

January 26, 1912.  
[H. R. 14664.]

[Public, No. 62.]

**CHAP. 17.**—An Act Authorizing the Secretary of the Interior to grant further extension of time within which to make proof on desert-land entries in the counties of Weld and Larimer, Colorado.

Public lands.  
Time extended for  
final proof of desert  
land entries, Weld  
and Larimer counties,  
Colo.

*Proviso.*  
Affidavit of cause of  
delay required.

Limitation.

*Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled,* That the Secretary of the Interior may, in his discretion, grant to any entryman who has heretofore made entry under the desert-land laws in the counties of Weld and Larimer, in the State of Colorado, a further extension of the time within which he is required to make final proof: *Provided,* That such entryman shall, by his corroborated affidavit filed in the land office of the district where such land is located, show to the satisfaction of the Secretary that because of unavoidable delay in the construction of irrigation works intended to convey water to the land embraced in his entry he is, without fault on his part, unable to make proof of the reclamation and cultivation of said lands as required by law within the time limited therefor; but such extension shall not be granted for a period of more than three years, and this Act shall not affect contests initiated for a valid existing reason.

Approved, January 26, 1912.

January 27, 1912.  
[H. R. 18112.]

[Public, No. 63.]

**CHAP. 18.**—An Act Authorizing the construction of a bridge, and approaches thereto, across the Tug Fork of Big Sandy River.

Tug Fork of Big  
Sandy River.  
Mingo and Pike  
Bridge Company may  
bridge, Williamson,  
W. Va.

Vol. 34, p. 84.

Amendment.

*Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled,* That the Mingo and Pike Bridge Company, a corporation organized under the laws of the State of West Virginia, its successors and assigns, be, and are hereby, authorized to construct, maintain, and operate a bridge, and approaches thereto, across Tug Fork of the Big Sandy River at a point suitable to the interests of navigation at or near the point where the Williamson Branch empties into said river, in the city of Williamson, in Mingo County, West Virginia, 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, January 27, 1912.

January 27, 1912.  
[H. R. 13278.]

[Public, No. 64.]

Caddo Lake.  
Caddo Parish, La.,  
may bridge, Moor-  
ingsport.  
*Post,* p. 1020.

Vol. 34, p. 84.

Amendment.

**CHAP. 19.**—An Act To authorize the construction of a bridge across Caddo Lake, in Louisiana.

*Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled,* That the police jury of Caddo Parish, Louisiana, be, and is hereby, authorized to construct, maintain and operate a bridge across Caddo Lake (locally known as Ferry Lake), in Caddo Parish, Louisiana, at a point suitable to the interests of navigation, at or near the village of Mooringsport, Louisiana, 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, January 27, 1912.

**CHAP. 20.**—An Act To authorize the city of Minneapolis, in the State of Minnesota, to construct a bridge across the Mississippi River in said city.

January 27, 1912.

[H. R. 14108.]

[Public, No. 65.]

*Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled,* That the city of Minneapolis, in the county of Hennepin and State of Minnesota, a municipal corporation organized under the laws of the State of Minnesota, be, and it is hereby, authorized to construct, maintain, and operate a bridge and approaches thereto across the Mississippi River, extending from the intersection of Nineteenth Avenue south and Bluff Street, across the river to the intersection of Tenth and University Avenues southeast, in the city of Minneapolis, in the State of Minnesota, 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.

Mississippi River, Minneapolis, Minn., may bridge, Nineteenth Avenue to Tenth Avenue.  
Post, p. 669.

Vol. 34, p. 84.

Amendment.

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

Approved, January 27, 1912.

**CHAP. 21.**—An Act To authorize the city of Minneapolis, in the State of Minnesota, to construct a bridge across the Mississippi River in said city.

January 27, 1912.

[H. R. 14109.]

[Public, No. 66.]

*Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled,* That the city of Minneapolis, in the county of Hennepin and State of Minnesota, a municipal corporation organized under the laws of the State of Minnesota, be, and it is hereby, authorized to construct, maintain, and operate a bridge and approaches thereon in said city across the Mississippi River, extending from Washington Avenue north, near its intersection with Lyndale Avenue north, and Forty-second Avenue, crossing the tracks of the Minneapolis, Saint Paul and Sault Saint Marie Railway Company, and the Water Works Park, across the river to the intersection of Thirty-seventh Avenue northeast, if extended, with the river south of the pumping station, in such a manner as not to impede or hinder navigation in said river at the location above stated, 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.

Mississippi River, Minneapolis, Minn., may bridge.  
Post, p. 670.

Location.

Vol. 34, p. 84.

Amendment.

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

Approved, January 27, 1912.

**CHAP. 22.**—An Act To extend the time for building a bridge across the Mississippi River at Minneapolis, Minnesota.

January 27, 1912.

[H. R. 14110.]

[Public, No. 67.]

*Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled,* That the time for commencing and completing the construction of the bridge authorized by the Act of Congress approved February fifteenth, nineteen hundred and ten, to be built across the Mississippi River, from Plymouth Avenue to Eighth Avenue, in the city of Minneapolis, Minnesota, is hereby extended to one year and three years, respectively, from February fifteenth, nineteen hundred and twelve.

Mississippi River. Time extended for bridging, between Plymouth and Eighth Avenues, Minneapolis, Minn.  
Vol. 36, p. 193, amended.  
Post, p. 669.

Amendment.

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

Approved, January 27, 1912.