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July 2, 1926.
[H. R. 12536.]
[Public, No. 451.]

CHAP. 726.—An Act To authorize the Secretary of War to grant an easement to the city of New York, State of New York, to the land and land under water in and along the shore of the narrows and bay adjoining the military reservation of Fort Hamilton in said State for highway purposes.

Fort Hamilton, N. Y. Easement granted New York City, in land and shore adjoining, for extending highway.

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 hereby is, authorized to grant to the city of New York, in the State of New York, subject to the conditions mentioned in section 2 of this Act, an easement in the land and land under water in and along the shore of the narrows and bay adjoining the military reservation of Fort Hamilton in said State, for the purpose of extending the public highway known as Shore Road, in the Borough of Brooklyn, as the same is located and laid out on the map or plan of said city and in accordance with the plan thereof shown upon the map approved by the board of estimate and apportionment of said city on the 25th day of February, 1926.

Description.

The lands and lands under water included in this easement are more particularly described as follows: Beginning at a point on the prolongation of the southeastern boundary of the United States Military Reservation at Fort Hamilton, New York, which point is distant one thousand nine hundred and fifty-seven and sixty-four one-hundredths feet from the southwest line of Cropsey Avenue, measured along the boundary of the military reservation and the southeasterly line of Bay Second Street; thence south thirty-eight degrees twenty-four minutes forty-three and thirty-nine one-hundredths seconds west, along the southeasterly boundary of United States lands under water, one hundred and eighty-four and eighty-two one-hundredths feet; thence south eighty-five degrees twenty minutes seven and seventy-three one-hundredths seconds west, seven hundred and sixty and twelve one-hundredths feet; thence westerly, on a curve having a radius of one thousand three hundred and eighty-eight and forty-two one-hundredths feet, a distance of nine hundred and ninety-four and sixty-six one-hundredths feet; thence northwesterly on a curve having a radius of four thousand and ninety-five and sixty-four one-hundredths feet, a distance of nine hundred and eighty-six and seventy-two one-hundredths feet; thence northwesterly on a curve having a radius of two thousand two hundred and eighty-two and eighty-four one-hundredths feet, a distance of five hundred and eighteen and fifty-six one-hundredths feet; thence north twenty-six degrees forty-seven minutes fifty-eight and seventy-two one-hundredths seconds west tangent to the last-mentioned course three hundred and twenty-three and sixty-nine one-hundredths feet to a point on the northwesterly boundary of United States lands under water, which point is nine hundred and sixty-eight feet distant from the southerly side of One hundred and first Street, on a line at right angle to One hundred and first Street from a point one hundred and nineteen and seventeen one-hundredths feet northwesterly from the intersection of the westerly line of Fort Hamilton Parkway with the southerly line of One hundred and first Street; thence north sixty-three degrees twelve minutes one and twenty-eight one-hundredths seconds east along the boundary of United States lands one hundred and thirty-five feet; thence south twenty-six degrees forty-seven minutes fifty-eight and seventy-two one-hundredths seconds east, three hundred and twenty-three and sixty-nine one-hundredths feet; thence southeasterly on a curve having a radius of two thousand one hundred and forty-seven and eighty-four one-hundredths feet, a distance of four hundred and eighty-seven and eighty-nine one-hundredths feet; thence southeasterly on a curve having a radius of three thousand nine

hundred and sixty and sixty-four one-hundredths feet, a distance of nine hundred and fifty-four and twenty one-hundreths feet; thence easterly on a curve having a radius of one thousand two hundred and fifty-three and forty-two one-hundredths feet, a distance of eight hundred and ninety-seven and ninety-four one-hundredths feet; thence north eighty-five degrees twenty minutes seven and seventy-three one-hundredths seconds east tangent to the last-mentioned course, eight hundred and eighty-six and thirty-four one-hundredths feet to the point of beginning; the above tract being a strip of land and land under water having a uniform width of one hundred and thirty-five feet; to be used for construction of a road; and, in addition thereto, a strip of land under water, adjacent to and on the southerly side of the strip of land above described, not exceeding twenty feet in width, for the purpose of placing riprap stone to form the foundation of a sea wall bounding said road. All bearings are referred to true north.

Conditions for maintenance, etc., without Government expense.

SEC. 2. That authority for the said easement is granted upon the conditions that the said highway shall be constructed and maintained by the city of New York without expense to the United States; that the area of land under water between mean high-water line and the inshore line of said highway, as laid out, shall be filled up to the grade established for said highway, such fill to be made by said city without expense to the United States; and that the construction and maintenance of said highway under the easement herein granted shall be subject to such terms and conditions as may be prescribed by the Secretary of War for the protection of the reservation and the Fort Hamilton Wharf from trespass and other improper use, as well as for the construction of suitable means of access from said highway to the reservation; the terms and conditions, so prescribed, to be performed by said city without expense to the United States.

Protection of Fort Hamilton, etc., from trespass, etc.

Approved, July 2, 1926.

July 2, 1926.
[H. R. 12311.]
[Public, No. 452.]

CHAP. 727.—An Act Granting the consent of Congress to the State of Minnesota, or Dakota County, Washington County, or Ramsey County, in the State of Minnesota, or either or several of them, to construct, maintain, and operate a bridge across the Mississippi River at or near South Saint Paul, Minnesota.

Mississippi River. Minnesota, etc., may bridge, at South Saint Paul.

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 State of Minnesota, or Dakota County, Washington County, or Ramsey County, in the State of Minnesota, or either or several of them, to construct, maintain, and operate a free bridge and approaches thereto across the Mississippi River, at a point suitable to the interests of navigation at or near South Saint Paul, Minnesota, in section 26, township 28, range 22, west of the fourth principal meridian, in accordance with the provisions of an Act entitled "An Act to regulate the construction of bridges over navigable waters," approved March 23, 1906.

Construction.
Vol. 34, p. 84.

Amendment.

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

Approved, July 2, 1926.

July 2, 1926.
[H. R. 12467.]
[Public, No. 453.]

CHAP. 728.—An Act Granting the consent of Congress to the Jackson and Eastern Railway Company to construct, maintain, and operate a railroad bridge across the Pearl River in the State of Mississippi.

Pearl River.

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled, That the consent