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a bridge and approaches thereto across the Eastern Branch of the Elizabeth River at a point suitable to the interests of navigation, at or near the east end of Main Street in the city of Norfolk to a point at or near the north end of Main Street in what was the town of Berkley but is now part of the said city, in the county and city of Norfolk, in the State of Virginia, in accordance with the provisions of the Act entitled "An Act to regulate the construction of bridges over navigable waters," approved March twenty-third, nineteen hundred and six.

Construction. Vol. 34, p. 84.

SEC. 2. That the right to alter, amend, or repeal this Act is hereby expressly reserved.

Amendment.

Approved, January 2, 1915.

CHAP. 5.—An Act To authorize the Chesapeake and Ohio Northern Railway Company to construct a bridge across the Ohio River a short distance above the mouth of the Little Scioto River, between Scioto County, Ohio, and Greenup County, Kentucky, at, or near Sciotoville, Ohio.

January 2, 1915. [S. 6687.]

[Public, No. 227.]

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled, That the Chesapeake and Ohio Northern Railway Company, a corporation organized and existing under the laws of the State of Kentucky, and its successors and assigns, be, and they are hereby, authorized to construct, maintain, and operate a bridge and approaches thereto across the Ohio River at a point suitable to the interests of navigation, a short distance above the mouth of the Little Scioto River, between Scioto County, Ohio, and Greenup County, Kentucky, at or near Sciotoville, Ohio, in accordance with the provisions of the Acts of Congress approved December seventeen, eighteen hundred and seventy-two, and February fourteen, eighteen hundred and eighty-three, authorizing the construction of bridges across the Ohio River, and of the Act entitled "An Act to regulate the construction of bridges across navigable waters," approved March twenty-third, nineteen hundred and six.

Ohio River. Chesapeake and Ohio Northern Railway Company may bridge, at Sciotoville, Ohio.

Construction. Vol. 17, p. 398; Vol. 22, p. 414.

Vol. 34, p. 84.

SEC. 2. That the right to alter, amend, or repeal this Act is hereby expressly reserved.

Amendment.

Approved, January 2, 1915.

CHAP. 7.—An Act To amend an Act entitled "An Act to provide for the adjudication and payment of claims arising from Indian depredations," approved March third, eighteen hundred and ninety-one.

January 11, 1915. [S. 2824.]

[Public, No. 228.]

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled, That the first section of paragraph one of an Act entitled "An Act to provide for the adjudication and payment of claims arising from Indian depredations," approved March third, eighteen hundred and ninety-one, be, and the same is hereby, amended so as to read as follows:

Indian depredation claims. Vol. 26, p. 851, amended.

"First. That in all claims for property of citizens or inhabitants of the United States, except the claims of Indians heretofore or now in tribal relations, taken or destroyed by Indians belonging to any tribe in amity with and subject to the jurisdiction of the United States without just cause or provocation on the part of the owner or agent in charge, and not returned or paid for, and in all adjudications under said Act as now amended, the alienage of the claimant shall not be a defense to said claim: *Provided*, That the privileges of this Act shall not extend to any person whose property at the time of its taking was unlawfully within the Indian country: *Provided further*, That all cases heretofore filed under said Act of March third, eighteen hundred and ninety-one, and which have been dismissed by

Claims for property of citizens or inhabitants taken by Indians to be adjudicated.

Alienage not a defense. *Provisos.* Trespassers excluded.

Cases to be reinstated.