

tian National Library Association.

19 Stat., 377.
20 Stat., 258.

of Arkansas, be authorized and entitled to enter and purchase within six months next after the passage of this act, for the uses and purposes of such association, lots numbered eleven and twelve in block numbered one hundred and twenty-seven, in the city of Hot Springs, Arkansas, now subject to sale under the direction of the Secretary of the Interior, by paying to the receiver of public moneys, at the land-office at Little Rock, Arkansas, the assessed value of said lots as placed thereon by the commissioners appointed under the acts of Congress of eighteen hundred and seventy-seven and eighteen hundred and seventy-eight.

Approved, July 8, 1882.

July 8, 1882.

CHAP. 283.—An act to authorize the construction of bridges over the rivers Saint Marys, Satella, Little Satella and Crooked, in the States of Georgia and Florida.

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled,

Bridges over the rivers Saint Marys, Satella, Little Satella, and Crooked, in States of Georgia and Florida.

SEC. 1. That the Fernandina and Jacksonville Railroad Company, and the East Georgia and Florida Railroad Company be, and are hereby, authorized, to construct a bridge over the river Saint Marys in the County of Camden and State of Georgia, and in the county of Nassau and State of Florida, at the point where said railroads cross said river.

SEC. 2 That the East Georgia and Florida Railroad Company be, and is hereby, authorized to construct a bridge over the river Satella, in the county of Camden, in the State of Georgia, at the point where said railroad crosses said river.

SEC. 3. That said bridges shall be so constructed either by draw span, or otherwise, so that a free and unobstructed passage may be secured to all vessels and other water craft navigating said rivers.

SEC. 4. That the said East Georgia and Florida Railroad Company be, and is hereby, authorized to construct fixed bridges over the Little-Satella river between the counties of Camden and Glynn, and over Crooked River in the county of Camden in said State of Georgia at the points selected by said company where said railroad crosses said rivers, with one span, and to make said bridges of such height as they may see fit, *Provided* That the height be sufficient to permit the passage of timber-rafts and other vessels navigating said rivers under said bridges.

Free navigation preserved.

Proviso.

Declared a lawful structure and a post-route.

Charge for transmission of mails, etc.

Draw-bridge.

Lights.

Not to obstruct navigation.

SEC. 5. 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 post-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 passengers or freight passing over said bridge, than the rate per mile paid for the transportation over the railroads or public highways leading to the said bridge; and it shall enjoy the rights and privileges of other post-roads in the United States.

SEC. 6. That if any of the said bridges authorized to be constructed by this act shall be constructed as a draw bridge, the draw shall be opened promptly upon reasonable signal for the passage of boats, and said company or corporation shall maintain at its own expense from sunset till sunrise such lights or other signals on said bridge or bridges, 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 obstructions shall be removed,

and alterations made, at the expense of the owner or owners of said bridge. *Provided*, That nothing in this act shall be so 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 erected under this act from the operation of the same.

Proviso.

SEC. 7. 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, all matters at issue between them shall be decided by the Secretary of War upon a hearing of the allegations and proofs of the parties.

Use of by railroads.

Tolls.

SEC. 8. 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, said company or corporation shall submit to the Secretary of War, a design and drawings of said bridge to be erected, for his examination and approval, and a map of its location, and shall furnish such other information as may be required for a full and satisfactory understanding of the subject, and in all things shall be subject to such rules and regulations as may be prescribed by the Secretary of War, and until said plan and location of said bridge or bridges are approved by the Secretary of War, said bridge or bridges shall not be built; and should any change be made in the plan of any bridge authorized to be constructed by this act during the progress of the work of construction, such change shall be subject to the approval of the Secretary of War.

Approval of plans, and location.

SEC. 9. That the right to alter, amend or repeal this act is hereby expressly reserved, and the right to require any changes in said structures or their entire removal at the expense of the owners thereof whenever Congress shall decide that the public interest requires it, is also expressly reserved.

Right to alter.

Approved, July 8, 1882.

CHAP. 284.—An act to accept and ratify an agreement with the Crow Indians for the sale of a portion of their reservation in the Territory of Montana required for the use of the Northern Pacific Railroad, and to make the necessary appropriations for carrying out the same.

July 10, 1882.

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled, That a certain agreement made between the United States of America, represented by Llewellyn A. Luce, William H. Walker, and Charles A. Maxwell, special agents duly appointed in that behalf by the Secretary of the Interior, of the one part, and the Crow tribe of Indians resident on the Crow Reservation, in the Territory of Montana, acting under the supervision and with the approval of the Secretary of the Interior, of the other part, be, and the same is hereby, ratified and confirmed. Said agreement is executed by a majority of all the adult male Indians of the Crow tribe occupying or interested in the lands therein more particularly described, in conformity with the provisions contained in article eleven of the treaty with the Crow Indians of May seventh, eighteen hundred and sixty-eight, and is in the words following, namely:

Acceptance and ratification of agreement with Crow Indians for sale of portion of reservation in Montana to the United States for use of Northern Pacific Railroad.

15 Stat., 652.

“Whereas by section one of an act of Congress approved July second, eighteen hundred and sixty-four, entitled ‘An act granting lands to aid in the construction of a railroad and telegraph line from Lake Superior to Puget Sound, on the Pacific coast, by the northern route’ (thirteenth

Preamble.

13 Stat., 365.