

it shall be to establish rules and regulations and cause adequate measures to be taken for the preservation of the natural objects within said park, and also for the protection of the timber from wanton depredation, the preservation of all kinds of game and fish, the punishment of trespassers, the removal of unlawful occupants and intruders, and the prevention and extinguishment of forest fires.

SEC. 3. That it shall be unlawful for any person to establish any settlement or residence within said reserve, or to engage in any lumbering, or other enterprise or business occupation therein, or to enter therein for any speculative purpose whatever, and any person violating the provisions of this Act, or the rules and regulations established thereunder, shall be punished by a fine of not more than five hundred dollars, or by imprisonment for not more than one year, and shall further be liable for all destruction of timber or other property of the United States in consequence of any such unlawful act: *Provided*, That said reservation shall be open, under such regulations as the Secretary of the Interior may prescribe, to all scientists, excursionists, and pleasure seekers and to the location of mining claims and the working of the same: *And provided further*, That restaurant and hotel keepers, upon application to the Secretary of the Interior, may be permitted by him to establish places of entertainment within the Crater Lake National Park for the accommodation of visitors, at places and under regulations fixed by the Secretary of the Interior, and not otherwise.

Settlement in, etc., prohibited.

Penalties.

Provisos.
Admission of visitors, etc.

Hotels, etc., permitted.

Approved, May 22, 1902.

CHAP. 821.—An Act To allow the commutation of and second homestead entries in certain cases.

May 22, 1902.

[Public, No. 122.]

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled, That homestead settlers upon the ceded portion of the Sioux Indian Reservation in South Dakota who made entry subsequent to March third, eighteen hundred and ninety-nine, shall be entitled to the provisions of the Act entitled "An Act to allow commutation of homestead entries in certain cases," approved January twenty-sixth, nineteen hundred and one, and in commuting shall only be required to pay the price provided in the law under which original entry was made.

Public lands.
Settlers on ceded Sioux Reservation, S. Dak., may commute homestead entries.
Vol. 31, p. 740.

SEC. 2. That any person who, prior to the passage of an Act entitled "An Act providing for free homesteads on the public lands for actual and bona fide settlers, and reserving the public lands for that purpose," approved May seventeenth, nineteen hundred, having made a homestead entry and perfected the same and acquired title to the land by final entry by having paid the price provided in the law opening the land to settlement, and who would have been entitled to the provisions of the Act before cited had final entry not been made prior to the passage of said Act, may make another homestead entry of not exceeding one hundred and sixty acres of any of the public lands in any State or Territory subject to homestead entry: *Provided*, That any person desiring to make another entry under this Act will be required to make affidavit, to be transmitted with the other filing papers now required by law, giving the description of the tract formerly entered, date and number of entry, and name of the land office where made, or other sufficient data to admit of readily identifying it on the official records: *And provided further*, That said person has all the other proper qualifications of a homestead entryman: *And provided also*, That commutation under section twenty-three hundred and one of the Revised Statutes, or any amendment thereto, or any similar statute, shall not be permitted of an entry made under this Act, excepting

Second homestead entries permitted settlers prior to May 17, 1900.

Provisos.
Proof of former entry.

Qualification.
Restriction on commutation.
R. S., sec. 2301, p. 421.
Vol. 26, p. 1098.

where the final proof, submitted on the former entry hereinbefore described, shows a residence upon the land covered thereby for the full period of five years, or such term of residence thereon as added to any properly credited military or naval service shall equal such period of five years.

Approved, May 22, 1902.

May 23, 1902.

[Public, No. 123.]

CHAP. 823.—An Act To amend an Act authorizing the construction of a railway, street railway, motor, wagon, and pedestrian bridge over the Missouri River near Council Bluffs, Iowa, and Omaha, Nebraska, approved February thirteenth, eighteen hundred and ninety-one, and amended by an Act approved January twenty-eighth, eighteen hundred and ninety-three, and by an Act approved April twenty-first, eighteen hundred and ninety-eight, and to authorize the Omaha Bridge and Terminal Railway Company, successor to the Interstate Bridge and Street Railway Company, to complete, reconstruct, and change a bridge for railway, street railway, vehicle, pedestrian, and other highway purposes over the Missouri River near Council Bluffs, Iowa, and Omaha, Nebraska.

Preamble.
Vol. 26, p. 760.

Whereas by an Act approved February thirteenth, eighteen hundred and ninety-one, entitled "An Act authorizing the construction of a railway, street railway, motor, wagon, and pedestrian bridge over the Missouri River near Council Bluffs, Iowa, and Omaha, Nebraska," the Interstate Bridge and Street Railway Company, a corporation created under the laws of the State of Nebraska, its successors and assigns, were authorized to construct and maintain a bridge and approaches thereto across the Missouri River between the city of Council Bluffs, in the State of Iowa, and the lands of the East Omaha Land Company, at some point at least one-third of a mile from any other bridge, to be selected consistent with the interests of river navigation, said bridge to be so constructed as to provide for the passage of railway trains, wagons, and vehicles of all kinds, street-railway cars, motor cars, animals, foot passengers, and for all road travel; and

Whereas it was further provided that all railroads and street railways reaching the Missouri River near said point shall be permitted the unobstructed use of said bridge, and the approaches thereto, for engines, cars, and trains in the case of railroads, and for electrical or cable equipments and cars in the case of street railways; and

Whereas the articles of incorporation of the said Interstate Bridge and Street Railway Company were, on the ninth day of September, anno Domini eighteen hundred and ninety-two, amended in accordance with the laws of the State of Nebraska, so that the name of said corporation was changed from the Interstate Bridge and Street Railway Company to that of the Omaha Bridge and Terminal Railway Company: Now, therefore,

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled, That the Act entitled "An Act authorizing the construction of a railway, street railway, motor, wagon, and pedestrian bridge over the Missouri River near Council Bluffs, Iowa, and Omaha, Nebraska," approved February thirteenth, eighteen hundred and ninety-one, as amended by an Act approved January twenty-eighth, eighteen hundred and ninety-three, and by an Act approved April twenty-first, eighteen hundred and ninety-eight, be amended to read as follows:

"SECTION 1. That the Omaha Bridge and Terminal Railway Company, a corporation duly authorized and existing under the laws of the State of Nebraska, its successors and assigns, be, and are hereby, authorized to reconstruct, so far as is necessary, complete, and change, in accordance with the provisions herein, and maintain the bridge and approaches thereto across the Missouri River near the city of Council Bluffs, in the State of Iowa, which has been located and partially con-

Missouri River.
Act authorizing
bridge by Interstate
Bridge and Street
Railway Company at
Council Bluffs, Iowa,
amended.
Vol. 26, p. 760.

Reconstruction by
Omaha Bridge and
Terminal Railway
Company authorized.

Location.