

February 1, 1905.  
[H. R. 8460.]

[Public, No. 34.]

Forest reserves.  
Control of trans-  
ferred to Agricultural  
Department.

Vol. 26, p. 1103.

Vol. 30, p. 36.  
Exceptions.

Export of pulp  
wood, etc., from Alas-  
ka permitted.  
Selection of super-  
visors and rangers.

Water rights grant-  
ed for mining, etc.,  
purposes.

Regulations.

Use of funds re-  
ceived from sale of  
products, etc.

**CHAP. 288.**—An Act Providing for the transfer of forest reserves from the Department of the Interior to the Department of Agriculture.

*Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled,* That the Secretary of the Department of Agriculture shall, from and after the passage of this Act, execute or cause to be executed all laws affecting public lands heretofore or hereafter reserved under the provisions of section twenty-four of the Act entitled "An Act to repeal the timber-culture laws, and for other purposes," approved March third, eighteen hundred and ninety-one, and Acts supplemental to and amendatory thereof, after such lands have been so reserved, excepting such laws as affect the surveying, prospecting, locating, appropriating, entering, relinquishing, reconveying, certifying, or patenting of any of such lands.

**SEC. 2.** That pulp wood or wood pulp manufactured from timber in the district of Alaska may be exported therefrom.

**SEC. 3.** That forest supervisors and rangers shall be selected, when practicable, from qualified citizens of the States or Territories in which the said reserves, respectively, are situated.

**SEC. 4.** That rights of way for the construction and maintenance of dams, reservoirs, water plants, ditches, flumes, pipes, tunnels, and canals, within and across the forest reserves of the United States, are hereby granted to citizens and corporations of the United States for municipal or mining purposes, and for the purposes of the milling and reduction of ores, during the period of their beneficial use, under such rules and regulations as may be prescribed by the Secretary of the Interior, and subject to the laws of the State or Territory in which said reserves are respectively situated.

**SEC. 5.** That all money received from the sale of any products or the use of any land or resources of said forest reserves shall be covered into the Treasury of the United States and for a period of five years from the passage of this Act shall constitute a special fund available, until expended, as the Secretary of Agriculture may direct, for the protection, administration, improvement, and extension of Federal forest reserves.

Approved, February 1, 1905.

February 1, 1905.  
[H. R. 15477.]

[Public, No. 35.]

District of Columbia.  
Part of Thirteen-  
and-a-half street to be  
named Linworth  
place.

**CHAP. 289.**—An Act To change the name of a portion of Thirteen-and-a-half street to Linworth place.

*Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled,* That from and after the passage of this Act the minor street lying between B and D streets and Thirteenth and Fourteenth streets, southwest, in the city of Washington, District of Columbia, and known as Thirteen-and-a-half street, shall be known and designated as Linworth place.

Approved, February 1, 1905.

February 1, 1905.  
[H. R. 16450.]

[Public, No. 36.]

District of Columbia.  
Changes authorized  
in permanent system  
of highways.

**CHAP. 290.**—An Act To authorize certain changes in the permanent system of highways, District of Columbia.

*Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled,* That the Commissioners of the District of Columbia are hereby authorized to prepare a new highway plan for that portion of the District of Columbia lying north of the Sheriff road and southeast of the right of way of the Alexandria branch of the Baltimore and Ohio Railroad Company and extending to

the District line, under the provisions contained in the Act of Congress approved March second, eighteen hundred and ninety-three, entitled "An Act to provide a permanent system of highways in that part of the District of Columbia lying outside of cities," and an amendment to said Act, approved June twenty-eighth, eighteen hundred and ninety-eight; that upon the completion and recording of said new highway plan it shall take the place of and stand for any previous plan for said portion of the District of Columbia.

Approved, February 1, 1905.

Vol. 27, p. 532.

Vol. 30, p. 513.

**CHAP. 291.**—An Act To amend an Act entitled "An Act to authorize the construction of a bridge across the Tennessee River in Marion County, Tennessee," approved May twentieth, nineteen hundred and two.

February 1, 1905.  
[H. R. 16370.]  
[Public, No. 37.]

*Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled,* That an Act entitled "An Act to authorize the construction of a bridge across the Tennessee River in Marion County, Tennessee," approved May twentieth, nineteen hundred and two, be, and the same is hereby, revived and declared to be in full force and effect, and that section seven of said Act is hereby amended so as to read as follows:

Tennessee River.  
Time extended for bridging, in Marion County, Tenn., by Memphis-Chatanooga Railway.  
Vol. 32, p. 202, amended.

"SEC. 7. That this Act shall be null and void unless the bridge herein authorized shall be commenced within one year and completed within three years from the first day of January, nineteen hundred and five."

Time of construction.

Approved, February 1, 1905.

**CHAP. 293.**—An Act Making Norwalk, Connecticut, a subport of entry.

February 2, 1905.  
[H. R. 16790.]  
[Public, No. 38.]

*Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled,* That Norwalk, in the State of Connecticut, be, and is hereby, constituted a subport of entry in the customs collection district of Fairfield, Connecticut.

Customs, Norwalk, Conn., made a subport of entry.  
R. S., sec. 2533, p. 498, amended.

Approved, February 2, 1905.

**CHAP. 296.**—An Act To authorize the construction of a bridge across Red River at Shreveport, Louisiana.

February 3, 1905.  
[H. R. 17333.]  
[Public, No. 39.]

*Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled,* That the city of Shreveport, situated in the parish of Caddo, State of Louisiana, a municipal corporation duly incorporated and existing under and by virtue of the laws of the State of Louisiana, be, and is hereby, authorized to construct and maintain a traffic bridge and approaches thereto across the Red River, extending from such a point in the said city of Shreveport to such a point in the parish of Bossier as may be selected by said city of Shreveport and approved by the Secretary of War. Said bridge shall be constructed to provide for the passage of vehicles, foot passengers, stock, and such other lawful traffic as may be desired, at such legal rates of toll as may be fixed by said city and approved by the Secretary of War.

Red River, Shreveport, La., may bridge.

Location.

Wagon and foot bridge.

SEC. 2. That said bridge built under this Act, and subject to its limitations, shall be a lawful structure, and shall be recognized and known as a post route, upon which also no higher charge shall be made for

Lawful structure and post route.