

Aqueduct, such sum as the Secretary of War may consider necessary to defray all the expenses that may be incurred by the United States in connection with the inspection of the company's work on said crossing and in making good any damages done by said company or its works or its contracting agents to the conduit or the conduit road, or to any work or land or other property of the United States, and in completing, as the Secretary of War may deem necessary, any of the company's work that the said company may neglect or refuse to complete and that the Secretary of War may consider necessary for the safety of the Washington Aqueduct and the works pertaining thereto, including its telephone line, or for the proper drainage of the Conduit Road and the land pertaining thereto, or for the proper use and orderly appearance of said road and land; and the said company shall also deposit, as aforesaid, such further sums for said purposes and at such times as the Secretary of War shall require: *Provided*, That the said moneys shall be disbursed like other moneys appropriated for the Washington Aqueduct, and that whatever shall remain of said deposits at the end of one year after the completion of said railroad shall be returned to said company, with an account of their disbursement in detail: *And provided also*, That disbursements of said deposits shall, except in case of emergency, be made only on the order of the Secretary of War. The exercise of the rights by this act granted are to terminate at the pleasure of the Secretary of War in case of persistent neglect by said company or by its successors to make the deposits or to comply with any of the conditions, requirements, and regulations aforesaid; and no claim for damages shall ever be made by said company or its successors in consequence of the exercise of any of the rights of the United States under this act.

Approved, June 15, 1892.

June 17, 1892.

CHAP. 120.—An act to provide for the disposition and sale of lands known as the Klamath River Indian Reservation.

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled, That all of the lands embraced in what was Klamath River Reservation in the State of California, as set apart and reserved under authority of law by an Executive order dated November sixteenth, eighteen hundred and fifty-five, are hereby declared to be subject to settlement, entry, and purchase under the laws of the United States granting homestead rights and authorizing the sale of mineral, stone, and timber lands: *Provided*, That any Indian now located upon said reservation may, at any time within one year from the passage of this act, apply to the Secretary of the Interior for an allotment of land for himself and, if the head of a family, for the members of his family, under the provisions of the act of February eighth, eighteen hundred and eighty-seven, entitled "An act to provide for the allotment of lands in severalty to Indians on the various reservations, and to extend the protection of the laws of the United States and the Territories over the Indians, and for other purposes," and, if found entitled thereto, shall have the same allotted as provided in said act or any act amendatory thereof: *Provided*, That lands settled upon, improved, and now occupied by settlers in good faith by qualified persons under the land laws shall be exempt from such allotment unless one or more of said Indians have resided upon said tract in good faith for four months prior to the passage of this act. And the Secretary of the Interior may reserve from settlement, entry, or purchase any tract or tracts of land upon which any village or settlement of Indians is now located, and may set apart the same for the permanent use and occupation of said village or settlement of Indians. And any person entitled to the benefits of the homestead laws of the United States who has in good faith prior

to the passage of this act, made actual settlement upon any lands within said reservation not allotted under the foregoing proviso and not reserved for the permanent use and occupation of any village or settlement of Indians, with the intent to enter the same under the homestead law shall have the preferred right, at the expiration of said period of one year to enter and acquire title to the land so settled upon, not exceeding one hundred and sixty acres, upon the payment therefor of one dollar and twenty-five cents an acre, and such settler shall have three months after public notice given that such lands are subject to entry within which to file in the proper land office his application therefor; and in case of conflicting claims between settlers the land shall be awarded to the settler first in order of time: *Provided*, That any portion of said land more valuable for its mineral deposits than for agricultural purposes, or for its timber, shall be entered only under the law authorizing the entry and sale of timber or mineral lands: *And provided further*, That the heirs of any deceased settler shall succeed to the rights of such settler under this act: *Provided further*, That the proceeds arising from the sale of said lands shall constitute a fund to be used under the direction of the Secretary of the Interior for the maintenance and education of the Indians now residing on said lands and their children.

Mineral lands.

Rights of settlers' heirs.

Disposal of proceeds.

Approved, June 17, 1892.

CHAP. 123.—An act granting the right and authority to the Mexican Gulf, Pacific and Puget Sound Railroad Company, a company organized under the laws of the States of Florida and Alabama, to build one bridge over each of the following-named rivers in the State of Alabama, namely: The Alabama River, the Warrior River, the Sipsey River and the Tennessee River; the said bridges to be used by the Mexican Gulf, Pacific and Puget Sound Railroad Company in carrying freight and passengers by rail and otherwise.

June 21, 1892.

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled, That the Mexican Gulf, Pacific and Puget Sound Railroad Company, a railroad corporation organized under the laws of the States of Florida and Alabama, is hereby authorized and empowered to construct, maintain, and operate one bridge over and across each of the following-named rivers, all in the State of Alabama: The Alabama River at a point in Monroe and Clarke Counties, or in Wilcox County, Alabama; the Warrior River at a point in Hale and Greene Counties, Alabama, or at a point in Marengo and Greene Counties, Alabama; the Tennessee River at a point in the counties of Colbert and Lauderdale, Alabama; the Sipsey River at a point in Pickens or Tuscaloosa Counties, Alabama; and to lay railroad tracks on the said bridges and to run trains on the same: *Provided*, That the said bridges shall be built and located under and subject to such regulations for the security of navigation as the Secretary of War shall prescribe; and to secure that object the said company or corporation shall submit to the Secretary of War, for his examination and approval, designs and drawings of the bridges and complete hydrographic and topographic maps of the rivers and their banks from one mile above to one-half mile below the proposed crossings; and no bridge shall be commenced or built under the provisions of this act until the plan and location thereof have been submitted to and approved by the Secretary of War: *Provided further*, That said bridges shall be all times so managed and kept as to offer reasonable and proper means for the passage of vessels through or under them; and for the safety of vessels passing at night there shall be displayed on said bridges, from sunset to sunrise, such lights or other signals as the Light-House Board may prescribe; and all changes in said bridges required by the Secretary of War at any time, or their entire removal, shall be at the expense of the corporations or persons owning or operating said bridges.

Mexican Gulf, Pacific and Puget Sound Railway may bridge Alabama, Warrior, Tennessee, and Sipsey rivers, Ala.

Railroad bridges.
Provisos.

Secretary of War to approve plans, etc.

Unobstructed navigation.

Lights, etc.
Changes.