

pany, a corporation, be, and it is hereby, authorized to construct, maintain, and operate a bridge and approaches thereto across Red River at a point suitable to the interests of navigation on the south bank of said river immediately north of Preston, in Grayson County, Texas, to a point immediately north of said beginning and located in Marshall County, Oklahoma, and such point being about two miles west of the confluence of Red River with the Washita River near Preston, Texas, in accordance with the provisions of the Act entitled "An Act to regulate the construction of bridges over navigable waters," approved March 23, 1906.

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

Approved, August 7, 1919.

Preston Bridge Company may bridge, near Preston, Tex.

Construction.
Vol. 34, p. 84.

Amendment.

CHAP. 41.—An Act Further extending the time for the commencement and completion of the bridge or bridges authorized by an Act entitled "An Act to amend an Act to authorize the Dauphin Island Railway and Harbor Company, its successors or assigns, to construct and maintain a bridge or bridges, or viaducts, across the water between the mainland, at or near Cedar Point, and Dauphin Island, both Little and Big; also to dredge a channel from the deep waters of Mobile Bay into Dauphin Bay; also to construct and maintain docks and wharves along both Little and Big Dauphin Islands," approved June 18, 1912, as extended by an Act approved June 30, 1916.

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled, That the time for the commencement and completion of the bridge or bridges authorized by the Act entitled "An Act to amend an Act to authorize the Dauphin Island Railway and Harbor Company, its successors or assigns, to construct and maintain a bridge or bridges, or viaducts, across the water between the mainland, at or near Cedar Point, and Dauphin Island, both Little and Big; also to dredge a channel from the deep waters of Mobile Bay into Dauphin Bay; also to construct and maintain docks and wharves along both Little and Big Dauphin Islands," approved June 18, 1912, as extended by an Act approved June 30, 1916, is hereby further extended to seven and nine years, respectively, from and after the 18th day of September, 1916.

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

Approved, August 8, 1919.

August 8, 1919.
[S. 1361.]

[Public, No. 34.]

Mobile Bay, etc., Ala.
Time extended for bridging, etc., by Dauphin Island Railway and Harbor Company.
Vol. 37, p. 137.

Vol. 39, p. 246, amended.

Amendment.

CHAP. 42.—An Act To authorize the Central Railroad Company of New Jersey to construct a bridge across the navigable waters of the Newark Bay, in the State of New Jersey.

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled, That authority be, and is hereby, granted to the Central Railroad Company of New Jersey, a corporation organized and existing under the laws of the State of New Jersey, its successors and assigns, to construct, maintain, and operate a bridge, and approaches thereto, across the Newark Bay, in the State of New Jersey, at a point suitable to the interests of navigation between the city of Elizabeth, in the county of Union, and the city of Bayonne, in the county of Hudson, in said State, in accordance with the provisions of the Act entitled "An Act to regulate the construction of bridges over navigable waters," approved March 23, 1906.

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

Approved, August 8, 1919.

August 8, 1919.
[S. 1378.]

[Public, No. 35.]

Newark Bay, N. J.
Central Railroad Company of New Jersey may bridge, Elizabeth to Bayonne.
Post, p. 1099.

Construction.
Vol. 34, p. 84.

Amendment.

August 11, 1919.
[H. R. 5032.]

[Public, No. 36.]

District of Columbia.
Diocese of Washing-
ton.

Convention of, may
give women the right
to vote, etc.
Vol. 29, p. 58.

CHAP. 43.—An Act To extend the franchise in the parishes and separate congregations of the Protestant Episcopal Church in the District of Columbia.

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled, That the Convention of the Protestant Episcopal Church of the Diocese of Washington, incorporated by Act of Congress, approved March 16, 1896, is hereby authorized and empowered on the petition of the vestry of any parish or separate congregation to give the same right to women to vote and hold office as is now conferred upon men by existing law.

Approved, August 11, 1919.

August 12, 1919.
[H. J. Res. 165.]

[Pub. Res., No. 8.]

Army construction
work.
Preamble.
Ante, p. 128.

CHAP. 44.—Joint Resolution To allow the payment of bills lawfully incurred for construction work actually performed or construction material actually purchased and delivered prior to the approval of an Act approved July 11, 1919 (Public Numbered 7, Sixty-sixth Congress, H. R. 5227).

Whereas by an Act approved July 11, 1919 (Public Numbered 7, Sixty-sixth Congress, H. R. 5227), it is provided as follows:

“That no part of any of the appropriations made herein nor any of the unexpended balances of appropriations heretofore made for the support and maintenance of the Army or the Military Establishment shall be expended for the purchase of real estate for the construction of Army camps or cantonments except in such cases at National Army or National Guard camps or cantonments which were in use prior to November 11, 1918, where it has been or may be found more economical to the Government for the purpose of salvaging such camps or cantonments to buy real estate than to continue to pay rentals or claims for damages thereon, and except where industrial plants have been constructed or taken over by the Government for war purposes and the purchase of land is necessary in order to protect the interest of the Government”; and

Whereas doubt exists as to the proper interpretation of said provision and as to the intention of Congress in enacting the same: Therefore, be it

Resolved by the Senate and House of Representatives of the United States of America in Congress assembled, That the foregoing provision of said Act shall not be construed to prevent the payment from the unexpended balances of said appropriations of bills lawfully incurred for construction work actually performed or construction material actually purchased and actually produced under the terms of the contract prior to the approval of said Act.

Approved, August 12, 1919.

Obligations for, in-
curred prior to prohibi-
tion in Army approp-
riation Act, to be
paid.

August 15, 1919.
[S. 2594.]

[Public, No. 37.]

Arkansas River.
Time extended for
bridging, Little Rock
to Argenta, Ark.

Vol. 38, p. 685, amend-
ed.

Amendment.

CHAP. 45.—An Act To extend the time for the construction of the Broadway Street bridge across the Arkansas River between the cities of Little Rock and Argenta, Arkansas.

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled, That the times for commencing and completing the construction of a bridge and approaches thereto, authorized by Act of Congress approved August 7, 1914, to be built from Broadway Street, in the city of Little Rock, Arkansas, to a point on the north bank of said river, in the city of Argenta, county of Pulaski, Arkansas, are hereby extended one year and three years, respectively, from the date of approval hereof.

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

Approved, August 15, 1919.