

CHAP. 16.—An Act For the purchase or construction of a suitable vessel for service on the Yukon River, Alaska.

February 11, 1898.

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 purchase or have constructed for the Revenue-Cutter Service a suitable vessel for service on the Yukon River, Alaska; and the sum of forty thousand dollars is hereby appropriated and made immediately available to purchase or build such vessel.

Yukon River, Alaska, vessel for service on.

Approved, February 11, 1898.

CHAP. 17.—An Act Authorizing the construction of two bridges across the Choctawhatchee River, a navigable stream, in Dale County, Alabama.

February 14, 1898.

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled, That the court of county commissioners of Dale County, in the State of Alabama, be, and is hereby, authorized to construct, maintain, and operate two bridges across the Choctawhatchee River, a navigable stream, in the county of Dale, State of Alabama, one of said bridges to be located near the town of Newton, at or near the place where the bridge formerly stood on the Newton and Ozark wagon road, and the other one of said bridges to be located at or near where the bridge called the Hollis Bridge formerly stood.

Dale County, Alabama, may bridge Choctawhatchee River at Newton, etc.

SEC. 2. That said bridges shall be located and built under and subject to such regulations for the security of navigation as the Secretary of War may prescribe; and to secure that object the said court of county commissioners shall submit for his examination designs and drawings of the bridges and maps of the locations, and until the said plans and locations are approved by him the bridges shall not be commenced or built; and should any changes be made in either of said bridges, before or after completion, such changes shall be likewise subject to the approval of the Secretary of War.

Secretary of War to prescribe regulations.

—to approve plans.

—changes.

SEC. 3. That the said bridges shall be so kept and managed as to offer reasonable and proper means for the passage of vessels and other craft through or under the same; and for the safety of vessels passing at night there shall be displayed on said bridges from sunset to sunrise, at the expense of the owners thereof, such lights or other signals as the Light-House Board may prescribe. And any changes in either of said bridges which the Secretary of War may at any time deem necessary, and order in the interests of navigation, shall be made by the owners thereof at their own expense.

Aids to navigation.

Lights.

Changes.

SEC. 4. That this Act shall be null and void if actual construction of both the said bridges be not commenced in one year and completed in three years from the date hereof.

Commencement and completion.

SEC. 5. That the right to alter, amend, or repeal this Act is hereby expressly reserved.

Right to amend, etc.

Approved, February 14, 1898.

CHAP. 18.—An Act Authorizing the Muskogee Coal and Railway Company to construct and operate a railway through the Indian Territory and Oklahoma Territory, and for other purposes.

February 14, 1898.

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled, That the Muskogee Coal and Railway Company, a corporation created under and by virtue of the laws of the Territory of Oklahoma, be, and the same is hereby, authorized, invested and empowered with the right of locating, constructing, owning, equipping, operating, using and maintaining a railway, telegraph and telephone line through the Indian and Oklahoma Territories.

Muskogee Coal and Railway Company may construct, etc., railway through Indian and Oklahoma Territories.

Route.	beginning at a point to be selected by said railway company at or near Red Fork, in the Creek Nation, Indian Territory, and running thence over the most practicable and feasible route, through the Creek Nation, Indian Territory, thence through the Territory of Oklahoma to Guthrie, in said Territory, with the right to construct, use, and maintain such tracks, turn-outs, sidings, and extensions as said company may deem to its interests to construct and maintain along and upon the right of way and depot grounds herein provided for: <i>Provided</i> , That nothing in this Act shall be so construed as to give said company any right to use or occupy the lands herein granted, except land belonging to the United States, without paying the owner thereof a reasonable and just compensation therefor.
<i>Proviso.</i> Compensation for land taken.	
Right of way.	SEC. 2. That said corporation is authorized to take and use for all purposes of a railway, for its main line, and for no other purpose, a right of way one hundred feet in width through said Indian Territory and Territory of Oklahoma, and to take and use a strip of land one hundred feet in width, with a length of two thousand feet, in addition to right of way, for stations, for every ten miles of road, with the right to use such additional ground where there are heavy cuts or fills as may be necessary for the construction and maintenance of the roadbed, not exceeding fifty feet in width on each side of said right of way, or as much thereof as may be included in said cut or fill: <i>Provided</i> , That no more than said addition of land shall be taken for any one station: <i>Provided, further</i> , That no part of the lands herein authorized to be taken shall be sold by the company, and they shall not be used except in such manner and for such purposes only as shall be necessary for the construction and convenient operation of said railway, telegraph, and telephone lines; and when any portion thereof shall cease to be used such portion shall revert to the nation or tribe of Indians or individual Indian from which the same shall have been taken.
Land for stations.	
<i>Provisos.</i> Limit.	
Lands not to be sold by the company, etc.	
Compensation to occupants of land, etc.	SEC. 3. That before said railway shall be constructed through any lands held by individual occupants according to the laws, customs, and usages of any of the Indian nations or tribes through which it may be constructed, or by allotments under any law of the United States or agreement with the Indians, full compensation shall be made to such occupants for all property to be taken or damage done by reason of the construction of such railway. In case of failure to make amicable settlement with any occupant, such compensation shall be determined by the appraisalment of three disinterested referees, to be appointed one (who shall act as chairman) by the President, one by the chief of the nation to which said occupant belongs, or, in case of an allottee, by said allottee or by his duly authorized guardian or representative, and one by said railway company, who, before entering upon the duties of their appointment, shall take and subscribe, before a district judge, clerk of a district court, or United States commissioner, an oath that they will faithfully and impartially discharge the duties of their appointment, which oath, duly certified, shall be returned with their award to and filed with the Secretary of the Interior within sixty days from the completion thereof; and a majority of said referees shall be competent to act in case of the absence of a member, after due notice. And upon the failure of either party to make such appointment within thirty days after the appointment made by the President the vacancy shall be filled by the district judge of any United States court in the Indian Territory or the Territory of Oklahoma, upon the application of the other party. The chairman of said board shall appoint the time and place for all hearings within the nation to which such occupant belongs. Each of said referees shall receive for his services the sum of four dollars per day for each day they are engaged in the trial of any case submitted to them under this Act, with mileage at five cents per mile. Witnesses shall receive the usual fees allowed by the courts of said nations and the courts of Oklahoma Territory. Costs, including compensation of the referees, shall be made a part of the award, and be paid by such railway company. In case the referees can not agree, then any two of them are authorized to make the award. Either party
Appraisal by referees.	
Appointment of.	
Failure to appoint, etc.	
Hearings.	
Compensation for services.	
Witnesses.	
Appeal.	

being dissatisfied with the finding of the referees shall have the right, within ninety days after making the award and notice of the same, to appeal by original petition to any district court in the Indian Territory or Oklahoma Territory, which court shall have jurisdiction to hear and determine the subject-matter of said petition. If, upon the hearing of said appeal, the judgment of the court shall be for a larger sum than the award of the referees, the cost of said appeal shall be adjudged against the railway company. If the judgment of the court shall be for the same sum as the award of the referees, then the cost shall be adjudged against the appellant. If the judgment of the court shall be for a smaller sum than the award of the referees, then the costs shall be adjudged against the party claiming damages. When proceedings have been commenced in court, the railway company shall pay double the amount of the award into court to abide the judgment thereof, and then have the right to enter upon the property sought to be condemned and proceed with the construction of the railway.

Costs on appeal, etc.

SEC. 4. That said railway company shall not charge the inhabitants of said Territories a greater rate of freight than is charged by competing roads operated in the same territory: *Provided*, That passenger rates on said railway shall not exceed three cents per mile. Congress hereby reserves the right to regulate the charges for freight and passengers on said railway, and of messages on said telegraph and telephone lines, until a State government or governments shall exist in said Territories within the limits of which said railway, or a part thereof, shall be located; and then such State government or governments shall be authorized to fix and regulate the cost of transportation of persons and freights within their respective limits by said railway; but Congress expressly reserves the right to fix and regulate, at all times, the cost of such transportation by said railway or said company whenever such transportation shall extend from one State into another, or shall extend into more than one State: *Provided, however*, That the rate of such transportation of passengers, local or interstate, shall not exceed the rate above expressed: *And provided further*, That said railway company shall carry the mail at such prices as Congress may by law provide; and until such rate is fixed by law the Postmaster-General may fix the rate of compensation.

Freight rates.

Provisos.

Passenger rates.

Limit.

Rates for mail.

SEC. 5. That said railway company shall pay to the Secretary of the Interior, for the benefit of the particular nations or tribes or individuals through whose lands said line may be located, the sum of fifty dollars, in addition to compensation provided for in this Act, for property taken and damages done to individual occupants by the construction of the railway for each mile of railway that it may construct in said Territories, said payments to be made in installments of five hundred dollars as each ten miles of road is graded: *Provided*, That if the general council of either of the nations or tribes through whose land said railway may be located shall, within four months after the filing of maps of definite location, as set forth in section six of this Act, dissent from the allowance provided for in this section, and shall certify the same to the Secretary of the Interior, then all compensation to be paid to such dissenting nation or tribe under the provisions of this Act shall be determined as provided in section three for the determination of the compensation to be paid to the individual occupant of lands, with the right of appeal to the courts upon the same terms, conditions, and requirements as therein provided: *Provided further*, That the amount awarded or adjudged to be paid by the said railway company for dissenting nation or tribe shall be in lieu of the compensation that said nation or tribe would be entitled to receive under the foregoing provisions, except as to annual tax. Said company shall also pay, so long as said Territories are owned and occupied by the Indians, to the Secretary of the Interior the sum of fifteen dollars per annum for each mile of railway it shall construct in the said Territories. The money paid to the Secretary of the Interior under the provisions of this Act shall be apportioned by him in accordance with the laws and treaties now in force among the different nations and tribes according to the

Payment to Secretary of the Interior for benefit of occupants of land taken, etc.

Provisos.
Dissent by Indians from allowance of compensation.

Amount awarded to be in lieu of compensation, etc.

Annual rental.

Additional taxes on railway for benefit of Indians.

number of miles of railway that may be constructed by said railway company through their lands: *Provided*, That Congress shall have the right, so long as said lands are occupied and possessed by said nations or tribes, to impose such additional taxes upon said railway as it may deem just and proper for their benefit; and any Territory or State hereafter formed through which said railway shall have been established may exercise the like power as to such part of said railway as may lie within its limits. Said railway company shall have the right to survey and locate its railway immediately after the passage of this Act: *Provided further*, That a map showing the entire line of the road in the Indian Territory shall be filed with and approved by the Secretary of the Interior before the work of construction shall commence.

Time of location, etc.

Map of road in Indian Territory to be filed, etc.

Filing of maps.

Proviso.
After filing, grading to be commenced, etc.

SEC. 6. That said company shall cause maps showing the route of its located lines through said Territories to be filed in the office of the Secretary of the Interior, and also to be filed in the office of the principal chiefs of each of the nations or tribes through whose lands said railway may be located; and after the filing of said maps no claim for a subsequent settlement and improvement upon the right of way shown by said maps shall be valid as against said company: *Provided*, That when a map showing any portion of said railway company's located line is filed as herein provided for, said company shall commence grading said located line within six months thereafter, or such location shall be void; and said location shall be approved by the Secretary of the Interior in sections of twenty-five miles before construction of any such section shall be begun.

Residence by company's officers on right of way, etc.

SEC. 7. That the officers, servants, and employees of said company necessary to the construction and management of said railway shall be allowed to reside, while so engaged, upon such right of way, but subject to the provisions of the Indian intercourse laws and such rules and regulations as may be established by the Secretary of the Interior in accordance with said intercourse laws.

Completion, etc., of road.

SEC. 8. That said railway company shall build at least fifty miles of its railway in said Territory within three years after the passage of this Act, and complete the remainder thereof within three years thereafter, or the rights herein granted shall be forfeited as to that portion not built; that said railway company shall construct and maintain continually all fences, road and highway crossings, and necessary bridges over said railway wherever said roads and highways do now or may hereafter cross said railway's right of way, or may be by the proper authorities laid out across the same.

Fences, crossings, etc.

Company forbidden to advise, etc., change of land tenure of Indians, etc.

SEC. 9. That the said Muscogee Coal and Railway Company shall accept this right of way upon the express condition, binding upon itself, its successors and assigns, that they will neither aid, advise, nor assist in any effort looking toward the changing or extinguishing the present tenure of the Indians in their lands, and will not attempt to secure from the Indian nations or tribes any further grant of land or its occupancy than is hereinbefore provided for: *Provided*, That any violation of the conditions mentioned in this section shall operate as a forfeiture of all the rights and privileges of said railway company under this Act.

Proviso.
Penalty.

Record of mortgages

SEC. 10. That all mortgages executed by said railway company, conveying any portion of its railway, with its franchises, that may be constructed in said Indian Territory and Oklahoma Territory, shall be recorded in the Department of the Interior, and the record thereof shall be evidence and notice of their execution and shall convey all rights and property of said company as therein expressed.

Amendment.

Assignment of right of way.

SEC. 11. That Congress may at any time amend, add to, alter, or repeal this Act; and the right of way herein and hereby granted shall not be assigned or transferred in any form whatever prior to the construction and completion of the railway except as to mortgages or other liens that may be given or secured thereon to aid in the construction thereof.

Approved, February 14, 1898.

CHAP. 23.—An Act To amend an Act entitled “An Act declaring a certain bridge across the Tallahatchie River, in Tallahatchie County, State of Mississippi, a lawful structure, and for other purposes,” approved May twenty-eighth, eighteen hundred and ninety-six.

February 15, 1898.

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled, That the time fixed by section seven of an Act entitled “An Act declaring a certain bridge across the Tallahatchie River, in Tallahatchie County, State of Mississippi, a lawful structure, and for other purposes,” approved May twenty-eighth, eighteen hundred and ninety-six, within which the bridge authorized by that Act to be constructed across the Tallahatchie River, in the State of Mississippi, was required to be completed, be, and the same is hereby, extended until the first day of November, eighteen hundred and ninety-eight; and if said bridge shall be completed by that date all of the provisions of the Act aforesaid shall be and remain in full force and effect, notwithstanding the failure to complete the said bridge within the time therein fixed.

Bridge, Tallahatchie River, Miss.

Extension of time for completion.

Approved, February 15, 1898.

CHAP. 24.—An Act To authorize the construction of a steel bridge over the Snake River between the States of Washington and Idaho.

February 15, 1898.

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled, That the Lewiston-Concord Bridge Company, a corporation organized and existing under the laws of the State of Washington, its successors and assigns, be, and the same is hereby, authorized to construct and maintain a bridge and approaches thereto over the Snake River between the States of Washington and Idaho, extending from a point in the city of Lewiston, Idaho, to a point in Asotin County, opposite, in the State of Washington. Said bridge shall be constructed to provide for the passage of street-railway cars, and for the passage of wagons and vehicles of all kinds, and for the transit of animals, and for foot passengers, and for the support of pipes and electric conduits, and for any other proper use, and said company, its successors and assigns, may collect reasonable rates of toll for such uses of said bridge, said rates of toll being first submitted to and approved by the Secretary of War before being put in force.

Lewiston-Concord Bridge Company may bridge Snake River at Lewiston, Idaho, etc.

Transit of vehicles, etc.

Toll.

Aids to navigation, etc.

SEC. 2. That any bridge built under the provisions of this Act shall be built and constructed without material interference with the security and convenience of navigation on said river beyond what is necessary to carry into effect the rights and privileges hereby granted, and shall be at least forty feet in height in the clear above mean high-water mark; and in order to secure compliance with these conditions the said corporation shall submit to the Secretary of War a plan of the bridge provided for in this Act, together with a detailed map of the river for a distance of one mile above and one mile below the proposed site of said bridge, with such other information as may be required by the Secretary of War for a full and satisfactory understanding of the subject; and the Secretary of War is hereby authorized and directed, upon receiving such plan and map and other information, and being satisfied that the bridge built upon such plan will conform to the prescribed condition of this Act, to immediately notify the company that he approves the same; and upon receiving such notification the said company may proceed to the erection of said bridge.

Secretary of War to approve plans, etc.

SEC. 3. That the bridge constructed under this Act and according to its terms and 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 munitions of war of the United States than the rate per mile paid for the transportation over the railroads or public highways leading to said bridge; and said bridge shall enjoy the rights and privi-

Lawful structure and post route.