

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.

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 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.

March 16, 1904.
[S. 1487.]

[Public, No. 54.]

North Dakota.
Dickinson land district established.

Land office.

meridian be, and the same is hereby, created into a separate land district, to be known as the Dickinson district, and the land office for said district shall be located at the town of Dickinson until such time as the President may, in his discretion, remove the site of said land office from said town.

Register and receiver.

SEC. 2. That the President be, and is hereby, authorized to appoint, by and with the advice and consent of the Senate, or during the recess thereof and until the next session after such appointment, a register and a receiver for said district; and they shall be subject to the same laws and be entitled to the same compensation as is or may hereafter be provided by law in relation to the existing land offices and officers in said State.

Approved, March 16, 1904.

March 17, 1904.
[S. 4387.]

[Public, No. 55.]

CHAP. 714.—An Act To authorize the Chicago, Saint Louis and New Orleans Railroad Company to construct a bridge across the Tennessee River near Gilbertsville, Kentucky.

Tennessee River,
Chicago, St. Louis
and New Orleans Rail-
road Company may
bridge, near Gilbert-
ville, Ky.

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled, That the Chicago, Saint Louis and New Orleans Railroad Company, a corporation created and organized under the laws of the States of Kentucky, Tennessee, Mississippi, and Louisiana, be, and is hereby, authorized to construct and maintain, for the passage of railway trains, a bridge with single or double track, and approaches thereto, over the Tennessee River, between the counties of Marshall and Livingston, in the State of Kentucky, at a point about one-half a mile upstream from the present bridge of the said company near Gilbertsville: *Provided,* That upon completion of the bridge herein authorized the said company shall promptly remove the present bridge.

Proviso.
Removal of old
bridge.

Secretary of War to
approve plans, etc.

SEC. 2. That the said bridge shall be located and built under and subject to such regulations for the security of navigation as shall be prescribed by the Secretary of War, and the said company shall submit to the Secretary of War, for his examination and approval, a design and drawing of the bridge and a map of the location, giving for the space of a mile above and a mile below the proposed location the topography of the banks of the river, the shore lines at high and low water, the direction and strength of the current at all stages, the soundings accurately showing the bed of the stream, and the location of the former bridge of the said company; and upon such plan having been approved by the Secretary of War, the said company is authorized to construct the said bridge upon the plan and location so approved. The Secretary of War shall have power to require such other information as he may deem necessary for a full understanding of the subject. Any change made in the plan of said bridge during the progress of construction or after completion shall be subject to the approval of the Secretary of War; and the said company shall, at its own expense, make such changes in said bridge as the Secretary of War may at any time direct in the interest of navigation.

Changes.

Lawful structure
and post route.

SEC. 3. That any bridge built under this Act and subject to its limitations shall be a lawful structure, and shall be recognized and known as a post route, upon which no higher charge shall be made for the transmission of mails and the troops and munitions of war of the United States over the same than the rate per mile paid for the transportation over the railroad or approaches leading to the said bridge; and it shall enjoy the rights and privileges of other post-roads in the United States, and equal privileges in the use of said bridge shall be granted to all telegraph and telephone companies, and the United States shall have the right of way across said bridge and its approaches for postal, telegraph, and telephone purposes.

Telegraph, etc.,
rights.