

February 19, 1910.  
[H. R. 18592.]

[Public, No. 49.]

Missouri River,  
Time extended for  
bridging, between  
Kansas City and Sibley,  
Mo.  
Vol. 34, p. 911,  
amended.

Time of construction.  
Vol. 24, p. 493.  
Vol. 28, p. 45.  
Vol. 33, p. 142.

*Proviso.*  
Operation, etc.

Vol. 34, p. 84.

Amendment.

**CHAP. 43.**—An Act To amend an Act authorizing the construction of a bridge across the Missouri River at Kansas City, Missouri.

*Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled,* That the Act approved February twentieth, nineteen hundred and seven, entitled "An Act to amend an Act entitled 'An Act to amend an Act to construct a bridge across the Missouri River at a point between Kansas City and Sibley, in Jackson County, Missouri,' approved March nineteenth, nineteen hundred and four," be, and the same is hereby, amended so as to read as follows: "That the construction of the bridge authorized to be constructed by the Act approved March third, eighteen hundred and eighty-seven, and of which this Act is amendatory, shall be completed within two years from March nineteenth, nineteen hundred and ten, and the time for so doing is hereby extended accordingly, and unless these conditions are complied with, this Act and the Acts of which it is amendatory shall be null and void: *Provided,* That in all matters and particulars not expressly provided for in the Acts of which this Act is amendatory, the construction, maintenance, and operation of such bridge shall be in accordance with the provisions of the Act of Congress approved March twenty-third, nineteen hundred and six, entitled 'An Act to regulate the construction of bridges over navigable waters.'

"SEC. 2. That the right to alter, amend, or repeal this Act and the Acts of which it is amendatory is hereby expressly reserved."

Approved, February 19, 1910.

February 19, 1910.  
[H. R. 18695.]

[Public, No. 50.]

Tug Fork, Big Sandy  
River.  
Time extended for  
bridging, at Nolan, W.  
Va.  
Vol. 34, p. 626.  
*Proviso.*  
Time of construction.

Amendment.

**CHAP. 44.**—An Act To revive an Act to authorize the construction of a bridge across Tug Fork of Big Sandy River, West Virginia.

*Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled,* That the Act entitled "An Act authorizing the Borderland Coal Company to construct a bridge across Tug Branch of Big Sandy River," approved June twenty-ninth, nineteen hundred and six, is hereby revived and reenacted: *Provided,* That actual construction of the bridge therein authorized shall be commenced within one year and completed within three years from the date of the passage of this Act.

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

Approved, February 19, 1910.

February 19, 1910.  
[H. R. 18806.]

[Public, No. 51.]

Black River, Ark.  
Saint Louis, Iron  
Mountain and Southern  
Railway Company  
may bridge, at Paroquet.

Vol. 34, p. 84.

Amendment.

**CHAP. 45.**—An Act To authorize the construction, maintenance, and operation of a bridge across the Black River near Paroquet, Arkansas.

*Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled,* That the Saint Louis, Iron Mountain and Southern Railway Company, a corporation organized and existing under the laws of the States of Missouri and Arkansas, is hereby authorized to construct, maintain, and operate a railroad bridge and approaches thereto across the Black River at a point suitable to the interests of navigation near Paroquet, Arkansas, or to reconstruct, maintain, and operate the present bridge of said company across the said river 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.

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

Approved, February 19, 1910.

**CHAP. 46.**—An Act To authorize the construction, maintenance, and operation of a bridge across the Saint Francis River near Parkin, Arkansas.

February 19, 1910.  
[H. R. 18807.]

[Public, No. 52.]

*Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled,* That the Saint Louis, Iron Mountain and Southern Railway Company, a corporation organized and existing under the laws of the States of Missouri and Arkansas, is hereby authorized to construct, maintain, and operate a railroad bridge and approaches thereto across the Saint Francis River at a point suitable to the interests of navigation near Parkin, Arkansas, or to reconstruct, maintain, and operate the present bridge of said company across the said river 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.

Saint Francis River,  
ARK.  
Saint Louis, Iron  
Mountain and South-  
ern Railway Company  
may bridge, at Parkin.

Vol. 34, p. 84.

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

Amendment.

Approved, February 19, 1910.

**CHAP. 47.**—An Act To authorize the construction, maintenance, and operation of a bridge across the White River, at Augusta, Arkansas.

February 19, 1910.  
[H. R. 18808.]

[Public, No. 53.]

*Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled,* That the Saint Louis, Iron Mountain and Southern Railway Company, a corporation organized and existing under the laws of the States of Missouri and Arkansas, is hereby authorized to construct, maintain, and operate a railroad bridge and approaches thereto across the White River, at a point suitable to the interests of navigation, at Augusta, Arkansas, or to reconstruct, maintain, and operate the present bridge of said company across the said river 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.

White River, Ark.  
Saint Louis, Iron  
Mountain and South-  
ern Railway Company  
may bridge, at Au-  
gusta.

Vol. 34, p. 84.

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

Amendment.

Approved, February 19, 1910.

**CHAP. 50.**—An Act To provide for the removal of present grade crossing, and construction of a new grade crossing on the line of Q street northeast, District of Columbia.

February 21, 1910.  
[H. R. 11989.]

[Public, No. 54.]

*Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled,* That within thirty days after the passage of this Act the Baltimore and Ohio Railroad Company and the Philadelphia, Baltimore and Washington Railroad Company be, and they are hereby, directed and required to remove the present grade crossing over their tracks between P and Q streets northeast, in the District of Columbia, and to construct a grade crossing over said tracks on the line of Q street northeast; all work within the limits of the rights of way of said railroad companies to be done by them at their own cost and expense and all necessary work outside of said rights of way to be done by the District of Columbia.

District of Columbia.  
Change of grade  
crossing, Q street  
northeast.

Payment of expense.

Approved, February 21, 1910.

**CHAP. 51.**—An Act To authorize the extension of Park place northwest.

February 21, 1910.  
[H. R. 16324.]

[Public, No. 55.]

*Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled,* That, under and in accordance with the provisions of subchapter one of chapter fifteen of the Code of

District of Columbia.  
Park place north-  
west.