

And it is further provided that any lands remaining unsold after said lands have been open to entry for seven years may be sold to the highest bidder for cash without regard to the prescribed price thereof fixed under the provisions of this Act, under such rules and regulations as the Secretary of the Interior may prescribe.

Approved, March 26, 1910.

Sale of remaining lands.

**CHAP. 130.**—An Act To extend the time for the completion of a bridge across the Missouri River at Yankton, South Dakota, by the Yankton, Norfolk and Southern Railway Company.

March 26, 1910.  
[S. 6229.]

[Public, No. 109.]

*Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled,* That section six of an Act approved March ninth, nineteen hundred and four, authorizing the Yankton, Norfolk and Southern Railway Company to construct a combined railroad, wagon, and foot-passenger bridge across the Missouri River at or near the city of Yankton, South Dakota, as amended by the Acts approved January twenty-seventh, nineteen hundred and five; February fifth, nineteen hundred and six; March second, nineteen hundred and seven; February twenty-fifth, nineteen hundred and eight; and March fourth, nineteen hundred and nine, be, and is hereby, amended by extending the time for commencing the construction of said bridge to March ninth, nineteen hundred and ten, and by extending the time for completing said bridge to March ninth, nineteen hundred and twelve.

Approved, March 26, 1910.

Missouri River.  
Time extended for bridging, by Yankton, Norfolk and Southern Railway Company, at Yankton, S. Dak.  
Vol. 33, pp. 62, 621.  
Vol. 34, pp. 9, 1058.  
Vol. 35, pp. 35, 1059.  
Post, p. 1351.

**CHAP. 134.**—An Act To amend section eight hundred and ten of the Revised Statutes.

March 28, 1910.  
[H. R. 16037.]

[Public, No. 110.]

*Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled,* That section eight hundred and ten of the Revised Statutes be amended so as to read:

"SEC. 810. No grand jury shall be summoned to attend any circuit or district court unless one of the judges of such circuit court, or the judge of such district, in his own discretion, or upon a notification by the district attorney that such jury will be needed, orders a venire issue therefor. If the United States attorney for any district which has a city or borough containing at least three hundred thousand inhabitants, shall certify in writing to the district judge, or the senior district judge of the district, or one of the judges of said circuit court, that the exigencies of the public service require it, the judge may in his discretion also order a venire to issue for a second grand jury. Either of said courts may in term order a grand jury to be summoned at such time, and to serve such time as it may direct, whenever in its judgment it may be proper to do so. But nothing herein shall operate to extend beyond the time permitted by law the imprisonment before indictment found of a person accused of a crime or offense, or the time during which a person so accused may be held under recognizance before indictment found."

Approved, March 28, 1910.

United States courts.  
R. S., sec. 810, p. 151, amended.  
Grand juries.  
Summoning of.  
Post, p. 1165.

Second jury allowed in special cases.

Order by either circuit or district court.

Time of imprisonment before indictment restricted.

March 29, 1910.  
[H. R. 19628.]

[Public, No. 111.]

Fort Sill Military  
Reservation, Okla.  
Lawton and Fort  
Sill Electric Railway  
Company granted  
right of way across.

Width, etc.

Proviso.  
Restriction of use.

Approval of location  
by Secretary of War.

Maintenance, etc.

Amendment.

**CHAP. 135.**—An Act To authorize the Lawton and Fort Sill Electric Railway Company to construct and operate a railway, telegraph, telephone, and trolley lines through the Fort Sill Military Reservation, and for other purposes.

*Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled,* That the Lawton and Fort Sill Electric Railway Company, a corporation created under and by virtue of the laws of the State of Oklahoma, be, and the same is hereby, empowered to survey, locate, construct, maintain, and operate railway, telegraph, telephone, and trolley lines through the Fort Sill Military Reservation, in Comanche County, State of Oklahoma, upon such terms and in such location as may be determined and approved by the Secretary of War.

**SEC. 2.** That said corporation is authorized to occupy and use for all purposes of railway, telegraph, telephone, and trolley lines, and for no other purpose, a right of way fifty feet in width through said Fort Sill Military Reservation, with the right to use such additional ground where cuts and fills may be necessary for the construction and maintenance of the roadbed, not exceeding one hundred feet in width, or as much thereof as may be included in said cut or fill: *Provided,* That no part of the land herein authorized to be occupied shall be used except in such manner and for such purposes as shall be necessary for the construction and convenient operation of said railway, telegraph, telephone, and trolley lines; and when any portion thereof shall cease to be so used such portion shall revert to the United States: *Provided further,* That before the said railway company shall be permitted to enter upon any part of said military reservation a description by metes and bounds of the land herein authorized to be occupied or used shall be approved by the Secretary of War: *Provided further,* That the said railway company shall comply with such other regulations and conditions in the maintenance and operation of said road as may from time to time be prescribed by the Secretary of War.

**SEC. 3.** The right to alter, amend, or repeal this Act is hereby expressly reserved.

Approved, March 28, 1910.

March 30, 1910.  
[H. R. 16332.]

[Public, No. 112.]

District of Columbia.  
Permanent system  
of highways.  
Extending streets  
through reserved sub-  
divisions.

Condemnation.  
Vol. 34, p. 151.

Proviso.  
Damages assessed as  
benefits.

**CHAP. 136.**—An Act To provide for the condemnation of streets or parts of streets under the plan for the permanent system of highways for the District of Columbia.

*Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled,* That whenever in the subdivision of a tract of land in the District of Columbia the owner or owners of such tract shall reserve from subdivision any portion thereof, and shall fail to or refuse to dedicate the streets or highways within the reserved portion as shown on the plan of permanent system of highways, the Commissioners of the District of Columbia be, and they are hereby, authorized, in their discretion, to institute condemnation proceedings to acquire for street purposes in accordance with the highway plans any or all land comprised in the said streets within the limits of any portion reserved from subdivision, which the said Commissioners may deem desirable for the purpose of extending existing or proposed streets or of connecting streets already of record according to the said highway plan.

**SEC. 2.** That the said condemnation proceedings shall be instituted under and in accordance with the provisions of subchapter one of chapter fifteen of the Code of Law for the District of Columbia: *Provided,* That the entire amount found to be due and awarded by the jury in said proceedings as damages for and in respect of the land condemned for such streets or highways, plus the cost and expenses