

Changes.	night, and there shall be displayed on said bridge by the owners thereof, from sunset to sunrise, such lights or other signals as the Light-House Board may prescribe; and such changes shall be made from time to time in the structure of said bridge, by the owners thereof at their own expense, as the Secretary of War may deem necessary and order in the interest of navigation; and in case of any litigation arising from any alleged obstruction to the navigation of any of said rivers created by the construction of any bridge under this Act, the cause or question arising may be tried before the circuit court of the United States in and for any district in which any portion of said obstruction or bridge may be: <i>Provided</i> , That nothing in this Act shall be so construed as to repeal or modify any of the provisions of law now existing in reference to the protection of the navigation of rivers, or to exempt said bridge from the operation of same.
Litigation.	
Proviso. Existing laws not affected.	
Time of construction.	SEC. 7. That this Act shall be null and void unless the construction of said bridge shall be commenced within one year and completed within three years from the passage of this Act.
Amendment.	SEC. 8. That the right to alter, amend, or repeal this Act is hereby expressly reserved.
	Approved, March 14, 1904.

March 14, 1904.  
[H. R. 5761.]  
[Public, No. 51.]  
  
Monongahela River,  
Act authorizing the  
Charleroi and Monessen  
Bridge Company  
to bridge, reenacted.  
Vol. 31, p. 1451.

**CHAP. 546.**—An Act To authorize the Charleroi and Monessen Bridge Company to construct a bridge over the Monongahela River.

*Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled*, That the Act of Congress approved March third, nineteen hundred and one, entitled "An Act to authorize the Charleroi and Monessen Bridge Company to construct and maintain a bridge across the Monongahela River," which Act has expired by limitation, be, and is hereby, revived and reenacted.

SEC. 2. That section seven of the said Act is hereby amended to read as follows:

Time for construction extended.  
Vol. 31, p. 1458,  
amended.

"SEC. 7. That this Act shall be null and void unless the construction of such bridge shall be commenced within one year and completed within three years from March third, nineteen hundred and four."

Approved, March 14, 1904.

March 15, 1904.  
[H. R. 1909.]  
[Public, No. 52.]  
  
Winthrop, Mass.  
Land for public road  
conveyed to.

**CHAP. 547.**—An Act To authorize the conveyance to the town of Winthrop, Massachusetts, for perpetual use as a public road, of a certain tract of land.

*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 to convey to the town of Winthrop, in the county of Suffolk, State of Massachusetts, for perpetual use as a public road, the following-described tract of land: A strip of land twenty-five feet wide, extending along the northerly side of the United States Military reservation at Fort Banks, from the easterly side of Elm avenue to the easterly side of Winthrop street, town of Winthrop, in the county of Suffolk, Massachusetts; and more particularly described as follows: "Beginning at the point of intersection of the northeasterly side of Winthrop street with the southeasterly side of the location of the Boston, Revere Beach and Lynn Railroad Company's right of way, and running thence northeasterly along the southeasterly side of said right of way for a distance of six hundred feet, more or less, to the northeasterly side of Elm avenue; thence southeasterly along the northeasterly side of Elm avenue for a distance of twenty-five feet; thence southwesterly along a line parallel to and twenty-five feet distant from the southeasterly line of the location of the Boston, Revere

Description.

Beach and Lynn Railroad Company's right of way to the northeasterly side of Winthrop street; thence northwesterly along the northeasterly side of Winthrop street to the point of beginning," the said land being so conveyed to the town of Winthrop in exchange for the land and easements comprised in Elm avenue, in said town of Winthrop, which was conveyed to the United States in eighteen hundred and ninety-one and eighteen hundred and ninety-two as a site for the construction of fortifications.

Approved, March 15, 1904.

**CHAP. 548.**—An Act To authorize the construction of bridges across a portion of the Minnesota River in the State of Minnesota.

*Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled,* That permanent, stationary, fixed span bridges may be constructed and maintained over and across so much of the Minnesota River, within the State of Minnesota, as lies between Big Stone Lake, in said State, and the place on said river between the counties of Lesueur and Sibley, in said State, where the same is intersected and crossed by the north line of section numbered twenty-five, in township numbered one hundred and twelve north, of range numbered twenty-six west of the fifth principal meridian: *Provided,* That such bridges shall each have a span not less than forty feet wide over the main current of the stream, which span shall not be less than twenty feet high in the clear above ordinary low-water stage if constructed at or below the city of Mankato, and not less than fifteen feet high in the clear above ordinary low-water stage if constructed above said city of Mankato.

Any drawbridge now constructed across said river at or above the city of Lesueur, in said State, and maintained by any municipal or other corporation, may be converted into a fixed span bridge, in conformity with the foregoing provisions.

**SEC. 2.** That said bridges and accessory works, when built and constructed under this Act and according to the terms and limitations thereof, shall be lawful structures, and said bridges shall be recognized and known as post routes, upon which also no higher charge shall be made for the transmission over the same of the mails, the troops, and the munitions of war of the United States than the rate per mile paid for the transportation over the railroads or public highways leading to such bridges; and said bridges shall enjoy the rights and privileges of other post routes of the United States; and Congress reserves the right at any time to regulate by appropriate legislation the charges over said bridges.

**SEC. 3.** That the United States shall have the right of way for such postal telegraph and telephone lines across said bridges as the Government may construct or control.

**SEC. 4.** That Congress reserves the right to alter, amend, or repeal this Act at any time.

Approved, March 15, 1904.

March 15, 1904.  
[H. R. 8160.]

[Public, No. 53.]

Minnesota River,  
Minn.  
Fixed span bridges  
may be built across.

Location.

*Proviso.*  
Construction, above  
and below Mankato.

Draw may be converted into fixed span bridge.

Lawful structures and post routes.

Telegraph, etc., rights.

Amendment.

**CHAP. 550.**—An Act Creating an additional land office in the State of North Dakota.

*Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled,* That all that portion of North Dakota lying south of the twelfth standard parallel and west of the range line between ranges ninety and ninety-one west of the principal

March 16, 1904.  
[S. 1487.]

[Public, No. 54.]

North Dakota.  
Dickinson land district established.