

million five hundred thousand dollars in this Act authorized, together with the unexpended balance, if any, of the proceeds derived from the sale of the present site, may be expended in the construction of the building as provided for in section one of this Act.

Approved, March 1, 1899.

March 1, 1899.

CHAP. 314.—An Act To provide compensation for a bridge and for buildings and other improvements constructed by certain persons upon public lands afterwards set apart and reserved as the Yellowstone National Park.

Compensation to C. J. Baronett for improvements on lands afterwards reserved as Yellowstone Park.

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 pay, out of any money in the Treasury not otherwise appropriated, to the several persons in this Act named the several sums mentioned herein, to be received and accepted in each case as full and final compensation for a certain bridge, buildings, and other improvements constructed and made by said persons upon public lands afterwards reserved and set apart as the Yellowstone National Park by the Act of March first, eighteen hundred and seventy-two, namely:

To C. J. Baronett, of Gardiner, Montana, for the bridge known as "Baronett's Bridge," over the Yellowstone River, and the approaches thereto, five thousand dollars.

—to James C. McCartney.

To James C. McCartney, of Gardiner, Montana, for certain buildings at or near Mammoth Hot Springs taken and used by the United States, three thousand dollars.

—to Matthew McGuirk.

To Matthew McGuirk, of Los Angeles, California, for certain buildings at or near Mammoth Hot Springs taken and used by the United States, one thousand dollars.

Approved, March 1, 1899.

March 1, 1899.

CHAP. 315.—An Act Authorizing the legislative assembly of the Territory of New Mexico to create an additional indebtedness for the completion and furnishing of the Territorial capitol.

New Mexico. May incur additional indebtedness for furnishing capitol at Santa Fe.

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled, That the legislative assembly of the Territory of New Mexico is hereby authorized to cause to be issued bonds of the Territory for the sum of sixty thousand dollars for the purpose of raising the necessary additional funds for the completion and furnishing of the Territorial capitol now in course of erection at Santa Fe: Provided, That the interest on such bonds shall be made payable in lawful money of the United States, the rate of interest not to exceed five per centum per annum: Provided further, That such bonds shall not be sold for less than par nor shall any part or portion of the proceeds thereof be used for any other purpose than that herein specified: And provided further, That nothing in this Act shall be so construed as to make the Government of the United States liable or responsible for the payment of any of said debt by this Act authorized to be contracted.

Provisor. Bonds, interest on.

—restrictions.

United States not liable.

Approved, March 1, 1899.

March 1, 1899.

CHAP. 316.—An Act Granting to the Clearwater Short Line Railway Company a right of way through the Nez Perces Indian lands in Idaho.

Clearwater Short Line Railway granted right of way through Nez Perces Indian lands, Idaho.

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled, That the right of way is hereby granted to the Clearwater Short Line Railway Company, a corporation organized and existing under the laws of the State of Montana, and its

successors and assigns, for the construction and operation of its railroad and telegraph lines through the Nez Perces Indian Reservation in the State of Idaho, and also through lands formerly embraced within said reservation which have been allotted to the individual members of the Nez Perces tribe of Indians, beginning at a point on the western boundary of the said Nez Perces Indian Reservation, to the east boundary line of said Nez Perces Indian Reservation, together with a branch therefrom beginning at or near Spalding town site, in section twenty-two of township thirty-six north of range four west, Boise meridian, and extending to the south line of said Indian reservation.

Location.
Branch line.

SEC. 2. That the right of way hereby granted shall be fifty feet in width on each side of the central line of said railroad as aforesaid, and said company shall also have the right to take from said lands adjacent to the line of said road material, stone, earth, and timber necessary for the construction of said railroad; also ground adjacent to such right of way for station buildings, depots, and machine shops, side tracks, turn-outs, and water stations, not to exceed in amount three hundred feet in width and three thousand feet in length for each station, to the extent of one station for each ten miles of road.

Width.
Additional ground for stations, etc.

SEC. 3. That before said railroad shall be constructed through any land, claim, or improvement held by individual occupants or owners according to any treaties or laws of the United States, compensation shall be made such occupant or owner or claimant for all property to be taken or damage done by reason of the construction of such railroad. In case of failure to make satisfactory settlement with any such claimant the district court of the State of Idaho for the county within which such land may be situated shall have jurisdiction, upon petition of either party, to determine such just compensation in accordance with the laws of the State of Idaho provided for determining the damage when property is taken for railroad purposes, and such compensation shall be determined as provided for by the laws of the State of Idaho; and the amount of damages resulting to the tribe of Indians pertaining to such 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, and the time and manner of making payment therefor, shall be ascertained and determined in such manner as the Secretary of the Interior may direct, and be subject to his final approval.

Damages.

Tribal lands.

SEC. 4. That said company shall cause maps showing the route of its line through said reservation and allotted lands, 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.

Maps to be filed.

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

Completion of construction.

SEC. 6. That nothing herein contained shall restrict or impair the rights which said company may now have or hereafter acquire to the benefits and provisions of the Act of Congress approved March third, eighteen hundred and seventy-five, entitled "An Act granting to railroads the right of way through the public lands of the United States."

Railroad rights on public lands.

Vol. 18, p. 482.

Approved, March 1, 1899.

CHAP. 317.—An Act For the erection of a public building at Fitchburg, Massachusetts.

March 1, 1899.

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, acquire by condemnation, or otherwise provide a site and cause to be erected thereon a substantial and commodious building with fireproof

Fitchburg, Mass. Public building authorized.