

authorized to administer oaths in the State or Territory in which such entries were made, and where such affidavits were made in accordance with the regulations and decisions of the General Land Office prior to the passage of the Act of May twenty-sixth, eighteen hundred and ninety, are hereby validated, if no other objection exists.

Approved, August 4, 1894.

August 4, 1894. **CHAP. 212.**—An Act To amend an Act to authorize the construction of a steel bridge over the Saint Louis River, between the States of Minnesota and Wisconsin.

*Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled,* That sections two and three of said Act be amended so as to read as follows:

**SEC. 2.** That any bridge built under the provisions of this Act shall be built and constructed without material interference with the security and convenience of navigation on said river beyond what is necessary to carry into effect the rights and privileges hereby granted, and shall be of such height in the clear above high-water mark as shall be prescribed by the Secretary of War, with rafting spans on either side of the draw of not less than two hundred and fifty feet each; and in order to secure compliance with these conditions the said corporation shall submit to the Secretary of War a plan of the bridge and accessory works provided for in this Act, together with a detailed map of the river for a distance of one mile above and one mile below the proposed site of said bridge, with such information as may be required by the Secretary of War for a full and satisfactory understanding of the subject; and the Secretary of War is hereby authorized and directed, upon receiving such plan and map and other information, and being satisfied that the bridge built upon such plan and with such accessory works and at such locality will conform to the prescribed condition of this Act, to notify the company that he approves the same; and upon receiving such notification the said company may proceed to the erection of said bridge, conforming strictly to the approved plan and location; but until the Secretary of War shall approve the plan and location of said bridge and accessory works, and notify the company of the same, the bridge shall not be built or commenced; and should any change be made or become necessary in the plan of the bridge or accessory works during the progress of construction or after completion such change shall likewise be subject to the approval and direction of the Secretary of War.

**SEC. 3.** That the accessory works referred to in the preceding section shall be such booms, dikes, piers, or other suitable and proper structures for confining the flow of water to a permanent channel, and for the guiding of steamboats, rafts, and other water craft safely through the draw and rafting spans, as shall be required by the Secretary of War, and in addition thereto, and before the putting in place of the draw spans of the bridge to be built under this Act, the company or persons owning or holding such bridge shall be required, under the direction and supervision of the Secretary of War, or of such officer as he shall designate, to dredge out to a minimum depth of twenty-one feet, the two triangular spaces above and below the proposed site of the bridge, included in the interior angles formed by the crossing of the two ship channels at "the gate," to such an extent as to create a basin, the easterly and westerly limits of which shall be, respectively, at not less than one thousand feet from the axis of the bridge and shall be parallel thereto."

Approved, August 4, 1894.

**CHAP. 213.**—An Act Extending the benefits of the marine hospitals to the keepers and crews of life-saving stations.

August 4, 1894.

*Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled,* That the privilege of admission to and temporary treatment in the marine hospitals under the control of the Government of the United States be, and is hereby, extended to the keepers and crews of the Life-Saving Service under the same rules and regulations as those governing sailors and seamen, and for the purposes of this Act members of the Life-Saving Service shall be received in said hospitals and treated therein, and at the dispensaries thereof, as are seamen of American registered vessels; but this Act shall not be so construed as to compel the establishment of hospitals or dispensaries for the benefit of said keepers and crews, nor as establishing a home for the same when permanently disabled.

Marine hospitals.  
Life-Saving Service  
to be admitted.

Limitation.

Approved, August 4, 1894.

**CHAP. 214.**—An Act To authorize a compromise and settlement with the State of Arkansas.

August 4, 1894.

*Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled,* That the Secretary of the Treasury and the Secretary of the Interior, or any three persons they may jointly select or cause to be selected on behalf of the United States, are hereby fully authorized and empowered to compromise, adjust, and finally settle with the governor of the State of Arkansas, or with such person or persons as may be authorized by the laws of that State to act in its behalf, upon such terms and conditions as to them may seem just and equitable, subject to approval by Congress, as hereinafter provided, all or any of the differences between the Government and the said State growing out of and arising from the issue of certain bonds by the said State which are now owned in their own right or held in trust by the United States; the five per centum fund which accrued to the said State under the Act approved June twenty-third, eighteen hundred and thirty-six; the unpaid portion of the distribution fund which accrued to the said State under the Act approved September fourth, eighteen hundred and forty-one; the swamp and overflowed lands in place granted by the Act approved September twenty-eighth, eighteen hundred and fifty, and not heretofore approved to the State; the land and money indemnity due the said State under the Acts approved March second, eighteen hundred and fifty-five, and March third, eighteen hundred and fifty-seven, and all other claims and demands of whatever kind or nature; and any compromise or settlement they may make with the said State shall be fully reported back to Congress, giving the basis thereof, for its further action, said compromise not to be effectual and final until approved by Congress.

Arkansas.  
Settlement of differences as to certain bonds, etc.

- Vol. 5, p. 58.
- Vol. 5, p. 453.
- Vol. 9, p. 519.
- Vol. 10, p. 634.
- Vol. 11, p. 251.

Approved, August 4, 1894.

**CHAP. 215.**—An Act To grant to the Arkansas, Texas and Mexican Central Railway Company a right of way through the Indian Territory, and for other purposes.

August 4, 1894.

*Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled,* That the Arkansas, Texas and Mexican Central Railway Company, a corporation created under and by virtue of the laws of the State of Texas, be, and the same is hereby, invested and empowered with the right of locating, constructing, equipping, operating, using, and maintaining a railway, telegraph, and telephone line through the Indian Territory, beginning at a point to be

Arkansas, Texas  
and Mexican Central  
Railway Company  
granted right of way,  
Indian Territory.

Location.