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said railways 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 as to any occupant thereof.

Proviso. Grading to begin on filing maps.

Employees to reside on right of way.

SEC. 7. That the officers, servants, and employees of said company necessary to the construction, operation, and management of said road and telegraph and telephone lines shall be allowed to reside while so engaged upon said 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.

Litigation.

SEC. 8. That the United States circuit and district courts for the northern district of Texas, and such other courts as may be authorized by Congress, shall have, without reference to the amount in controversy, concurrent jurisdiction over all controversies arising between said railway company and the nations and tribes through whose territory said railway shall be constructed. Said courts shall have like jurisdiction, without reference to the amount in controversy, over all controversies arising between the inhabitants of said nations or tribes and said railway company; and the civil jurisdiction of said courts is hereby extended within the limits of said Indian Territory without distinction as to citizenship of the parties, so far as may be necessary to carry out the provisions of this act.

Construction.

Forfeiture.

SEC. 9. That said railway company shall build at least one hundred miles of its railway in said Territory within three years after the passage of this act, or this grant shall be forfeited as to that portion not built; that said railroad company shall construct and maintain continually all road and highway crossings and necessary bridges over said railway whenever said roads and highways do now or may hereafter cross said railway's right of way or may be by proper authorities laid out across the same.

Crossings, etc.

Condition of acceptance.

SEC. 10. That said railway company shall accept this right of way upon 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 any further grant of land or its occupancy than hereinbefore provided: *Provided*, That any violation of the condition mentioned in this section shall operate as a forfeiture of all the rights and privileges of said railway company under this act.

Proviso. Violation to forfeit.

Record of mortgages.

SEC. 11. That all mortgages executed by said railway company conveying any portion of its railroad, with its franchises, that may be constructed in said Indian 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, etc.

SEC. 12. That Congress may at any time amend, add to, alter, or repeal this act.

Approved, February 27, 1893.

February 28, 1893.

CHAP. 174.—An act authorizing the construction of a free bridge across the Arkansas River, connecting Little Rock and Argenta.

Pulaski County may bridge Arkansas River at Little Rock, Ark.

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled, That it shall be lawful for the county of Pulaski, State of Arkansas, to build a free wagon, foot, and street-railway bridge across the Arkansas River at the city of Little

Rock, in Arkansas; and in case of any litigation arising from any obstruction or alleged obstruction to the free navigation of said river by reason of the construction of said bridge, the cause may be tried before the district court of the United States having jurisdiction over that portion of the State of Arkansas where said bridge shall be located. Litigation.

SEC. 2. That if any bridge built under the provisions of this act 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 navigable point, and with the spans of not less than one hundred and sixty feet in length in the clear on each side of the pivot or central pier of the draw; and the next adjoining spans to the draw shall not be less than two hundred and fifty feet, and said span shall not be less than twenty feet above high-water mark, measuring to the bottom chord of the bridge: *And provided also*, That said draw shall be opened promptly upon reasonable signal for the passage of boats whose construction shall not be such as to admit of their passage under said bridge; and whatever kind of bridge be constructed the bridge piers shall be parallel with the current of the river. If said bridge shall have no draw, the span over the navigable channel shall be of such height above high water and such length between the piers as shall have been approved by the Secretary of War before construction of the same is commenced. Drawbridge. Spans, etc. *Proviso.* Opening of draw. Piers. Span over navigable channel.

SEC. 3. That any bridge constructed under this act and according to its limitations shall be a lawful structure and shall be recognized as a post route, upon which no charge shall be made for the transmission over the same of the mails, the troops, and the munitions of war of the United States. Lawful structure and post route.

SEC. 4. That the United States shall have the right of way for telegraph purposes on said bridge; and all telegraph and telephone companies shall have equal rights and privileges as to constructing their lines over said bridge. Postal telegraph. Use by telegraph, etc., companies.

SEC. 5. That the said county of Pulaski shall submit to the Secretary of War, for his approval, a plan, with the necessary drawings of said bridge, conforming to the above requirements; and until the Secretary of War approve the plan and location of said bridge, and notify the county court of the said county in writing, the bridge shall not be built or commenced; and should any change be made in the plan of said bridge during the progress of the work thereon, such change shall be likewise subject to the approval of the Secretary of War. Secretary of War to approve plans, etc.

SEC. 6. That such lights or other signals as the Light-House Board may prescribe shall be maintained upon said bridge, between sunset and sunrise, by and at the expense of the owner or owners thereof. Lights, etc.

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 approval of this act. Commencement and completion.

SEC. 8. That Congress shall have power at any time to alter, amend, or repeal this act, or any part thereof, if, in its judgment, the public interests so require, and any change in the construction of such bridge hereby authorized, made necessary by the action of Congress, or the entire removal of the bridge, if required, shall be at the expense of the owners of said bridge or of the parties controlling or using the same. Amendment, etc. Changes.

Approved, February 28, 1893.

CHAP. 175.—An act granting to the Chicago, Rock Island and Pacific Railway Company the use of certain lands at Chickasha Station, and for a "Y" in the Chickasaw Nation, Indian Territory. February 28, 1893.

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled, That the Chicago, Rock Island and Pacific Railway Company, a corporation created under and by virtue of the laws of the States of Illinois and Iowa, is hereby granted Chicago, Rock Island and Pacific Railway may use lands at Chickasha Station, Ind. Ter., with right of way for a "Y."