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night, and there shall be displayed on said bridge by the owners thereof, from sunset to sunrise, such lights or other signals as the Light-House Board may prescribe; and such changes shall be made from time to time in the structure of said bridge, by the owners thereof at their own expense, as the Secretary of War may deem necessary and order in the interest of navigation; and in case of any litigation arising from any alleged obstruction to the navigation of any of said rivers created by the construction of any bridge under this Act, the cause or question arising may be tried before the circuit court of the United States in and for any district in which any portion of said obstruction or bridge may be: *Provided*, That nothing in this Act shall be so construed as to repeal or modify any of the provisions of law now existing in reference to the protection of the navigation of rivers, or to exempt said bridge from the operation of same.

Changes.

Litigation.

Proviso.
Existing laws not affected.

SEC. 7. That this Act shall be null and void unless the construction of said bridge shall be commenced within one year and completed within three years from the passage of this Act.

Time of construction.

SEC. 8. That the right to alter, amend, or repeal this Act is hereby expressly reserved.

Amendment.

Approved, March 14, 1904.

March 14, 1904.
[H. R. 5761.]
[Public, No. 51.]

CHAP. 546.—An Act To authorize the Charleroi and Monessen Bridge Company to construct a bridge over the Monongahela River.

Monongahela River.
Act authorizing the Charleroi and Monessen Bridge Company to bridge, reenacted.
Vol. 31, p. 1451.

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled, That the Act of Congress approved March third, nineteen hundred and one, entitled "An Act to authorize the Charleroi and Monessen Bridge Company to construct and maintain a bridge across the Monongahela River," which Act has expired by limitation, be, and is hereby, revived and reenacted.

SEC. 2. That section seven of the said Act is hereby amended to read as follows:

Time for construction extended.
Vol. 31, p. 1453, amended.

"SEC. 7. That this Act shall be null and void unless the construction of such bridge shall be commenced within one year and completed within three years from March third, nineteen hundred and four."

Approved, March 14, 1904.

March 15, 1904.
[H. R. 1909.]
[Public, No. 52.]

CHAP. 547.—An Act To authorize the conveyance to the town of Winthrop, Massachusetts, for perpetual use as a public road, of a certain tract of land.

Winthrop, Mass.
Land for public road conveyed to.

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled, That the Secretary of War be, and he is hereby, authorized to convey to the town of Winthrop, in the county of Suffolk, State of Massachusetts, for perpetual use as a public road, the following-described tract of land: A strip of land twenty-five feet wide, extending along the northerly side of the United States Military reservation at Fort Banks, from the easterly side of Elm avenue to the easterly side of Winthrop street, town of Winthrop, in the county of Suffolk, Massachusetts; and more particularly described as follows: "Beginning at the point of intersection of the northeasterly side of Winthrop street with the southeasterly side of the location of the Boston, Revere Beach and Lynn Railroad Company's right of way, and running thence northeasterly along the southeasterly side of said right of way for a distance of six hundred feet, more or less, to the northeasterly side of Elm avenue; thence southeasterly along the northeasterly side of Elm avenue for a distance of twenty-five feet; thence southwesterly along a line parallel to and twenty-five feet distant from the southeasterly line of the location of the Boston, Revere

Description.