

west of the Missouri River, together with a plat of the 640-acre tract of ground to be used for railway purposes on the west bank of the said river and a plat of the tract of 188 acres on the east bank, were duly filed with and approved by the Department, and the sum of \$15,335.76, which had been previously paid under the agreements and held in the Treasury pending their ratification, has been applied in accordance with the provisions of the act.

The total length of the proposed road appears from the approved maps to be 175.23 miles. Payment has been made for only 90.1 miles and when the work of construction shall be carried beyond 100 miles west of the Missouri River the additional payment upon the remainder of this line (85.13 miles), at \$110 per mile, will become due.

The Dakota Central Railway Company failed to file maps of the definite location of its line of railway within the limit prescribed and therefore, January 26, 1891, this office presented the matter to the Department, with a full report of all facts in the case.

Indian and Oklahoma Territories.—By act of June 27, 1890 (26 Stats., 181), the *Chicago, Kansas and Nebraska Railway Company* was authorized to sell its entire line of road and all its railway property in the Indian and Oklahoma Territories to the *Chicago, Rock Island and Pacific Railway Company*. May, 1891, the latter company filed in this office for record a first mortgage covering this property, executed to the United States Trust Company of New York.

December 4, 1890, the attorneys for the *Choctaw Coal and Railway Company* filed for record in this office a mortgage covering its property in the Choctaw Nation, executed to the Girard Life Insurance, Annuity, and Trust Company of Philadelphia in the sum of \$1,000,000. The act of February 21, 1891 (26 Stats., 765), extends the right-of-way acts of this company so that it shall have until February 18, 1894, to build.

November 3, 1890, the attorneys for the *Kansas and Arkansas Valley Railway Company* submitted two drafts aggregating the sum of \$3,438.72 to cover the annual payment of \$15 per mile required by its right-of-way act.

September 12, 1890, the *Kansas City and Pacific Railway Company* filed a map of the definite location of the first 25-mile section of its line of railway which, September 13, 1890, was submitted to the Department by this office, with a recommendation that it be approved.

Nez Percés Reservation, Idaho.—The maps of the definite location of the *Spokane and Palouse Railway* through this reserve were approved by the Department April 2, 1891, after which they were transmitted to the agent by this office, with instructions to convene the Indians in council for the purpose of having them agree upon the amount of compensation to be paid them in their tribal capacity for the right of way, and also the amount to be paid to such individual members as would sustain damages in construction of the road.

Red Cliff Reservation, Wisconsin.—In 1885 the *Bayfield Transfer Railway Company* executed agreements with the Red Cliff band of Indians for