June 28, 1906.
[S. 6493. 1]

[Public, No. 311.]

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

Proviso.
Top of tunnel, etc.

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 there-

from, and to construct and maintain filter beds for the purpose of supplying the city

of Buffalo with pure water.

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

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.

Approved, June 28, 1906.

CHAP. 3563.—An Act To amend an Act entitled "An Act to incorporate the

Washington and Western Maryland Railroad Company."

Be it enacted by the Senate and House of Representatives of the United

States of America in Congress assembled, That the Act of Congress

titled "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:

"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, northwest

wardly 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 northwesternly through the said lands of

the Government or 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