

Protection to navigation.

Map.

Lights, etc.

Opening draw.

Booms, etc.

Time of construction.

Construction within Canadian jurisdiction.

Amendment.

SEC. 4. That any bridge constructed under the authority of this Act, including any reconstruction thereof as provided for in the last section, shall be built and located and operated under and subject to such regulations for the security of the navigation of said river as the Secretary of War shall from time to time prescribe; and to secure that object the International Bridge and Terminal Company, its successors and assigns, shall submit to and file with the Secretary of War all designs, drawings, and maps of location of the bridge, and furnish such other information as may be required for a full and complete understanding of the subject; and the company, its successors and assigns, shall cause to be displayed on said bridge, from the hours of sunset to sunrise and at other times, such lights and other signals as may be prescribed by the Light-House Board.

SEC. 5. That in case the Secretary of War shall direct that said bridge shall be constructed with a draw or draws such draw or draws shall be opened promptly upon reasonable signal for the passage of boats, vessels, or other water craft; and at the time of the erection of the piers, or whenever in the opinion of the Secretary of War the same may be necessary, the persons or corporations constructing, owning, or operating said bridge shall, at their own expense, construct proper sheer booms or other proper structures to safely guide boats, vessels, or other water craft through the said spans.

SEC. 6. That if the actual construction of the bridge hereby authorized shall not be commenced within two years from the date of the approval of this Act, and completed within five years after the same date, then this Act shall be void, and all rights hereby conferred shall cease and be determined; and that the construction shall not be commenced until the government of the Dominion of Canada has authorized the construction and maintenance of that part of said bridge which shall occupy that portion of the river which is under the jurisdiction of said Dominion government.

SEC. 7. That the right to alter, amend, or repeal this Act is hereby expressly reserved.

Approved, February 7, 1903.

February 7, 1903.

[Public, No. 64.]

CHAP. 513.—An Act Permitting the building of a dam across the St. Croix River at or near the village of St. Croix Falls, Polk County, Wisconsin.

St. Croix River, Wis.
St. Croix Falls Wis-
consin Improvement
Company may dam at
St. Croix Falls.

Provisos.
Plans to be approved
by the Secretary of
War.

Construction of
sluiceway.

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled, That the consent of Congress is hereby granted to St. Croix Falls Wisconsin Improvement Company, a corporation organized under the laws of the State of Wisconsin, and to St. Croix Falls Minnesota Improvement Company, a corporation organized under the laws of the State of Minnesota, or either of them, their and each of their successors or assigns, to build a dam across the St. Croix River at or near the St. Croix Falls, so called, in said river, and all works incident thereto in the utilization of the power thereby developed: *Provided,* That the plans for the construction of said dam and appurtenant works shall be submitted to and approved by the Chief of Engineers and the Secretary of War before the commencement of the construction of such dam: *And provided further,* That said St. Croix Falls Wisconsin Improvement Company and said St. Croix Falls Minnesota Improvement Company, or either of them, their and each of their successors or assigns shall not deviate from such plans after such approval either before or after the completion of the structure, unless the modification of said plans shall have previously been submitted to and received the approval of the Chief of Engineers and of the Secretary of War: *And provided further,* That there shall be placed and maintained in connection with said dam a sluiceway so

arranged as to permit logs, timber, and lumber to pass around, through or over said dam, without unreasonable delay or hindrance, and without toll or charges; that the Government of the United States may, at any time, construct in connection therewith a suitable lock for navigation purposes, may at any time without compensation control the said dam for purposes of navigation, but shall not destroy the water power created by said dam to any greater extent than may be necessary to provide proper facilities for navigation; and that the Secretary of War may, at any time, require and enforce, at the expense of the owners, such modifications and changes in the construction of said dam and may make such regulations for the operation of said dam as he may deem advisable in the interests of navigation.

Aids to navigation.

Changes.

Litigation.

SEC. 2. That in case any litigation arises from the building of said dam or from the obstruction of said river by said dam or appurtenant works cases may be tried in the proper courts, as now provided for that purpose in the States of Wisconsin and Minnesota, and in the courts of the United States.

Time of construction.

SEC. 3. That this Act shall be null and void unless the dam herein authorized be commenced within two years and completed within five years from the time of the passage of this Act.

SEC. 4. That the right to amend or repeal this Act is hereby expressly reserved.

Amendment.

Approved, February 7, 1903.

CHAP. 514.—An Act Providing for free homesteads on the public lands for actual and bona fide settlers in the north one-half of the Colville Indian Reservation, State of Washington, and reserving the public lands for that purpose.

February 7, 1903.

[Public, No. 65.]

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled, That all settlers under the homestead laws of the United States upon the agricultural public lands in the north one-half of the Colville Indian Reservation, in the State of Washington, opened to settlement by Executive order on the tenth day of October, nineteen hundred, who have resided or shall hereafter reside upon the tract entered in good faith for the period required by existing law, shall be entitled to a patent for the land so entered upon the payment to the local land officers of the usual and customary fees, and no other or further charge of any kind whatsoever shall be required from such settler to entitle him to a patent for the land covered by his entry: *Provided*, That the right to commute any such entry and pay for said lands in the option of any such settler and in the time and at the prices now fixed by existing laws shall remain in full force and effect: *Provided, however*, That all sums of money so released which if not released would belong to any Indian tribe shall be paid to such Indian tribe by the United States, and that in the event that the proceeds of the annual sales of the public lands shall not be sufficient to meet the payments heretofore provided for agricultural colleges and experimental stations by an Act of Congress approved August thirtieth, eighteen hundred and ninety, for the more complete endowment and support of the colleges for the benefit of agriculture and mechanic arts established under the provisions of an Act of Congress approved July second, eighteen hundred and sixty-two, such deficiency shall be paid by the United States: *And provided further*, That no lands shall be herein included on which the United States Government had made valuable improvements, or lands that have been sold at public auction by said Government.

Colville Indian Reservation.
Issue of patents to settlers on north one-half part of.
Vol. 31, p. 1965.

Provisos.
Right to commute entry continued.

Payments to certain Indian tribes.

Deficiency to be paid by United States.

Vol. 26, p. 417.

Vol. 12, p. 503.

Exceptions.

Repeal.

SEC. 2. That all Acts or parts of Acts inconsistent with the provisions of this Act are hereby repealed.

Approved, February 7, 1903.