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Sheridan Railway and Light Company granted right of way through.

laws of the State of Wyoming, be, and the same is hereby, empowered to survey, locate, construct, maintain, and operate railway, telegraph, telephone, electric power, and trolley lines through the Fort Mackenzie Military Reservation, in Sheridan County, State of Wyoming, upon such terms and in such location as may be determined and approved by the Secretary of War.

Width, etc.

SEC. 2. That said corporation is authorized to occupy and use for all purposes of railway, telegraph, telephone, electric power, and trolley lines, and for no other purpose, a right of way fifty feet in width through said Fort Mackenzie Military Reservation, with the right to use such additional ground where cuts and fills may be necessary for the construction and maintenance of the roadbed, not exceeding one hundred feet in width, or as much thereof as may be included in said cut or fill: *Provided*, That no part of the land herein authorized to be occupied shall be used except in such manner and for such purposes as shall be necessary for the construction and convenient operation of said railway, telegraph, telephone, electric power, and trolley lines; and when any portion thereof shall cease to be so used such portion shall revert to the United States: *Provided further*, That before the said railway company shall be permitted to enter upon any part of said military reservation a description by metes and bounds of the land herein authorized to be occupied or used shall be approved by the Secretary of War: *Provided further*, That the said railway company shall comply with such other regulations and conditions in the maintenance and operation of said road as may from time to time be prescribed by the Secretary of War.

Provisos.
Use restricted.

Approval of location.

Compliance with regulations, etc.

Amendment.

SEC. 3. The right to alter, amend, or repeal this Act is hereby expressly reserved.

Approved, March 2, 1911.

March 2, 1911.
[S. 9904.]

[Public, No. 443.]

CHAP. 194.—An Act Granting certain rights of way on the Fort D. A. Russell Military Reservation at Cheyenne, Wyoming, for railroad and county-road purposes.

Rights of way.
Fort D. A. Russell, Wyo.
To Colorado Railroad Company.

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled, That the Colorado Railroad Company, a corporation created by and organized under the laws of the State of Colorado, and authorized to do business in the States of Colorado and Wyoming, is hereby authorized to build its line of railroad on the following-described portion of the Fort D. A. Russell Military Reservation, to-wit:

Location.

Beginning at a point on the east boundary line of the military reservation, said point being the northeast corner of the northwest quarter of section one, township thirteen north, range sixty-seven west; thence south along the east boundary line of military reservation two thousand three hundred and ninety feet to a point; thence north nine degrees, twenty-one minutes west, three hundred forty-four and three-tenths feet to a point which is fifty-six feet west of the east line of said military reservation; thence north one degree, four minutes east, two thousand and fifty-five feet to the place of beginning.

To Laramie County, Wyo.
For county road.

SEC. 2. That a right of way for a county road for use of the public is hereby granted to the County of Laramie, a municipal corporation of the State of Wyoming, upon the following portion of the Fort D. A. Russell Military Reservation at Cheyenne, Wyoming, more particularly described as follows:

Location.

Commencing at a point on the east line of said military reservation, said point being the northeast corner of the northwest quarter of section one, township thirteen north, range sixty-seven west of the sixth principal meridian; thence south along the said east line of said

military reservation to the southeast corner thereof; thence northwesterly on the southwesterly boundary line of said military reservation to a point which is one hundred and fifty feet west of the east line of said reservation when measured at right angles thereto; thence north on a line one hundred and fifty feet west of and parallel with the easterly boundary line of said reservation to the north line of the northwest quarter of said section one; thence east one hundred and fifty feet along the north line of said section one, to the place of beginning, said strip of land being one hundred and fifty feet in width on the east side of that portion of said reservation situated in section one, township thirteen north, range sixty-seven west, as aforesaid; saving and excepting therefrom that portion of said strip of land hereinabove, in section one of this Act, described as granted to the Colorado Railroad Company for the purpose of its railroad.

Approved, March 2, 1911

CHAP. 195.—An Act To restrain the Secretary of the Treasury from receiving bonds issued to provide money for the building of the Panama Canal as security for the issue of circulating notes to national banks, and for other purposes.

March 2, 1911.
[S. 10456.]
[Public, No. 444.]

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 to insert in the bonds to be issued by him under section thirty-nine of an Act entitled "An Act to provide revenue, equalize duties, and encourage the industries of the United States, and for other purposes," approved August fifth, nineteen hundred and nine, a provision that such bonds shall not be receivable by the Treasurer of the United States as security for the issue of circulating notes to national banks; and the bonds containing such provision shall not be receivable for that purpose.

Panama Canal bonds.
Not receivable for national-bank circulation.
Ante, p. 117.

Approved, March 2, 1911.

CHAP. 196.—An Act To authorize the county of Ouachita, in the State of Arkansas, to construct a bridge across Ouachita River.

March 2, 1911.
[S. 10882.]
[Public, No. 445.]

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled, That the county of Ouachita, in the State of Arkansas, be, and is hereby, authorized to construct, maintain, and operate a traffic bridge and approaches thereto across the Ouachita River at Camden, Arkansas, in accordance with the provisions of the Act entitled "An Act to regulate the construction of a bridge over navigable waters," approved March twenty-third, nineteen hundred and six.

Ouachita River.
Ouachita County, Ark., may bridge, at Camden.
Ante, p. 178.

Vol. 34, p. 84.

SEC. 2. That the right to alter, amend, or repeal this Act is hereby expressly reserved.

Amendment.

Approved, March 2, 1911.

CHAP. 197.—An Act To fix the time of holding the circuit and district courts for the northern district of West Virginia.

March 2, 1911.
[H. R. 28215.]
[Public, No. 446.]

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled, That so much of the Act of Congress approved February eleventh, nineteen hundred and seven, entitled "An Act to fix the time of holding the circuit and district courts for the northern district of West Virginia," as relates to the time of holding the regular terms of the circuit and district courts of the United States for the northern district of West Virginia, be amended so as to read as follows:

West Virginia northern judicial district.