

the State of Kansas, upon such line as shall be designated and fixed by the Secretary of War: *Provided*, That if any part of the line to be so designated and fixed shall be upon any portion of any right of way heretofore fixed by the Secretary of War for any other railroad company, all differences between such companies as to the occupying of such line, and as to any compensation to be paid therefor, shall be determined by the Secretary of War: *And provided further*, That no further interference with any railway line now in operation on said reservation shall be made than the public interest shall require.

Provisos.
Compensation for use of line of other company.

Not to interfere with other lines.

Approved, July 3, 1886.

CHAP. 623.—An act to authorize the improvement of the water-power in the Mississippi River at Little Falls, Minnesota.

July 3, 1886.

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled, That it shall be lawful for the Little Falls Water-Power Company of Minnesota to improve and develop the water-power in the Mississippi River at Little Falls, in the State of Minnesota, by constructing, maintaining, and operating in said river, at said Little Falls, dams, piers, sluice ways, canals, locks, ponds, breakwaters, abutments, and mill sites for manufacturing purposes: *Provided*, That there shall be placed and maintained in connection with said dam and other works a sluice-way, lock, or other fixture sufficient and so arranged as to permit logs, timber, and lumber to pass around, through, or over said dam or other works without unreasonable delay or hindrance, and without tolls or charges: *Provided further*, That the Secretary of War may at any time require such changes and alterations to be made in said works, at the expense of said water-power company, as he may deem advisable and necessary in the interest of navigation.

Little Falls Water-Power Company may build dam, etc., at Little Falls, Mississippi River, Minn.
Provisos.
Sluice-way, etc., for passage of logs, etc.

Changes.

SEC. 2. That the right to alter, amend, or repeal this act is hereby expressly reserved.

Approved, July 3, 1886.

CHAP. 636.—An act to authorize the printing of the eulogies delivered in Congress upon the late John F. Miller.

July 6, 1886.

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled, That there be printed of the eulogies delivered in Congress upon the late John F. Miller, a Senator from California, prepared under the direction of the Joint Committee on Public Printing, twelve thousand copies, of which four thousand shall be for the use of the Senate and eight thousand for the use of the House of Representatives; and the Secretary of the Treasury is hereby directed to have printed a portrait of said John F. Miller, to accompany said eulogies; and for engraving and printing said portrait the sum of five hundred dollars, or so much as may be necessary, is hereby appropriated out of any money in the Treasury not otherwise appropriated.

John F. Miller, late Senator from California.
Eulogies.

Portrait.
Appropriation.

Approved, July 6, 1886.

CHAP. 637.—An act to forfeit the lands granted to the Atlantic and Pacific Railroad Company to aid in the construction of a railroad and telegraph line from the States of Missouri and Arkansas to the Pacific coast, and to restore the same to settlement and for other purposes

July 6, 1886.

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled, That all the lands, excepting the right of way and the right, power, and authority given to said corporation to take from the public lands adjacent to the line of said road ma-

Atlantic and Pacific Railroad Company.

Forfeiture of grant of lands adjacent to uncompleted portion of road, except right of way, etc.
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terial of earth, stone, timber, and so forth, for the construction thereof, including all necessary grounds for station buildings, workshops, depots, machine-shops, switches, side-tracks, turn-tables, and water-stations, heretofore granted to the Atlantic and Pacific Railroad Company by an act entitled "An act granting lands to aid in the construction of a railroad and telegraph line from the States of Missouri and Arkansas to the Pacific coast," approved July twenty-seventh, eighteen hundred and sixty-six, and subsequent acts and joint resolutions of Congress, which are adjacent to and coterminous with the uncompleted portions of the main line of said road, embraced within both the granted and indemnity limits, as contemplated to be constructed under and by the provisions of the said act of July twenty-seventh, eighteen hundred and sixty-six, and acts and joint resolutions subsequent thereto and relating to the construction of said road and telegraph, be and the same are hereby, declared forfeited and restored to the public domain.

Approved, July 6, 1886.

July 6, 1886.

CHAP. 744.—An act to authorize the Kansas City, Fort Scott and Gulf Railway Company to construct and operate a railway through the Indian Territory, and for other purposes.

Kansas City, Fort Scott and Gulf Railway Company authorized to build railway and telegraph and telephone line through Indian Territory.
Location.

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled, That the Kansas City, Fort Scott and Gulf Railway Company, a corporation created under and by virtue of the laws of the State of Kansas, be, and the same is hereby, invested and empowered with the right of locating, constructing, owning, equipping, operating, using, and maintaining a railway and telegraph and telephone line through the Indian Territory, beginning at a point to be selected by said railway company near and south of the City of Baxter Springs, in the State of Kansas, and running thence by the most practicable route through the Indian Territory to the Northwest corner of the State of Arkansas, and after passing through the counties of Benton and Washington, in the State of Arkansas, to the town of Evansville, in the said county of Washington; thence from the said town of Evansville, through the Cherokee Nation, Indian Territory, to the city of Fort Smith, in the said State of Arkansas, with the right to construct, use, and maintain such tracts, turnouts, sidings, and extensions as said company may deem it to their interest to construct along and upon the right of way and depot grounds herein provided for.

Right of way.

SEC. 2. That said corporation is authorized to take and use for all purposes of a railway, and for no other purpose, a right of way one hundred feet in width through said Indian Territory, and to take and use a strip of land two hundred feet in width, with a length of three thousand feet, in addition to right of way, for stations, for every ten miles of road, with the right to use such additional ground where there are heavy cuts or fills as may be necessary for the construction and maintenance of the road-bed, not exceeding one hundred feet in width on each side of said right of way, or as much thereof as may be included in said cut or fill; *Provided*, That no more than said addition of land shall be taken for any one station: *Provided further*, That no part of the lands herein authorized to be taken shall be leased or sold by the company, and they shall not be used except in such manner and for such purposes only as shall be necessary for the construction and convenient operation of said railroad, telegraph, and telephone lines; and when any portion thereof shall cease to be so used, such portion shall revert to the nation or tribe of Indians from which the same shall have been taken.

Stations.

Provisos.
Lands not to be sold or leased by company.

Damages.

SEC. 3. That before said railway shall be constructed through any lands held by individual occupants according to the laws, customs, and usages of any of the Indian nations or tribes through which it may be constructed, full compensation shall be made to such occupants for all property to be taken or damage done by reason of the construction of