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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 to 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 just compensation shall be determined as provided for by the laws of Minnesota enacted for the settlement of like controversies in such cases. The amount of damage resulting to the Mille Lacs Indians 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 in such manner as the Secretary of the Interior may direct and be subject to his final approval; but no right of any kind shall vest in said railway company in or to any part of the right of way herein provided for until plats thereof, made upon actual survey for the definite location of such railroad, and including grounds for station buildings, depots, machine-shops, side-tracks, turn-outs, and water-stations, shall have been approved by the Secretary of the Interior, and until the compensation aforesaid shall have been fixed and paid and the consent of the Indians on said reservation to said right of way and as to the amount of said compensation shall have been first obtained in a manner as the President may prescribe. Said company is hereby authorized to enter upon such reservation for the purpose of surveying and locating its line of railroad: *Provided*, That said railroad shall be located, constructed, and operated with due regard to the rights of the Indians, and under such rules and regulations as the Secretary of the Interior shall prescribe: *Provided*, 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 railway, telegraph, and telephone lines, 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 have been taken.

Compensation for damages, etc.

Litigation.

Payment to Indian Tribe.

Secretary of Interior to approve location, etc.

Consent of Indians.

Survey, etc.

Provisos.

Regulations.

Lease or sale of lands prohibited.

Limited use.

Reversion of lands.

SEC. 3. Congress reserves the right to alter, amend or repeal this act.

Amendment, etc.

Approved, July 22, 1890.

CHAP. 717.—An act to authorize the Leavenworth and Platte County Bridge Company to substitute a pivot draw bridge over the Missouri River in place of a pontoon bridge.

July 25, 1890.

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled, That the Leavenworth and Platte County Bridge Company be authorized to substitute for the pontoon bridge across the Missouri River, provided for in an act approved February twenty-five, eighteen hundred and eighty-nine, entitled "An act to authorize the construction of a bridge across the Missouri River, between the city of Leavenworth, in the State of Kansas and Platte county, in the State of Missouri," a pivot draw bridge and in case of the substitution of such pivot draw bridge the same shall not be built or commenced until the plan and specification for its construction have been submitted to the Secretary of War for his approval, nor until he shall approve the plan and location of said bridge; and if any change be made in the plan of construction of said bridge at any time such change shall be subject to the approval of the Secretary of War; and any change in the construction, or any alteration of said bridge that may be directed at any time by Congress or the Secretary of War, shall be

Bridge over Missouri River at Leavenworth, Kans.

Pivot-draw may be substituted for pontoon.

Vol. 25, p. 691.

Secretary of War to approve plans, etc.

Change of construction.

Expenses, etc. *Proviso.*

made at the cost and expense of the owners thereof: *Provided*, That said Leavenworth and Platte County Bridge Company shall at its own expense, build and maintain, under direction and supervision of the Secretary of War, such wing-dams and booms or other works necessary to maintain the channel within the draw span or spans of said bridge.

Aids to navigation.

Operation.

SEC. 2. That this act shall be in force from and after its approval.

Approved, July 25, 1890.

July 26, 1890.

CHAP. 721.—An act to amend paragraph three of section forty-four hundred and fourteen of the Revised Statutes.

Inspection of steamboats. Dubuque substituted for Galena as an inspection district. R. S., Sec. 4414, p. 855.

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled, That paragraph three of section forty-four hundred and fourteen of the Revised Statutes of the United States be amended as follows: "Strike out the word "Galena" in said paragraph three and insert the word "Dubuque."

Approved, July 26, 1890.

July 30, 1890.

CHAP. 722.—An act granting certain land to Miles City, Montana, for use as a public park.

Miles City, Mont. Portion of Fort Keogh military reservation granted for public park. Description. Use, etc. Limitation.

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled, That all that portion of the Fort Keogh military reservation lying and being east of Tongue River, in the State of Montana, be, and is hereby, withdrawn from military control, and granted to the city of Miles City, Montana, for the perpetual use and benefit of said Miles City and the inhabitants thereof as a public park, subject to the right hereby reserved by the United States to use as much of said granted land as may be necessary in operating a ferry or constructing a bridge across Tongue River and approaches to such ferry or bridge.

Approved, July 30, 1890.

July 30, 1890.

CHAP. 723.—An act to allow the erection of a bridge across the Iowa River between the mouth of said river and the town of Wapello, in Louisa County, Iowa.

Louisa County, Iowa, may bridge Iowa River, near Wapello, Iowa. Wagon and foot bridge. No draw required.

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled, That, subject to the laws of the State of Iowa, the supervisors of Louisa County, in said State, may erect and maintain a wagon and foot passenger bridge, across and over the Iowa River, between the mouth of said river and the town of Wapello, in Louisa County, in said State; and in said bridge no draw shall be required.

Secretary of War to approve plans, etc.

SEC. 2. The bridge authorized to be constructed by this act shall be located and built under and subject to such regulations as may be approved by the Secretary of War; and there shall be submitted to said Secretary, for his examination, a design and drawings of the bridge, piers, approaches, and accessory works, and a map of the location; and until said plan is approved by the Secretary of War the construction of said bridge shall not be commenced. No changes or alterations in the plans of said bridge, as approved by the Secretary of War, shall be made during the construction of the same, or after its completion, unless said changes or alterations are authorized by said Secretary; and all such alterations or changes required by him shall be made at the expense of the supervisors of said county.

Structural changes, etc.

Expense.