

From Lancaster to Cassville.  
 From Baraboo to Prairie Du Sac.  
 From Kroghville to Cambridge.  
 From Sullivan Station to Rome.  
 From Ahnapee, via Maplewood and Sawyer, to Sturgeon Bay.  
 From Alban to Iola.  
 From Donsman Station, via Weiner's, to Sullivan.  
 From Lincoln Center, via Little Falls, Waggon Landing, Star Prairie, Somerset, and Houlton, Wisconsin to Stillwater Minnesota.

Wisconsin—Continued;

WYOMING.

Wyoming;

From Cheyenne to Silver Crown.  
 From Fort Laramie to Hartville  
 From Rawlins to Fort Washakie.  
 From Rawlins via Stewart's Ranche, to Wright's Ranche on the Bad Water.  
 From Fort Washakie via Woodruff's on Owl Creek, Baxter's on Grass Creek, and Frank's on Gray Bull Creek, to the Mammoth Hot Springs

WASHINGTON TERRITORY

Washington Territory.

From Spokane Falls, via Peona Prairie, Little Spokane, and Loon Lake, to Colville  
 From Sprague, via Crab Creek, Cottonwood, Miles, and Long Prairie to Colvill  
 From Crab Creek to Sedalia.  
 From Ellensburg to Peshastin.  
 From Colfax to Farmington.  
 From Pomeroy to Peola.  
 From Bickleton to Glade.  
 From Battle Ground to Etna.  
 From Miles to Che-we-lah.  
 From Miles to Spokane Falls.  
 From Columbus to Villard, Oregon.  
 From Cottonwood to Brents.  
 From Cheney to Great Bend.  
 From Yakima, via Snipe's and Bickleton, to Willows Oregon.  
 From La Conner to Padilla.  
 From Prescott, via Harvey Shaw's and Estes, to Perry.  
 From Goldendale, via New Lebano, Pleasant, Rockdale, Wood Gulch, Cleveland, Bickelton Glade, Alkalina, Larten, Columbus, and Swale, to Goldendale.  
 From Ellensburgh, via Swank to Peshastin.  
 From Peshastin to Wenatchee.  
 From Ellensburgh to Wenatchee.  
 From Ainsworth to Priest Rapids.  
 From Priest Rapids, via Grainville, to Yakima.  
 From Sassin, via Fairview, to Mondovi.  
 From Prescott to Mullan.  
 From Colville to Osoyoose.  
 Approved, August 7, 1882.

CHAP. 464.—An act to provide for the construction of a public building at the city of Fort Wayne, in the State of Indiana.

August 8, 1882.

*Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled, That the Secretary of the Treasury be, and he is hereby, authorized and directed to purchase or otherwise procure a suitable site for a public building, which site shall leave the building unexposed to danger from fire in adjacent buildings by an open space not less than fifty feet, including streets and alleys, and*

Fort Wayne, Ind.  
 Public building.  
 Purchase of site.

cause to be erected thereon, at the city of Fort Wayne, in the State of Indiana, a substantial and commodious public building, with fire-proof vaults, for the use of the United States district and circuit courts, internal-revenue service, post office, and other government offices; the plans, specifications, and estimates for said building having first been prepared, examined, and approved as required by section thirty seven hundred and thirty-four of the Revised Statutes of the United States, upon calculations and specifications that will insure the completion of the building at a cost not to exceed the the sum of one hundred thousand dollars; *Provided*, That no money to be appropriated for said building shall be used until a valid title to the site shall be vested in the United States, nor until the State of Indiana shall have ceded to the United States jurisdiction over the same for all purposes, during the time the government shall be or remain the owner thereof, except for the enforcement of the criminal laws of the State and the service of civil process therein.

Plans.  
R. S., 3734, 737.

Cost.  
*Proviso*.  
Title.

Appropriation.

SEC. 2. That for the purposes above mentioned the sum of fifty thousand dollars is hereby appropriated out of any money in the Treasury not otherwise appropriated to be expended under the direction of the Secretary of the Treasury.

Approved, August 8, 1882.

August 8, 1882.

CHAP. 465.—An act to authorize the construction of a bridge over the Saint Croix River between the city of Calais, Maine, and Saint Stephen's, New Brunswick.

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled, That the Maine Shore-Line Railway Company, a corporation organized and created under and by virtue of the laws of the State of Maine be, and is hereby, authorized and empowered to construct, own, maintain, and operate a railway bridge over the Saint Croix River between the city of Calais, in the State of Maine, and the town of Saint Stephen's, in the Province of New Brunswick, Dominion of Canada, at such point as may be most convenient to said corporation to unite and connect their railroad to be constructed by them in the said city of Calais with any railroad that may be constructed by any person or company in the said Dominion of Canada, and to build and lay on and across said bridge ways or tracks for the passage of railway trains and foot-passengers, for the transit of which said corporation may charge a reasonable toll; and that said bridge, when completed, shall be deemed and taken to be a legal structure.

Declared a lawful structure.

Plan and location to be approved by Secretary of War.

Free navigation of river preserved. Piers, etc.

Draw.

Lights.

*Provisos*.

SEC. 2. That the plan and location of any bridge the construction of which is hereby authorized shall be subject to the approval of the Secretary of War; and the bridge, if built at any distance greater than one hundred feet below the present toll-bridge between Calais, Maine, and Saint Stephen's, New Brunswick, or the head of navigation, shall be so located as not to obstruct, impair, or injuriously modify the free navigation of the river, and shall be built with the piers parallel to the current, leaving the water-way unobstructed by rip-rap or piling, or other obstructions, and shall have at the crossing of the main channel of the river a draw of not less than sixty feet of clear opening, which shall be located at a point best calculated to accommodate commerce, which draw shall at all times be opened promptly for passing vessels upon reasonable signal, except when railway trains are passing over the same; and at all times during the season of navigation proper signal-lights shall be used and maintained at the expense of the aforesaid company to guide vessels approaching said draw: *Provided*, That the construction of said bridge shall not be commenced until the plan and location thereof have been approved by the Secretary of War, and the said company has been notified of the same in writing: *And provided further*, That the consent of the proper authorities of the Dominion of