

Navy pensions,  
&c.

1800, ch. 33.  
1847, ch. 13.  
1848, ch. 155.  
1862, ch. 166,  
201.  
1864, ch. 183.  
1866, ch. 106,  
235.  
1867, ch. 174.  
1868, ch. 264.  
1870, ch. 132,  
225, 238.

To be paid  
from income of  
navy fund.

For navy pensions to invalids, widows, and dependent relatives, and pensions to sailors of the war of eighteen hundred and twelve, and for furnishing artificial limbs or apparatus for resection, with transportation or commutation therefor, compensation to pension agents, expenses of agencies, and fees for preparing vouchers and administering oaths, as provided by the acts of April twenty-third, eighteen hundred; February twentieth, eighteen hundred and forty-seven; August eleventh, eighteen hundred and forty-eight; July fourteenth and seventeenth, eighteen hundred and sixty-two; June thirtieth, eighteen hundred and sixty-four; June sixth and July twenty-fifth, eighteen hundred and sixty-six; March second, eighteen hundred and sixty-seven; July twenty-seventh, eighteen hundred and sixty-eight; June seventeenth and July eighth and eleventh, eighteen hundred and seventy, and all other pensions provided by law, four hundred and eighty thousand dollars: *Provided*, That the appropriation aforesaid for navy pensions, and the other expenditures under that head, shall be paid from the income of the navy pension fund, so far as the same may be sufficient for that purpose.

APPROVED, February 20, 1872.

March 1, 1872.  
1864, ch. 106,  
§ 31.  
Vol. xiii. p. 109.

Leavenworth  
stricken from the  
list of certain  
cities.

CHAP. XXII. — *An Act to amend an Act entitled "An Act to provide a national Currency secured by Pledge of United States Bonds, and to provide for the Circulation and Redemption thereof," approved June third, eighteen hundred and sixty-four.*

*Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled*, That section thirty-one of said act be amended by striking out the word "Leavenworth" when it occurs in said section.

APPROVED, March 1, 1872.

March 1, 1872.

Time for com-  
pleting Green  
Bay, &c., ship  
canal, extended.

CHAP. XXIII. — *An Act extending the Time for the Completion of the Green Bay and Sturgeon Bay and Lake Michigan Ship Canal, in the State of Wisconsin.*

*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 Green Bay and Sturgeon Bay and Lake Michigan ship canal be, and the same is hereby, extended to the tenth day of April, anno Domini eighteen hundred and seventy-four.

APPROVED, March 1, 1872.

March 1, 1872.

Public park  
established near  
the head-waters  
of the Yellow-  
stone River.

Boundaries.

CHAP. XXIV. — *An Act to set apart a certain Tract of Land lying near the Head-waters of the Yellowstone River as a public Park.*

*Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled*, That the tract of land in the Territories of Montana and Wyoming, lying near the head-waters of the Yellowstone river, and described as follows, to wit, commencing at the junction of Gardiner's river with the Yellowstone river, and running east to the meridian passing ten miles to the eastward of the most eastern point of Yellowstone lake; thence south along said meridian to the parallel of latitude passing ten miles south of the most southern point of Yellowstone lake; thence west along said parallel to the meridian passing fifteen miles west of the most western point of Madison lake; thence north along said meridian to the latitude of the junction of the Yellowstone and Gardiner's rivers; thence east to the place of beginning, is hereby reserved and withdrawn from settlement, occupancy, or sale under the laws of the United States, and dedicated and set apart as a public park or pleasuring-ground for the benefit and enjoyment of the people; and all persons who shall locate or settle upon or occupy the same, or any part thereof, except as hereinafter provided, shall be considered trespassers and removed therefrom.

Certain persons  
locating, &c.,  
thereon, to be  
trespassers.

Secretary of  
the Interior to

SEC. 2. That said public park shall be under the exclusive control of the Secretary of the Interior, whose duty it shall be, as soon as practi-

cable, to make and publish such rules and regulations as he may deem necessary or proper for the care and management of the same. Such regulations shall provide for the preservation, from injury or spoliation, of all timber, mineral deposits, natural curiosities, or wonders within said park, and their retention in their natural condition. The secretary may in his discretion, grant leases for building purposes for terms not exceeding ten years, of small parcels of ground, at such places in said park as shall require the erection of buildings for the accommodation of visitors; all of the proceeds of said leases, and all other revenues that may be derived from any source connected with said park, to be expended under his direction in the management of the same, and the construction of roads and bridle-paths therein. He shall provide against the wanton destruction of the fish and game found within said park, and against their capture or destruction for the purposes of merchandise or profit. He shall also cause all persons trespassing upon the same after the passage of this act to be removed therefrom, and generally shall be authorized to take all such measures as shall be necessary or proper to fully carry out the objects and purposes of this act.

have control of the park; to make rules or its care;

may grant certain leases and expend proceeds thereof;

shall prevent the wanton destruction of fish and game, and remove trespassers.

APPROVED, March 1, 1872.

CHAP. XXV.—*An Act to constitute Shreveport, in the State of Louisiana, a Port of Delivery.*

March 1, 1872.

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled, That Shreveport, in the State of Louisiana, shall be, and is hereby, constituted a port of delivery, within the collection district of New Orleans; and there shall be appointed a deputy-collector of customs, to reside at said port, who shall receive a salary, to be determined by the Secretary of the Treasury, not exceeding fifteen hundred dollars per annum.

Shreveport made a port of delivery. Deputy-collector, salary, &c.

APPROVED, March 1, 1872.

CHAP. XXVIII.—*An Act to authorize the Construction of a Bridge across the Missouri River at or near St. Joseph, Missouri.*

March 5, 1872.

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 St. Joseph Bridge Building Company," a corporation organized for that purpose under the general corporation laws of the State of Missouri, to construct a bridge across the Missouri river at or near Saint Joseph, Missouri, and to lay on and over said bridge railway tracks for the more perfect connection of any and all railways that are now, or which may hereafter be, constructed to the Missouri river at or near Saint Joseph, or to the river on the opposite side of the same, near Saint Joseph; and build, erect, and lay on and over said bridge ways for wagons, vehicles of all kinds, and for the transit of animals, and to provide ways for foot-passengers, and to keep up, maintain, and operate said bridge for the purposes aforesaid; and that when said bridge is constructed, all trains of all railroads terminating at said river, and on the opposite side thereof, at or near Saint Joseph, Missouri, shall be allowed to cross said bridge for reasonable compensation, to be made to the owners of the same, under the limitations and conditions hereafter named. The owners of said bridge may also charge and receive reasonable compensation or tolls, for the transit over the said bridge of all wagons, carriages, vehicles, animals, and foot-passengers.

[Amended 1872, ch. 130. Post, p. 58.] Bridge across the Missouri River at or near St. Joseph;

railway tracks;

ways for foot-passengers, wagons, &c.; all trains of all railroads may use the bridge.

Tolls.

SEC. 2. That any bridge built under the provisions of this act may, at the option of the person or persons, or corporation building the same, be built as a drawbridge, with a pivot or other form of draw, or with unbroken or continuous spans: *Provided*, That if the same shall be made of unbroken 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

Bridges may be built as a drawbridge or with unbroken spans; height of bridge and length of spans.