

by three animals, twenty-five cents; for every buggy, carriage, cart, or wagon drawn by four animals, thirty cents; for every buggy, carriage, cart, or wagon, drawn by more than four animals, five cents extra for each animal; for each head of cattle, horses, mules, or other animals other than those attached to vehicles, ten cents; for each head of sheep or swine, five cents. In case said corporation owning or controlling said bridge shall operate a street-car line, or permit any street-car company to operate a street-car line on said bridge and approaches, the fare for a single passenger over said bridge for persons over five years of age shall not exceed five cents."

SEC. 11. That the right to alter, amend, or repeal this Act is hereby expressly reserved.

Amendment.

SEC. 12. That all Acts or parts of Acts in conflict with this Act are hereby repealed.

Repeal.

Approved, February 27, 1901.

CHAP. 614.—An Act To amend an Act granting to railroads the right of way through the public lands of the United States, approved March third, eighteen hundred and seventy-five.

February 27, 1901.

*Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled,* That all lands in the State of Minnesota described in and withdrawn from sale by the proclamations of the President of the United States for the reason that said lands would be required for or subject to flowage in the construction of dams, reservoirs, and other works proposed to be erected for the improvement of the navigation of the Mississippi River and certain of its tributaries, be, and the same are hereby, declared to be, and to have been at all times heretofore, subject to the provisions of a certain Act of Congress entitled "An Act granting to railroads the right of way through the public lands of the United States," approved March third, eighteen hundred and seventy-five, as fully, effectually, and to the same extent as though said lands had not been described in said proclamations, or withdrawn from sale thereby, but had remained with the body of public lands subject to private entry and sale: *Provided, however,* That any and all parts of said lands acquired by any railroad company under said Act of Congress shall at all times be subject to the right of flowage which at any time may become necessary in the construction or maintenance of dams, reservoirs, or other works which may be constructed or erected by or under the authority of the United States for the improvement of the navigation of the Mississippi River and its tributaries: *Provided further,* That the railroad companies availing themselves of this Act shall, in addition to filing the maps now required by law to be filed, also file maps of definite location with elevation of rail of their lines of railroad over said water-reserve lands in the office of the Secretary of War; and no location shall be permitted which takes for right of way or stations or interferes with submergence of lands needed for the use of the present reservoir system, or in the construction of dams or other works, or any proposed or probable extension of the same, or which will obstruct or increase the cost of the present or prospective reservoir system: *Provided further,* That the plan for the location and construction of any such railway, or any part thereof, shall be first submitted to the Secretary of War and approved by him and by the Chief of Engineers of the United States Army.

Minnesota.  
Certain water-reserve lands declared subject to railroad rights of way on public lands.  
Vol. 18., p. 482.

*Provisos.*

Right of flowage for improvement of Mississippi River reserved.

Railroads to file maps of definite location.

—locations prohibited.

Secretary of War to approve plans.

Approved, February 27, 1901.