

I certify that the total number of male Indians over eighteen years of age belonging on this reservation is eleven hundred and sixty (1160), of whom ten hundred and twenty-three (1023) have signed the foregoing agreement.

CHAS. E. MCCHESENEY,
U. S. Indian Agent.

ROSEBUD AGENCY, S. D.
March 10, 1898.

I certify that the official records of Rosebud Agency, S. D., show eleven hundred and sixty adult male Indians over eighteen years of age belonging on the Rosebud Reservation, ten hundred and twenty-three of whom have signed the foregoing agreement, being one hundred and fifty-three (153) more than the three-fourths majority of the adult male Indians of Rosebud Agency.

JAMES McLAUGHLIN,
U. S. Indian Inspector.

ROSEBUD AGENCY, S. D.
March 10, 1898.

Therefore,

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled, That the agreement made and entered into on the first day of March, eighteen hundred and ninety-eight, by and between James McLaughlin, United States Indian inspector, on the part of the United States, and the Lower Brule band of the Sioux tribe of Indians in South Dakota, be, and the same hereby is, accepted, ratified, and confirmed.

SEC. 2. That the agreement made and entered into on the tenth day of March, eighteen hundred and ninety eight, by and between James McLaughlin, United States Indian inspector, on the part of the United States and the Sioux tribe of Indians belonging to the Rosebud Indian Reservation in South Dakota, be, and the same is hereby, ratified and confirmed.

SEC. 3. That for the purpose of making the payment to the Indians of the Rosebud Reservation stipulated for in article two of the foregoing agreement, the sum of one hundred and forty eight thousand six hundred dollars be, and the same is hereby, appropriated, out of any money in the Treasury not otherwise appropriated: *Provided,* That the said payment is to be in full for all lands required by the said Lower Brule Indians for allotments in accordance with the provisions of article one of the aforesaid agreement.

Approved, March 3, 1899.

March 3, 1899.

CHAP. 451.—An Act To authorize the construction of a bridge over the Tennessee River at or near Sheffield.

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.

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 and 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

Ratification.
—Lower Brule Indians.

—Rosebud Indians.

Appropriation.

Proviso.
To be in full.

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

Toll.

To be lawful structure.
Post route.

the transportation 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.

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: *Provided*, 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: *Provided further*, 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 exempting this bridge from the operation of the same.

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.

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.

Draw, etc.

Provisos.

Lights, etc.

Obstruction to navigation.

Changes, etc

Litigation.

Rights of railroads to use.

— disagreement with owner of bridge.

Secretary of War to approve plans, etc.

Amendment.

SEC. 6. That the right to alter or amend or repeal this Act is hereby expressly reserved.

Commencement and completion.

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.

Approved, March 3, 1899.

March 3, 1899.

CHAP. 452.—An Act To authorize the appointment of a clerk of the district courts of the United States within and for the eastern district of Virginia, to validate their acts, and prescribe where the records shall be kept.

Virginia eastern judicial district.

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled, That within and for the eastern district of Virginia, there shall be only one clerk, to be appointed by the judge of the district court, and said clerk may have as many deputies as may be necessary to be appointed as now provided by law.

Acts of acting clerks validated, etc.

SEC. 2. That all acts heretofore performed by the several persons acting as the clerks of said court at its several places of meeting, and all payments heretofore made, in pursuance of law or judgments and decrees of said court, or sums due, to any one or all of said clerks are hereby validated.

Records.

SEC. 3. That the records of said court shall be kept at the respective places of meeting thereof.

Effect.

SEC. 4. That this Act shall be in force from and after its passage.

Approved, March 3, 1899.

March 3, 1899.

CHAP. 453.—An Act To authorize the Fort Smith and Western Railroad Company to construct and operate a railway through the Choctaw and Creek nations, in the Indian Territory, and for other purposes.

Fort Smith and Western Railroad Company granted right of way through Choctaw and Creek nations, Indian Territory.

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled, That the Fort Smith and Western Railroad Company, a corporation created under and by virtue of the laws of the State of Arkansas, be, and the same is hereby, invested and empowered with the right of locating, constructing, owning, equipping, operating, using, and maintaining a railway and telegraph and telephone line through the Choctaw and Creek nations, in the Indian Territory, beginning at a point to be selected by said company on the western boundary line of the State of Arkansas at or near the city of Fort Smith, in Sebastian County, in said State, and running thence by the most feasible and practicable route in and through that part of the Indian Territory known as the Choctaw Nation in a southwesterly and westerly direction through the counties of Skullyville, San Bois, Gaines, and Tobucksy, and crossing the Missouri, Kansas and Texas Railway, in said Choctaw Nation, at or near South Canadian; continuing thence westerly to the South Canadian River; continuing thence northwesterly and through the Creek Nation, Indian Territory, to a point on the western boundary thereof near the Sac and Fox Agency, said line forming a continuous line of railway with the line of said railway company which continues westward from said boundary line of the Creek Nation, as above set forth, into and through Oklahoma Territory, to Kingfisher, in said Oklahoma Territory, with a switch or spur line from the nearest feasible point on said line in the Choctaw Nation to a connection with the Saint Louis and San Francisco Railroad, at a point between Cedars Station and Backbone Tunnel, of about eight miles in length, with the right to construct, use, and maintain such tracks, turn-outs, and sidings as said company may deem it to their interest to construct along and upon the right of way and depot grounds herein provided for. The railway so constructed shall be of standard gauge, and the railway shall be built as a standard railway and with rails weighing not less than sixty pounds to the yard.

Location.