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At least 100 miles to be built within three years or rights forfeited.

SEC. 9. That said railway company shall build at least one hundred miles of its railway in said Territory within three years after the passage of this act, or the rights herein granted shall be forfeited as to that portion not built; that said railroad company shall construct and maintain continually all road and highway crossings and necessary bridges over said railway wherever said roads and highways do now or may hereafter cross said railway's right of way, or may be by the proper authorities laid out across the same.

Condition of acceptance.

SEC. 10. That the said Kansas and Arkansas Valley Railway shall accept this right of way upon the express condition, binding upon itself, its successors and assigns, that they will neither aid, advise, nor assist in any effort looking towards the changing or extinguishing the present tenure of the Indians in their land, and will not attempt to secure from the Indian nations any further grant of land, or its occupancy, than is hereinbefore provided: *Provided*, That any violation of the condition mentioned in this section shall operate as a forfeiture of all the rights and privileges of said railway company under this act.

Proviso.

Record of mortgages.

SEC. 11. That all mortgages executed by said railway company conveying any portion of its railroad, with its franchises, that may be constructed in said Indian Territory, shall be recorded in the Department of the Interior, and the record thereof shall be evidence and notice of their execution, and shall convey all rights and property of said company as therein expressed.

Right to amend, etc., reserved.

SEC. 12. That Congress may at any time amend, add to, alter, or repeal this act.

Not assignable, prior to construction and completion.

SEC. 13. And the right of way herein and hereby granted shall not be assigned or transferred in any form whatever prior to the construction and completion of the road except as to mortgages or other liens that may be given or secured thereon to aid in the construction thereof.

Approved, June 1, 1886.

June 1, 1886.

CHAP. 396.—An act to amend section twenty-five hundred and fifty-two of the Revised Statutes of the United States.

Cape Charles City, Va., to be port of entry in place of Cherrystone.

R. S., 2552, p. 503, amended.

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled, That paragraph one of section twenty-five hundred and fifty-two of the Revised Statutes of the United States be amended by striking out "Cherrystone," in the sixth line, and inserting in lieu thereof "Cape Charles City," so that it will read "Cape Charles City shall be the port of entry," and so forth.

Approved, June 1, 1886.

June 1, 1886.

CHAP. 397.—An act to amend an act entitled "An act to grant a right of way for a railroad and telegraph line through the lands of the Choctaw and Chickasaw Nations of Indians to the Saint Louis and San Francisco Railway Company, and for other purposes".

Time for completion of Saint Louis and San Francisco Railroad extended two years.

Vol. 22, ch. 371, p. 183, amended.

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled, That so much of section five of the act entitled "An act to grant a right of way for a railroad and telegraph line through the lands of the Choctaw and Chickasaw Nations of Indians to the Saint Louis and San Francisco Railway Company, and for other purposes", approved August second, eighteen hundred and eighty-two, which requires that "within one year from the date of the acceptance of this act by said company as herein provided, the said company shall file with the Secretary of the Interior a map showing the definite location of its line of road and telegraph as designated in the first section of this act, and shall complete the said road and telegraph through the lands of said nations within the further period of one year," shall be, and the same is hereby, so amended that the time within which said road and telegraph line is required to be completed shall be extended two years from the date of the passage of this act.

Approved, June 1, 1886.