

Mill Creek; thence up the middle of Mill Creek to the Arkansas State line; thence northerly along the Arkansas State line to the point of beginning: *Provided*, That nothing in this Act shall be construed to impair any right now pertaining to any Indian tribe or tribes in said part of said Indian Territory under the laws, agreements, or treaties of the United States, or to affect the authority of the Government of the United States to make any regulations or to make any law respecting said Indians or their lands which it would have been competent to make or enact if this Act had not been passed.

Proviso.
Rights of Indians,
etc., not affected.

Approved, February 10, 1905.

CHAP. 572.—An Act To amend an Act entitled “An Act authorizing the Winnipeg, Yankton and Gulf Railroad Company to construct a combined railroad, wagon, and foot-passenger bridge across the Missouri River at or near the city of Yankton, South Dakota.”

February 11, 1905.
[S. 6450.]

[Public, No. 68.]

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled, That section six of “An Act authorizing the Winnipeg, Yankton and Gulf Railroad Company to construct a combined railroad, wagon, and foot-passenger bridge across the Missouri River at or near the city of Yankton, South Dakota,” approved April fifth, nineteen hundred and four, be, and the same is hereby, so amended that the time within which the said bridge is required to be commenced shall be within one year and the time within which it is required that said bridge shall be completed shall be within three years from the date of the approval of this Act.

Missouri River.
Time extended for
bridging, by Winni-
peg, Yankton and
Gulf Railroad Com-
pany at Yankton, S.
Dak.
Ante, p. 157.

Approved, February 11, 1905.

CHAP. 574.—An Act Declaring Grand River to be not a navigable stream.

February 15, 1905.
[H. R. 17350.]

[Public, No. 69.]

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled, That Grand River in the State of Missouri above the city of Brunswick, in the county of Chariton in said State, is hereby declared to be not a navigable stream and shall be so treated by the Secretary of War and by all other authorities.

Grand River.
Not navigable above
Brunswick, Mo.

Approved, February 15, 1905.

CHAP. 575.—An Act To amend sections one, five, and six of an Act entitled “An Act authorizing the construction of a wagon, toll, and electric-railway bridge over the Missouri River, at Lexington, Missouri,” approved April twenty-eighth, nineteen hundred and four, extending the provisions thereof to steam-railway cars, locomotives, and other motive power, and extending the time for commencing actual construction of said bridge.

February 15, 1905.
[H. R. 18207.]

[Public, No. 70.]

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled, That sections one, five, and six of an Act entitled “An Act authorizing the construction of a wagon, toll, and electric-railway bridge over the Missouri River, at Lexington, Missouri,” approved April twenty-eighth, nineteen hundred and four, be amended to read as follows:

Missouri River.
Lexington Suburban
Railway Company
may bridge, at Lex-
ington, Mo.
Ante, p. 528.

“SECTION 1. That the Lexington Suburban Railway Company, duly incorporated under the laws of Missouri, is hereby authorized to construct and maintain a bridge and approaches thereto across the Missouri River, between the city of Lexington, Missouri, and Ray County, Missouri, at a point to be selected consistent with the inter-

Use extended to
steam roads.
Ante, p. 528, amend-
ed.

ests of navigation. Said bridge shall be constructed to provide for the passage of railway trains, whether operated by steam, electricity, or other motive power, and for the passage of wagons and vehicles of all kinds, street-railway cars, animals, foot passengers, and for all road travel for such reasonable rates of toll and under such reasonable rules and regulations as may be prescribed by the said company when approved from time to time by the Secretary of War: *Provided*, That the said company, or its successors and assigns, shall build and maintain at all times, as accessory works to said bridge, such booms, piers, dikes, guard fences, and similar devices as may be necessary, in the judgment of the Secretary of War, to insure at all times a permanent channel for a sufficient distance above and below the bridge site, and for the guiding of rafts, steamboats, and other water craft safely under said bridge: *Provided further*, That the said company, or its successors and assigns, shall maintain on said bridge, from sunset to sunrise, such lights and other signals as the Light-House Board shall prescribe: *And provided further*, That all railway companies and all street-railway companies desiring the use of said bridge shall have and be entitled to equal rights and privileges relative to the passage of railway trains, street-railway trains and cars over the same, and over approaches thereto, upon payment of a reasonable compensation for such use, and in case of disagreement, upon such terms and conditions as shall be prescribed by the Secretary of War upon hearing the allegations and proofs of the parties in interest."

Provisos.
Aids to navigation.

Lights, etc.

Use by other roads.

Compensation.

Lawful structure
and post route.

Ante, p. 529, amend-
ed.

Time of construc-
tion extended.

Ante, p. 529, amend-
ed.
Amendment.

"SEC. 5. That any bridge built under 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 than the rate per mile paid for the transportation over the railway, street railways, or public highways leading to said bridge, and it shall enjoy the rights and privileges of other post-roads in the United States; and equal privileges in the use of said bridge shall be granted to all telegraph and telephone companies, and the United States shall have the right of way across said bridge and its approaches for postal-telegraph purposes.

"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 April twenty-eighth, nineteen hundred and five, and the right to alter, amend, or repeal this Act is hereby expressly reserved."

Approved, February 15, 1905.

February 15, 1905.
[H. R. 18757.]

[Public, No. 71.]

District of Columbia.
Appropriation to
clear Potomac River
of ice.

CHAP. 576.—An Act Making an appropriation for clearing the Potomac River of ice.

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled, That the sum of ten thousand dollars is hereby appropriated, payable from any money in the Treasury not otherwise appropriated and from the revenues of the District of Columbia, in equal parts, for clearing the Potomac River of ice within the District of Columbia, to be available until used.

Approved, February 15, 1905.