

paid. But it shall be a sufficient defense to any charge of introducing or attempting to introduce ardent spirits, ale, beer, wine, or intoxicating liquors into the Indian country that the acts charged were done under authority, in writing, from the War Department or any officer duly authorized thereunto by the War Department.

Authorized introduction of liquors.

SEC. 2. That so much of the Act of the twenty-third day of July, eighteen hundred and ninety-two, as is inconsistent with the provisions of this Act is hereby repealed.

Repeal.
Vol. 27, p. 260.

Approved, January 30, 1897.

CHAP. 110.—An Act Authorizing the establishment of a life-saving station on the coast of Maryland.

January 30, 1897.

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled, That the Secretary of the Treasury be, and he is hereby, authorized to establish a life-saving station on the coast of Maryland, between the Fenwick Island and the Ocean City life-saving stations, at such point as the General Superintendent of the Life-Saving Service may recommend.

Maryland.
Life-saving station established.

Approved, January 30, 1897.

CHAP. 111.—An Act To confirm certain cash entries of public lands.

January 30, 1897.

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled, That all entries of the public lands made under the provisions of the Act entitled "An Act to graduate and reduce the price of the public lands to actual settlers and cultivators," approved August fourth, eighteen hundred and fifty-four, which are illegal and invalid because of the fact that the lands covered thereby had never been offered for sale, be, and the same are hereby, confirmed, if, upon examination by the Commissioner of the General Land Office, the same are found to be otherwise regular and in compliance with said Act and the Acts supplemental thereto.

Public lands.
Certain cash graduation entries confirmed.
Vol. 10, p. 574.
Vol. 12, p. 413.

SEC. 2. That all acts or parts of acts in conflict herewith are hereby repealed.

Repeal.

Approved, January 30, 1897.

CHAP. 112.—An Act To establish railroad bridges across the Cumberland and Tennessee rivers, in Kentucky.

January 30, 1897.

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled, That the Cairo and Tennessee River Railroad Company, a corporation organized under the laws of the State of Tennessee, its successors and assigns, is hereby authorized and empowered to erect, construct, establish, and maintain railway bridges and approaches thereto across the Cumberland River, in the State of Kentucky, at points to be selected by said railroad, or its successors or assigns, between Rockcastle and Tobaccoport, in Trigg County, and also another bridge across said river between Burksville, on said river, in Kentucky, and the Tennessee State line, and also a bridge across the Tennessee River, between Pine Bluff, in Calloway County, Kentucky, and Birmingham, in Marshall County, Kentucky, the locations of said bridges to be selected by said railroad, or its successors or assigns, between said described points on said rivers, which said bridges shall not interfere with the free navigation of said rivers; and in case of any litigation arising from any obstruction or alleged obstruction to free

Cairo and Tennessee River Railroad Company may bridge Cumberland and Tennessee rivers, Kentucky.

Litigation.

navigation of said rivers the proceedings shall be instituted in and determined by the district court of the United States for the district of the State of Kentucky.

Pivot drawbridges.

SEC. 2. That the bridges authorized by and constructed under this Act shall be pivot drawbridges, and the bridges shall have a draw over the main channel of the rivers at accessible and navigable points, with spans of not less than one hundred and seventy-five feet in length on each side of the center of the pivot piers of the draws, and the remaining spans of such length as shall be necessary to reach the approaches on either side of the river, all spans to have a clear head-room of ten feet above high water; and the piers of said bridges shall be parallel with the current of the rivers when said bridges shall be erected: *Provided*, That the length of the drawspans may be increased if, in the opinion of the Secretary of War, the interests of navigation demand it.

Proviso.
Drawspans.

Lawful structures
and post routes.

SEC. 3. That any bridge constructed under this Act and according to its limitations shall be a lawful structure, and shall be known and recognized as a post route, and the same is hereby declared to be a post route, and it shall enjoy the same rights and privileges as other post roads in the United States, 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 leading to said bridge; and the United States shall have the right of way for a postal telegraph across said bridge.

Postal telegraph.

Use by other com-
panies.

SEC. 4. That all railroad companies desiring the use of said bridges shall have and be entitled to equal rights and privileges relative to the passage of railroad trains over the same and the approaches thereto, and in the use of the machinery and fixtures thereof, upon payment of a reasonable compensation for such use, and in case the owner or owners of said bridges and the railroad companies, or any of them, desiring such use shall fail to agree upon the sum or sums to be paid as such compensation, and upon rules and conditions to which each shall conform in using said bridges, or either of said matters, then all matters in dispute or at issue between them, or any of them, shall be decided by the Secretary of War upon a hearing of the allegations and proofs of the parties.

Compensation.

Secretary of War to
approve plans, etc.

SEC. 5. That the structures herein authorized shall be built and located under and subject to such regulations for the security of navigation of said rivers as the Secretary of War shall prescribe; and to secure that object the said company or corporation shall submit to the Secretary of War, for his examination and approval, designs and drawings of said bridges and maps of the locations, giving, for the space of one mile above and one mile below the proposed locations, the topography of the banks of the rivers, the shore lines at high and low water, the direction and strength of the currents at all stages, and the soundings, accurately showing the bed of the streams, 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 plans and locations of the bridges are approved by the Secretary of War the bridges shall not be commenced or built, and should any change be made in the plan of said bridges during the process of construction or after completion, such change shall be subject to the approval of the Secretary of War; and the said constructions shall be at all times so managed and kept as to offer reasonable and proper means for the passage of vessels through or under said structures; and to secure the safe passage of vessels at night there shall be displayed on said bridges, from the hour of sunset to that of sunrise, such lights as may be prescribed by the Light-House Board, and the said structures shall be changed, at the cost and expense of the owners thereof, from time to time, as the Secretary of War may direct, so as to preserve the free and convenient navigation of said rivers.

Aids to navigation.

Lights, etc.

Changes.

Commencement and
completion.

SEC. 6. That this Act shall be null and void if actual construction of the bridges herein authorized be not commenced within three years from the date hereof, and completed within five years.

SEC. 7. That the right to alter, amend, or repeal this Act is hereby expressly reserved.

Amendment, etc.

Approved, January 30, 1897.

CHAP. 113.—An Act Extending the time for the completion of the bridge across the East River, between the city of New York and Long Island, now in course of construction, as authorized by the Act of Congress approved March third, eighteen hundred and eighty-seven.

January 30, 1897.

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled, That the time for the completion of the bridge of the New York and Long Island Bridge Company across the East River, between the city of New York and Long Island, authorized by the Act of Congress entitled "An Act authorizing the construction of a bridge across the East River, between the city of New York and Long Island," approved March third, eighteen hundred and eighty-seven, and the various Acts amendatory thereof or supplementary thereto, is hereby extended to and including the first day of January in the year nineteen hundred.

East River, New York.
Time extended for completing bridge over.
Vol. 24, p. 469.

Approved, January 30, 1897.

CHAP. 121.—An Act To provide for an examination and survey of a water route from the mouth of the jetties at the city of Galveston, Texas, through the ship channel and up Buffalo Bayou to the city of Houston, Texas.

February 1, 1897.

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled, That the Secretary of War be, and he hereby is, authorized and directed to make an examination and survey, with an estimate of the necessary cost, for a water channel not less than twenty-five feet deep and one hundred feet wide, extending from the mouth of the jetties at the city of Galveston, Texas, through the existing ship channel and up Buffalo Bayou to the city of Houston, Texas, and for a harbor at or near Houston of a depth of not less than twenty-five feet and of a width of five hundred feet, and to make a report of such examination, survey, and estimate, with its commercial importance, to Congress.

Water route, Galveston to Houston, Tex.
Survey, etc., directed.

SEC. 2. That the cost of said examination, survey, and estimate be paid out of funds already appropriated for work on the improvement of the ship channel and Buffalo Bayou.

Expense.
Autr. pp. 200, 222.

Approved, February 1, 1897.

CHAP. 122.—An Act To authorize the construction or acquisition of a bridge across the Rio Grande River at El Paso, in the State of Texas.

February 1, 1897.

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled, That the Sierra Madre Construction Company, a corporation duly incorporated under the laws of the State of New Jersey, and its successors and assigns, be, and the same is hereby, authorized to erect, construct, maintain, and operate a bridge over the Rio Grande River at the city of El Paso, in the State of Texas, at such point on said river in the county of El Paso as may accommodate the line of railway which said corporation may build to said point. Said bridge shall be constructed so as to provide for the passage of railway trains and shall be used for the passage of wagons and vehicles of all kinds, and for the transit of animals and for foot passengers, and for the transit of freight, goods, wares, and merchandise, for such reasonable rates of toll as may be fixed by the Secretary of War; and the Secretary of War shall have the right from time to time to revise such rates.

Sierra Madre Construction Company may bridge Rio Grande, El Paso, Tex.

Railway, etc., bridge.

Toll.