

Stations, etc.

grounds adjacent to such 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 within the limits of said 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.

Proviso.
Use limited.

Damages to individual
owners.

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 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.

Damages to tribes.

Proviso.
Work may begin on
filing bond.

Maps to be filed.

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.

Survey.

SEC. 4. That said company is hereby authorized to enter upon said reservation 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.

Proviso.
Rights of Indians.

Construction.

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

Approved, July 6, 1894.

July 6, 1894.

CHAP. 126—An Act Granting to the State of North Dakota certain lands heretofore set apart as a wood reservation for Fort Totten military reservation, for the use of the militia of North Dakota, and for other purposes.

North Dakota.
Portion of Fort Tot-
ten reservation set
apart for militia.

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled, That the Secretary of the Interior is hereby authorized and empowered to set apart all that part of the wooded reservations set apart for the use and benefit of Fort Totten military reservation by executive order dated February tenth, eighteen hundred and eighty-one, described as follows, namely: "That portion of the tract known as Rock Island, bounded on the north by an east and west line, two miles back or north of the southeasternmost point of said island or peninsula;" said tract being the southernmost point of the peninsula on the north side of Devils Lake in North Dakota, known as Rock Island, for the use of the State of North Dakota, to be

used as a park for the use of the militia of said State, and for other public purposes not inconsistent with such use.

SEC. 2. That the lands so set apart are hereby granted to the State of North Dakota: *Provided*, That if the said State shall at any time permit the said lands hereby granted to be used for any purpose not contemplated in this act the said lands shall revert to the United States.

Grant.
Proviso.
Reversion.

Approved, July 6, 1894.

CHAP. 127.—An Act Authorizing the Minneapolis Gas Light Company, of Minneapolis, Minnesota, to lay submerged gas pipes across the Mississippi River at Minneapolis.

July 6, 1894.

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled, That the consent of Congress is hereby granted to the Minneapolis Gas Light Company, of Minneapolis, Minnesota, to lay a submerged gas main across the Mississippi River, under the bed thereof, to conduct gas from its gas works on the west side of said river to the east division of Minneapolis on the east side of said river, at some point between the foot of the Falls of Saint Anthony and the Washington avenue bridge across said river, the location and manner of laying said gas main to be approved by the Secretary of War before the work is commenced.

Mississippi River.
Minneapolis Gas
Light Company may
lay gas main under.

Approved, July 6, 1894.

CHAP. 129.—An Act To amend an Act entitled "An Act to authorize the Oregon and Washington Bridge Company to construct and maintain a bridge across the Columbia River, between the State of Oregon and the State of Washington, and to establish it as a post road."

July 11, 1894.

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled, That "An Act to authorize the Oregon and Washington Bridge Company to construct and maintain a bridge across the Columbia River, between the State of Oregon and the State of Washington, and to establish it as a post road," approved March twenty-fourth, eighteen hundred and ninety, be, and the same is hereby, re-enacted and declared to be and to have been in full force and effect from and after March twenty-fourth, eighteen hundred and ninety-four. Section twelve of said Act, which provides that said Act shall be null and void if actual construction of the bridge therein authorized be not commenced within two years and completed within four years from the date of the approval thereof, shall be, and the same is hereby, so amended that the time within which said bridge is required to be commenced shall be within two years from March twenty-fourth, eighteen hundred and ninety-four, and the time within which it is required that said bridge be completed shall be within four years from the twenty-fourth day of March, eighteen hundred and ninety-four.

Bridge across Co-
lumbia River, La Ca-
mas, Wash.
Vol. 26, p. 28; Vol.
27, pp. 19, 87.

Time for construc-
tion extended.

Approved, July 11, 1894.

CHAP. 131.—An Act To define and establish the units of electrical measure.

July 12, 1894.

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled, That from and after the passage of this Act the legal units of electrical measure in the United States shall be as follows:

Electrical measure.
Units established.

First. The unit of resistance shall be what is known as the international ohm, which is substantially equal to one thousand million units of resistance of the centimeter-gram-second system of electro-magnetic

Resistance.
Ohm.