

February 8, 1896.

CHAP. 14.—An Act To extend the jurisdiction of the United States circuit court of appeals, eighth circuit, over certain suits now pending therein on appeal and writ of error from the United States court in the Indian Territory.

United States courts.
Indian Territory
cases to be tried in
circuit court of ap-
peals.

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled, That the jurisdiction of the United States circuit court of appeals for the eighth judicial circuit be, and is hereby, extended to all suits at law or equity now pending therein upon writ of error to or appeal from the United States court in the Indian Territory in all cases wherein such writ of error or appeal would have vested jurisdiction in said circuit court of appeals but for the Act of Congress approved March first, eighteen hundred and ninety-five, entitled "An Act to provide for the appointment of additional judges of the United States court in the Indian Territory, and for other purposes."

Vol. 23, p. 693.

Approved, February 8, 1896.

February 12, 1896.

CHAP. 18.—An Act To amend section four of an Act to provide for the adjustment of land grants made by Congress to aid in the construction of railroads and for the forfeiture of unearned lands, and for other purposes.

Land grants to rail-
roads.
Vol. 24, p. 557.
Purchases from com-
panies.

Proviso.
Purchasers to pay
the Government the
balance due.

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled, That section four of an Act entitled "An Act to provide for the adjustment of land grants made by Congress to aid in the construction of railroads and for the forfeiture of unearned lands, and for other purposes," approved March third, eighteen hundred and eighty-seven, be, and the same is hereby, amended by adding thereto the following proviso: "*Provided further,* That where such purchasers, their heirs or assigns, have paid only a portion of the purchase price to the company, which is less than the Government price of similar lands, they shall be required, before the delivery of patent for their lands, to pay to the Government a sum equal to the difference between the portion of the purchase price so paid and the Government price, and in such case the amount demanded from the company shall be the amount paid to it by such purchaser."

Approved, February 12, 1896.

February 13, 1896.

CHAP. 19.—An Act To amend an Act entitled "An Act to authorize the Kansas City, Pittsburg and Gulf Railroad Company to construct and operate a railroad, telegraph, and telephone line through the Indian Territory, and for other purposes," approved February twenty-seventh, eighteen hundred and ninety-three.

Right of way, Kan-
sas City, Pittsburg
and Gulf Railroad
Company, through In-
dian Territory.
Vol. 27, p. 487.

Branch roads and
bridges authorized.

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled, That the first section of an Act entitled "An Act to authorize the Kansas City, Pittsburg and Gulf Railroad Company to construct and operate a railroad, telegraph, and telephone line through the Indian Territory, and for other purposes," approved February twenty-seventh, eighteen hundred and ninety-three, be, and the same is hereby, amended by inserting immediately after the word "Texas" in said section the following words, to wit: "With the right to locate, construct, operate, and maintain a branch railroad, telegraph, and telephone line from some point on the main line of said railroad in the Indian Territory, south of the Arkansas River and north of the town of Poteau, by the most feasible and practicable route, to the city of Fort Smith, in the State of Arkansas, and with the right to build in the line of said branch railroad a bridge across the Poteau River, whose plan of construction shall be first approved by the Secretary of War," and with the right to locate, construct, maintain, and operate a spur of its railroad from a point on said branch about four miles northeast of Scullyville, by the most practicable route to a point

on the western line of the State of Arkansas about ten miles south of Fort Smith; and with the right to build in the line of said spur a bridge over the Poteau River, whose plan of construction shall first be approved by the Secretary of War, so that said first section when so amended shall read as follows:

“That the Kansas City, Pittsburg and Gulf Railroad Company, a corporation created under and by virtue of the laws of the State of Missouri, be, and the same is hereby, invested and empowered with the right of locating, constructing, operating, using, and maintaining a railroad, telegraph, and telephone line through the Indian Territory, beginning at a point on the south line of Cherokee County near the town of Galena, in the State of Kansas, and running thence in a southerly direction through the Indian Territory, or through the State of Arkansas and the Indian Territory, by the most feasible and practicable route, to a point on the Red River near the town of Clarksville, in the State of Texas, with the right to locate, construct, operate, and maintain a branch railroad, telegraph, and telephone line from some point on the main line of said railroad in the Indian Territory, south of the Arkansas River and north of the town of Poteau, by the most feasible and practicable route, to the city of Fort Smith, in the State of Arkansas, and with the right to build in the line of said branch railroad a bridge across the Poteau River, whose plan of construction shall be first approved by the Secretary of War, and with the right to locate, construct, maintain, and operate a spur of its railroad from a point on said branch about four miles northeast of Scullyville, by the most practicable route to a point on the western line of the State of Arkansas about ten miles south of Fort Smith; and with the right to build in the line of said spur a bridge over the Poteau River, whose plan of construction shall first be approved by the Secretary of War, and with the right to construct, use, and maintain such tracks, turn-outs, sidings, and extensions as said company may deem its interest to construct along and upon the right of way and depot grounds herein provided for.”

Location of right of way.

Approved, February 13, 1896.

CHAP. 20.—An Act To amend chapter seventy-six, laws of eighteen hundred and ninety-three.

February 15, 1896.

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled, That section four of the Act approved February ninth, eighteen hundred and ninety-three, authorizing the Saint Lawrence Railway Company, of the State of New York, to build and maintain a bridge across the Saint Lawrence River at some point in Saint Lawrence County, State of New York, be, and is hereby, amended by extending the time for the completion of said bridge to February ninth, eighteen hundred and ninety-eight.

Saint Lawrence River.
Time extended for bridging.
Vol. 27, p. 439.

Approved, February 15, 1896.

CHAP. 21.—An Act To extend the time for the completion of the incline railway on West Mountain, Hot Springs Reservation.

February 15, 1896.

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled, That the time for the completion of an incline railway upon the West Mountain of the Hot Springs Reservation, as provided by Act of Congress approved December twenty-first, eighteen hundred and ninety-three, is hereby extended for the term of three years from and after the passage of this Act.

Hot Springs, Ark.
Time extended for completing incline railway.
Vol. 28, p. 21.

SEC. 2. That said Act is hereby continued in full force and effect.

Approved, February 15, 1896.