

Provisos.

legal representatives, for similar services on the fourth, fifth, sixth, seventh, and eighth days of September, eighteen hundred and sixty-four; said sum to be distributed to the said officers and crews according to the laws of the United States governing the distribution of prize-money: *Provided*, That for the purpose of such distribution the officers and crew detached as aforesaid who manned the Takiang shall be regarded as a part of the forces of the Wyoming on the sixteenth day of July, eighteen hundred and sixty-three, and according to their rank and position on the eighth day of September, eighteen hundred and sixty-four; *And provided further*, That in such distribution no payment shall be made to the assignee of any mariner, but to the mariner himself only or to his duly-authorized attorney, or, in case of his decease, to his legal representatives or their duly-authorized attorney.

Approved, February 22, 1883.

Feb. 22, 1883.

CHAP. 52.—An act to authorize the construction of certain bridges, and to establish them as post-roads.

Bridge across
Lake Champlain.

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 Lamoille Valley Extension Railroad Company, and the Ogdensburgh and Lake Champlain Railroad Company, and their respective successors and assigns, to construct a bridge across Lake Champlain from Alburgh, Vermont, to Rouse's Point, New York, for the purpose of connecting the railroads of said companies, and to maintain and use the said bridge for the transportation of the mails, and for the benefit of commerce and the transportation of persons and property. The said bridge shall be built on the north side of the existing bridge connecting the said Ogdensburgh and Lake Champlain Railroad with the Vermont and Canada Railroad, but not to interfere with or in any way injure said existing bridge or its use. The bridge authorized by this act shall be constructed and maintained with two suitable draws, one of which shall be at least sixty feet wide, and the other at least ninety feet wide, which shall be opposite to and made to correspond with the draws in the existing bridge, so as to afford the best passage of vessels through the draws of both said bridges.

Bridge across
Missisquoi Bay.

SEC. 2. That it shall be lawful for the Lamoille Valley Extension Railroad Company, their successors and assigns, to construct, maintain, and use, for the passage of cars, a bridge across Missisquoi Bay, from the town of Swanton to the town of Alburgh Vermont. The said bridge may be constructed either north or south of the existing bridge across said bay of the Vermont and Canada Railroad Company, but shall be so constructed as not to injure or in any way interfere with the use and operation of said existing bridge. The bridge authorized by this section shall be constructed with a suitable draw for the passage of vessels, as wide as the draw in the existing bridge, and so located as to give vessels the best facilities for passing the draws of both said bridges.

Draw.

Free navigation
preserved.

SEC. 3. That the said bridges shall not interfere with the free navigation of said lake and bay, respectively, 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 lake or bay, 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; and that the draws of the said bridges shall be opened promptly upon reasonable signal for the passage of boats.

Signals.

Declared a law-
ful structure and
post-route.

SEC. 4. 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, and the same is hereby declared to be 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, or for passengers or freight passing over said bridge, than the rate per mile paid for their transportation over the railroads and public highways leading to the said bridge; and the United States shall have the right of way for a postal telegraph across said bridge.

Right of way for postal telegraph.

SEC. 5. That all railway companies desiring to use 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. 6. That the structures herein authorized shall be built and located under and subject to such regulations for the security of navigation of said lake or bay as the Secretary of War shall prescribe; and to secure that object the said company or corporation shall submit to the Secretary of War, for his examination and approval, a design and drawings of said bridge, and a map of the location, giving for the space of one mile above and one mile below the proposed location the topography of the banks of the lake or bay, the shore-lines at high and low water, the direction and strength of the current, and the soundings, accurately showing the bed of the lake or bay, the location of any other bridge or bridges, and shall furnish such other information as may be required for a full and satisfactory understanding of the subject; and until the said plan and location of the bridge are approved by the Secretary of War the bridge shall not be built; and should any change be made in the plan of said bridge during the process of construction such change shall be subject to the approval of the Secretary of War. 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 or under said structure; and to secure the safe passage of vessels at night there shall be displayed on said bridge, from the hour of sunset to that of sunrise, such lights as may be prescribed by the Secretary of War; 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 not to prevent the free and convenient navigation of said lake or bay; and the authority to erect and continue said bridge shall be subject to revocation and modification by law, whenever the public good shall in the judgment of Congress so require, without any expense or charge to the United States.

Plans, etc., to be submitted to and approved by the Secretary of War.

Lights, etc.

SEC. 7. That the right to alter, amend, or repeal this act is hereby expressly reserved.

SEC. 8. That this act shall take effect and be in force from and after its passage.

Repeal.

Approved, February 22, 1883.

CHAP. 55.—An act to change the name of the First National Bank of West Greenville, Pennsylvania, to the First National Bank of Greenville, Pennsylvania.

Feb. 26, 1883.

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled, That the name of the First National Bank of West Greenville, Pennsylvania, shall be changed to the First National Bank of Greenville, Pennsylvania, whenever the board of directors of said bank shall accept the new name by resolution of the board, confirmed by a vote of two-thirds of the stockholders, and cause a copy of such action, duly authenticated, to be filed with the Comptroller of the currency: *Provided,* That such acceptance be made within six months after the passage of this act, and that all expenses incident to the proposed change, including engraving, shall be borne and paid by said bank.

Name of First National Bank of West Greenville, Pennsylvania, changed to First National Bank of Greenville, Pennsylvania.
Proviso.

SEC. 2. That all the debts, demands, liabilities, rights, privileges, and