

CHAP. 7.—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 Uinta Indian Reservation, within the counties of Uinta and Wasatch, in the State of Utah.

January 27, 1906.
[S. 321.]

[Public. No. 7.]

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled, That the homestead settlers on lands which were heretofore a part of the Uinta Indian Reservation, within the counties of Uinta and Wasatch, in the State of Utah, opened under the Acts of May twenty-seventh, nineteen hundred and two, and March third, nineteen hundred and three, and March third, nineteen hundred and five, 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 fifteenth day of May, anno Domini nineteen hundred and six: *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.

Uinta Indian Reservation, Utah.
Time extended to homestead settlers in.
Vol. 32, p. 263.
Vol. 32, p. 998.
Vol. 33, p. 1069.

Post, p. 3119.

Proviso.
Validity, etc., of filings not affected.

Approved, January 27, 1906.

CHAP. 9.—An Act To amend an Act approved February third, nineteen hundred and five, authorizing the construction of a bridge across Red River at Shreveport, Louisiana.

February 2, 1906.
[H. R. 12314.]

[Public, No. 8.]

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled, That section five of the Act of Congress approved February third, nineteen hundred and five, entitled "An Act to authorize the construction of a bridge across Red River at Shreveport, Louisiana," be, and is hereby, amended to read as follows:

Red River.
Time extended to Shreveport, La., for bridging.
Vol. 33, p. 630.

"**SEC. 5.** 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 February third, nineteen hundred and six."

Time of construction.
Post, p. 1255.

Approved, February 2, 1906.

CHAP. 80.—An Act To extend the time for the completion of a bridge across the Missouri River at Yankton, South Dakota.

February 5, 1906.
[S. 312.]

[Public, No. 9.]

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled, That section six of the Act approved March ninth, nineteen hundred and four, authorizing the Yankton, Norfolk and Southern Railway Company to construct a combined railroad, wagon, and foot passenger bridge across the Missouri River at or near the city of Yankton, South Dakota, as amended by the Act approved January twenty-seventh, nineteen hundred and five, be, and is hereby, amended by extending the time for commencing the construction of said bridge to March ninth, nineteen hundred and seven, and by extending the time for completing said bridge to March ninth, nineteen hundred and nine.

Missouri River.
Time extended to Yankton, Norfolk and Southern Railway Company for bridging, at Yankton, S. Dak.

Vol. 33, p. 62.

Vol. 33, p. 621.

Time of construction.
Post, p. 1058.

Approved, February 5, 1906.

February 5, 1906.
[S. 979.]

[Public, No. 10.]

CHAP. 81.—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.”

Missouri River.
Time extended for
bridging, by Winni-
peg, Yankton and Gulf
Railroad Company at
Yankton, S. Dak.
Vol. 33, p. 157.
Vol. 33, p. 715.

Time of construc-
tion.

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, as amended by the Act approved February eleventh, nineteen hundred and five, 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.

Approved, February 5, 1906.

February 5, 1906.
[S. 1747.]

[Public, No. 11.]

CHAP. 82.—An Act To authorize the Mobile Railway and Dock Company to construct and maintain a bridge or viaduct across the water between the end of Cedar Point and Dauphin Island.

Mobile Bay, Ala.
Mobile Railway and
Dock Company may
bridge.

Location.

Unobstructed navi-
gation.

Construction of
wharves etc.

Provisos.
Lawful structures
and post routes.

Telegraph rights.

Use by other roads.

Compensation.

Secretary of War to
approve plans, etc.

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled, That the Mobile Railway and Dock Company, a corporation created and existing under an act of the general assembly of the State of Alabama, be, and is hereby, authorized to construct and maintain a railroad bridge for the passage of railway engines and cars across the water between Cedar Point and Dauphin Island, in Mobile County, State of Alabama, said bridge or viaduct to be constructed so as not to obstruct navigation between Mobile Bay and Mississippi Sound.

SEC. 2. That said Mobile Railway and Dock Company is authorized to build wharves and docks out from the east end of Little Dauphin Island into the waters of Mobile Bay and to dredge a channel from the deep water of the said bay to the terminal of wharves and into said docks: *Provided,* That any bridge, wharves, or docks 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, upon which also no higher charge shall be made for the transportation over the same of the mails, the troops, or munitions of war of the United States than the rate per mile paid for transportation over railroads or public highways leading to the said bridge, and the United States shall have the right of way for a postal telegraph across said bridge: *Provided also,* That all railroad companies desiring the use of said bridge, wharves, or docks shall have and be entitled to equal rights and privileges relative to the passage of railway trains or cars over the same, and over the approaches thereto, upon payment of a reasonable compensation for such use; and in case of any disagreement between the parties in regard to the terms of such use or the sums to be paid, all matters at issue shall be determined by the Secretary of War, upon hearing the allegation and proofs submitted to him.

SEC. 3. That the bridge and drawbridges, wharves, and docks authorized to be constructed under this Act shall be located and built and subject to such regulations for the security of the navigation of said pass and Mobile Bay as the Secretary of War shall prescribe; and the said company or corporation shall submit to the Secretary of War, for his examination and approval, a design and drawing of the proposed bridge and drawbridges, wharves, and docks, and a map of the location giving for the space of one-half mile on each side of said bridge