Arbacoochee, to Bell's Mills.

From Cole's Station to Tallasee.

From Wetumpka to Robinson Springs.

From Society Hill to Hurtville.

From Troy, via Pea River, Buck Horn, and Louisville, to Clayton.

From Blake's Ferry, via Fox Creek, to East Mill.