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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.

Lawful structures and post routes.

SEC. 2. That the bridges constructed under this act and according to its limitations shall be lawful structures and shall be known as post routes, and the same are hereby declared to be post routes, upon which also no higher charge shall be made for the transmission over the same of the mails, the troops, freight, and the munitions of war of the United States than the rate per mile paid for their transportation over the railroads and public highways leading to said bridges; and equal privileges in the use of said bridges shall be granted to all telegraph companies, and the United States shall have the right of way for postal-telegraph purposes across said bridges.

Postal telegraph.

Use by other companies.

SEC. 3. That all railway companies desiring to use said bridges shall have, and be entitled to, equal rights and privileges in the passage of the same and in the use of the machinery and fixtures thereof and of all the approaches thereto, under and upon such terms and conditions as shall be prescribed by the Secretary of War upon hearing the allegations and proofs of the parties in case they shall not agree.

Terms.

Amendment, etc.

SEC. 4. That the right to alter, amend, or repeal this act is hereby expressly reserved.

Commencement and completion.

SEC. 5. That if actual construction of the bridges herein authorized shall not be commenced within two years from the passage of this act and be completed in four years from the same date, the rights and privileges hereby granted shall cease and be determined.

Approved, June 21, 1892.

June 22, 1892.

CHAP. 124.—An act to authorize the construction of a bridge across the Missouri River at the city of Yankton, South Dakota.

Yankton Bridge Company may bridge Missouri River at Yankton, S. Dak.

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 Yankton Bridge Company, a corporation organized for that purpose under the general corporation laws of the State of South Dakota, or its assigns, to construct, under and subject to the conditions and limitations hereafter provided, a combined railroad, wagon, and foot-passenger bridge across the Missouri River, at the city of Yankton, South Dakota, and lay on and over said bridge railway tracks for the more perfect connection of any and all railways that now are, or which may hereafter be, constructed to the Missouri River at the city of Yankton, or to the river on the opposite side of the same, near the city of Yankton, and build, erect, and lay on and over said bridge ways for wagons, vehicles of all kinds, and for the transit of animals, and to provide ways for foot passengers, and to maintain and operate said bridge for the purposes aforesaid; and that when said bridge is constructed all trains of railroads terminating at said river, and on the opposite side thereof, at the city of Yankton, South Dakota, shall be allowed to cross said bridge for reasonable compensation to be made to the owners of the same; and if the amount of said compensation can not be agreed upon by the parties the same shall be fixed by the Secretary of War. The owners of said bridge may also charge and receive reasonable compensation or tolls for the transit over said bridge of all wagons, carriages, vehicles, animals, and foot passengers: *Provided*, That the Secretary of War may at any time prescribe such rules, regulations, and rates of toll for transit and transportation over said bridge as may be deemed proper and reasonable.

Railway, wagon, and foot bridge.

Use by railroads.

Terms.

Tolls.

Proviso.

Rules, etc.

Construction.

SEC. 2. That any bridge built under the provisions of this act may, at the option of the corporation building the same, be built as a draw-bridge, or with unbroken or continuous spans: *Provided*, That if the same shall be made of unbroken continuous spans, it shall not be in any case of less elevation than fifty feet above extreme high-water mark, as understood at the point of location, to the lowest part of the superstructure, with straight girders; nor shall the spans of said bridge be less than three hundred feet in the clear at low-water mark; and the

Provisos.

Spans.