

right of way for station buildings, depots, machine shops, side tracks, turn-outs, and water stations, not to exceed in amount two hundred feet in width and three thousand feet in length for each station, and to an extent not exceeding one station for each ten miles of road within the limits of said reservations: *Provided*, That no part of such lands herein granted shall be used except in such manner and for such purposes only as are necessary for the construction and convenient operation of said railroad line, and when any portion thereof shall cease to be used, such portion shall revert to the nation or tribe of Indians from which the same shall be taken.

SEC. 2. That before said railroad shall be constructed through any land, claim, or improvement held by individual occupants according to any treaties or laws of the United States, compensation shall be made such occupant or claimant for all property to be taken or damage done by reason of the construction of said railroad. In case of failure to make satisfactory settlement with any such claimant, the United States district court at Saint Paul or Duluth, Minnesota, shall have jurisdiction upon petition of either party to determine such just compensation in accordance with the laws of Minnesota provided for determining the damage when property is taken for railroad purposes; and the amount of damages resulting to the tribe or tribes of Indians pertaining to said reservations in their tribal capacity, by reason of the construction of said railroad through such lands of the reservations as are not occupied in severalty, shall be ascertained and determined in such manner as the Secretary of the Interior may direct, and be subject to his final approval: *Provided, however*, That said railroad company may file with the Secretary of the Interior a bond, in such amount and with such sureties as the Secretary shall approve, conditioned for the payment of just compensation for said right of way to said individual occupants and to said tribe or tribes, as hereinfore provided, and said company may thereupon proceed to construct and operate its railroad across said reservations.

SEC. 3. That said company shall cause maps, showing the route of its line through said reservations, and including the grounds for station buildings, depots, machine shops, side tracks, turn-outs, and water stations, to be filed in the office of the Secretary of the Interior before constructing any portion of said railroad.

SEC. 4. That said company is hereby authorized to enter upon said reservations for the purpose of surveying and locating its line of railroad: *Provided*, That said railroad shall be located and constructed with due regard to the rights of the Indians, and under such rules and regulations as the Secretary of the Interior shall prescribe.

SEC. 5. That the right herein granted shall be forfeited by said company, unless the road shall be constructed through the said reservations within three years after the passage of this act.

Approved, August 27, 1894.

Stations, etc.

Proviso.
Reversion for non-user.

Damages to individuals.

Litigation.

Proviso.
Work may begin on filing bond.

Maps, etc., to be filed.

Surveys.

Proviso.
Regulations.

Construction.

CHAP. 343.—An Act To amend an Act entitled "An Act to amend an Act entitled 'An Act granting the right of way to the Hutchison and Southern Railroad Company through the Indian Territory.'"

August 27, 1894.

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled, That the provisions of section two of the Act entitled "An Act to amend 'An Act granting the right of way to the Hutchison and Southern Railroad Company through the Indian Territory,'" approved February third, eighteen hundred and ninety-two, be, and the same hereby are, extended for a further period of three years.

Hutchison and Southern Railroad Company.
Time for right of way extended.
Vol. 26, p. 488; Vol. 27, p. 2.

Approved, August 27, 1894.

August 27, 1894.

CHAP. 344.—An Act To provide for the improvement of the building and grounds of the United States court and post-office at Little Rock, Arkansas.

Little Rock, Ark.
Extension, etc., of
public building.

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 be, and he is hereby, authorized and directed to cause the following improvements to be made on the building and grounds of the United States court and post-office at Little Rock, Arkansas, and at a cost not exceeding the following, to wit:

First. To construct an addition to said building for the purpose of creating more room therein, and enlarging the judge's chamber and the offices of the marshal and clerk of the circuit and district courts, at a cost not exceeding fifty-four thousand dollars.

Second. To put an elevator in said building, at a cost not exceeding four thousand dollars.

Plans and estimates.

SEC. 2. That the Secretary of the Treasury shall cause proper plans and estimates to be made for each of the improvements above contemplated, so that no expenditure shall be made or authorized for the full completion of either of them beyond the amount above provided therefor; said amount to be expended under the direction of the Secretary of the Treasury.

Approved, August 27, 1894.

August 27 1894.

CHAP. 345.—An Act To authorize the construction of a bridge across the Saint Croix River between Wisconsin and Minnesota.

Osceola, Wis., may
bridge Saint Croix
River.

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled, That the village of Osceola, Polk County, in the State of Wisconsin, a municipal corporation existing under the laws of the State of Wisconsin, is hereby authorized and empowered to erect, establish, and maintain, or authorize the erection, establishment, and maintenance of a foot and wagon bridge across the Saint Croix River at a point suitable to the interests of navigation, from a point in section twenty-seven, township thirty-three, range nineteen west, in Polk County, Wisconsin, so as to connect with the opposite shore of said river in the State of Minnesota; that said bridge shall not interfere with the free navigation of said river beyond what is necessary in order to carry into effect the rights and privileges hereby granted, and in case of any litigation arising from any obstruction or alleged obstruction to the free navigation of said river the cause may be tried before the circuit court of the United States in and for any district in which any portion of said bridge or obstruction is located. Said bridge shall be constructed to provide for the passage of wagons and vehicles of all kinds, for the transit of animals, and for foot passengers, for such reasonable rates of toll as may be fixed by the said village of Osceola from time to time and approved by the Secretary of War.

Wagon and foot
bridge.

Free navigation.

Litigation.

Toll.

Drawbridge.

Provide.
Opening draw.

SEC. 2. That the bridge under this Act shall be constructed as a pivot drawbridge, with the draw over the main channel of the river at an accessible and navigable point, and with a low-water span of not less than one hundred and ten feet in length in the clear on each side of the central or pivot pier of the draw, measured at right angles to the axis of the channel: *Provided,* That the said draw shall be opened promptly on reasonable signal for the passage of boats, vessels, and other water craft whose construction shall be such as not to admit of their passage under said bridge.

Lawful structure.

SEC. 3. That any bridge constructed under this Act and according to its provisions and conditions shall be a lawful structure, over which may be transmitted the mails, troops, and munitions of war of the United States free of charge; and the United States shall have the right of way for postal-telegraph purposes across said bridge.

Postal telegraph.