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June 28, 1906.
[S. 6493.]
[Public, No. 311.]

CHAP. 3562.—An Act To authorize the city of Buffalo, New York, to construct a tunnel under Lake Erie and Niagara River, to erect and maintain an inlet pier therefrom, and to construct and maintain filter beds for the purpose of supplying the city of Buffalo with pure water.

Buffalo, N. Y.
May tunnel under Lake Erie, etc., for water supply.

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 city of Buffalo, in the State of New York, to construct and maintain a tunnel under Lake Erie, Niagara River, Black Rock Harbor, and the United States lands known as Fort Porter, extending from a point one thousand feet, more or less, southeasterly of the Horseshoe Reef light eleven thousand feet to the present pumping station of the city of Buffalo, and to erect and maintain an inlet pier therefrom, said inlet pier to be located not more than one thousand one hundred feet southeasterly of the present Horseshoe Reef light: *Provided*, That the top of the said tunnel shall be located at least forty feet below mean lake level, and that the city of Buffalo shall maintain a light from sunset to sunrise on the inlet pier at its own expense.

Proviso.
Top of tunnel, etc.

Approved, June 28, 1906.

June 28, 1906.
[H. R. 12086.]
[Public, No. 312.]

CHAP. 3563.—An Act To amend an Act entitled "An Act to incorporate the Washington and Western Maryland Railroad Company."

District of Columbia.
Washington and Western Maryland Railroad Company.
Vol. 25, p. 874, amended.

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled, That the Act of Congress entitled "An Act to incorporate the Washington and Western Maryland Railroad Company," approved March second, eighteen hundred and eighty-nine, be, and the same is hereby, amended as follows:

Location of road specified.

"That the said company, a body corporate as aforesaid, be, and it is hereby, authorized in the construction of its lines to cross the Chesapeake and Ohio Canal and the Government road, commonly known as the River road, at a point about two thousand four hundred feet east of the Chain Bridge, to a point immediately north of said River road, by means of a bridge, with a clearance of at least sixteen feet above the present grade of said River road, and so elevated above the canal as not to interfere with its travel and traffic, and to proceed from said point immediately north of said River road, as aforesaid, northwestwardly through the lands of the Palisades of the Potomac Company over a right of way acquired from said Palisades of the Potomac Company to the south line of the property of the United States Government, forming a part of the grounds of the receiving reservoir in the District of Columbia and Maryland, crossing said line twenty feet south of a stone, W. A. H. 1, to proceed northwestwardly through the said lands of the Government of the United States to the point of intersection with the line of the Metropolitan Southern Railroad Company; and the Washington and Western Maryland Railroad Company is hereby authorized to construct its road across the said property of the United States forming a part of the grounds of the receiving reservoir as aforesaid, and for the purpose of said construction said company is granted for a right of way the following described land, beginning for the same at a stone marked 'G,' on the boundary between the United States Government and the right of way of the Metropolitan Southern Railroad, which was acquired from the United States Government, and running thence south twenty-nine degrees and thirty minutes west parallel with thirty-seven and sixty-three one-hundredths feet, at right angles from the center line of the Washington and Western Maryland Railroad for a distance of one hundred and sixteen and seven-tenths feet to a point; thence by a curved line to the left, with a radius of five hundred and thirty-six and six one-hundredths feet, parallel with