

February 6, 1905.  
[H. R. 7296.]

[Public, No. 46.]

Forest reserves and  
national parks.  
Arrests for violating  
laws, etc.

Post, p. 873.

Process.

Arrest without proc-  
ess.

**CHAP. 456.**—An Act For the protection of the public forest reserves and national parks of the United States.

*Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled,* That all persons employed in the forest reserve and national park service of the United States shall have authority to make arrests for the violation of the laws and regulations relating to the forest reserves and national parks, and any person so arrested shall be taken before the nearest United States commissioner, within whose jurisdiction the reservation or national park is located, for trial; and upon sworn information by any competent person any United States commissioner in the proper jurisdiction shall issue process for the arrest of any person charged with the violation of said laws and regulations; but nothing herein contained shall be construed as preventing the arrest by any officer of the United States, without process, of any person taken in the act of violating said laws and regulations.

Approved, February 6, 1905.

February 7, 1905.  
[S. 6799.]

[Public, No. 47.]

Rosebud and Devils  
Lake Indian reserva-  
tions.  
Time for establish-  
ing residence extend-  
ed to homestead set-  
tlers on.

Ante, p. 257.  
Post, p. 2358.

Ante, p. 322.  
Post, p. 2372.

Proviso.  
Validity, etc., of fil-  
ings not affected.

**CHAP. 545.**—An Act To provide for the extension of time within which homestead settlers may establish their residence upon certain lands which were heretofore a part of the Rosebud Indian Reservation within the limits of Gregory County, South Dakota, and upon certain lands which were heretofore a part of the Devils Lake Indian Reservation, in the State of North Dakota.

*Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled,* That the homestead settlers on the lands which were heretofore a part of the Rosebud Indian Reservation within the limits of Gregory County, South Dakota, opened under an Act entitled "An Act to ratify and amend an agreement with the Sioux tribe of Indians of the Rosebud Reservation, in South Dakota, and making appropriation and provision to carry the same into effect," approved April twenty-third, nineteen hundred and four, and the homestead settlers on the lands which were heretofore a part of the Devils Lake Indian Reservation in the State of North Dakota, opened under an Act entitled "An Act to modify and amend an agreement with the Indians of the Devils Lake Reservation, in North Dakota, to accept and ratify the same as amended, and making appropriation and provision to carry the same into effect," approved April twenty-seventh, nineteen hundred and four, be, and they are hereby, granted an extension of time in which to establish their residence upon the lands so opened and filed upon until the first day of May, anno Domini nineteen hundred and five: *Provided, however,* That this Act shall in no manner affect the regularity or validity of such filings, or any of them, so made by the said settlers on the lands aforesaid; and it is only intended hereby to extend the time for the establishment of such residence as herein provided, and the provisions of said Acts are in no other manner to be affected or modified.

Approved, February 7, 1905.

February 7, 1905.  
[H. R. 16567.]

[Public, No. 48.]

Tennessee River.  
Decatur Transporta-  
tion and Manufactur-  
ing Company may  
bridge at Decatur, Ala.

**CHAP. 546.**—An Act To authorize The Decatur Transportation and Manufacturing Company, a corporation, to construct, maintain, and operate a bridge across the Tennessee River at or near the city of Decatur, Alabama.

*Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled,* That The Decatur Transportation and Manufacturing Company, a corporation organized under the laws of the State of Alabama, its successors and assigns, are hereby

authorized and empowered to erect, establish, maintain, and operate a railway and road or highway bridge across the Tennessee River at such point or place at or near the city of Decatur, Alabama, as may be by said company selected and approved by the Secretary of War; and if said bridge, erected and maintained under the authority of this Act, shall at any time unreasonably obstruct the free navigation of said river, or shall in the opinion of the Secretary of War unreasonably 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 such alteration shall be made and all such obstructions be removed at the expense of the owners or operators of said bridge; and in case of any litigation arising from any obstruction or alleged obstruction to free navigation of said river by reason of the construction of said bridge, the same shall be instituted and determined in the district court of the United States for the northern division of the northern district of Alabama: *Provided*, 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 navigation of rivers, or to exempt this bridge from the operation of the same.

Obstruction to navigation.

Changes.

Litigation.

*Proviso.*  
Existing laws not affected.

SEC. 2. That the bridge authorized to be constructed under this Act shall be located and built subject to such regulations for 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 general design and drawing of said bridge and a map of the 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, soundings showing the bed of the stream, and such other information as the Secretary of War may require for a full and satisfactory understanding of the subject; and until the plan and location of the bridge are approved by the Secretary of War the construction of said bridge shall not be commenced.

Secretary of War to approve plans, etc.

SEC. 3. That a draw shall be made and maintained in such bridge, which said draw shall be opened promptly upon reasonable signal for the passing of boats; and such lights or signals as the Light-House Board shall prescribe shall be displayed from sunset until sunrise on said bridge by the owners or operators thereof at their own expense.

Opening draw.

Lights, etc.

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 the approaches thereto, upon payment of a reasonable compensation for such use; and in case of disagreement between the parties in regard to the compensation to be paid or the conditions to be observed, all matters at issue shall be determined by the Secretary of War.

Use by other roads.

Compensation.

SEC. 5. That the bridge to be built under this Act and according to its limitations shall be held to be a lawful structure, and shall be recognized and known as a post route, upon which also no higher charge shall be made for transportation over the same of the mails, troops, and munitions of war of the United States than the rate per mile paid for their transportation over the railroad or other medium of conveyance leading to such bridge; and it shall enjoy the right 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: *Provided*, That if the Decatur Transportation and Manufacturing Company should determine at any time to charge toll for passing over the bridge, a schedule of the charges shall be submitted to the Secretary of War for his approval, reduction, or refusal, and shall not go into effect until approved by him; and if any

Lawful structure and post route.

Telegraph, etc., rights.

*Proviso.*  
Toll.

complaint is made at any time, that the Secretary of War shall have the authority to reduce the toll as in his discretion he sees proper.

Time of construction.

SEC. 6. 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 of the approval of this Act.

Amendment.

SEC. 7. That the right to alter, amend, extend, or repeal this Act, or any of its provisions, is hereby expressly reserved.

Approved, February 7, 1905.

February 7, 1905.  
[H. R. 17845.]

[Public, No. 49.]

**CHAP. 547.**—An Act To exclude from the Yosemite National Park, California, certain lands therein described, and to attach and include the said lands in the Sierra Forest Reserve.

Yosemite National  
Park, Cal.  
Part of, attached to  
Sierra Forest Reserve.  
New boundaries.

*Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled,* That the tracts of land in the State of California known and described as follows: Beginning at the point where the middle of the channel of the South Fork of the Merced River intersects the line between sections three and four, township four south, range twenty east, Mount Diablo base and meridian; thence northerly along section lines through the middle of townships three and four south, range twenty east, to the northwest corner of section three, township three south, range twenty east; thence westerly along township line to the southwest corner of section thirty-three, township two south, range twenty east; thence northerly along section lines to the northwest corner of section twenty-one, said township; thence westerly along section lines to the southwest corner of section eighteen, said township; thence southerly along range line to the southeast corner of the northeast quarter of section twenty-four, township two south, range nineteen east; thence westerly to the southwest corner of the northeast quarter of section twenty-four, said township; thence southerly to the southeast corner of the southwest quarter of section twenty-four, said township; thence westerly along section lines to the southwest corner of section twenty-three, said township; thence northerly along section lines to the northwest corner of the southwest quarter of section fourteen, said township; thence easterly to the northeast corner of the southeast quarter of section fourteen, said township; thence northerly along section line to the northwest corner of section thirteen, said township; thence easterly along section line to the northeast corner of section thirteen, said township; thence northerly along range line to the northwest corner of the southwest quarter of section seven, township two south, range twenty east; thence easterly to the northeast corner of the southeast quarter of section seven, said township; thence southerly along section line to the northwest corner of section seventeen, said township; thence easterly along section lines to the northeast corner of section sixteen, said township; thence northerly along section lines to the northwest corner of section three, said township; thence westerly along township line to the southwest corner of section thirty-three, township one south, range twenty east; thence northerly along section lines to the northwest corner of section twenty-one, said township; thence westerly along section lines to the southwest corner of section eighteen, said township; thence northerly along range line to the northwest corner of section six, said township; thence westerly along Mount Diablo base line to the southwest corner of section thirty-four, township one north, range nineteen east; thence northerly along section lines through the middle of townships one and two north, range nineteen east, to the point of intersection with the summit of the divide between Cherry Creek on the west and Eleanor and Fall creeks on the east; thence along the summit of