

of the Interior may approve or disapprove the will either before or after the death of the testator, and in case where a will has been approved and it is subsequently discovered that there has been fraud in connection with the execution or procurement of the will the Secretary of the Interior is hereby authorized within one year after the death of the testator to cancel the approval of the will, and the property of the testator shall thereupon descend or be distributed in accordance with the laws of the State wherein the property is located: *Provided further*, That the approval of the will and the death of the testator shall not operate to terminate the trust or restrictive period, but the Secretary of the Interior may, in his discretion, cause the lands to be sold and the money derived therefrom, or so much thereof as may be necessary, used for the benefit of the heir or heirs entitled thereto, remove the restrictions, or cause patent in fee to be issued to the devisee or devisees, and pay the moneys to the legatee or legatees either in whole or in part from time to time as he may deem advisable, or use it for their benefit: *Provided also*, That sections one and two of this Act shall not apply to the Five Civilized Tribes or the Osage Indians."

Trust, etc., period continued.

Termination.

Not applicable to Five Civilized Tribes or Osages.

Approved, February 14, 1913.

CHAP. 59.—An Act To increase the pensions of surviving soldiers of Indian wars in certain cases.

February 19, 1913.
[H. R. 14063.]

[Public, No. 382.]

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled, That from and after the passage of this Act the rate of pension to surviving soldiers of the various Indian wars who are now on the pension roll or who may hereafter be placed thereon under the Acts of July twenty-seventh, eighteen hundred and ninety-two, June twenty-seventh, nineteen hundred and two, and May thirtieth, nineteen hundred and eight, shall be twenty dollars per month.

Indian war pensions. Rate increased. Vol. 37, p. 282; Vol. 32, p. 339; Vol. 25, p. 558.

Approved, February 19, 1913.

CHAP. 69.—An Act To authorize and require an extension of the street railway lines of the Washington Railway and Electric Company, and for other purposes.

February 25, 1913.
[H. 4681.]

[Public, No. 363.]

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled, That the Washington Railway and Electric Company of the District of Columbia be, and it is hereby, authorized and required to construct an electric street railway beginning where its present tracks on Wisconsin Avenue intersect Macomb Street northwest; thence along Macomb Street to Massachusetts Avenue; and thence along Massachusetts Avenue in a northwesterly direction to the District line: *Provided*, That said railway shall be constructed and operated by overhead electric system.

District of Columbia. Washington Railway and Electric Company to extend tracks.

Location.

Proviso. Overhead wires.

SEC. 2. That the street railway extension provided for in section one hereof shall be begun within six months after the approval of this Act, and shall be completed, with cars running thereon, within a period of two years from said date, and the said Washington Railway and Electric Company shall, within sixty days from the date of the approval of this Act, deposit with the collector of taxes of the District of Columbia the sum of one thousand dollars to guarantee the construction of said extension within the prescribed time, and if said extension is not so completed, with cars running thereon, within the prescribed time, said one thousand dollars shall be forfeited to the District of Columbia.

Commencement and completion.

Guarantee.

Deposit for cost of inspection, etc.

SEC. 3. That in addition to the deposit hereinbefore referred to, the said company shall deposit such further sum or sums as the commissioners may require to cover the cost of inspection and the cost of changes to public constructions or appurtenances in public highways caused by the construction of said extension.

Plans, etc., to be approved by Commissioners.

SEC. 4. That all plans of location and construction of said extension shall be subject to the approval of the Commissioners of the District of Columbia, and all excavations in public highways shall be made under permits from said commissioners and subject to regulations prescribed by them. That said extension shall be constructed in a substantial and durable manner, subject to the inspection of said commissioners, and all changes to existing constructions and appurtenances in public space shall be made at the expense of said company.

Rights and duties.

SEC. 5. That the said Washington Railway and Electric Company shall have, over and respecting the extension of its line herein provided for, the same rights, powers, and privileges that it has by its charter and amendments or by law over and respecting its other routes, and shall be subject in respect thereto to all the other provisions and requirements, duties, and obligations of its charter and amendments and of law. That in addition to the obligation placed upon said company by its charter and law regarding the maintenance of the space between its rails and tracks and two feet adjacent thereto on each side thereof the said company shall, in connection with its track construction and simultaneously therewith, grade the highways through which its tracks shall be extended under the provisions of this Act for a distance of two feet outside of the outer rails of its tracks to such section and profile as may be approved by the Commissioners of the District of Columbia, and shall bear and defray all of the costs of such grading, which shall be done to the entire satisfaction of said commissioners.

Grading adjacent highways.

Amendment.

SEC. 6. That Congress reserves the right to alter, amend, or repeal this Act.

Approved, February 25, 1913.

February 25, 1913.
[S. 8069.]

[Public, No. 384.]

CHAP. 70.—An Act Permitting the building of a railroad bridge across the Yellowstone River from a point on the east bank in section fifteen to a point on the west bank in section sixteen, township one hundred and fifty-one north of range one hundred and four west of the fifth principal meridian, in McKenzie County, North Dakota.

Yellowstone River.
Minneapolis, Saint
Paul and Sault Sainte
Marie Railway Com-
pany may bridge, Mc-
Kenzie County, N.
Dak.

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled, That the consent of Congress is hereby granted to the Minneapolis, Saint Paul and Sault Sainte Marie Railway Company, a railway corporation organized under the laws of the States of Michigan, Wisconsin, Minnesota, and North Dakota, its successors or assigns, to build a railway bridge across the Yellowstone River from a point suitable to the interests of navigation on the east bank in section fifteen to a point on the west bank in section sixteen, township one hundred and fifty-one north of range one hundred and four west of the fifth principal meridian, in McKenzie County, North Dakota, in accordance with the provisions of the Act entitled "An Act to regulate the construction of bridges over navigable waters," approved March twenty-third, nineteen hundred and six.

Vol. 34, p. 84.

Amendment.

SEC. 2. That the right to alter, amend, or repeal this Act is hereby expressly reserved.

Approved, February 25, 1913.