

April 15, 1896. **CHAP. 103.**—An Act Authorizing the construction of a fog signal on the north pier of the entrance to Menominee Harbor, Michigan.

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled, There is hereby authorized to be constructed, at the north pier of the entrance to Menominee Harbor, Michigan, a fog signal, to cost not exceeding five thousand dollars.

Approved, April 15, 1896.

Menominee, Mich.
Fog signal authorized.
Post. p. 417.

April 16, 1896. **CHAP. 104.**—An Act To authorize the construction of a wagon and foot bridge across the Chattahoochee River at or near the city of Columbia, Alabama.

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled, That the city of Columbia, a municipal corporation under the laws of Alabama, be, and is hereby, authorized to construct, maintain, and operate a bridge for the passage of vehicles of all kinds, animals, and foot passengers across the Chattahoochee River at or near the city of Columbia, so as to connect with Georgia on the opposite shore: Provided, That any bridge built under the provisions of this Act may be built as a drawbridge, or with unbroken and continuous spans: Provided also, That if said bridge shall be built with unbroken and continuous spans it shall give a clear head-room of not less than fifty-five feet above high-water mark, as the same shall be fixed and determined by the Secretary of War: And provided, also, That if said bridge shall be constructed as a drawbridge the same shall be constructed as a pivot drawbridge, with a draw over the main channel of the river at an accessible and the best navigable point, and with drawspans giving a clear width of waterway of not less than one hundred feet on each side of the pivot pier: Provided further, That if the Secretary of War shall decide that navigation will not be injured thereby the draw may be built with one span of one hundred feet clear width of opening over the main navigable channel; and said draw shall be opened promptly, upon reasonable signal, for the passage of boats: Provided further, That whatever kind of bridge is constructed the owners thereof shall maintain thereon, at their own expense, from sunset to sunrise, such lights or other signals as may be prescribed by the Light-House Board.

Columbia, Ala., may
bridge Chattahoochee
River.

Provision.
Construction.

High bridge.

Draw bridge.

Draw span.

Opening draw.

Lights, etc.

Lawful structure
and post route.

Postal telegraph.

Free navigation.

Toll.

Secretary of War to
approve plans, etc.

SEC. 2. That any bridge built under the provisions of this Act shall be a lawful structure, and shall be recognized and known as a post route, upon which no higher charge shall be made for the transmission over the same of the mails, troops, and munitions of war of the United States passing over said bridge than the rate per mile paid for the transportation over the public highways leading to said bridge; 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 approaches for postal telegraph purposes; and said bridge shall be so constructed and operated as not to interfere with the navigation of said river.

SEC. 3. That said municipal corporation shall have the right to charge and collect a reasonable rate of toll, to be approved by the Secretary of War, not exceeding the rate limited by the law of Alabama.

SEC. 4. That the bridge authorized to be constructed under this Act shall be located and built under and subject to such regulations for the security of the navigation of said river as the Secretary of War shall prescribe; and to secure that object the said corporation shall submit to the Secretary of War, for his examination and approval, a design and drawings of the proposed bridge, and a map of the location, giving for the space of one-half mile above and one-half mile below the proposed location the topography of the banks of the river, the shore lines at high and low water, the direction and strength of the currents, and the soundings, accurately showing the bed of the stream, 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, no work upon the bridge shall be commenced; and should any change be made in the plan of said bridge during the progress of construction, such change shall be subject to the approval of the Secretary of War.

Changes.

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 the date of approval hereof.

Commencement and completion.

SEC. 6. That Congress hereby expressly reserves the right to alter, amend, or repeal this Act.

Amendment, etc.

Approved, April 16, 1896.

CHAP. 107.—An Act Providing for disposal of lands on abandoned portions of the Fort Assiniboine Military Reservation in Montana, and for the relief of certain settlers thereon.

April 18, 1896.

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled, That all lands which have been or may hereafter be excluded from the limits of the Fort Assiniboine Military Reservation in the State of Montana shall be open to the operation of the laws regulating homestead entry, except section twenty-three hundred and one of the Revised Statutes, and to entry under the town-site laws and the laws governing the disposal of coal lands, desert lands, and mineral lands, and shall not be subject to sale under the provisions of any Act relating to the sale of abandoned military reservations: *Provided*, That if the entire reservation be abandoned for military purposes this Act shall not apply to an area one mile square embracing the Government buildings at Fort Assiniboine.

Montana.
Abandoned part of Fort Assiniboine reservation opened to entry.
Commutation excepted.
R. S., sec. 2301, p. 421.

Proviso.
Government buildings, etc., reserved.

Previous entries validated.

SEC. 2. That all entries heretofore made in good faith under either the homestead, town-site, desert-land, or mineral-land laws of the United States upon any of the excluded portions of said Fort Assiniboine Military Reservation shall be held valid, and the Secretary of the Interior is directed to reinstate such entries under either of said laws as he may heretofore have canceled because of a construction based upon the opinion that the laws mentioned in section one of this Act did not apply to the abandoned portions of said reservation.

Approved, April 18, 1896.

CHAP. 108.—An Act Granting to the Atchison and Nebraska Railroad Company and the Chicago, Burlington and Quincy Railroad Company, its lessee in perpetuity, the right of way over a part of the Sac and Fox and Iowa Indian Reservation in the States of Kansas and Nebraska.

April 18, 1896.

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled, That there is hereby granted to the Atchison and Nebraska Railroad Company, a corporation organized and existing under the laws of the State of Kansas, and to the Chicago, Burlington and Quincy Railroad Company, a corporation organized and existing under the laws of the State of Illinois, as lessee in perpetuity of the railroad lines and property of said Atchison and Nebraska Railroad Company, the right of way for the railroad of said Atchison and Nebraska Railroad Company as so leased, one hundred feet in width, fifty feet on each side of the center of the track, as existing and located on and since the seventh day of April, anno Domini eighteen hundred and ninety-five, through the Sac and Fox and Iowa Indian Reservation in the States of Kansas and Nebraska and over the allotments in severalty of certain Indians thereon, commencing upon the allotment of Sidney Perry at the southeast corner of said reservation and extending northwestwardly to a point one thousand two hundred and seventy-four feet west of the east line of the allotment of Stephen Story in the southeast quarter of the northeast quarter of section twenty-six, township one north, of range eighteen east, in

Atchison and Nebraska Railroad Company and lessee granted right of way, Sac and Fox and Iowa Indian Reservation, Kans. and Nebr.

Location.