

lands so excluded, which, upon further investigation, he may conclude can not be practically irrigated in the manner aforesaid.

Entries by present homesteaders.

SEC. 2. That entrymen under the homestead laws of the United States within the territory above described who own and occupy the lands heretofore entered by them, may, under the provisions of this Act and subject to its conditions, enter other lands contiguous to their said homestead entry, which shall not, with the land so already entered, owned, and occupied, exceed in the aggregate six hundred and forty acres; and residence upon the original homestead shall be accepted as equivalent to residence upon the additional land so entered, but final entry shall not be allowed of such additional land until five years after first entering the same.

Fees.

SEC. 3. That the fees and commissions on all entries under this Act shall be uniformly the same as those charged under the present law for a maximum entry at the minimum price. That the commutation provisions of the homestead law shall not apply to entries under this Act, and at the time of making final proof the entryman must prove affirmatively that he has placed upon the lands entered permanent improvements of the value of not less than one dollar and twenty-five cents per acre for each acre included in his entry: *Provided*, That a former homestead entry shall not be a bar to the entry under the provisions of this Act of a tract which, together with the former entry, shall not exceed six hundred and forty acres: *Provided*, That any former homestead entryman who shall be entitled to an additional entry under section two of this Act shall have for ninety days after the passage of this Act the preferential right to make additional entry as provided in said section.

Commutation not allowed.

Provisos. Additional entries.

Time limit.

Approved, April 28, 1904.

April 28, 1904.  
[H. R. 14944.]

[Public, No. 234.]

United States courts.  
West Virginia, southern district.  
Term at Lewisburg.  
R. S., secs. 572, 656,  
pp. 101, 123.  
Vol. 31, p. 738.

**CHAP. 1802.**—An Act Establishing a regular term of the United States circuit and district courts at Lewisburg, West Virginia.

*Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled*, That a regular term of the United States circuit and district courts for the southern district of West Virginia shall be held every year at Lewisburg, West Virginia, on the second Tuesday in February.

Approved, April 28, 1904.

April 28, 1904.  
[H. R. 15010.]

[Public, No. 235.]

Calumet River.  
New York, Chicago  
and Saint Louis Rail-  
road Company, and  
Chicago and Erie  
Railroad Company,  
bridges at Hammond,  
Ind.

**CHAP. 1803.**—An Act To amend section six of "An Act to authorize the construction of a bridge by the New York, Chicago and Saint Louis Railroad Company and the Chicago and Erie Railroad Company across the Calumet River at or near the city of Hammond, Indiana, at a point about one thousand two hundred feet east of the Indiana and Illinois State line and about one hundred feet east of the location of the present bridge of the New York, Chicago and Saint Louis Railroad Company across said River; also to authorize the construction of a bridge by the Chicago and State Line Railroad Company across said river at the point where said company's railroad crosses said river in Hyde Park Township, Chicago, Illinois, being at the location of the present bridge of said company across said river in said township," approved July first, nineteen hundred and two.

*Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled*, That section six of "An Act to authorize the construction of a bridge by the New York, Chicago and Saint Louis Railroad Company and the Chicago and Erie Railroad Company across the Calumet River at or near the city of Hammond, Indiana, at a point about one thousand two hundred feet east of the Indiana and Illinois State line and about one hundred feet east of the

location of the present bridge of the New York, Chicago and Saint Louis Railroad Company across said river; also to authorize the construction of a bridge by the Chicago and State Line Railroad Company across said river at the point where said company's railroad crosses said river in Hyde Park Township, Chicago, Illinois, being at the location of the present bridge of said company across said river in said township," approved July first, nineteen hundred and two, be, and the same is hereby, amended so as to read as follows:

Chicago and State Line Railroad Company bridge, at Cummings, Ill. Vol. 32, p. 661, amended.

"SEC. 6. That this act shall be null and void if actual construction of the bridges herein authorized be not completed within three years from the first day of July, nineteen hundred and two."

Time of construction extended.

Approved, April 28, 1904.

**CHAP. 1804.**—An Act To authorize the construction of a bridge across the navigable waters of Saint Andrews Bay.

April 28, 1904.  
[H. R. 15165.]

[Public, No. 236.]

*Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled,* That the Birmingham, Columbus and Saint Andrews Railroad Company, a corporation duly created and existing, is hereby authorized to build and maintain a railroad bridge across the navigable waters of Saint Andrews Bay, in Washington County, Florida, at or near a point on the north arm of said bay known as Grassy Point, on North Bay, the said bridge to be so constructed as not to interfere with the navigation of said navigable waters.

Saint Andrews Bay, Fla. Birmingham, Columbus and Saint Andrews Railroad Company may bridge, at Grassy Point.

SEC. 2. That any bridge constructed under this Act shall be built and located under and subject to such regulations for the security of the navigation of said navigable waters as the Secretary of War shall prescribe; and to secure that object the said company shall submit to the Secretary of War, for his examination and approval, a design and drawing of the proposed bridge and a map of the location, giving, for the space of at least one-half mile above and one-half mile below the proposed location, the topography of the banks of the arm of the bay, the shore lines at high and low water, and the direction and strength of the current and the soundings accurately showing the bed of the stream, and shall furnish such other information as may be required for a full and satisfactory understanding of the subject; and until said plan and location of the bridge are approved by the Secretary of War the bridge shall not be built; and should any change be made in the plan of said bridge during the progress of construction or after its completion such change shall be subject to the approval of the Secretary of War.

Secretary of War to approve plans, etc.

SEC. 3. That the bridge constructed under this Act 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 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 transportation of said mails, troops, and munitions over the railroads and public highways leading to said bridge; and the United States shall have the right of way for a postal telegraph across said bridge; and equal privileges in the use of said bridge shall be granted to all telegraph and telephone companies; and said structure shall be so kept and managed at all times as to afford reasonable and proper means for the passage of vessels through or under said bridge, and for the safety of vessels passing at night there shall be displayed on said bridge, from sunset to sunrise, at the expense of the owners thereof, such lights and other signals as may be prescribed by the Light-House Board; and the said bridge shall be changed or altered at the cost and expense of the owners

Changes.

Lawful structure and post route.

Telegraph, etc., rights.

Lights, etc.