

Proceedings.

That said court may allow amendments in form or substance in any petition, process, record, or proceeding, or in the description of property proposed to be taken, or of property assessed for benefits whenever such amendments will not interfere with the substantial rights of the parties interested.

Compensation of jurors.

SEC. 9. That each juror shall receive as compensation the sum of five dollars per day for his services during the time he shall be actually engaged in such services under the provisions hereof.

Appropriation for expenses.

SEC. 10. That the sum of three hundred dollars is hereby appropriated, out of the revenues of the District of Columbia, to provide the necessary funds for the costs and expenses of the condemnation proceedings taken pursuant hereto.

Appeals not to delay opening of street, etc.

SEC. 11. That no appeal by any interested party from the decision of the supreme court of the District of Columbia confirming the assessment or assessments of benefits or damages herein provided for, nor any other proceeding at law or in equity by such party against the confirmation of such assessment or assessments, shall delay or prevent the payment of award to others in respect to the property condemned, nor delay or prevent the taking of any of said property sought to be condemned, nor the opening of such street: *Provided, however,* That upon the final determination of said appeal or other proceeding at law or in equity the amount found to be due and payable as damages sustained by reason of the extension of said street under the provisions hereof shall be paid as hereinbefore provided.

Provido.
Payment of final decision.

Approved, April 28, 1904.

April 28, 1904.
[S. 4401.]

[Public, No. 212.]

Minnesota.
Grant of lands for
forestry purposes.

CHAP. 1780.—An Act To grant to the State of Minnesota certain lands for forestry purposes.

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled, That the State of Minnesota, through its State land commissioner and State forestry board, is hereby authorized to select for experimental forestry purposes not to exceed twenty thousand acres of vacant public land within said State not heretofore withdrawn or reserved, and as nearly as practicable in one body and from lands which, according to the field notes of the Government surveyors, are third or fourth rate; which lands are hereby granted to said State of Minnesota for forestry purposes: *Provided,* That said selection of lands shall have the approval of the Secretary of the Interior: *And provided further,* That no tract shall be included in this grant which, in the opinion of the Forester of the United States Bureau of Forestry, should form a part of any United States forest reserve.

Providos.
Selection.

Restriction.

Patent in fee simple
issued to State.

SEC. 2. That it shall be the duty of the Secretary of the Interior to make accurate lists and plats of all such lands, and transmit the same to the governor of said State, to cause patents to be issued to said State therefor conveying to said State the fee simple of said lands: *Provided,* That this Act shall not prejudice any adverse claim to any of said lands: *And provided further,* That the land hereby granted shall be cared for and managed by the State of Minnesota, and shall be used for forestry purposes only; and if the said land, or any part thereof, shall cease to be so used the said lands or such part shall revert to the United States and become a part of the public domain.

Providos.
Adverse claims not
affected.
Lands to be used for
forestry purposes only.

Approved, April 28, 1904.

CHAP. 1781.—An Act To authorize the Spuyten Duyvil and Port Morris Railroad Company and its lessee, the New York Central and Hudson River Railroad Company, to build and maintain bridges or other structures for their railroad across the Spuyten Duyvil Creek and the Harlem River north of the Harlem River pier and bulkhead lines as now established in the city of New York.

April 28, 1904.
[S. 4713.]

[Public, No. 213.]

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled, That it shall be lawful for the Spuyten Duyvil and Port Morris Railroad Company, a corporation existing under the laws of the State of New York, and the New York Central and Hudson River Railroad Company, a corporation existing under the laws of the State of New York, the lessee of the railroad of the said the Spuyten Duyvil and Port Morris Railroad Company, to build and maintain upon, over, and across the land underlying and constituting the bed of the Harlem River and the Spuyten Duyvil Creek, respectively, at such respective points as said corporations, or either thereof, may select, north of the Harlem River pier and bulkhead lines as now established, in the Borough of Manhattan and in the Borough of the Bronx, in the city of New York, fixed bridges, that over the Spuyten Duyvil Creek to have a clear span of not less than twenty feet and to have a clearance above mean high water of not less than three feet eight inches, and that over the Harlem River to have a clear span of not less than twenty-five feet and to have a clearance above mean high water of not less than four feet eight inches, and to lay over said bridges such number of railway tracks and other railroad appliances as the said corporations or either of them may deem their convenience to require for the more perfect connection and operation of any railroad or railroads that are or shall be constructed by them to the banks of the said river or the said creek: *Provided, however,* That as a condition precedent to the building of the said fixed bridge upon, over, and across the land underlying and constituting the bed of the Harlem River consents thereto in writing shall have been executed and acknowledged in the form required for conveyance of real estate in the State of New York by each and all of the owners of land or interest therein bordering upon that portion of the Harlem River between the northerly Harlem River pier and bulkhead lines as now established and the fixed bridge next northerly thereof and known as the Farmers Bridge; and that as a condition precedent to the building of the said fixed bridge upon, over, and across the land underlying and constituting the bed of the Spuyten Duyvil Creek consents thereto in manner and form above specified shall have been given by each and all of the owners of land or interest therein bordering upon that portion of the said Spuyten Duyvil Creek between the said northerly Harlem River pier and bulkhead line and the fixed bridge next northerly thereof and known as Kings Bridge: *Provided further,* That when consents thereto shall have been executed in manner aforesaid, by each and all of the owners of land, or interest therein, bordering upon the portion of the Spuyten Duyvil Creek and the Harlem River, respectively, northerly of the Harlem River pier and bulkhead lines, as now established, the said railroad companies, or either thereof, may build, maintain, and use for their said corporate purposes, in lieu of the said fixed bridges, any such fixed structures as the said consents may designate.

Spuyten Duyvil Creek and Harlem River. Bridge by New York Central and Hudson River Railroad Company.

Locations.

Fixed bridges.

Construction.

Provided. Consent of property owners. As to bridge over Harlem River.

As to bridge over Spuyten Duyvil Creek.

Fixed structures in lieu of fixed bridges.

Lawful structures and post-routes.

SEC. 2. That the bridges or other structures constructed under authority of this Act and according to its limitations shall be lawful structures, and each of them shall be a lawful structure, and shall be recognized and known as post-routes, upon which no higher charge shall be made for the transportation over the same of the mails, the troops, and the munitions of war of the United States than the rate per mile paid for their transportation over the railroads leading to the said bridges or other structures.