

Ante, p. 713.

Power plant.

officer of the Army as provided for in section one of this Act, and also the cost of maintaining and operating the lock and dry dock with their appurtenances, after their completion and due acceptance by the Secretary of War on behalf of the United States: *And provided further*, That the Keokuk and Hamilton Water Power Company shall provide, in connection with such lock, dry dock, and appurtenances, a suitable power plant for operating and lighting the same, according to plans and specifications submitted to and approved by the Secretary of War.

Repeal of former act.
Vol. 31, p. 764.

SEC. 4. That the Act entitled "An Act granting to the Keokuk and Hamilton Water Power Company right to construct and maintain wing dam, canal, and power station in the Mississippi River in Hancock County, Illinois," approved February eighth, nineteen hundred and one, is hereby repealed.

Time of construction.

SEC. 5. That this Act shall be null and void if actual construction of the works herein authorized be not commenced within five years and completed within ten years from the date hereof.

Amendment.

SEC. 6. That the right to alter, amend, or repeal this Act is hereby expressly reserved.

Approved, February 9, 1905.

February 9, 1905.
[S. 6312.]

[Public, No. 66.]

Irrigation.
Little Klamath,
Rhett, and Goose
lakes, etc., Oreg. and
Cal.
Levels may be
raised, etc.
Vol. 32, p. 388.

CHAP. 567.—An Act Authorizing the changing of the levels of certain lakes and the disposal of certain lands under the terms of the national reclamation Act.

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 is hereby authorized in carrying out any irrigation project that may be undertaken by him under the terms and conditions of the national reclamation Act and which may involve the changing of the levels of Lower or Little Klamath Lake, Tule or Rhett Lake, and Goose Lake, or any river or other body of water connected therewith, in the States of Oregon and California, to raise or lower the level of said lakes as may be necessary and to dispose of any lands which may come into the possession of the United States as a result thereof by cession of any State or otherwise under the terms and conditions of the national reclamation Act.

Approved, February 9, 1905.

February 10, 1905.
[H. R. 18280.]

[Public, No. 67.]

Arkansas.
Western boundary
line extended to
include part of Indian
Territory.

Boundary.
Vol. 5, p. 50.

CHAP. 571.—An Act To extend the western boundary line of the State of Arkansas.

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled, That the consent of the United States is hereby given for the State of Arkansas to extend her western boundary line so as to include all that strip of land in the Indian Territory lying and being situate between the Arkansas State line adjacent to the city of Fort Smith, Arkansas, and the Arkansas and Poteau rivers, described as follows, namely: Beginning at a point on the south bank of the Arkansas River one hundred paces east of old Fort Smith, where the western boundary line of the State of Arkansas crosses the said river, and running southwesterly along the south bank of the Arkansas River to the mouth of the Poteau; thence at right angles with the Poteau River to the center of the current of said river; thence southerly up the middle of the current of the Poteau River (except where the Arkansas State line intersects the Poteau River) to a point in the middle of the current of the Poteau River opposite the mouth of Mill Creek, and where it is intersected by the middle of the current of

Mill Creek; thence up the middle of Mill Creek to the Arkansas State line; thence northerly along the Arkansas State line to the point of beginning: *Provided*, That nothing in this Act shall be construed to impair any right now pertaining to any Indian tribe or tribes in said part of said Indian Territory under the laws, agreements, or treaties of the United States, or to affect the authority of the Government of the United States to make any regulations or to make any law respecting said Indians or their lands which it would have been competent to make or enact if this Act had not been passed.

Proviso.
Rights of Indians,
etc., not affected.

Approved, February 10, 1905.

CHAP. 572.—An Act To amend an Act entitled “An Act authorizing the Winnipeg, Yankton and Gulf Railroad Company to construct a combined railroad, wagon, and foot-passenger bridge across the Missouri River at or near the city of Yankton, South Dakota.”

February 11, 1905.
[S. 6450.]

[Public, No. 68.]

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 authorizing the Winnipeg, Yankton and Gulf Railroad Company to construct a combined railroad, wagon, and foot-passenger bridge across the Missouri River at or near the city of Yankton, South Dakota,” approved April fifth, nineteen hundred and four, be, and the same is hereby, so amended that the time within which the said bridge is required to be commenced shall be within one year and the time within which it is required that said bridge shall be completed shall be within three years from the date of the approval of this Act.

Missouri River.
Time extended for
bridging, by Winni-
peg, Yankton and
Gulf Railroad Com-
pany at Yankton, S.
Dak.
Ante, p. 157.

Approved, February 11, 1905.

CHAP. 574.—An Act Declaring Grand River to be not a navigable stream.

February 15, 1905.
[H. R. 17350.]

[Public, No. 69.]

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled, That Grand River in the State of Missouri above the city of Brunswick, in the county of Chariton in said State, is hereby declared to be not a navigable stream and shall be so treated by the Secretary of War and by all other authorities.

Grand River.
Not navigable above
Brunswick, Mo.

Approved, February 15, 1905.

CHAP. 575.—An Act To amend sections one, five, and six of an Act entitled “An Act authorizing the construction of a wagon, toll, and electric-railway bridge over the Missouri River, at Lexington, Missouri,” approved April twenty-eighth, nineteen hundred and four, extending the provisions thereof to steam-railway cars, locomotives, and other motive power, and extending the time for commencing actual construction of said bridge.

February 15, 1905.
[H. R. 18207.]

[Public, No. 70.]

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled, That sections one, five, and six of an Act entitled “An Act authorizing the construction of a wagon, toll, and electric-railway bridge over the Missouri River, at Lexington, Missouri,” approved April twenty-eighth, nineteen hundred and four, be amended to read as follows:

Missouri River.
Lexington Suburban
Railway Company
may bridge, at Lex-
ington, Mo.
Ante, p. 528.

“SECTION 1. That the Lexington Suburban Railway Company, duly incorporated under the laws of Missouri, is hereby authorized to construct and maintain a bridge and approaches thereto across the Missouri River, between the city of Lexington, Missouri, and Ray County, Missouri, at a point to be selected consistent with the inter-

Use extended to
steam roads.
Ante, p. 528, amend-
ed.