

April 8, 1910.
[S. 5252.]

[Public, No. 119.]

District of Columbia.
Forty-first street
northwest.
Closing part of.

Proviso.
Easement con-
tinued.

CHAP. 145.—An Act To authorize the closing of a part of Forty-first street northwest in the District of Columbia, and for other purposes.

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled, That the Commissioners of the District of Columbia be, and they are hereby, authorized and directed to vacate and abandon Forty-first street northwest between Warren and Yuma streets, and upon the abandonment of said portion of said street the same shall revert to the property abutting thereon: *Provided, however,* That nothing in this Act shall destroy the easement for a street by dedication or otherwise, which the District of Columbia now has over the property hereby affected, but that such easement shall survive and revive at any time hereafter, when this property shall no longer be used for religious or educational purposes as it is now used.

Approved, April 8, 1910.

April 8, 1910.
[H. R. 16920.]

[Public, No. 120.]

Red Lake Indian
Reservation, Minn.
Minnesota and Man-
itoba Railroad Com-
pany granted lands on.

Provisos.
Homestead entry to
be relinquished.

Payment for drain-
age.

Vol. 35, p. 171.

CHAP. 146.—An Act Authorizing the Secretary of the Interior to appraise certain lands in the State of Minnesota for the purpose of granting the same to the Minnesota and Manitoba Railroad Company for a ballast pit.

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled, That the Secretary of the Interior be, and he is hereby, authorized and directed to cause to be appraised the south half of the southwest quarter of section four, township one hundred and sixty-one north, range thirty-four west of the fifth meridian of the Red Lake Indian Reservation, in the State of Minnesota, for the purpose of granting the same to the Minnesota and Manitoba Railroad Company for a ballast pit for ballasting its line of railway in the State of Minnesota, and upon appraising said land the Secretary of the Interior is authorized to convey the same to said railroad company upon such terms as he may deem advisable: *Provided,* That he shall not convey said land to said railroad company until Hans M. Carlson, who has heretofore made homestead entry thereon, shall relinquish such homestead entry and claim to the land herein described, which relinquishment the said Hans M. Carlson is authorized to make without prejudice to his rights as homesteader, and upon the filing of such relinquishment said land shall be withheld from public entry for the space of six months within which to complete the negotiation for the same provided for by this Act: *Provided,* That said railroad company shall pay, in addition to the appraised value of said land, the sum of three cents an acre, as drainage charges, as required by section eight of the Act of May twentieth, nineteen hundred and eight (Thirty-fifth Statutes, page one hundred and sixty-nine).

Approved, April 8, 1910.

April 8, 1910.
[H. R. 21672.]

[Public, No. 121.]

Wabash River.
Saint Francisville,
Ill., may bridge.

Vol. 34, p. 84.

Amendment.

CHAP. 147.—An Act Granting authority to the city of Saint Francisville, Illinois, to build a bridge across the Wabash River.

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled, That the city of Saint Francisville, State of Illinois, be, and is hereby, authorized to construct, maintain, and operate a bridge and approaches thereto across the Wabash River at a point suitable to the interests of navigation between said city, in the State of Illinois, and the State of Indiana, 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.

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

Approved, April 8, 1910.

CHAP. 148.—An Act To authorize the board of commissioners of Lake County, Indiana, to construct and maintain a bridge across the Grand Calumet River, in the city of Hammond, Indiana.

April 8, 1910.
[H. R. 22459.]
[Public, No. 122.]

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled, That the board of commissioners of Lake County, Indiana, is hereby authorized to construct, maintain, and operate a bridge across the Grand Calumet River at a point suitable to the interests of navigation upon or near Hopman street, in the city of Hammond, Lake County, Indiana, in accordance with the provisions of an Act entitled "An Act to regulate the construction of bridges over navigable waters," approved March twenty-third, nineteen hundred and six.

Grand Calumet River.
Lake County, Ind., may bridge, at Hammond.

Vol. 34, p. 84.

Amendment.

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

Approved, April 8, 1910.

CHAP. 149.—An Act To amend an Act approved August rteenth, eighteen hundred and ninety, entitled "An Act to establish a national military park at the battlefield of Chickamauga."

April 8, 1910.
[S. 5851.]
[Public, No. 123.]

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled, That section five of the Act approved August nineteenth, eighteen hundred and ninety, entitled "An Act to establish a national military park at the battlefield of Chickamauga," be so amended as to read as follows:

Chickamauga and Chattanooga National Military Park.
Vol. 28, p. 334, amended.

Commissioners. Appointment, etc.

"Sec. 5. That the affairs of the Chickamauga and Chattanooga National Military Park shall, subject to the supervision and direction of the Secretary of War, be in charge of three commissioners, to be appointed by the Secretary of War, each of whom shall have actively participated in the battle of Chickamauga, or in one of the battles about Chattanooga; one of whom, upon designation by the Secretary of War, shall act as chairman and another as secretary of the commission. The said commissioners shall have an office in Chattanooga, Tennessee, and shall receive compensation at the rate of three hundred dollars per month.

Office at Chattanooga, Tenn. Pay.

Approved, April 8, 1910.

CHAP. 150.—An Act Authorizing the construction of a bridge across the Columbia River, in the counties of Okanogan and Douglas, Washington.

April 9, 1910.
[S. 6793.]
[Public, No. 124.]

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled, That the Okanogan Electric Railway Company, a corporation organized under the laws of the State of Washington, is hereby authorized to construct, maintain, and operate a bridge and approaches thereto across the Columbia River, between the counties of Okanogan and Douglas, at a point suitable to the interests of navigation, at the town of Bridgeport, in the State aforesaid, in accordance with the provisions of an Act of Congress entitled "An Act to regulate the construction of bridges over navigable waters," approved March twenty-third, nineteen hundred and six.

Columbia River. Okanogan Electric Railway Company may bridge, at Bridgeport, Wash.

Vol. 34, p. 84.

Amendment.

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

Approved, April 9, 1910.