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(Eighteenth Statutes, page four hundred and eighty-two), as amended by an Act of Congress entitled "An Act making appropriations to supply deficiencies in the appropriations for the fiscal year ending June thirtieth, eighteen hundred and ninety-nine, and for prior years, and for other purposes," approved March third, eighteen hundred and ninety-nine (Thirtieth Statutes, page twelve hundred and thirty-three): *Provided*, That all lands north of the north line of the revised right of way, when said revised line of right of way shall have been approved as aforesaid, shall be excluded from the Lewis and Clark National Forest and become and remain part of the Glacier National Park, and be subject to all the provisions of an Act of Congress entitled "An Act to establish 'the Glacier National Park' in the Rocky Mountains south of the international boundary line in the State of Montana, and for other purposes," approved May eleventh, nineteen hundred and ten (Thirty-sixth Statutes, page three hundred and fifty-four), and to all the provisions of any Act of Congress that may hereafter be passed relative to said park, and the regulations of the Secretary of the Interior heretofore or hereafter prescribed in accordance with law for the government of the Park, and that any and all lands south of the north line of such revised line of right of way which may now be within the Glacier National Park shall become and remain a part of the Lewis and Clark National Forest and be subject to and be governed by the laws heretofore or hereafter enacted by Congress and the regulations heretofore or hereafter prescribed by the Secretary of Agriculture for the control of national forests: *Provided further*, That before the Secretary of the Interior shall consent to and approve the revision of location herein authorized, the Great Northern Railway Company shall file with the said Secretary a relinquishment of all claims of whatever nature to that portion of its right of way affected by said revised location.

Vol. 30, p. 1233.

Provisos.
Lands added to Glacier National Park.

Vol. 36, p. 354.

Lands added to Lewis and Clark National Forest.
Vol. 37, p. 1753.

Relinquishment of former right of way.

Approved, February 27, 1915.

CHAP. 66.—An Act To authorize the North Alabama Traction Company, its successors and assigns, to construct, maintain, and operate a bridge across the Tennessee River at or near Decatur, Alabama.

February 27, 1915.
[H. R. 17168.]
[Public, No. 258.]

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled, That the North Alabama Traction Company, a corporation organized under the laws of the State of Alabama, its successors and assigns, be, and are hereby, authorized to construct, maintain, and operate a bridge and all approaches thereto across the Tennessee River at or near Decatur, Alabama, at a point suitable to the interests of navigation, in accordance with the provisions of the Act entitled "An Act to regulate the construction of bridges over navigable waters," approved March twenty-third, nineteen hundred and six: *Provided*, That said bridge shall be constructed, maintained, and operated so that it may be used for steam and electric railroad purposes, and shall be provided with an adequate and separate roadway and approach for the continuous use by the public as a highway bridge, to be used by vehicles, pedestrians, horsemen, animals, and all kinds of highway traffic and travel, for the transit of which reasonable rates of toll may be charged and received, in accordance with the provisions of the aforementioned Act, but no rate for passage of a single passenger on a railroad train shall exceed 25 cents.

Tennessee River.
North Alabama Traction Company may bridge, at Decatur, Ala.

Construction.
Vol. 34, p. 84.

Proviso.
Roadway approach, etc.

SEC. 2. That the North Alabama Traction Company may not be required to construct that portion of the approaches on either side of said bridge that are required to make the same ready for vehicles, pedestrians, and other highway traffic until there shall be paid to said company, or secured to its use by local authorities or interests, the sum of $50,000, and said company shall not be required thereafter

Construction of approaches.

to maintain or bear any of the costs of maintaining such portions of said approaches, and shall not collect or receive tolls for use of said approaches.

Transfer of approaches, etc.

SEC. 3. That the North Alabama Traction Company shall have the right to sell, transfer, or lease to any county, city, or other municipality any part of such portions of said approaches or of the separate roadway provided for in this Act, or both, and in the event of such sale, transfer, or lease the said North Alabama Traction Company shall not thereafter charge or receive any tolls for use of said wagon way and approaches.

Amendment.

SEC. 4. That the right to alter, amend, or repeal this Act is hereby expressly reserved.

Approved, February 27, 1915.

February 27, 1915.
[H. R. 17907.]
[Public, No. 259.]

CHAP. 67.—An Act Granting the consent of Congress to the Interstate Bridge and Terminal Company, of Muscatine, Iowa, to build a bridge across the Mississippi River.

Mississippi River.
Interstate Bridge and Terminal Company may bridge, at Muscatine, Iowa.

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled, That the consent of Congress is hereby granted to the Interstate Bridge and Terminal Company, of Muscatine, Iowa, and its successors and assigns to construct, maintain, and operate a bridge and approaches thereto across the Mississippi River at a point suitable to the interests of navigation at or near Muscatine, in the county of Muscatine, in the State of Iowa, in accordance with the provisions of the act entitled "An Act to regulate the construction of bridges over navigable waters," approved March twenty-third, nineteen hundred and six.

Construction.
Vol. 34, p. 84.

Amendment.

SEC. 2. That the right to alter, amend, or repeal this Act is hereby expressly reserved.

Approved, February 27, 1915.

February 27, 1915.
[H. R. 18745.]
[Public, No. 260.]

CHAP. 68.—An Act In relation to the location of a navigable channel of the Calumet River in Illinois.

Calumet River, Ill.
Preamble.

Whereas by deeds dated May fourth, eighteen hundred and eighty-seven, and recorded in the recorder's office of Cook County, Illinois, on April sixth, eighteen hundred and eighty-nine, in book two thousand four hundred and ninety-seven of records, at page two hundred and nineteen, and on April eighth, eighteen hundred and eighty-nine, in book two thousand four hundred and eighty-one of records, at page two hundred and seventy-one, respectively, the owners of the north quarter of fractional section seven, township thirty-seven north, range fifteen, east of the third principal meridian, south of the Indian boundary line in Cook County, Illinois, gave and granted unto the United States of America free and unobstructed right of way in and through the above-described ground two hundred feet in width for purposes of a channel for the Calumet River, in accordance with the provisions of the Act of Congress approved July fifth, eighteen hundred and eighty-four, and in order to enable the United States to straighten the channel of the said Calumet River and conform to a survey and realignment of the channel lines of said river as adopted, established, and shown by plat approved by the Chief of Engineers of the United States Army and filed for record in the office of the recorder of deeds of Cook County, Illinois, on the seventeenth day of May, eighteen hundred and eighty-nine, as document numbered one million one hundred and two thousand two hundred and eighty-four, entitled

Vol. 23, p. 143.