New Orleans Republican.

OFFICIAL JOURNAL OF THE UNITED STATES

OFFICIAL JOURNAL OF NEW ORLEANS

THE DAILY REPUBLICAN

is published every day (Mondays excepted) at No 96 Camp street. Terms: $15 a year; $8 for six months; $4 for three months—payable invariably in advance. Single copies ten cents.

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THE WEEKLY REPUBLICAN

is published every Saturday morning, and contains the news by telegraph, miscellaneous reading, editorials, local matters of general public interest, commercial and monetary reports, and everything that appears in the Daily, except such items as are of little or no public moment. The WEEKLY REPUBLICAN is an excellent family paper, valuable as well for instruction and amusement as information on the current topics of the day.

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The Conventions.

[From the Baton Rouge Gazette and Comet.]

The Democratic and Reform conventions, after a long and tedious session, have adjourned, without accomplishing the mission with which they were entrusted. It was expected that they would unite and harmonize all the elements antagonizing Radicalism in the State, and present such a ticket as would have aroused an enthusiasm and inspired a confidence that would have insured success. But the broad and statesmanlike views of those who advocated coalition, in which all parties should be equitably represented, were overridden by the wild impracticables and prejudiced fossils.

The Reform convention, after the rejection of the ticket proposed by the committees of conference selected by them and the Democrats, adjourned subject to the call of their central committee. What course they intend hereafter pursuing can not now be conjectured.

The Democratic convention, after rejecting all overtures looking to an adjustment of the differences which exist between themselves, the Reformers and Liberal Republicans, made nominations of their own and adjourned.

As to the personnel of this ticket we know of no objections that could be validly urged, but the manner in which it was selected, carries with it certain and inevitable defeat. The people of this State have long known that the Democratic party were unable alone to succeed in this contest, and what induced the convention to think otherwise we can not conceive.

The ticket which they have presented will not be supported, for the people can not be induced to enter into the toil and heat of a campaign with certain defeat staring them in the face.

Almost the sadness and gloom that fills the minds of men who have lost hope and been delivered to destruction, now pervades this community. They feel that a splendid opportunity has been thrown away; that the door of escape from the ills we suffer and the greater dangers with which we are threatened was open; that the elements of opposition to bad government were numerically in the ascendant in Louisiana, and that our Representatives would have the prudence, patriotism and wisdom to rise to the majesty of the occasion, and secure the redemption of the State. In this they have been sadly disappointed.

The responsibility of failure will rest upon the heads of those who blindly adhered to party, and in the gratification of their ambition and personal prejudices, succeeded in turning to naught the efforts of those imbued with a proper sense of the situation.

But will not the people make another effort for their deliverance? Will they fold their hands in despair, and surrender the State to ignorance and venality?

Let them call a new convention, to be composed of all the elements opposed to centralization, and favor a genuine and enlightened reform in our State, parochial and municipal governments. Let none but prudent, wise, experienced and honest men be sent to this convention.

We will then have a ticket chosen that will inspire confidence, and have our State thrown into line and acting in perfect accord with the great National Reform party.

If this is done, victory will be ours, and those who have the nerve and ability to conduct the movement will receive the blessings of an impoverished and oppressed people.

Departure of the Steamer Fannie, an Alleged Cuban Filibuster.

This is a Washington special to the New York *Herald*:

Mention was made in these dispatches of Thursday that the representatives of the Spanish legation had called attention to the fitting out of several vessels suspected of being intended to aid the Cuban insurrection. The steamer Fannie, an ocean propeller of 327 tons, Speed, master, one of the suspected vessels, left Baltimore yesterday with a cargo of coal and lumber for Turks' Island. The cause for believing that she was to aid the Cubans is stated in the communication of the collector of the port to the Secretary of the Treasury. The Fannie was recently purchased from Brandt & Co. by the former owner of the Hornet, a pledge having been given that the Hornet should never be permitted to violate our neutrality laws again. Her owner made haste to get her off his hands, and with the proceeds purchased the Fannie, and shipped the crew of the Hornet, and was all ready to leave port when the complaint was made. She was thoroughly searched from stem to stern by the customs revenue officers, with the view of discovering arms and munitions of war, or what facilities she might have for taking them on board from another vessel.

The examination was entirely satisfactory, yet it was claimed that there was a reasonable suspicion for detaining her. The treasury officials stretched the law to the utmost to please the Spanish Minister, but it was not broad enough to detain the Fannie under the circumstances. There was nothing irregular in her papers or ownership. Finally, on Thursday, it was decided to allow her to clear for Turk's Island. For fear, however, that she might take on contraband of war in the waters of the United States, the revenue steamer Northerner was ordered to accompany her down the bay, past the capes out to the high seas, where it is expected that a Spanish gunboat will exercise further surveillance until the Fannie disposes of her cargo. This vessel was built for a blockade runner, but is not a swift sailer. The Spanish authorities are confident of capturing her in their waters. No decision has yet been made in regard to two more propellers loading for West India ports.

A liberal sympathizer with the workingmen's movement, down in Indiana, has adopted the eight hour system on his farm. He finds his work people begin at eight in the morning and quit at eight in the evening.

A Sonora Story.

The following rich story is related by a Sonora paper, at the expense of a queer genius who vibrated between that town and Oregon, as "advance" agent of a concert troupe, and who, though pretty clever in "selling" the curiously inclined, does not always come off first best.

Frank Ball, traveling in a vehicle bearing a strong resemblance to a peddler's cart, Old lady rushes out from a house by the roadside. The following colloquy ensues:

Old Lady—Say, what have you got to sell?

Ball—I am traveling agent, madam, for the greatest menagerie of ancient or modern times, which is shortly to be exhibited in this section, affording to the inhabitants thereof an opportunity of viewing the most stupendous collection of animals ever before exhibited.

Old Lady—You don't say. Have you any elephants?

Ball—We have, madam, six elephants; but these constitute a comparatively unimportant part of the show. We have living specimens of bipeds and quadrupeds, who roamed over the earth, not only in the antediluvian, but also in the pliocene and postmiocene periods, embracing the megatherium, with six legs and two tails; the ichthyosaurus, with four eyes and three tails; the gyasticus, with no eyes, two noses and four tails; the plesiosaurus, resembling Satan in shape, which spits fire and breathes sulphur, and many other species, too numerous to mention. We also have a pious lawyer.

Old Lady—Well, I declare.

Ball—But, madam, the greatest curiosity by far of our exhibition is a learned and classical educated monkey, who was brought up a Mahommedan priest in the mysterious regions of the Great Desert of Sahara. This monkey talks with great fluency all the modern languages, beside Latin, Greek and Hebrew. He can repeat the ten commandments, the emancipation proclamation, President Lincoln's last message, and performs the most intricate examples in mathematics with rapidity, ease and accuracy. While being exhibited in Washington he actually repeated a long speech of the President. This monkey corresponds—

Beautiful young lady suddenly sticks her head from the window and calls out: "Mother! mother! ask him why they let the monkey travel so far ahead of the other animals?"

Old Fashioned Costumes.

It is a singular thing, by the way, that to see genuine curiosities of old fashioned costumes, there is no place so good as the House of Lords, or, perhaps, the House of Commons. There are plenty of old men in either house who seem to have permanently adopted some fashion of their youth, and clung to it fondly and faithfully through all time and change, as more romantic souls cling to the memory of a lost love. Stand any day about half-past four o'clock at the rear entrance of Westminster Hall, and note some of the costumes which pass you; the younger men, of course, and many of the oldsters, are made up to the hour by Poole, the fashionable tailor, who cuts the clothes and sometimes backs the bills of the aristocracy. But never mind these commonplace correct ones. Look at that stooping peer, the collar of whose coat coming up behind so far as almost to touch the curly brim of his high crowned hat. The coat has a fur collar; it is long in the waist and long in the skirts, plumped out in front like the breast of a pigeon or a pantomime prince. I suppose that coat was in fashion when George IV. was Regent here. See here a tall old commoner in a blue coat with gilt buttons, a buff waist-coat, and tight, gray trousers. Look at another, who wears white "ducks," as they used to be called in the days of our fathers, tightly strapped down over his boots—that man, I suppose, began to dress after the fashion of the Duke of Wellington, and has not noticed any change since then. Talk of the costume of Horace Greeley! Why, our brave and dear friend would be a glass of fashion and a mould of form when compared with some of these legislative eccentricities. As a matter of fact, hardly any of our leading statesmen ever dress well. Gladstone's clothes seem to be thrown on with a pitchfork, as the old phrase was. Disraeli looks like an ancient picture of a dandy from a book of mouldy fashions. Bright dresses like a plain country manufacturer. The Marquis of Salisbury is as shabby looking as an old clothes man. Earl Granville and the Duke of Argyle alone seem to care much about maintaining the sartorial dignity of British statesmanship.

Important Measures that Failed.

A Washington special to the St. Louis *Democrat* says:

The important bills and resolutions that have failed this session are as follows:

Bill to reform the collection of customs at the various ports of entry; to facilitate commerce between the United States and China, Japan and the countries of Asia; to define the rights of miners, and to encourage the development of miners; joint resolution for a one term amendment to the constitution; bill to provide for a commission on the subject of the wages and hours of labor and the division of profits between labor and capital; joint resolution for the purchase of the island of Cuba; Mexican, Brazilian and Australian steamship subsidies; postal telegraph bill; bill to prevent cruelty to animals; civil rights bill; civil service reform bill; bill authorizing ten or more sloops-of-war; a joint resolution proposing an amendment to the constitution providing for the election of the President by a direct vote of the people, and the office of Vice President; bill relating to the fisheries, to come into effect with the provisions of the Washington treaty; bill to secure the public lands to actual settlers; bill for the consolidation of the Indian tribes under a civil government, to be called the Territory of Oklasma; bill granting bounty to persons of color who were slaves prior to April 15, 1861; bill to promote immigration to the United States; bill to pay for the illegal seizure of cotton after June 13, 1865; bill to refund the cotton tax; bill to protect life and property on vessels propelled in whole or in part by steam; bill extending the power of the President to suspend the writ of habeas corpus to the several States.

In addition to these, all bills for the admission of Territories as States, for the punishment of polygamy in Utah, for the grants of lands to railroads, and all bills to revive ship building and all financial measures.

The Man for Whom Miss Emilie Leimberger Slew Herself.

The Hartford (Connecticut) *Dispatch* says: Mr. Fred Pilot, the business agent of Mme. Janauschek, for whom the young lady, Miss Emelie Leimberger, committed suicide at Pittsburg yesterday, because, as she says, she loved him, said here to-day that Miss Leimberger joined their company at St. Louis as tiring-maid to Mme. Janauschek, and was with them only three weeks when he received a note from her, when they were in Washington, in which she declared her unconquerable love for him. He went to her and remonstrated, told her he was more than old enough to be her father—he is fifty-six and she is seventeen—and said he must show the note to Mme. Janauschek, which he did, and Mme. Janauschek told her she must go back to St. Louis. She left the company, and they had not heard a word from her since that time until the sad news of her death by suicide was announced. Mr. Pilot said he at one time gave her a silver watch, and frequently candy as to a child, but had never encouraged her in her love for him. The girl's father, whom Mr. Pilot knows, was worth, five or six years ago, $100,000, made by keeping a restaurant in St. Louis. He has since lost it all, and Mr. Pilot recently made him a present of $50. He has telegraphed to Pittsburg to have the body decently buried at his expense. Mme. Janauschek was so affected by the sad news that she hardly felt in condition to play last night.

The Lynchburg *Virginian* says that a very perceptible advance in the price of tobacco has taken place since the settlement of the tax question. The buyers manifest greater anxiety to get hold of the weed, and are willing to pay more for it.

Owners of pearl jewelry should be careful to keep them from exposure to greasy surfaces, as contact of this kind destroys their lustre.

OFFICIAL.

Laws of the United States Passed at the Second Session of the Forty-First Congress.

[GENERAL NATURE—No. 1.]

An act relating to the limitation of steam pressure on towing and freight boats on the Mississippi river and its tributaries.

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled, That the provisions of an act entitled "An act to provide for the better security of life on vessels propelled in whole or in part by steam," etc., approved February twenty-eighth, eighteen hundred and seventy-one, so far as they relate to the limitation of steam pressure of steamboats used exclusively for towing and carrying freight on the Mississippi river and its tributaries, are hereby so far modified as to substitute for such boats one hundred and fifty pounds of steam pressure in place of one hundred and ten pounds, as provided in said act for the standard pressure upon standard boilers of forty-two inches diameter, and of plates of one-quarter of an inch in thickness; and such boats may, on the written permit of the supervising inspector of the district in which such boats shall carry on their business, for a period of six months from and after the passage of this joint resolution, be permitted to carry steam above the standard pressure of one hundred and ten pounds, but not exceeding the standard pressure of one hundred and fifty pounds to the square inch.

J. G. BLAINE,
Speaker of the House of Representatives.
SCHUYLER COLFAX,
Vice President of the United States and President of the Senate.

Approved, December 20, 1871.

U. S. GRANT.

[GENERAL NATURE—No. 2.]

An act to establish post-roads.

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

ALABAMA.

From Gordon, via Sellers, to Campbellton, in Florida.
From Cross Plains, via Collinsville, Gidleys, Thompsonville and Huff's Gap, to Brock's.
From Jasper to Elyton.
From Fulton to Bexar.
From Chepultepec to Springville.
From Columbia to Fort Gaines, in Georgia.

ARKANSAS.

From Binkley to Jacksonport.

DAKOTAH.

From Bon Homme to Springfield.

FLORIDA.

From Deadman's Bay, via Spring Warrior, Hampton Springs, Perry Courthouse, Lovett's Mills, St. Augustine Crossroads, McCall's Academy, to Quitman, in Georgia.
From Mellonville, via Appopka and Oakland, to Orlando.

GEORGIA.

From Washington to Lincolnton.

INDIANA.

From Huntingburg, via Bretzville and St. Anthony to Schnelleville.
From Bennett's Switch to Waupecong.
From Hillsborough to Jacksonville.
From Liberty to Fairhaven.

IOWA.

From Fontanelle to Custom.
From Spencer, via Sibley and Rock Rapids to Sioux Falls, in Dakotah.
From Eldora to Waterloo.
From Lemars to Orange.
From Lemars to Beloit.
From Carroll to Winterset.
From Yatton to Columbus City.
From Stuart, via Arbor Hill, to Creston.

ILLINOIS.

From Colchester to Fandon.

IDAHO.

From Rock Creek to Six Islands.

KENTUCKY.

From Frankfort, via Peak's Mills, to Owenton.

LOUISIANA.

From New Orleans to St. Bernard.

MICHIGAN.

From Lapeer to North Branch.
From North Branch to Doyle's Mills.
From North Branch, via Clifford, in Michigan, to Newberry.
From Lapeer to Hadley.
From Milford to Holly.

MAINE.

From Waldoboro, via North Waldoboro, to Washington.
From Washington to Liberty Village.

MISSOURI.

From Wheeling to Lindley.
From Schell City to Stockton.
From Appleton City to Rosco.
From Osceola to Stockton.
From Tuscumbia to Rocky Mount.
From O'Fallon, via Cottleville and Balhoff, to O'Fallon.
From St. Charles to Alton, in Illinois.
From Altona to Lucas.
From State Line, via Jonesville and Brosley, to Burdett.
From Hermitage to Nevada City.
From Barnumtown to Roney.
From Newark to Locust Hill.

MINNESOTA.

From Carver to Henderson.

MISSISSIPPI.

From Brookville to Pickensville.

MASSACHUSETTS.

From New Bedford to Rochester.

NEW YORK.

From Cuyler, via New Boston, to Tayler.
From Haskinville to Cohocton.
From Carthage to Copenhagen.
From Romulusville to Fayette.
From Hale's Eddy, via New Baltimore and Danville, in Pennsylvania, to Gulf Summit.

NORTH CAROLINA.

From Burnsville to Pensacola.
From Ridgeway to Hilliard's Store.
From Boone to Bowling Rock.

OHIO.

From Liberty, via Goodwin, to Fair Haven.
From Van Wert, via Wolfeate's Mills and Blakie's Store, to Decatur.
From Massillon to Wilmot.
From Canton to Hartville.

OREGON.

From Pendleton to Dalles.

NEBRASKA.

From Grand Island, in Hall county, via St. Paul and the north fork of the Loup river, to Helena, Montana.
From Norfolk, in Madison county, to Fort Laramie, in Wyoming.
From Red Cloud to Deaver, in Colorado.
From Niobrara to Fort Laramie, in Wyoming.

TENNESSEE.

From Dover to Erin.
From Dover to Murray, in Kentucky.
From Johnson City to Marion, in North Carolina.
From Dyersburg, via Roaller's, Pearce's and Fisher's, to Trenton.
From Trenton, via Eaton and Friendship, to Dyersburg.
From Kenton, via Mason's Hall, to Deavenport.

WEST VIRGINIA.

From Buckannon to Bealington.
From Valley Head, via Webster C. H., to Summerville.

VIRGINIA.

From Gladeville to Grundy.
From Elk Creek to Carsonville.
From Pattonsville, via Cedar Point, to Sueydsville.
From King George, via Shiloh, Payne's Store, and Leedstown, to Fonesswood.
From Heathsville to Burgess' Store.

WISCONSIN.

From New London to Weyauwega.
From Pensaukee, via Brookside, to West Pensaukee.

Approved, January 16, 372.

[GENERAL NATURE—No. 3.]

An act to establish post-roads.

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

PENNSYLVANIA.

From Lebanon, via Fontana, Colebrook, Mastersonville, Old Line and Sporting Hill, to Manheim.
From Annville, via Bellview and Water Works, to Jonestown.

Approved, January 16, 1872.

[GENERAL NATURE—No. 4.]

An act to change the times for holding circuit and district courts of the United States for the western district of Virginia.

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled, That, instead of the times now fixed by law, the circuit and district courts of the United States for the western district of Virginia shall hereafter be held as follows: At Danville, on the Tuesday after the fourth Monday of February and August; at Lynchburg, on the Tuesday after the third Monday of March and September; at Harrisonburg, on the Tuesday after the second Monday of April and October; and at Abingdon, on the Tuesday after the fourth Monday of May and October. And all recognisances, indictments, or other proceedings, civil or criminal, now pending in either of said courts, shall be entered and have day in court, and be heard and tried according to the times of holding said court as herein provided.

Approved, February 1, 1872.

[GENERAL NATURE—No. 5.]

An act for the apportionment of Representatives to Congress among the several States according to the ninth census.

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled, That from and after the third day of March, eighteen hundred and seventy-three, the House of Representatives shall be composed of two hundred and eighty-three members, to be apportioned among the several States in accordance with the provisions of this act; that is to say: To the State of Maine, five; to the State of New Hampshire, two; to the State of Vermont, two; to the State of Massachusetts, eleven; to the State of Rhode Island, two; to the State of Connecticut, four; to the State of New York, thirty-two; to the State of New Jersey, seven; to the State of Pennsylvania, twenty-six; to the State of Delaware, one; to the State of Maryland, six; to the State of Virginia, nine; to the State of North Carolina, eight; to the State of South Carolina, five; to the State of Georgia, nine; to the State of Alabama, seven; to the State of Mississippi, six; to the State of Louisiana, five; to the State of Ohio, twenty; to the State of Kentucky, ten; to the State of Tennessee, nine; to the State of Indiana, twelve; to the State of Illinois, nineteen; to the State of Missouri, thirteen; to the State of Arkansas, four; to the State of Michigan, nine; to the State of Florida, one; to the State of Texas, six; to the State of Iowa, nine; to the State of Wisconsin, eight; to the State of California, four; to the State of Minnesota, three; to the State of Oregon, one; to the State of Kansas, three; to the State of West Virginia, three; to the State of Nevada, one; to the State of Nebraska, one; Provided, That if, after such apportionment shall have been made, any new State shall be admitted into the Union, the Representative or Representatives of such new State shall be additional to the number of two hundred and eighty-three herein limited.

SEC. 2. That in each State entitled under this law to more than one Representative, the number to which said States may be entitled in the Forty-third, and each subsequent Congress, shall be elected by districts composed of contiguous territory, and containing as nearly as practicable an equal number of inhabitants, and equal in number to the number of Representatives to which said States may be entitled in Congress, no one district electing more than one Representative; Provided, That in the election of Representatives to the Forty-third Congress in any State which by this law is given an increased number of Representatives, the additional Representative or Representatives allowed to such State may be elected by the State at large, and the other Representatives to which the State is entitled by the districts as now prescribed by law in said State, unless the legislature of said State shall otherwise provide before the time fixed by law for the election of Representatives therein.

SEC. 3. That the Tuesday next after the first Monday in November, in the year eighteen hundred and seventy-six, is hereby fixed and established as the day, in each of the States and Territories of the United States, for the election of Representatives and Delegates to the Forty-fifth Congress; and the Tuesday next after the first Monday in November, in every second year thereafter, is hereby fixed and established as the day for the election, in each of said States and Territories, of representatives and delegates to the Congress commencing on the fourth of March next thereafter.

SEC. 4. That if, upon trial, there shall be a failure to elect a Representative or Delegate in Congress in any State, District or Territory, upon the day hereby fixed and established for such election, or if, after any such election, a vacancy shall occur in any such State, District or Territory, from death, resignation or otherwise, an election shall be held to fill any vacancy caused by such failure, resignation, death or otherwise, at such time as is or may be provided by law for filling vacancies in the State or Territory in which the same may occur.

SEC. 5. That no State shall be hereafter admitted to the Union without having the necessary population to entitle it to at least one Representative according to the ratio of representation fixed by this bill.

SEC. 6. That should any State, after the passage of this act, deny or abridge the right of any of the male inhabitants of such State, being twenty-one years of age, and citizens of the United States, to vote at any election named in the amendments to the constitution, article fourteen, section two, except for participation in the rebellion or other crime, the number of Representatives apportioned in this act to such State shall be reduced in the proportion which the number of such male citizens shall have to the whole number of male citizens twenty-one years of age in such State.

Approved, February 2, 1872.

[GENERAL NATURE—No. 6.]

An act to authorize the payment of duplicate checks of disbursing officers.

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled, That in place of original checks, when lost, stolen or destroyed, disbursing officers and agents of the United States are hereby authorized, after the expiration of six months from the date of such checks, and within three years from such date, to issue duplicate checks, and the Treasurer, assistant treasurers, and designated depositaries of the United States are directed to pay such checks, drawn in pursuance of law by such officers or agents, upon notice and proof of the loss of the original check or checks, under such regulation in regard to their issue and payment, and upon the execution of such bonds, with sureties, to indemnity the United States, as the Secretary of the Treasury shall prescribe: Provided, that this act shall not apply to any check exceeding in amount the sum of one thousand dollars.

SEC. 2. That in case the disbursing officer or agent by whom such lost, destroyed, or stolen original check was issued, be dead, or no longer in the service of the United States, it shall be the duty of the proper accounting officer, under such regulations as the Secretary of the Treasury shall prescribe, to state an account in favor of the owner of such original check for the amount thereof, and to charge such amount to the account of such officer or agent.

Approved, February 2, 1872.

[GENERAL NATURE—No. 7.]

An act to admit certain machinery imported from foreign countries free of duty.

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled, That the Calcasieu Sulphur and Mining Company of New Orleans be and is hereby permitted to import, free of duty, under such rules and regulations as the Secretary of the Treasury shall prescribe, certain machinery and accompanying implements for the purpose of and to be used only in making a series of experiments in mining for sulphur in the parish of Calcasieu, in the State of Louisiana; provided, that the value of such importation shall not exceed the sum of seventy-five thousand dollars, and that said machinery and implements be imported within one year from and after the passage of this act.

Approved, February 2, 1872.

[GENERAL NATURE—No. 8.]

An act to establish certain post-routes in the State of Iowa.

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

From Franklin, in Winnesheik county, State of Iowa, to Washington Prairie, in the same county; also,

From Waukon, in Allamakee county, State of Iowa, via Rud's, Dorchester, Wilmington, to Caledonia, in the State of Minnesota.

Approved, February 2, 1872.

[GENERAL NATURE—No. 9.]

An act to exempt the iron steam ice-boats constructed by the city of Philadelphia from the inspection required by the act of February twenty-eight, eighteen hundred and seventy-one, entitled "An act to provide for the better security of life on board of vessels propelled in whole or in part by steam, and for other purposes."

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled, That the iron steam ice-boats, constructed by the city of Philadelphia for the purpose of keeping open the navigation of the rivers Delaware and Schuylkill during the winter months, be and they are hereby exempt from the inspection required by the act approved twenty-eighth of February, eighteen hundred and seventy-one, entitled "An act to provide for the better security of life on board of vessels propelled in whole or in part by steam, and for other purposes;" provided, that this act will expire at the end of six months from and after its passage.

Approved, February 6, 1872.

[GENERAL NATURE—No. 11.]

An act for the relief of Alexander Smith and Halcyon Skinner.

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled, That the Commissioner of Patents be, and he is hereby, directed to grant a rehearing of the application of Alexander Smith and Halcyon Skinner, for the extension of letters-patent granted to them on the fourth day of November, eighteen hundred and fifty-six, for improvement in power looms; and he is hereby authorized to to revive and extend the said letters-patent for the further term of seven years from and after the fourth day of November, eighteen hundred and seventy, notwithstanding the original term for which letters-patent was granted has expired, and the said patentees had patented the said invention in foreign countries, and such foreign patents had expired before the fourth day of November, eighteen hundred and seventy, if in his judgment the said patentees were the original and first inventors of the invention described in the said letters-patent, and the invention is useful, and the patentees have failed, without neglect or fault on their part, to obtain from the use and sale of the said invention a reasonable remuneration for the time, ingenuity, labor, and expense bestowed upon the same and the introduction thereof into use. And the said letters-patent, when so revived and extended, shall have the same effect in law as if it had been originally granted for the term of twenty-one years; provided, that all persons who at the time of the passage of this act had constructed, or caused to be constructed, or used looms on the plan of the said invention, shall be at liberty, during such extended term, to use and vend to others to use said looms so constructed or used.

Approved February 20, 1872.

[GENERAL NATURE—No. 13.]

An act making appropriations for the payment of invalid and other pensions of the United States for the year ending June thirty, eighteen hundred and seventy-three.

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled, That the following sums be, and the same are hereby appropriated, out of any money in the treasury not otherwise appropriated, for the payment of pensions for the year ending the thirtieth of June, eighteen hundred and seventy-three, viz:

For army pensions to invalids, widows, and dependent relatives, revolutionary pensions, and pensions to soldiers of the war of eighteen hundred and twelve, and for furnishing artificial limbs or apparatus for resection, with transportation or commutation therefor; also, for compensation to pension agents, and the expenses of the several agencies, and for fees for preparing vouchers and administering oaths, as provided for by the acts of April twenty-fourth, eighteen hundred and sixteen; July fourth, eighteen hundred and thirty-six; May thirteenth, eighteen hundred and forty-six; February twentieth, eighteen hundred and forty-seven; February second, eighteen hundred and forty-eight; July twenty-first, eighteen hundred and forty-eight, July twenty-ninth, eighteen hundred and forty-eight; February third, eighteen hundred and fifty-three; June third, eighteen hundred and fifty-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, 1972.

[GENERAL NATURE—No. 14.]

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.

[GENERAL NATURE—No. 16.]

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 the 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 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.

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 practicable, 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.

Approved March 1, 1872.

[GENERAL NATURE—No. 18.]

An act to authorize the construction of a bridge across the Missouri river at or near St. Joseph, Missouri.

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.

SEC. 2. That any bridge built under the provisions of this act may, at the option of 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 location, to the bottom chord of the bridge, nor shall the spans of said bridge be less than three 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 a bridge shall be built under this act as a drawbridge the same shall be constructed as a pivot drawbridge, 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 feet 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 whose construction shall not be such as to admit of their passage under the permanent spans of said bridge, except when trains are passing over the same, but in no case shall unnecessary delay occur in opening the said draw during or after the passage of trains: And provided further, That the corporation building said bridge may, if not unauthorized by the provisions of its charter of incorpation, enter upon the banks of said river, either above or below the point of the location of said bridge, for a distance of seven miles, and erect and maintain breakwaters or use such other means as may be necessary to make a channel for said river, and confine the flow of the water to a permanent channel, and to do whatever may be necessary to accomplish said object, but shall not impede or obstruct the navigation of the said river; and all plans for such works or erections upon the banks of the river shall first be submitted to the Secretary of War for his approval.

SEC. 3. That any bridge built under this act, and according to its limitations, shall be a lawful structure, and shall be recognized and known 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.

SEC. 4. That in case of any litigation arising from any obstruction, or alleged obstruction, to the free navigation of the Missouri river, at or near the crossing of said said bridge, and caused or alleged to be caused thereby, the cause shall be commenced and tried in the district courts of either judicial districts of Missouri or Kansas in which the said bridge, or any portion of such obstruction touches; and 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 said bridge is hereby expressly reserved, and all such alterations, when required by law, shall be made at the expense of said bridge company; and the plan on which such bridge is intended to be built; and shall be built, shall be first submitted to and approved by the Secretary of War.

SEC. 5. That the Saint Joseph Bridge Building Company, after the passage of this act, shall not have the right to assign the charter which said company now holds by assignment from the Saint Joseph and Denver City Railroad Company, and which was granted to said last named company by virtue of an act of Congress, approved July fourteenth, eighteen hundred and seventy, to any other company, person, or persons; nor shall said bridge building company be permitted, under the said charter so obtained as aforesaid from the Saint Joseph and Denver City Railroad Company, to construct any other bridge than the one now being constructed at Saint Joseph, Missouri.

Approved March 5, 1872.

[GENERAL NATURE—No. 19.]

An act to provide for the admission of paintings, statuary, and photographs for exhibition free of duty.

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled, That all paintings, statuary, and photographic pictures imported into the United States for exhibition by any association duly authorized under the laws of the United States or any State for the promotion and encouragement of science, art, or industry, and not intended for sale, shall be admitted free of duty, under such rules and regulations as the Secretary of the Treasury shall prescribe; provided, that bonds shall be given for the payment to the United States of such duties as are now imposed by law upon any and all of such articles as shall not