

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.