

New Mexico.

NEW MEXICO.

Bernalillo County may issue bonds for bridge purposes.

SEC. 37. That the county of Bernalillo, in the Territory of New Mexico, is hereby authorized to issue bonds to such amount as in the discretion of its county commissioners may seem necessary, but not exceeding the sum of one hundred thousand dollars, to be known as bridge bonds of the county of Bernalillo, which bonds shall bear interest at a rate not to exceed five per centum per annum, and shall be sold for not less than par, the proceeds of such sale or sales to be used exclusively for the construction and repair of bridges across the Rio Grande within the limits of said county. The said bonds shall be payable in whole or in part at the option of said county at any time after the expiration of ten years from their issue, and shall become absolutely due and payable upon the expiration of thirty years after their issue, and the proper county authorities shall levy each year after the issuance of said bonds at the time of levying other taxes, a tax sufficient in amount to pay the interest on said bonds for each year, the proceeds of such tax to be devoted exclusively to the payment of such interest; and after the expiration of fifteen years from the date of the issue of said bonds the said county authorities shall provide a sinking fund by taxation for the payment of said bonds at their maturity, and shall annually levy a tax for that purpose sufficient to produce at least one-fifteenth part of the principal of said bonds.

Sale and disbursement.

Payment of bonds.

Time limit.

Taxes.

Sinking fund.

Refunding indebtedness.

Proviso.
Interest.

Portales.
Sale of school lands to, authorized.

Proviso.
Nonresponsibility of United States for bonds issued.

Notice.

SEC. 38. That at any time after the expiration of ten years from the issue of said bonds the proper county officers of said county are authorized, in their discretion, to refund the indebtedness evidenced by said bonds: *Provided*, That they can do so at a lower rate of interest than that fixed for the original issue.

SEC. 39. That the legislative assembly of the Territory of New Mexico is hereby authorized and empowered to enact such legislation as is necessary to authorize the Territory of New Mexico, through its proper officer or officers, to sell and transfer school land section thirty-six, township one south, range thirty-four east, New Mexico principal meridian, to the town of Portales, Territory of New Mexico, for the use and benefit of the public schools of the town of Portales: *Provided*, That no obligation shall be created against or assumed by the United States on account of any bond or bonds issued in pursuance of authority granted by this Act, and notice of this proviso shall be printed on the face of each bond issued.

Approved, February 6, 1909.

February 6, 1909.
[S. 8333.]

[Public. No. 217.]

CHAP. 81.—An Act To authorize the Edgewater Connecting Railway Company to construct, maintain, and operate a railroad bridge across the Kansas River at or near Kansas City, Kansas, in the county of Wyandotte, State of Kansas.

Kansas River.
Edgewater Connecting Railway Company may bridge, at Kansas City, Kans.

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled, That the Edgewater Connecting Railway Company, a corporation organized and existing under and by virtue of the laws of the State of Kansas, its successors and assigns, be, and they are hereby, authorized to construct, maintain, and operate a railroad bridge and approaches thereto across the Kansas River near the confluence of said river with the Missouri River at or near the city of Kansas City, Kansas, in the county of Wyandotte and State of Kansas, 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 6, 1909.

CHAP. 82.—An Act To provide for the deduction of hatchways and water-ballast space from the gross tonnage of vessels.

February 6, 1909.
[S. 8460.]

[Public, No. 218.]

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled, That section one of the Act approved March second, eighteen hundred and ninety-five, entitled "An Act to amend section one of chapter three hundred and ninety-eight of the laws of eighteen hundred and eighty-two, entitled 'An Act to provide for deductions from the gross tonnage of vessels of the United States,'" is hereby amended by inserting after paragraph (h) the following words:

Navigation.
Deductions from
gross tonnage United
States vessels.
Vol. 28, p. 742,
amended.

"The cubical contents of the hatchways shall be obtained by multiplying the length and breadth together and the product by the mean depth taken from the top of beam to the under side of the hatch. From the aggregate tonnage of the hatchways there shall be deducted one-half of one per cent of the gross tonnage and the remainder only shall be added to the gross tonnage of the ship exclusive of the tonnage of the hatchways."

Cubical contents of
hatchways, etc.

SEC. 2. That said section is further amended by inserting at the end of the fourth paragraph after paragraph (i) the following words:

"From the gross tonnage there shall be deducted any other space adapted only for water ballast certified by the collector not to be available for the carriage of cargo, stores, supplies, or fuel."

Deductions for
water-ballast space.
Vol. 28, p. 743,
amended.

Approved, February 6, 1909.

CHAP. 83.—An Act Extending the time for the construction by James A. Moore, or his assigns, of a canal along the government right of way connecting the waters of Puget Sound with Lake Washington.

February 6, 1909.
[S. 8695.]

[Public, No. 219.]

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled, That, subject to all the other provisions contained in the Act of Congress entitled "An Act authorizing James A. Moore, or his assigns, to construct a canal along the government right of way connecting the waters of Puget Sound with Lake Washington," approved June eleventh, nineteen hundred and six, and contained in the modification of said Act made in the Act of Congress entitled "An Act making appropriations for the construction, repair, and preservation of certain public works on rivers and harbors, and for other purposes," approved March second, nineteen hundred and seven, the time limitation for the completion of the canal authorized by said Acts is hereby extended until June eleventh, nineteen hundred and twelve.

Puget Sound and
Lake Washington,
Wash.
Time extended for
constructing canal by
James A. Moore, etc.,
to connect waters of.
Vol. 34, pp. 251, 1108.

Time of construc-
tion..

Approved, February 6, 1909.

CHAP. 84.—An Act To build a bridge across the Santee River, South Carolina.

February 6, 1909.
[H. R. 23711.]

[Public, No. 220.]

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled, That the Santee River Cypress Lumber Company, a corporation organized under the laws of the State of Illinois, its successors and assigns, be, and they are hereby, authorized to construct, maintain, and operate a drawbridge and approaches thereto across the Santee River at or near its lumber mill plant and property from its property in Clarendon County, South Carolina, on the east or north bank, as may be, to its property on the west or south bank, as may be, of said river, in the State of South Carolina, 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.

Santee River, S. C.
Santee River Cy-
press Lumber Com-
pany may bridge.

Location.

Vol. 34, p. 84.

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

Amendment.

Approved, February 6, 1909.