

CHAP. 1781.—An Act To authorize the Spuyten Duyvil and Port Morris Railroad Company and its lessee, the New York Central and Hudson River Railroad Company, to build and maintain bridges or other structures for their railroad across the Spuyten Duyvil Creek and the Harlem River north of the Harlem River pier and bulkhead lines as now established in the city of New York.

April 28, 1904.
[S. 4713.]

[Public, No. 213.]

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled, That it shall be lawful for the Spuyten Duyvil and Port Morris Railroad Company, a corporation existing under the laws of the State of New York, and the New York Central and Hudson River Railroad Company, a corporation existing under the laws of the State of New York, the lessee of the railroad of the said the Spuyten Duyvil and Port Morris Railroad Company, to build and maintain upon, over, and across the land underlying and constituting the bed of the Harlem River and the Spuyten Duyvil Creek, respectively, at such respective points as said corporations, or either thereof, may select, north of the Harlem River pier and bulkhead lines as now established, in the Borough of Manhattan and in the Borough of the Bronx, in the city of New York, fixed bridges, that over the Spuyten Duyvil Creek to have a clear span of not less than twenty feet and to have a clearance above mean high water of not less than three feet eight inches, and that over the Harlem River to have a clear span of not less than twenty-five feet and to have a clearance above mean high water of not less than four feet eight inches, and to lay over said bridges such number of railway tracks and other railroad appliances as the said corporations or either of them may deem their convenience to require for the more perfect connection and operation of any railroad or railroads that are or shall be constructed by them to the banks of the said river or the said creek: *Provided, however,* That as a condition precedent to the building of the said fixed bridge upon, over, and across the land underlying and constituting the bed of the Harlem River consents thereto in writing shall have been executed and acknowledged in the form required for conveyance of real estate in the State of New York by each and all of the owners of land or interest therein bordering upon that portion of the Harlem River between the northerly Harlem River pier and bulkhead lines as now established and the fixed bridge next northerly thereof and known as the Farmers Bridge; and that as a condition precedent to the building of the said fixed bridge upon, over, and across the land underlying and constituting the bed of the Spuyten Duyvil Creek consents thereto in manner and form above specified shall have been given by each and all of the owners of land or interest therein bordering upon that portion of the said Spuyten Duyvil Creek between the said northerly Harlem River pier and bulkhead line and the fixed bridge next northerly thereof and known as Kings Bridge: *Provided further,* That when consents thereto shall have been executed in manner aforesaid, by each and all of the owners of land, or interest therein, bordering upon the portion of the Spuyten Duyvil Creek and the Harlem River, respectively, northerly of the Harlem River pier and bulkhead lines, as now established, the said railroad companies, or either thereof, may build, maintain, and use for their said corporate purposes, in lieu of the said fixed bridges, any such fixed structures as the said consents may designate.

Spuyten Duyvil
Creek and Harlem
River.
Bridge by New
York Central and
Hudson River Rail-
road Company.

Locations.

Fixed bridges.

Construction.

Provisos.
Consent of property
owners.
As to bridge over
Harlem River.

As to bridge over
Spuyten Duyvil
Creek.

Fixed structures in
lieu of fixed bridges.

Lawful structures
and post-routes.

SEC. 2. That the bridges or other structures constructed under authority of this Act and according to its limitations shall be lawful structures, and each of them shall be a lawful structure, and shall be recognized and known as post-routes, 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 their transportation over the railroads leading to the said bridges or other structures.

Rights, etc. to vest
in successors.

SEC. 3. That the authority, privilege, and right hereby conferred upon, extended to, and vested in the above-named corporations or either thereof shall vest in and be available to and exercisable by the successors and assigns of the above-named corporations and of either thereof.

Repeal.

SEC. 4. That all Acts or parts of Acts inconsistent with the provisions of this Act are hereby repealed so far as is necessary to carry out the provisions of this Act.

Amendment.

SEC. 5. That the right to alter, amend, or repeal this Act is hereby reserved.

Approved, April 28, 1904.

April 28, 1904.
[S. 4769.]

[Public, No. 214.]

Northern Pacific
Railroad Company.
Conveyances of
land in right of way
confirmed, etc.
Vol. 13, p. 367.
Vol. 16, p. 378.
Vol. 30, pp. 620, 994.

Proviso.
Restriction.

Not effective until
acceptance of terms is
filed.

CHAP. 1782.—An Act Validating certain conveyances of the Northern Pacific Railroad Company and the Northern Pacific Railway Company.

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled, That all conveyances heretofore made by the Northern Pacific Railroad Company or by the Northern Pacific Railway Company, of land forming a part of the right of way of the Northern Pacific Railroad, granted by the Government by any Act of Congress, are hereby legalized, validated, and confirmed: *Provided,* That no such conveyance shall have effect to diminish said right of way to a less width than one hundred feet on each side of the center of the main track of the railroad as now established and maintained.

SEC. 2. That this Act shall have no validating force until the Northern Pacific Railway Company shall file with the Secretary of the Interior an instrument in writing, accepting its terms and provisions.

Approved, April 28, 1904.

April 28, 1904.
[S. 4955.]

[Public, No. 215.]

Customs.
Assistant appraiser
at Boston authorized.

CHAP. 1783.—An Act To provide for the appointment of an additional assistant appraiser at the port of Boston.

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled, That the Secretary of the Treasury be, and he is hereby, authorized to appoint an additional assistant appraiser at the port of Boston, State of Massachusetts, to be paid out of any money in the Treasury not otherwise appropriated, at a salary not exceeding two thousand five hundred dollars per annum.

Approved, April 28, 1904.

April 28, 1904.
[S. 5092.]

[Public, No. 216.]

Trinity River, Tex-
as.
Construction of lock
and dam on.
Vol. 32, p. 356, amend-
ed.

CHAP. 1784.—An Act To amend an Act making appropriations for the construction, repair, and preservation of certain public works on rivers and harbors and for other purposes, approved June thirteenth, nineteen hundred and two, making appropriation for improving Trinity River, Texas.

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled, That the provision, in an Act making appropriations for the construction, repair, and preservation of certain public works on rivers and harbors and for other purposes, approved June thirteenth, nineteen hundred and two, making appropriation for improving Trinity River, Texas, is hereby so amended as to authorize the Secretary of War to expend so much as may be necessary of the funds appropriated in the construction of one lock and dam on the river between the mouth and section one.

Approved, April 28, 1904.