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Nation of Indians, may have had before the passage of this act in and to the subject-matter of said leases. And nothing in this act contained shall be construed as validating, impairing, or in any way affecting the right of the lessors to make the same, or the authority under or by virtue of which they have been executed or any other lease or leases already or hereafter made.

Violation of conditions to forfeit consent.

SEC. 3. That any violation of, or failure to conform to, any of the conditions or limitations herein set forth on the part of said lessees, or those holding under them, shall be taken and deemed to be a forfeiture and revocation of the consent herein given without further action on the part of the United States.

Approved, October 1, 1890.

October 1, 1890.

CHAP. 1253.—An act to authorize the construction of a bridge across the Missouri River at the most accessible point within one mile above or below the town of Quindaro, in the county of Wyandotte and State of Kansas.

Wyandotte County Bridge and Terminal Railway Company may bridge Missouri River, at Quindaro, Kans.

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled, That the Wyandotte County Bridge and Terminal Railway Company, a corporation duly created and existing under the laws of the State of Kansas, and its successors, be, and they are hereby, authorized to construct and maintain a bridge and approaches thereto over the Missouri River at the most accessible point, to be selected by it or them, within one mile above or below the town of Quindaro, in the county of Wyandotte and State of Kansas. Said bridge shall be constructed to provide for the passage of railway trains, and, at the option of said company, or its successors, said bridge may be so constructed or maintained that passage may be accorded to wagons and vehicles of all kinds, and for the transit of animals and for foot-passengers, under such reasonable rules and regulations as may be prescribed by said corporation, or its successors, and be approved from time to time by the Secretary of War.

Railway, wagon, and foot-bridge.

Lawful structure and post-route.

SEC. 2 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 poste-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, or for passengers and freight passing over said bridge, than the rate per mile paid for the transportation over the railroad or public highways leading to the said bridge; and it shall enjoy the rights and privileges of other post-roads in the United States.

Spans.

SEC. 3. That if said bridge shall be made with unbroken and continuous spans the spans thereof shall not be less than three hundred feet in length in the clear, and the main span shall be over the main channel of the river and not less than four hundred feet in length in the clear; the lowest part of the superstructure of said bridge shall be at least fifty feet above extreme high-water mark, as understood at the point of location, and the bridge shall be at right angles to, and its piers parallel with, the current of the river: *Provided*, That said company or corporation shall maintain, at its own expense, from sunset to sunrise, such lights or other signals on said bridge as the Light-House Board shall prescribe. No bridge shall be erected or maintained under the authority of this act which shall at any time substantially or materially obstruct the free navigation of said river; and if any bridge erected under such authority shall, in the opinion of the Secretary of War, 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 all such alterations shall be made and all such obstructions be removed at the expense of the owner or owners of said bridge; and in case of any

Provisos.

Lights, etc.

Unobstructed navigation.

Changes.

Litigation.

litigation arising from any obstruction or alleged obstruction to the free navigation of said river, caused or alleged to be caused by said bridge, the cause may be brought in the circuit courts of the United States in the States of Missouri or Kansas in whose jurisdiction any portion of said obstruction or bridge may be located: *Provided further*, That nothing in this act shall be construed as to repeal or modify any of the provisions of law now existing in reference to the protection of the navigation of rivers, or to exempt this bridge from the operation of the same.

Existing laws.

Security of navigation.

Secretary of War to approve plans, etc.

SEC. 4. That any bridge authorized to be constructed under this act shall be built and located under and subject to such regulations for the security of navigation of said river as the Secretary of War shall prescribe; and to secure that object the said persons or corporation shall submit to the Secretary of War, for his examination and approval, a design and drawings of the 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, the direction and strength of the currents at all stages, and the soundings, accurately showing the bed of the stream, the location of any other bridge or bridges, 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 the bridge shall not be built; 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.

Change of plan, etc.

Use by other companies.

Compensation.

SEC. 5. 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 or cars over the same, and over the approaches thereto, upon payment of a reasonable compensation for such use; and in case the owner or owners of said bridge and the several railroad companies, or any one of them, desiring such use shall fail to agree upon the sum or sums to be paid, and upon rules and conditions to which each shall conform in using said bridge, the Secretary of War shall fix the same upon a hearing of the allegations and proofs of the parties.

Disagreements to be decided by Secretary of War.

Amendment, etc.

Structural changes, etc.

SEC. 6. That the right to alter, amend, or repeal this act is hereby expressly reserved, and the right to require any changes in said structure, or its entire removal, at the expense of the owners thereof, whenever Congress shall decide that the public interest requires it, is also expressly reserved.

Commencement and completion.

SEC. 7. 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 hereof

Approved, October 1, 1890.

October 1, 1890.

CHAP. 1254.—An act relative to the Rancho Punta de la Laguna.

Preamble.

Whereas it is alleged that five thousand and ninety-nine and ninety-three one-hundredths acres of land embraced in the Rancho Punta de la Laguna, in the counties of Santa Barbara and San Luis Obispo, State of California, granted and confirmed to Luis Arellanes and Emidio Miguel Ortega, have been appropriated to the use and disposed of by the United States, and that the said confirmees, claimants, and owners have been deprived of the use of the same: Therefore,

Rancho Punta de la Laguna, Cal.

Secretary of Interior to issue patents in lieu of lands in, erroneously disposed of.

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled, That the Secretary of the Interior be, and he hereby is, authorized and directed to carefully investigate the said allegation in the preamble of this act mentioned, and if he shall find that said allegation is true he is hereby