

## [CHAPTER 320.]

## AN ACT

Granting a leave of absence to settlers of homestead lands during the years 1932, 1933, and 1934.

May 21, 1934.  
[S. 2568.]  
[Public, No. 241.]

*Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled,* That any homestead settler or entryman who, during the calendar years 1932 or 1933, found it necessary, or during 1934 should find it necessary, because of economic conditions, to leave his homestead to seek employment in order to obtain the necessaries of life for himself and/or family or to provide for the education of his children, may, upon filing with the register of the district his affidavit, supported by corroborating affidavits of two disinterested persons, showing the necessity of such absence, be excused from compliance with the requirements of the homestead laws as to residence, cultivation, improvements, expenditures, or payment of purchase money as the case may be, during all or any part of the calendar years 1932, 1933, and 1934, and said entries shall not be open to contest or protest because of failure to comply with such requirements during such absence; except that the time of such absence shall not be deducted from the actual residence required by law, but a period equal to such absence shall be added to the statutory life of the entry: *Provided,* That any entryman holding an unperfected entry on ceded Indian lands may be excused from the requirements of residence upon the conditions provided herein, but shall not be entitled to extension of time for the payment of any installment of the purchase price of the land except upon payment of interest, in advance, at the rate of 4 per centum per annum on the principal of any unpaid purchase price from the date when such payment or payments became due to and inclusive of the date of the expiration of the period of relief granted hereunder.

Public lands.  
Homestead settlers,  
etc., may be excused  
from residence on, in  
certain cases.  
Vol. 47, p. 59.

Absence added to  
statutory life of entry.

*Proviso.*  
Installment payment  
extension.

Approved, May 21, 1934.

## [CHAPTER 321.]

## AN ACT

Repealing certain sections of the Revised Code of Laws of the United States relating to the Indians.

May 21, 1934.  
[S. 2671.]  
[Public, No. 242.]

*Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled,* That sections 2111, 2112, 2113, 2120, 2134, 2147, 2148, 2149, 2150, 2151, 2152, and 2153 of the Revised Statutes (U.S.C., title 25, secs. 171, 172, 173, 186, 219, 220, 221, 222, 223, 224, 225, and 226) are hereby repealed.

Revised Statutes.  
Certain sections of,  
relating to Indians, re-  
pealed.  
U.S.C., p. 700.

Approved, May 21, 1934.

## [CHAPTER 322.]

## AN ACT

To authorize the Secretary of War to convey by appropriate deed of conveyance certain lands in the District of Ewa, island of Oahu, Territory of Hawaii.

May 21, 1934.  
[H.R. 8235.]  
[Public, No. 243.]

*Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled,* That the Secretary of War be, and he is hereby, authorized and directed to convey to the Territory of Hawaii lands in the District of Ewa, island of Oahu, Territory of Hawaii, described as follows, to wit:

Hawaii.  
Conveyance of cer-  
tain lands in the Dis-  
trict of Ewa, island of  
Oahu, authorized.

Beginning at a point designated as "C" on map dated November 15, 1920, United States Engineer Department, file numbered 300.8, between the boundary of Honouliuli and Pouhala Mauka, the coordinate of said point referred to United States concrete monument

Description.

Description—Cont'd.

numbered 1, on the north side of Kawaieli Gulch at the corner of the lands of Waianae-Uka, Honouliuli, and Pouhala Mauka, being two thousand three hundred and nine and eleven one-hundredths feet south and five hundred and fifty-five and two one-hundredths feet east (said United States concrete monument numbered 1 bears true azimuth to the following triangulation stations: Maili, one hundred and thirty-nine degrees forty-six minutes; Maunauna, forty-seven degrees five minutes fifty-four seconds), said line thence running by direct azimuths and distances as follows:

1. Sixteen degrees nine minutes two thousand five hundred and forty-nine and two tenths feet; the right-of-way extending twenty feet on each side.

2. Six degrees fifty-four minutes one hundred and eighteen feet; the right-of-way extending twenty feet on each side.

3. Six degrees fifty-four minutes three hundred feet; the right-of-way extending forty feet on each side.

4. Six degrees fifty-four minutes four hundred feet; the right-of-way extending twenty feet on each side.

5. Six degrees fifty-four minutes three hundred feet; the right-of-way extending twenty-five feet on each side.

6. Six degrees fifty-four minutes one thousand seven hundred and thirty-one feet; the right-of-way extending twenty feet on each side.

7. Eleven degrees fifteen minutes sixty-nine feet; the right-of-way extending twenty feet on each side.

8. Eleven degrees fifteen minutes three hundred and fifty feet; the right-of-way extending twenty-two feet on each side.

9. Eleven degrees fifteen minutes one hundred and seventy-five feet; the right-of-way extending thirty-five feet on each side.

10. Eleven degrees fifteen minutes two hundred feet; the right-of-way extending twenty-two feet on each side.

11. Eleven degrees fifteen minutes one hundred and fifty feet; the right-of-way extending fifty feet on each side.

12. Eleven degrees fifteen minutes one hundred and sixty and nine tenths feet; the right-of-way extending twenty-two feet on each side.

13. Nine minutes one hundred and sixty-four and one tenth feet; the right-of-way extending twenty-two feet on each side.

14. Nine minutes six hundred feet; the right-of-way extending twenty feet on each side.

15. Nine minutes two hundred and thirty feet; the right-of-way extending twenty-five feet on each side.

16. Seven degrees fifty-nine minutes two hundred and twenty feet; the right-of-way extending twenty-five feet on each side.

17. Seven degrees fifty-nine minutes three hundred and fifty feet; the right-of-way extending fifty feet on each side.

18. Seven degrees fifty-nine minutes seven hundred feet; the right-of-way extending twenty feet on each side.

19. Seven degrees fifty-nine minutes two hundred feet; the right-of-way extending twenty-two and five tenths feet on each side.

20. Seven degrees fifty-nine minutes two hundred and seventy-four and two tenths feet; the right-of-way extending thirty feet on each side.

21. On curve to left for a distance of three hundred and sixty-two and seventy-eight one hundredths feet; having a radius of three hundred and fifty-two and sixty-nine one hundredths feet, central angle being fifty-nine degrees eight minutes and long chord having a length of three hundred and forty-eight and six one hundredths feet; the right-of-way extending twenty feet on each side.

22. Three hundred and eight degrees fifty-one minutes three hundred feet; the right-of-way extending twenty feet on each side.

23. On curve to right for a distance of three hundred and seventy-eight and sixty-three one hundredths feet, having a radius of four hundred and eighty-seven and seventy-nine one hundredths feet, central angle being forty-four degrees thirty-three minutes and long chord having a length of three hundred and sixty-nine and eight tenths feet; the right-of-way extending twenty feet on each side.

24. Three hundred and fifty-three degrees twenty-four minutes eight hundred and eighty-four and four tenths feet; the right-of-way extending twenty feet on each side.

25. Three hundred and fifty-three degrees twenty-four minutes one hundred and sixty and five tenths feet; the right-of-way extending twenty-five feet on each side.

26. On curve to left for a distance of three hundred and eighty-five and three tenths feet, having a radius of five hundred and ninety-six and four hundred and ninety-seven one thousandths feet, central angle being thirty-seven degrees three minutes and long chord having a length of three hundred and seventy-nine and four one hundredths feet; the right-of-way extending twenty feet on each side.

27. Three hundred and sixteen degrees twenty-one minutes sixty-six and four tenths feet; the right-of-way extending twenty feet on each side.

28. On curve to right for a distance of seven hundred and fifteen and eighty-four one hundredths feet, having a radius of six hundred and forty-six and eight hundred and thirty-eight one thousandths feet, central angle being sixty-three degrees twenty-eight minutes and long chord having a length of six hundred and eighty and forty-three one hundredths feet; the right-of-way extending twenty-five feet on the west side and twenty feet on the east side.

29. Nineteen degrees forty-nine minutes five hundred and seventy-one and seven tenths feet; the right-of-way extending twenty feet on each side.

30. Nineteen degrees forty-nine minutes three hundred feet; the right-of-way extending fifty feet on each side.

31. Nineteen degrees forty-nine minutes three hundred feet; the right-of-way extending thirty feet on each side.

32. Nineteen degrees forty-nine minutes six hundred feet; the right-of-way extending twenty feet on each side; from this point the azimuth and distance to a granite monument being three hundred and twenty-nine degrees forty-one minutes thirty-six and five tenths feet, said monument being a corner of the land Hoaeae adjoining Honouliuli.

33. Twenty-one degrees fifty-one minutes four hundred feet; the right-of-way extending twenty feet on each side.

34. Twenty-one degrees fifty-one minutes three hundred and fifty feet; the right-of-way extending thirty feet on each side.

35. Twenty-one degrees fifty-one minutes two hundred and eighty-nine and one tenth feet; the right-of-way extending fifty feet on each side.

36. On curve to left for a distance of three hundred and sixty-two and forty-three one-hundredths feet, having a radius of three hundred and fifty-one and two hundred and sixty-nine one-thousandths feet, central angle being fifty-nine degrees nineteen minutes, and long chord having a length of three hundred and forty-seven and sixty-six one-hundredths feet; the right-of-way extending thirty feet on the west side and twenty feet on the east side.

Description—Contd.

37. On curve to right for a distance of four hundred and seventy-four and eight hundred and thirty-four one-thousandths feet, having a radius of three hundred and eighty and five hundred and forty-three one-thousandths feet, central angle being thirty-five degrees fifty-one minutes, and long chord having a length of four hundred and forty-five and seven hundred and forty-two one-thousandths feet; the right-of-way extending thirty feet on the west side and twenty feet on the east side.

38. Thirty-four degrees fourteen minutes five hundred and ten feet; the right-of-way extending twenty feet on each side.

39. On curve to left for a distance of three hundred and eighty-seven and thirty-seven one-hundredths feet, having a radius of six hundred and twenty-nine and one hundred and thirty-six one-thousandths feet, central angle being thirty-five degrees nineteen minutes, and long chord having a length of three hundred and eighty-one and sixty-eight one-hundredths feet; the right-of-way extending twenty feet on each side.

40. Three hundred and fifty-eight degrees fifty-five minutes nine hundred and twenty-seven and five one-hundredths feet, to a point designated as "F" on map dated November 15, 1920, United States Engineer Department, file numbered 300.8; the right-of-way extending twenty feet on each side.

41. Two hundred and sixty-eight degrees fifty-five minutes twenty feet, to east boundary of right-of-way.

42. On curve to left for a distance of three hundred and seventy-seven and seventy-eight one-hundredths feet, having a radius of four hundred and seventy-five and seventy one-hundredths feet, central angle being forty-five degrees thirty-five minutes, and long chord having a length of three hundred and sixty-eight and fifty-six one-hundredths feet; the right-of-way extending forty feet on west side.

43. Three hundred and thirteen degrees twenty minutes two thousand five hundred and sixty-nine and forty-five one-hundredths feet; the right-of-way extending forty feet on southwest side.

44. Three hundred and ten degrees forty minutes three thousand and nine hundred feet, to the boundary line of Hoaeae and Honouliuli; the right-of-way extending forty feet on southwest side.

45. Three hundred and thirty-six degrees fourteen minutes five thousand eight hundred and seventy-nine and two tenths feet; along boundary line of Hoaeae and Honouliuli, the right-of-way extending forty feet to the west of said boundary line to "H".

46. Three hundred and thirty-seven degrees fifty-seven minutes four thousand six hundred and eighty-six feet; along boundary line of Hoaeae and Honouliuli, the right-of-way extending forty feet west of said boundary line.

47. Three hundred and thirty-eight degrees thirty-nine minutes two thousand and thirty-five feet; along boundary line of Hoaeae and Honouliuli, to a marked rock known as "Pohaku Palahalaha" to "I". From said rock the following triangulation stations bear true azimuths: Salt Lake, two hundred and eighty degrees twenty minutes; Puuloa, three hundred and sixteen degrees twenty-two minutes; West Wireless tower, two hundred and ninety-nine degrees fourteen minutes.

48. One hundred and forty-one degrees forty-four minutes one hundred and thirty-seven and four tenths feet; being southwest boundary line of right-of-way.

49. One hundred and fifty-eight degrees thirty-nine minutes one thousand nine hundred and three and five tenths feet; being boundary line of right-of-way forty feet west of boundary line between

Hoaee and Honouliuli to point designated as "J" on map file numbered 300.8, dated November 15, 1920—containing an area of thirty-seven and nineteen one-hundredths acres, more or less, being the right-of-way for military road conveyed to the United States of America by the trustees under the will and of the estate of James Campbell, deceased, by deed of conveyance dated September 27, 1921, and duly recorded in the office of the registrar of conveyances in said Honolulu in Book Numbered 667 on pages 5 to 10, inclusive.

Approved, May 21, 1934.

[CHAPTER 323.]

AN ACT

To provide for an appropriation of \$50,000 with which to make a survey of the Old Indian Trail known as the "Natchez Trace", with a view of constructing a national road on this route to be known as the "Natchez Trace Parkway."

Description—Cont'd.

May 21, 1934.  
[S. 2825.]  
[Public, No. 244.]

Whereas the Natchez Trace was one of the most ancient and important Indian roads leading from the territory in the section of Tennessee about Nashville in a southwest course, crossing the Tennessee River at Colbert Shoals a few miles below Muscle Shoals, thence passing in a southwest course through the Chickasaw and Choctaw Indian lands in what is now Mississippi, in an almost direct course by Jackson, Mississippi, to Natchez; and

Natchez Trace Parkway.  
Preamble.

Whereas the Natchez Trace is located throughout almost its entire length on highlands between watersheds on the most suitable route over which to establish the national parkway through a section of the country greatly in need of such road facilities from a national standpoint to connect the North and East directly with the Natchez, New Orleans, and southwest section of the country; and Whereas the Natchez Trace was made famous for the service it rendered in affording General Jackson a route over which much of his forces moved to take part in Jackson's famous victory over the British at New Orleans, and also by reason of the fact that General Jackson returned with his army over this Trace to Nashville after the Battle of New Orleans; and

Whereas the Natchez Trace is known as one of the Nation's most famous old roads, and has been marked by handsome boulders with suitable inscriptions by the Daughters of the American Revolution at great expense, these boulders being placed every few miles from one end of the Trace to the other; and

Whereas unusual interest is being manifested in the building of a national parkway by the Government, Natchez Trace organizations having been perfected in almost every county through which the Trace passes; and

Whereas the Government has recently adopted a policy and set up a division in the Department of the Interior, known as the "National Park Service" to engage in a national way in laying out parks, reservations, and building parkways: Therefore

*Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled,* That there is hereby authorized to be appropriated out of the Treasury of the United States, a sum not exceeding \$50,000 to be used by the Department of the Interior through the National Park Service with which to make a survey of the Old Natchez Trace throughout its entire length leading from the section of Tennessee about Nashville to Natchez, Mississippi, the same to be known as the "Natchez Trace Parkway." The said survey shall locate the Natchez Trace as near

Appropriation authorized for surveying.