

purposes herein enumerated, and full authority to construct roadways, and lay out said island into grounds, parks, or lots suitable for the uses herein allowed and provided for, said island always remaining free to the public for the ordinary uses of a public park: *Provided*, That such leases shall not be for a longer period than ten years, and shall not in the aggregate embrace or cover more than one-third the area of said island."

Proviso.
Limit.

Approved, February 20, 1896.

CHAP. 27.—An Act Extending the time within which the Maryland and Washington Railway Company shall be required to complete the building of the road of said company, under the provisions of an Act of Congress approved August first, eighteen hundred and ninety-two, as amended by an Act of Congress approved March second, eighteen hundred and ninety-five.

February 20, 1896.

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled, That the time within which the Maryland and Washington Railway Company is required to complete and put in operation its railway in the District of Columbia, under the provisions of an Act of Congress approved August first, eighteen hundred and ninety-two, as amended by an Act approved March second, eighteen hundred and ninety-five, be, and the same is hereby, extended for the term of one year from the second day of March, eighteen hundred and ninety-six; and that all the franchises, rights, and powers conferred by said Acts, or either of them, upon said railway company may be enjoyed and exercised as fully and completely as if said railway had been completed and put in operation prior to March second, eighteen hundred and ninety-six.

District of Columbia.
Maryland and Washington Railway Company.
Time for completion extended.
Vol. 27, p. 343.
Vol. 28, p. 716.

Approved, February 20, 1896.

CHAP. 28.—An Act To open forest reservations in the State of Colorado for the location of mining claims.

February 20, 1896.

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled, That the forest reservations in the State of Colorado, known as the Pikes Peak Forest Reserve, the Plum Creek Forest Reserve, and the South Platte Forest Reserve, established by Executive proclamations dated, respectively, March eighteenth, eighteen hundred and ninety-two, June twenty-third, eighteen hundred and ninety-two, and December ninth, eighteen hundred and ninety-two, in the State of Colorado in accordance with section twenty-four of the act of March third, eighteen hundred and ninety-one, from and after the passage of this Act, shall be open to the location of mining claims thereon for gold, silver, and cinnabar, and that title to such mining claims may be acquired in the same manner as it may be acquired to mining claims upon the other mineral lands of the United States for such purposes: *Provided*, That all locations of mining claims heretofore made in good faith within said reservations, and which have been held and worked in the same manner as mining claims are held and worked under existing law upon the public domain, are validated by this Act.

Colorado.
Forest reservations opened to mining locations.
Vol. 27, pp. 1006, 1029, 1044.

Vol. 26, p. 1103.

Proviso.
Prior locations.

SEC. 2. That owners of valid mining locations made and held in good faith under the terms of this Act, shall be, and are hereby, authorized and permitted to fell and remove from such mining claims any timber growing thereon, for actual mining purposes in connection with the particular claim from which the timber is felled or removed, but no other timber shall be felled or removed from any other portions of said reservations by private parties for any purpose whatever.

Use of timber permitted.

Approved, February 20, 1896.

February 24, 1896.

CHAP. 29.—An Act Granting to the Brainerd and Northern Minnesota Railway Company a right of way through the Leech Lake Indian Reservation and Chippewa Indian Reservation, in Minnesota.

Brainerd and Northern Minnesota Railway Company granted right of way, Indian reservations, Minnesota.

Leech Lake Reservation.

Chippewa Reservation.

Width, etc.

Stations, etc.

Proviso.
Reversion, etc.

Compensation.

Damages to tribes.

Proviso.
Construction to begin on filing bond.

Maps.

Surveys.

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled, That there is hereby granted to the Brainerd and Northern Minnesota Railway Company, a corporation organized and existing under the laws of the State of Minnesota, and to its assigns, the right of way for the extension of its railroad, with necessary side tracks and switch tracks, and for a telegraph and telephone line, through the Leech Lake Indian Reservation, commencing at a point in the south line of said Indian reservation and extending northwesterly through section eleven, of township one hundred and forty-one, range thirty-one, to a point in the west line of said reservation in section two; also through the Chippewa Indian Reservation, in said State, commencing at a point in the south line of said Indian reservation, in township one hundred and forty-two north, of range thirty-one west, and extending in a northwesterly direction from the terminus of the line as now constructed along the most feasible and practicable route, through townships one hundred and forty-three north, of ranges thirty-one and thirty-two west, to a point in the west line of said reservation, with the right to load logs on said railroad at the points in said reservation where the same may run adjacent or contiguous to the waters of Leech Lake. Such right of way shall be fifty feet in width on each side of the central line of said railroad, and said company shall also have the right to take from the lands adjacent to the line of said road material, stone, and earth necessary for the construction of said railroad; also grounds adjacent to such right of way for station buildings, 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 within the limits of said Chippewa Reservation: *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 such 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 reservation in their tribal capacity, by reason of the construction of said railroad through such lands of the reservation 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 hereinbefore provided, and said company may thereupon proceed to construct and operate its railroad across said reservation.

SEC. 3. That said company shall cause maps, showing the route of its line through said reservation, 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