

Fractional map No. 17, being branch line in the "Wilburton Basin," extending 18.35 miles through ranges 16, 17, and 18 east, in township 5 north, approved November 29, 1901.

January 18, 1902, there was approved under act of April 25, 1896, map showing new station grounds at Turkey Creek, in township 6 north, range 22 east, Choctaw Nation.

May 22, 1902, there was submitted under the act of February 28, 1902, map showing 240 acres desired for reservoir purposes near Haileyville, and June 6, 1902, maps showing amended definite locations of the main line and of the station grounds at Haileyville and of additional station grounds at Haileyville.

September 28, 1901, the agent of the Sauk and Fox Agency transmitted to this office a blue-print copy of a map designated "Tecumseh Branch, Choctaw, Oklahoma and Gulf R. R." showing a route from Tecumseh, Okla., 21.95 miles southerly to the Canadian River. He also forwarded for approval deeds from certain Indian allottees conveying portions of allotments crossed by the survey shown on the blue print. These deeds were returned to the agent March 6 and 11, 1902, with the information that their form was not in accordance with the prescribed rules, and that the company would have to proceed in accordance with the law governing the acquirement of rights of way.

The company was also informed October 11, 1901, that it would be required to file its map of definite location and to compensate the several Indian allottees damaged; also that if it proposed to proceed under the act of March 28, 1900 (31 Stats., 52), it must show that the line is a branch of the Choctaw, Oklahoma and Gulf Railroad. Accordingly, January 30, 1902, the company forwarded map of definite location, showing the surveyed line from Tecumseh to the Canadian River, with the statement that it did not, however, consider itself under any obligations to file such maps of its branch lines in Oklahoma. No evidence was given that the line shown is a branch of the Choctaw, Oklahoma and Gulf Railroad.

**Clearwater Short Line Railway Company.**—Damages for right of way through the lands of the Nez Percé Indians in the sum of \$14,068.95 were approved June 22, 1900. Of this amount \$13,968.73 was paid February 3, 1891, by the agent to the Indian allottees entitled, and April 18, 1902, he transmitted a schedule showing further settlements with certain dissenting allottees in the sum of \$4,810.50, which was approved April 26, and payment by the company was approved May 26.

**Colorado and Gulf Railroad Company.**—August 21, 1901, this company applied for permission to survey a line through the Navaho Reservation. September 23, 1901, the company was advised that the Department had declined its request.

**Columbia River and Northern Railroad Company.**—The application of

this company for permission to construct a line through certain Indian lands in Klickitat County, State of Washington, between Lyle and Goldendale, was approved August 12, 1902, after the Columbia and Klickitat Railroad had declared that it did not intend to construct a line along its approved right of way which would have paralleled the other road.

**Denison and Northern Railway Company.**—The president of this company forwarded a resolution of the board of directors authorizing him to relinquish any right to locate further lines in the Indian Territory, and also forwarded a statement that the company had commenced grading on sections 3 and 4 of the main line of its road in the Choctaw Nation. November 14, the inspector for the Indian Territory reported that the company had done no work on sections 3 and 4. The office therefore recommended, November 23, that some action be taken looking to the forfeiture of the company's right of way and to the repeal of the laws authorizing the construction of the road. December 5, the Department concurred; but the company protested and was granted 20 days within which to show cause why such action should not be taken. Upon their showing, the Department, February 6, recalled its instructions of December 5.

**Denison and Washita Valley Railroad Company.**—The entire length of this line, located wholly in the Choctaw Nation, is 13.17 miles, and is operated by the Missouri, Kansas and Texas Railway Company. May 3, 1902, there was approved map of definite location showing seven spur or branch lines aggregating 6.78 miles, and May 8, Special Indian Agent Taggart was instructed to assess damages.

**Eastern Oklahoma Railway Company.**—November 15, 1899, and January 27, 1900, there were approved maps of definite location showing lines through Indian lands in Oklahoma aggregating 59.04 miles, authorized by the Department August 1, 1899, under act of March 2, 1899. Under authority of September 20, 1901, as amended April 18, 1902, the company was further authorized to locate 13 lines in Indian Territory and Oklahoma along routes described in certain amended articles of incorporation. Since the last annual report there have been approved to this company maps of definite location as follows:

Third section line No. 3, through townships 22, 23, and 24 north, ranges 5 and 6 east, 19.39 miles, approved October 7, 1901.

First and second section lines No. 10, and third section line No. 1, through townships 18, 19, 20, 21, and 23 north, ranges 4, 5, and 6 east, 33.52 miles, approved March 11, 1902.

First section line No. 12 and third section line No. 10, through townships 3, 4, 5, and 6 north, ranges 1, 2, and 3 east, 20 miles, approved March 17, 1902.

Fourth, fifth, sixth, and seventh sections of line No. 10, through townships 5 to 18 north, in ranges 2, 3, 4, and 5 east, 81.78 miles, approved April 4, 1902.

First sections of lines Nos. 4, 7, and 15, through townships 24, 25, and 26 north, ranges 4, 5, and 6 east, 23.37 miles, approved April 26, 1902.

Second section line No. 15, through townships 26, 27, and 28 north, ranges 2, 3, and 4 east, 16.9 miles, approved April 26, 1902.