

CHAP. 200.—An act to provide for the survey and transfer of that part of the Fort Randall military reservation in the State of Nebraska to said State for school and other purposes.

March 3, 1893.

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled, That the odd numbered sections in the portion of the Fort Randall military reservation situated in the State of Nebraska, after the same shall have been surveyed as herein provided, may be selected by the State of Nebraska at any time within one year after the filing of the official plats of survey in the district land office as a part of the lands granted to said State as school indemnity for school lands lost in place under the provisions of "An act to provide for the admission of the State of Nebraska into the Union," approved February ninth, eighteen hundred and sixty-seven: *Provided,* That no existing lawful rights under any of the land laws of the United States providing for the disposition of the public lands shall be prejudiced by this act: *And provided further,* That said lands shall be accepted by said State of Nebraska in full satisfaction of lawful claims now existing, or that may hereafter arise, for school-land indemnity for a corresponding number of acres, upon assignment of the bases of the claims by description and selection in accordance with the regulations of the Interior Department within the period of limitation aforesaid; such selections to be equally distributed, so far as practicable, among the several townships

Fort Randall Military Reservation, Nebr.

Odd sections granted to Nebraska as school indemnity lands.

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Provisos.
Existing rights.

Acceptance.

SEC. 2. That even numbered sections, and all of the odd numbered sections in said reservation not selected under the provisions of section one of this act, shall be open to settlement under the homestead law only: *Provided,* That before said lands shall be opened to settlement under this section, the Secretary of the Interior shall appoint a commission of three disinterested citizens of the United States, who shall appraise said lands and fix the value of each quarter section, and persons who may take such lands under the homestead laws, shall pay for such lands in three equal installments, at times to be fixed by the Secretary of the Interior, and they shall also comply with all provisions of the homestead laws of the United States.

Remaining sections, open to homestead settlement.

Proviso.
Commission of appraisalment.

Payment for lands.

SEC. 3. That the Secretary of the Interior be, and is hereby, authorized and directed to cause the lands embraced in that part of the said military reservation of Fort Randall in the State of Nebraska to be regularly surveyed by an extension of the public surveys over the unsurveyed portions of the same.

Public surveys extended.

Approved, March 3, 1893.

CHAP. 201.—An act to authorize the construction of a bridge over the Tennessee River at or near Sheffield, Alabama.

March 3, 1893.

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 Tennessee Bridge and Ferry Company, of Alabama, a corporation duly and legally incorporated under the laws of the State of Alabama, its successors or assigns, to construct and maintain a bridge over the Tennessee River at or near Sheffield, in Colbert County, Alabama. Said bridge shall be constructed to provide for the passage of railway trains, and, at the option of the persons by whom it may be built, may be used for the passage of wagons and vehicles of all kinds, for the transit of animals, and for foot passengers, for such reasonable rates of toll as may be approved from time to time by the Secretary of War.

Tennessee Bridge and Ferry Company may bridge Tennessee River at Sheffield, Ala.

Railway, etc., bridge.

Tolls.

SEC. 2. That any bridge built under the provisions of this act and subject 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, or passengers or freight passing over the said bridge, than the rate per mile paid for the transportation

Lawful structure and post route.

Postal telegraph. Telegraph, etc., companies.	over the railroad or public highways leading to the said bridge; and it shall enjoy the rights and privileges of other post roads in the United States; and the United States shall have the right of way across said bridge and its approaches for postal-telegraph purposes, and all telegraph and telephone companies shall have equal rights and privileges in constructing and maintaining their lines across said bridge.
Construction. Drawbridge.	SEC. 3. That said bridge shall be constructed as a drawbridge of such character of construction, and having such width of draw-openings and such elevation above high water as the Secretary of War may prescribe; and the draw-openings of said bridge shall be so protected and arranged that water crafts can be worked through them at any and all times; and the piers of said bridge shall be parallel with and the bridge itself at right angles to the current of the river: <i>Provided</i> , That said draw shall be opened promptly upon reasonable signals for the passage of boats; and said company or corporation shall maintain, at its own expense, from sunset until sunrise, such lights or other signals on said bridge as the Light-House Board shall prescribe. No bridge shall be erected or maintained under authority of this act which at any time substantially or materially obstructs the free navigation of said river; and if any bridge erected under such authority shall, in the opinion of the Secretary of War, obstruct such navigation, he is hereby authorized to cause such change or alteration of said bridge to be made as will effectually obviate such obstruction; and all such alterations shall be made and all such obstructions be removed at the expense of the owner or owners of said bridge, and in case of any litigation arising from any obstruction or alleged obstruction to the free navigation of said river, caused or alleged to be caused by said bridge, the cause may be brought in the circuit court of the United States or the State of Alabama in whose jurisdiction any portion of said obstruction or bridge may be located: <i>Provided further</i> , That nothing in this act shall be so construed as to repeal or modify any of the provisions of law now existing in reference to the protection of the navigation of rivers or exempt this bridge from the operation of the same.
Draw-openings.	
Piers. <i>Provisos.</i> Opening draw.	
Lights, etc.	
Unobstructed navigation.	
Litigation.	
Existing laws not affected.	
Use by other railroad companies.	SEC. 4. That all railroad companies desiring the use of said bridge shall have and be entitled to equal rights and privileges relative to the passage of railway trains over the same, and over approaches thereto, upon payment of a reasonable compensation for such use; and in case the owner or owners of said bridge and the several railroad companies, or any of them, desiring such use shall fail to agree upon the sum or sums to be paid and upon rules and conditions to which each shall conform in using said bridge, all matters at issue between them shall be decided by the Secretary of War, upon a hearing of the allegations and proofs of the parties.
Terms.	
Secretary of War to approve plans, etc.	SEC. 5. That any bridge authorized to be constructed under this act shall be built and located under and subject to such regulations for the security of navigation of said river as the Secretary of War shall prescribe; and to secure that object the said company shall submit to the Secretary of War for his examination and approval a design and drawing of the bridge, and a map of location giving, for the space of one mile above and one mile below the proposed location, the topography of the banks of the river, the shore lines at high and low water, the directions and strength of currents at all stages, and soundings accurately showing the bed of the stream, and the location of any other bridge or bridges and shall furnish such other information as may be required for a full and satisfactory understanding of the subject; and until the said plan and location of the bridge are approved by the Secretary of War the bridge shall not be built, and if any change is required by the Secretary of War in the plan of said bridge while the same is in progress of construction, or after its completion, or if the entire removal of said bridge is required by him at any time, the cost of such change or removal shall be paid by the company owning or controlling said bridge.
Changes.	

SEC. 6. That the right to alter or amend or repeal this act is hereby expressly reserved. Amendment, etc.

SEC. 7. That this act shall be null and void if actual construction of the bridge herein authorized be not commenced within one year and completed within three years from the date hereof. Commencement and completion.

Approved, March 3, 1893.

CHAP. 202.—An act to amend rule seven, section forty-two hundred and thirty-three, Revised Statutes, relating to rules for preventing collisions on the water. March 3, 1893.

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled, That rule seven, section forty-two hundred and thirty-three, Revised Statutes, be, and the same is hereby, amended by adding in the last paragraph of that rule, after the word "ferryboats," and preceding the word "shall," a comma and the words "barges and canal boats when in tow of steam vessels," so as to read:

"The lights for ferryboats, barges and canal boats when in tow of steam vessels, shall be regulated by such rules as the Board of Super-
vising Inspectors of Steam Vessels shall prescribe." Lights for barges and canal boats.

Approved, March 3, 1893.

CHAP. 203.—An act to ratify and confirm an agreement with the Kickapoo Indians in Oklahoma Territory, and to make appropriations for carrying the same into effect. March 3, 1893.

Whereas, David H. Jerome, Alfred M. Wilson, and Warren G. Sayre, duly appointed commissioners on the part of the United States, did, on the ninth day of September, eighteen hundred and ninety-one, conclude an agreement with Kickapoo Indians in Oklahoma Territory, formerly a part of the Indian Territory, which said agreement is as follows: Preamble.

"Articles of agreement made and entered into on the Kickapoo Reservation, in the Indian Territory, on the 21st. day of June, A. D. 1891, by and between David H. Jerome, Alfred M. Wilson, and Warren G. Sayre, Commissioners on the part of the United States, and the Kickapoo tribe of Indians, in the Indian Territory, and completed at the city of Washington, D. C., on this 9th day of September, A. D. 1891. Agreement with Kickapoo Indians, Oklahoma Territory.

ARTICLE I.

Article I.

"The said Kickapoo tribe of Indians in the Indian Territory hereby cede, convey, transfer, and relinquish, forever and absolutely, without any reservation whatever, all their claim, title, and interest of every kind and character in and to the lands embraced in the following described tract of country in the Indian Territory, to wit: Lands ceded absolutely.

"Commencing at the southwest corner of the Sac and Fox Reservation; thence north along the western boundary of said reservation to the Deep Fork of the Canadian River; thence up said Deep Fork to the point where it intersects the Indian Meridian; thence south along said Indian Meridian to the North Fork of the Canadian River; thence down said river to the place of beginning. Description.

"ARTICLE II

Article II.

In consideration of the cession recited in the foregoing article, the United States agrees that in said tract of country there shall be allotted to each and every member, native and adopted, of said Kickapoo tribe of Indians in the Indian Territory, 80 acres of land to conform in boundary to the legal surveys of said land. Each and every member Allotments in severalty.