New Orleans Republican.

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THE DAILY REPUBLICAN

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Squares.	1 mo.	2 mos.	3 mos.	6 mos.	12 mos.
One	$13 net	$22 net	$30 net	$50 net	$75 net
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Three	30 ..	53 ..	70 ..	110 ..	175 ..
Four	38 ..	67 ..	90 ..	140 ..	225 ..
Five	45 ..	80 ..	105 ..	170 ..	275 ..
Six	54 ..	93 ..	120 ..	200 ..	325 ..
Seven	60 ..	105 ..	135 ..	230 ..	375 ..
Eight	65 ..	115 ..	150 ..	260 ..	420 ..
Nine	70 ..	125 ..	165 ..	290 ..	460 ..
Ten	75 ..	135 ..	180 ..	320 ..	500 ..
Eleven	80 ..	145 ..	195 ..	350 ..	540 ..
Twelve	85 ..	155 ..	210 ..	380 ..	580 ..
Thirteen	90 ..	165 ..	220 ..	410 ..	620 ..
Fourteen	95 ..	175 ..	230 ..	430 ..	660 ..
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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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A liberal commission allowed to those who send us clubs of five or more.

THE COURTS.

Fifth District Court—The Bovee Case.

The opening of this court yesterday attracted a large assembly to hear the verdict of the jury in the case of Bovee vs. Warmoth et als., a suit for $25,000 damages. The case went to the jury at half-past three o'clock Tuesday afternoon, the Sheriff being instructed to keep them together until they returned a verdict. They had no refreshments during the evening and night, and were hungry yesterday morning, when they were taken to a restaurant and furnished with a breakfast. After they returned to the court, they asked further instructions from the judge and retired to deliberate.

At half past one o'clock yesterday afternoon the jury came into court and reported that they were unable to agree. Thereupon they were discharged from the farther consideration of the case.

Sixth District Court—The Louisiana State Lottery Company.

The suits instituted by the Louisiana State Lottery Company against F. A. Gonzales and P. A. Desforges, wherein plaintiff claims heavy damages, alleging that defendants have sold Havana lottery tickets in violation of the privilege or monopoly granted to said Louisiana State Lottery Company, have been continued till November next.

Seventh District Court.

William S. Pike vs. New Orleans, Baton Rouge and Vicksburg Railroad Company.—W. S. Pike is the owner of the Baton Rouge and Gross Tete road. As such he made a contract with the Baton Rouge and Vicksburg Railroad to form a part of their road for $300,000. Defendants declined to comply with the contract. Pike brought suit, and has obtained judgment in his favor, ordering defendants to comply with the contract.

Eighth District Court.

Thomas Scott Barton has applied to this court for a writ of mandamus to compel the president and secretary of the Marine Dry Dock and Ship Yard Company to transfer seventy-seven shares of the stock of said company to him, having purchased the same from the Factors and Trader's Insurance Company. The Marine Dry Dock Company refused to make said transfer, and hence this suit.

Henry G. Dobson and John M. Weyser have also applied for a mandamus on the State Auditor to issue warrants to them for $1000, for services rendered in recapturing one Beaver, an escaped criminal.

On the twenty-seventh of March last, Messrs. Heidenhain, Swords, Mansion, Rey, George and Guttierez, State Board of Assessors, brought suit in this court, claiming from the State $47,464 30 as a commission of five per cent on $949,286 16, comprising an assessment for the purpose of levying a tax of six mills, according to section eight of article No. 42 of 1871, and known as the interest tax. They prayed for the writ of mandamus to compel the Auditor to issue his warrants for the amount claimed.

The Auditor answered that relators have been paid in full for assessments made during the year 1871, the sum of $114,978 65, and that that amount was in full compensation for their services.

After the usual legal delays, judgment was rendered on Saturday last, granting the application of the assessors, ordering the Auditor to issue his warrants for the sum asked for.

Meteorological and River Report.

The signal service, United States army, reports, for the benefit of commerce, the meteorological record, and rise or fall of the rivers, at 3:43 P. M., local time, yesterday, as follows:

Place.	Ther.	Wind.	Weather.
Augusta, Ga.	85	N. E.	Fair.
Baltimore	85	S.	Clear.
Boston	78	E.	Cloudy.
Buffalo	79	W.	Fair.
Cairo	90	E.	Fair.
Charleston	91	E.	Fair.
Chicago	94	S. E.	Fair.
Cincinnati	33	S. E.	Clear.
Davenport	92	S.	Clear.
Galveston	90	S. E.	Fair.
Indianola	85	E.	Fair.
Indianapolis	91	S. E.	Fair.
Jacksonville, Fla.	82	N. E.	Fair.
Leavenworth	91	S.	Fair.
Louisville	65	N.	Fair.
Memphis	84	S. E.	Fair.
Mobile	89	S.	Fair.
Nashville	75	S.	Fair.
New Orleans	84	E.	Threatening.
New York	81	S. E.	Fair.
Norfolk	75	E.	Fair.
Omaha	84	W.	Cloudy.
Pittsburg	87	S. W.	Fair.
Portland, Maine	71	S.	Fair.
Savannah	82	N. E.	Fair.
Shreveport	92	E.	Fair.
St. Louis	90	S. E.	Fair.
St. Paul	85	S.	Fair.
Vicksburg	91	N. E.	Clear.
Wilmington, N. C.	80	N. E.	Cloudy.

RIVERS.

Stations.	Rise, inches.	Fall, inches.	Above low water mark, Ft.	In.
Cairo	..	4	24	7
Cincinnati	..	8	12	7
Davenport	..	..	6	4
Leavenworth	..	1	10	2
Louisville	..	..	6	2
Memphis	..	4	16	6
Nashville	..	5	3	7
Omaha	2	..	12	2
Pittsburg	..	6	4	0
Shreveport	3	..	20	6
St. Louis	..	6	21	4
St. Paul	1	..	5	2
Vicksburg	6	..	21	7

The river here is five feet below high water mark of 1871.

The Louisville *Ledger* reports a new invention:

The acme of perfection has at last been reached in the shape of a fare box for street cars, which will more effectually prevent drivers from knocking down than seventeen "spotters." Nickels only are used, and every one dropped into the box records itself upon a dial, and shows just how many fares have been paid. A smaller coin than a nickel will not register. It is the invention of Thomas L. Johnson, son of William Johnson, superintendent of the Central Passenger railway. It is in use on car No. 63, on the Fourth street route.

Our Railroads.

This is the caption of the following editorial from the Vicksburg *Times*:

We know of no period in the history of the past when there was a brighter prospect before the people of Vicksburg than that presented to-day. Within the last few weeks the railroad leading from Vicksburg through the rich cotton lands of the Deer Creek county, has been placed under contract with parties whose character, means and experience are a guarantee that the work will go forward and the road be pushed to completion. The advantages that will result to the trade of our city from the building of this road is hardly to be estimated, tapping as it does a region of unequaled fertility and boundless resources. The arrangement has but fairly been consummated for the building of this road when we learn that the Ship Island road is also under contract, and that work will commence by the middle of this week, and be pressed rapidly forward with a view to securing the State subsidy. We have watched the progress of this enterprise with deep interest, feeling that Vicksburg would be more largely benefited by the building of this than any other of the projected roads.

The Deer Creek and Yazoo Valley roads will bring a large trade, but still Vicksburg does not become what we would have her. She remains tributary to New Orleans, instead of becoming what she of right ought to be, a cotton market equal if not superior to New Orleans. The other roads will bring the cotton to Vicksburg, and the Ship Island road will afford a quick, cheap and direct outlet to the ocean, practically making Vicksburg a seaport town, and affording her an opportunity of shipping her cotton direct, and on vessels of much heavier tonnage than can by any possibility reach New Orleans, and at the same time escape the towage and other expenses incident to shipment by that route. At the same time it will open up a vast region of country lying between here and the gulf, bringing a large trade to Vicksburg which now goes elsewhere. Our city has good reason to feel hopeful. The building of these roads insures her prosperity, and we hope to see our citizens extend the same liberal assistance to this that has been given to the Deer Creek road. Let the mayor and board of aldermen take the matter in hand, order an election, and we feel confident that our people will vote unanimously for a liberal subscription.

A special dispatch to the St. Louis *Republican* of Sunday says:

The *World* to-day tells Mr. Greeley that the Democrats must contribute nine-tenths of the votes necessary to elect Greeley and Brown. The Democracy must insist on a pledge that the Cabinet shall be Democratic throughout. "Mr. Greeley has said," continues the *World*, "if we are not misinformed, that he will offer the Secretaryship of State to Charles Francis Adams, and make Mr. Trumbull Attorney General, in case he is elected. There could be no better appointments on the score of personal fitness, but the effect would be to give the Liberal Republicans three eighths of the executive influence. But Mr. Greeley would not even stop here. So, with Adams as Secretary of State, Fenton at the head of the treasury, Trumbull as Attorney General, and Montgomery Blair as Postmaster General, there would be four Republicans in the Cabinet, against three Democrats. Of course, this is a kind of an arrangement which the Democratic party would not stand."

This is a special to the Chicago *Tribune*:

WASHINGTON, June 14.—Senator Logan is just now in a most unpleasant frame of mind. His sudden accession to Grant has hardly even been noticed at the White House, and the abrupt departure of the President for Long Branch, when Logan needed assistance in some business which he now has with the departments, causes the latter to comment upon Grant's conduct in the same free manner with which he was accustomed to do about one year ago.

The administration is working on Senator Sumner, through several sharp colored politicians, to prevent him from openly declaring in favor of the Cincinnati nominees. The Senator said recently that the nominations at Philadelphia demonstrated that the military clique at the White House has no regard whatever for the interests of the Republican party, and that this clique was determined to both rule and ruin.

The Mobile *Register* says:

An attractive looking steamer arrived here yesterday from New Orleans, after having traversed the waters of the mighty Mississippi with that old salt-water veteran, Sam Henderson at the wheel. The charming Lulu belongs to Captain Jack and Captain Jim Stone, Messrs. Baker & Co. also having a share in her stock. She is said to be a star of the first magnitude, her dimensions being as follows: Length over 145 feet, 33 feet floor, and has two double-flued boilers 24 feet long and 36 inches in diameter, having a 14½-inch cylinder with 4½ feet stroke. She classes A1 in the Red river trade, where she has been running, everything about her being entirely new when built, some four years ago, and now intended for the Pickensville trade, in charge of Captain Jim Stone. The cabin is elegant, with No. 1 accommodations. Success to the Lulu, and may wind and tide ever favor her.

The Southern Home, a journal published at Charlotte, North Carolina, and edited by General D. H. Hill, thinks Mr. Greeley's letter "liberal, frank, generous and manly," and adds: "We think that the Baltimore convention can safely accept him with this letter and the platform upon which it stands. He has come more than half way with extended hand to meet the estranged and oppressed South, and we can consistently, with our ideas of honor and chivalry, step forward to welcome him. We know certainly that the election of General Grant means robbery, outrage, oppression. We believe that the election of Horace Greeley will bring relief. We are in no condition to try experiments. It is possible that a Democrat can be elected, but it is not probable. Property, life and liberty are at stake with us. We can not afford to take any risk, and we ought to say to the Northern Democracy that we will not take any."

The Philadelphia *Post* gives these pungent reasons for repudiating Grantism under the false name of republicanism: "If republicanism means the debauchery of the public service, the proscription of independent Republicans, military interference with the laws, persecution of the helpless and reconstructed South, the corruption of Congress by patronage, and the creation of new laws to enable a President to re-elect himself, then we want none of it. This is the republicanism which we find embodied in the administration of Grant, and for that reason we give it our uncompromising hostility, in the belief that Horace Greeley's election will begin a new and better era of the republic, and restore to the country that peace of which it has been for twelve years deprived."

Dr. Louis A. Sayre, the well-known surgeon of New York and professor in Bellevue Medical College, has been created by the King of Sweden a "knight of the royal order of Wasa." The patent sent from Stockholm says that the honor is conferred in "recognition of meritorious attainments, and as a mark of royal grace and esteem." The insignia of the order, elegantly wrought in gold with settings, accompanied the letters patent. When Dr. Sayre was in Sweden last year, the King invited him to take up his residence in the palace during his stay, and while there he performed, at the request of the King and the surgeon of the royal household, an operation on the King's nephew, which proved successful. Dr. Sayre is believed to be the only American entitled to wear the insignia of knighthood of the order of Wasa.

Nanterre, near Paris, has observed its famous *rosiere* this year, the happy vestal queen being a young girl named Armadine, aged eighteen, a blonde and very pretty. She is a dressmaker, and the support of her family, as her father passes most of his time among the one hundred and sixty wine shops of his parish. The usual ceremonies and festivities welcomed the "maid," and the mayor and councilors of the town, after leading her in state to the town hall, presented her with a savings bank book, and 500 francs to her credit therein.

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 Dalhoff, 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 Wolfcate'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 Denver, 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 Davenport.

WEST VIRGINIA.

From Buckannon to Beallington.
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 Foneswood.
From Heathsville to Burgess' Store.

WISCONSIN.

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

Approved, January 16, 872.

[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 indemnify 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 Winneshiek 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, 1872.

[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 or 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