

Rock Island Bridge, in the following words: "Provided further, That the Secretary of War shall not, under the Act 'to empower the Secretary of War to permit the establishment, under certain conditions, of a horse railway upon and over the island of Rock Island, and the bridges erected by the United States connecting the cities of Davenport and Rock Island therewith,' approved March third, eighteen hundred and eighty-five, permit the lower section of said bridge to be occupied by any street railway without paying a reasonable rent therefor," be, and the same is hereby, amended by adding after the final words, "paying a reasonable rent therefor," the following words: "unless said company, in lieu of such rent, shall furnish and deliver at the electric motor on the draw of the bridge the necessary and proper electric power for operating the draw, to the satisfaction of the Secretary of War, so long as said company occupies or uses said bridge for railway purposes."

Street railway company may use bridges if furnishing electric power for draw.

Approved, February 15, 1897.

**CHAP. 230.**—An Act To extend and amend an Act entitled "An Act to grant the right of way to the Kansas, Oklahoma Central and Southwestern Railway Company through the Indian Territory and Oklahoma Territory, and for other purposes," approved December twenty-first, eighteen hundred and ninety-three.

February 15, 1897.

*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 grant the right of way to the Kansas, Oklahoma Central and Southwestern Railway Company through the Indian Territory and Oklahoma Territory, and for other purposes," approved December twenty-first, eighteen hundred and ninety-three, be, and the same are hereby, extended for a period of two years from and after December twenty-first, eighteen hundred and ninety-six, so that said Kansas, Oklahoma Central and Southwestern Railway Company shall have until December twenty-first, eighteen hundred and ninety-eight, to build the first one hundred miles of its said railway line in said Territories, and two years thereafter to complete the same.

Right of way granted Kansas, Oklahoma Central and Southwestern Railway through Indian and Oklahoma Territories extended.  
Vol. 28, p. 22.

**SEC. 2.** That section one of said Act approved December twenty-first, eighteen hundred and ninety-three, be amended to read as follows: "That the Kansas, Oklahoma Central and Southwestern Railway Company, a corporation organized, created, and existing under and by virtue of the laws of the Territory of Oklahoma, and of the laws of the State of Kansas, be, and the same is hereby, invested and empowered with the right of locating, constructing, equipping, operating, using, and maintaining a railway, telegraph, and telephone line through the Indian Territory and Oklahoma Territory, including lands that have been allotted to Indians in severalty or reserved for Indian purposes, beginning at any point to be selected by said railway company on the south line of the State of Kansas, in the county of Montgomery, on the south line of section numbered thirteen or section numbered fourteen, township numbered thirty-five, range numbered thirteen east of the sixth principal meridian, or on the south line of section numbered thirteen or section numbered fourteen, township numbered thirty-five, range sixteen east of the sixth principal meridian, and running thence by the most practicable route through the Indian Territory to the west line thereof; thence in a south or southwesterly direction by the most practicable route into and through Oklahoma Territory to a point on the Texas State line and on Red River between said State of Texas and the Comanche and Apache Indian reservations, in said Oklahoma Territory, by way of Bartlesville, Pawhuska, Pawnee, Stillwater, Guthrie, and El Reno, in Oklahoma Territory, and passing through the Osage, Pawnee, Wichita, Kiowa, Comanche, and Apache Indian reservations, and through the organized counties of Pawnee, Payne, Logan, Oklahoma, and Canadian, in said Oklahoma Territory, with the right to construct, use, and maintain such tracks, turn-outs, sidings, and extensions

Location changed.

Indian Territory.

Oklahoma Territory.

as said company may deem to their interest to construct along and upon the right of way and depot grounds herein provided for.

Extension to mineral lands, Indian Territory.

SEC. 3. That the said railway company shall have power to construct, equip, and operate a branch or extension from its main line, starting at or near Bartlesville, Indian Territory, and running thence in a south or southeasterly direction, a distance of not to exceed thirty miles, to coal and other mineral lands or mines which are operated or may hereafter be operated in the Cherokee Nation, Indian Territory; and for such purposes the said railway company is hereby empowered to acquire and occupy a right of way of the same dimensions, by the same methods, and for the same compensation as provided for in the original Act approved December twenty-first, eighteen hundred and ninety-three.

Approved, February 15, 1897.

February 15, 1897.

CHAP. 231.—An Act To amend "An Act to amend 'An Act to amend section forty-four hundred of title fifty-two of the Revised Statutes of the United States, concerning the regulation of steam vessels,' approved August seventh, eighteen hundred and eighty-two," and also to amend section forty-four hundred and fourteen, title fifty-two, of the Revised Statutes, "Regulation of steam vessels."

Steam vessels.  
Inspectors of hulls and boilers.  
R. S., 4414, p. 854, amended.

*Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled,* That "An Act to amend 'An Act to amend section forty-four hundred of title fifty-two of the Revised Statutes of the United States, concerning the regulation of steam vessels,' approved August seventh, eighteen hundred and eighty-two;" and also to amend section forty-four hundred and fourteen, title fifty-two, of the Revised Statutes, "Regulation of steam vessels," approved March first, eighteen hundred and ninety-five, the last paragraph of section two, page three hundred and ninety nine, Supplement to Revised Statutes, volume two, be amended so that it will read as follows:

Mileage allowance reduced.

"Every inspector provided for in this or the preceding sections of this title shall be paid his actual and reasonable traveling expenses or mileage, at the rate of five cents a mile, incurred in the performance of his duties, together with his actual and reasonable expenses for transportation of instruments, which shall be certified and sworn to under such instructions as shall be given by the Secretary of the Treasury."

Approved, February 15, 1897.

February 16, 1897.

CHAP. 234.—An Act To provide for appointment by brevet of active or retired officers of the United States Army.

Army.  
Officers may receive brevet for highest volunteer rank.

*Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled,* That all officers of the Regular Army of the United States, active or retired, who served in the volunteer forces during the late war, may, at the discretion of the President, receive a brevet in the Regular Army equal to the highest rank held or the highest brevet received in the said volunteer forces and be commissioned accordingly as of the date of such brevet: *Provided,* That they have not already received a brevet of equal or higher grade in the Regular Army.

Received by the President, February 4, 1897.

Proviso.  
Condition.

[NOTE BY THE DEPARTMENT OF STATE.—The foregoing act having been presented to the President of the United States for his approval, and not having been returned by him to the house of Congress in which it originated within the time prescribed by the Constitution of the United States, has become a law without his approval.]