

Act, and complete the remainder thereof within three years thereafter, or the rights herein granted shall be forfeited as to that portion not built; that said railway construct and maintain continually all fences, 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.

Fences, etc.

Condition of acceptance. SEC. 9. That the said Saint Louis and Oklahoma City Railroad Company 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 toward the changing or extinguishing the present tenure of the Indians in their lands, and will not attempt to secure from the Indian Nation 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. Violation to forfeit. SEC. 10. That all mortgages executed by said railway company, conveying any portion of its railway, with its franchises, that may be constructed in said Indian Territory and Oklahoma 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.

Record of mortgages. SEC. 11. That Congress may at any time amend, add to, or alter this Act; 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 railway except as to mortgages or other liens that may be given or secured thereon to aid in the construction thereof.

Amendment, etc. Assignment forbidden. Received by the President, March 6, 1896.

[NOTE BY THE DEPARTMENT OF STATE.—The foregoing act having been presented to the President of the United States for his approval, and not having been returned by him to the house of Congress in which it originated within the time prescribed by the Constitution of the United States, has become a law without his approval.]

March 20, 1896.

CHAP. 62.—An Act To extend the limits of the port of entry of New Orleans.

New Orleans customs district.
 Limits extended.
 R. S., sec. 2568, p. 507, amended.
 Vol. 25, p. 339.

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled, That the limits of the port of entry of New Orleans shall be, and the same are hereby, extended so as to include that portion of the parish of Jefferson on the west bank of the Mississippi River lying between the upper line of the parish of Orleans, west bank, the west bank of the said river to a point opposite the upper boundary line of the parish of Orleans, east bank, a line drawn thence back four thousand feet, perpendicular to said river, and a line drawn thence parallel to the Mississippi River until it intersects said upper parish boundary line, west bank; and so as further to include that portion of the parish of Saint Bernard lying between the lower boundary line of the parish of Orleans, east bank, the east bank of the Mississippi River to a point three miles below said lower boundary, a line drawn thence back four thousand feet parallel to said lower boundary line, and a line drawn thence parallel to the Mississippi River, until it intersects said lower boundary line of the parish of Orleans.

Approved, March 20, 1896.