

dollars shall be forfeited to the District of Columbia, and this Act shall be void.

Maryland and Wash-  
ington Railway.  
—power to institute  
condemnation pro-  
ceedings continued.

SEC. 6. That the power to institute condemnation proceedings conferred upon the Maryland and Washington Railway Company by section twenty-four of the joint resolution entitled "A joint resolution to extend the charter of the Maryland and Washington Railway Company," approved August twenty-third, eighteen hundred and ninety-four, be, and the same is hereby, continued in force one year from the passage of this Act.

Vol. 28, p. 590.

Penalty for noncom-  
pletion.

SEC. 7. That on and after twelve months from the passage of this Act the Eckington and Soldiers' Home Railway Company shall pay to the District of Columbia, in addition to all other taxes now required to be paid by the said Eckington and Soldiers' Home Railway Company, the sum of fifty dollars for each and every day thereafter until said road shall be completed.

Subsisting claims  
unaffected.

SEC. 8. That nothing herein shall be construed to relieve any of the corporations herein mentioned from any just liability nor to in any manner affect any valid subsisting claim of any creditor against said corporations, or either of them.

Change of name to  
city and Suburban  
railway.

SEC. 9. That the Eckington and Soldiers' Home Railway Company is hereby authorized to change its name to City and Suburban Railway of Washington by a majority vote of its stockholders, such change to become operative when a certificate of the action of the stockholders shall have been recorded in the office of the recorder of deeds of the District of Columbia; such certificate to be signed by the president, attested by the secretary, and the corporate seal to be attached thereto.

Amendment.

SEC. 10. That Congress reserves the right to alter, amend, or repeal this Act.

Approved, June 27, 1898.

June 27, 1898:

**CHAP. 500.**—An Act To authorize the Kansas, Oklahoma and Gulf Railway Company to construct and operate a railway through the Chilocco Indian Reservation, Territory of Oklahoma, and for other purposes.

Kansas, Oklahoma  
and Gulf Railway  
granted right of way  
through Chilocco In-  
dian Reservation,  
Oklahoma.

*Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled,* That a right of way one hundred feet in width through the Chilocco Indian Reservation, in the Territory of Oklahoma, is hereby granted to the Kansas, Oklahoma and Gulf Railway Company, a railway corporation organized and existing under and by virtue of the laws of said Territory; and also is hereby granted to said company, where there are heavy cuts or fills, the right to use such additional grounds as may be necessary for the construction and maintenance of the roadbed, not exceeding fifty feet in width on each side of the said right of way, or so much thereof as shall be included in the cuts or fills: *Provided,* 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 railway and telegraph and telephone lines, and when any portion thereof shall cease to be used for such purposes the same shall revert to the United States: *And provided further,* That a map of definite location, showing the entire route of said railway through the said Indian reservation, shall be filed with and approved by the Secretary of the Interior before any part of the said railway shall be constructed through or into said reservation.

*Provisos.*  
Restriction on use of  
land; reversion.

Filing of map of  
definite location.

—approval of.

Approved, June 27, 1898.

**CHAP. 501.**—An Act Granting right of way through the Pikes Peak Timber Land Reserve and the public lands to the Cripple Creek District Railway Company.

June 27, 1898.

*Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled,* That the Cripple Creek District Railway Company, a corporation created and existing under the laws of the State of Colorado, be, and it hereby is, authorized to construct and maintain a railway over and through the Pikes Peak Timber Land Reserve (heretofore reserved from entry or settlement and set apart as a public reservation by Executive order), said railway to enter said Pikes Peak Timber Land Reserve at such a point on the eastern or northern boundary thereof in El Paso County, Colorado, as may be found to be the most feasible for the route of said railway, running in a westerly direction from Colorado Springs, Colorado, thence proceeding by the most practicable route through the reserve to the western boundary thereof; also, to proceed by such side tracks, extensions, switches, and spurs as may be necessary to reach any groups of mines in said forest reserve, all in said El Paso County; and the said railway company is hereby also granted right of way through the public lands to the town of Cripple Creek, in the said State of Colorado; said right of way being granted subject to the rules and restrictions and carrying all the rights and privileges of an Act entitled "An Act granting to railroads the right of way through the public lands of the United States," approved March third, eighteen hundred and seventy-five, said Act being hereby made applicable to the right of way hereby granted: *Provided*, That no timber shall be cut by said railroad company for any purpose outside of the rights of way herein granted.

Cripple Creek District Railway granted right of way through Pikes Peak Timber Land Reserve. Amended. *post*, p. 729.

Location.

Right of way to Cripple Creek Col.

Vol. 18. p. 482.

*Proviso.* Cutting of timber limited.

Approved, June 27, 1898.

**CHAP. 502.**—An Act To authorize the Missouri, Kansas and Texas Railway Company to straighten and restore the channel of the South Canadian River, in the Indian Territory, at the crossing of said railroad.

June 27, 1898.

Whereas the Missouri, Kansas and Texas Railway Company, heretofore, under and pursuant to authority conferred upon it by an act of Congress of the United States, built and constructed its line of railroad through the Indian Territory and through the Creek and Choctaw nations, and pursuant to said Congressional authority, as a part of its said line of railroad, many years since, at great expense, built and constructed a railroad bridge across the South Canadian River; and

Preamble.

Whereas the said South Canadian River, at the point it is crossed by said railroad bridge, and for a long distance on both sides, forms the established boundary line between the said Creek and Choctaw nations; and

Whereas recently unprecedented floods occurred in the South Canadian Valley, resulting in that river overflowing its banks at many points and flooding the contiguous territory and also resulting in the diversion of that river from its old channel at the point it was so bridged by the Missouri, Kansas and Texas Railway Company and for some distance above and below, and the formation of a new course some distance to the north of said bridge, washing away the railroad and railroad bed for a distance of about two miles, seriously interrupting and impeding the transportation of the mails, troops, munitions of war, and interstate commerce generally; and

Whereas it is important that the course of said river be restored to the old channel at and below the bridge of said Missouri, Kansas and Texas Railway Company, and so established immediately above said bridge as to prevent as far as practicable any further shiftings of the channel of the river and breaking of the railway embankments and