AUTHENTICATED
U.S. GOVERNMENT
INFORMATION
GPO

to which proof is to be presented or before an officer designated by the Act of May twenty-sixth, eighteen hundred and ninety, within the county in which the land is situated; but such claimant may have his or her personal evidence taken by a United States court commissioner or a clerk of any court of record under such rules and regulations as the Secretary of the Interior may prescribe.

Vol. 26, p. 1096.

Approved, March 4, 1896.

March 4, 1896.

CHAP. 41.—An Act To amend an Act entitled "An Act to grant to the Gainesville, McAlester and Saint Louis Railroad Company a right of way through the Indian Territory."

Indian Territory.
Right of way to Gainesville, McAlester and St. Louis Railroad Company amended.
Time extended.
Vol. 27, p. 524.
Terminus at Fort Smith, Ark.

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled, That the provisions of section nine of the Act entitled "An Act to grant to the Gainesville, McAlester and Saint Louis Railroad Company a right of way through the Indian Territory," approved March first, eighteen hundred and ninety-three, be, and the same hereby are, extended for a further period of three years.

SEC. 2. That section one of said Act be so amended as to make the city of Fort Smith the terminus of said road on the western border of the State of Arkansas.

SEC. 3. That section two of said Act be amended to read as follows:

Right of way.
Width reduced, etc.

"SEC. 3. That a right of way of one hundred feet in width through said Indian Territory is hereby granted to the Gainesville, McAlester and Saint Louis Railway Company and a strip of land one hundred feet in width, with a length of two thousand feet in addition to the right of way is granted for such stations as may be established, but such grant shall be allowed but once for every ten miles of the road, no portion of which shall be sold or leased by the company, with the right to use such additional grounds where there are heavy cuts or fills as may be necessary for the construction and maintenance of the roadbed, not exceeding fifty 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 granted shall 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 line, 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."

Provisos.
Limit for stations.
Reversion, etc.

Secretary of Interior to approve route, etc.
Vol. 27, p. 526.

SEC. 4. That section six of said Act be amended by striking out all after the word "*Provided*," and inserting the following: "That a map of definite location showing the entire route of said road through the Indian Territory shall be filed and approved by the Secretary of the Interior before any part of the said road shall be constructed."

Approved, March 4, 1896.

March 6, 1896.

CHAP. 42.—An Act Granting to the Columbia and Red Mountain Railway Company a right of way through the Colville Indian Reservation, in the State of Washington, and for other purposes.

Columbia and Red Mountain Railway Company granted right of way Colville Reservation, Wash.

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled, That there be, and is hereby, granted to the Columbia and Red Mountain Railway Company, a corporation organized under the laws of the State of Washington, a right of way to the extent of one hundred feet on each side of the center line of said railway across the Colville Indian Reservation, in the State of Washington, commencing at a point at or near the Little Dalles on the Columbia River, in Stevens County, in said State, and running thence in a northerly direction by the most feasible route to the international boundary line between the United States and British Columbia, together

Location, etc.