

[CHAPTER 89]

AN ACT

Granting the consent of Congress to the Highway Department of Davidson County, of the State of Tennessee, to construct, maintain, and operate, a free highway bridge across the Cumberland River at a point approximately one and three-fourths miles below Clees Ferry, connecting a belt-line highway in Davidson County, State of Tennessee, known as the Old Hickory Boulevard.

May 9, 1941
[H. R. 2684]
[Public Law 51]

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled, That the consent of Congress is hereby granted to the Highway Department of Davidson County, of the State of Tennessee, and its successors and assigns, to construct, maintain, and operate a free highway bridge and approaches thereto across the Cumberland River at a point approximately one and three-fourths miles below Clees Ferry, connecting a belt-line highway in Davidson County, State of Tennessee, known as the Old Hickory Boulevard, in accordance with the provisions of the Act entitled "An Act to regulate the construction of bridges over navigable waters", approved March 23, 1906.

Cumberland River.
Bridge authorized
across, below Clees
Ferry, Tenn.

34 Stat. 84.
33 U. S. C. §§ 491-498.

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

Approved, May 9, 1941.

[CHAPTER 90]

AN ACT

To extend the times for commencing and completing the construction of a bridge across the Saint Louis River at or near the city of Duluth, Minnesota, and the city of Superior, Wisconsin, and to amend the Act of August 7, 1939, as amended, and for other purposes.

May 9, 1941
[H. R. 2766]
[Public Law 52]

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 a bridge and approaches thereto across the Saint Louis River, at or near the city of Duluth, Minnesota, and the city of Superior, Wisconsin, authorized to be constructed by the city of Duluth by an Act of Congress approved August 7, 1939, and heretofore extended by an Act of Congress approved April 30, 1940, is hereby further extended one year from August 7, 1941, and three years from August 7, 1941, respectively.

Saint Louis River.
Time extended for
bridging, at Duluth,
Minn.

53 Stat. 1258; 54
Stat. 172.

SEC. 2. The said Act approved August 7, 1939, as heretofore amended by the Act of Congress approved April 30, 1940, is further amended as follows:

(a) The second sentence of section 3 of said Act as amended is amended to read: "All such bonds shall be in a form not inconsistent with this Act and shall mature at such time or times as the city may determine, not exceeding twenty years from August 7, 1941."

Bonds, form and
maturity.
53 Stat. 1259; 54
Stat. 172.

(b) The third sentence of section 3 of said Act is amended to read: "The city, when it deems it to be in the best interests of the city, may issue refunding bonds to repurchase and redeem any outstanding bonds before the maturity thereof: *Provided*, That the refunding bonds shall mature at such time or times not exceeding thirty years from August 7, 1941, as the city may determine."

Refunding bonds.
53 Stat. 1259.

Proviso.
Maturity.

SEC. 3. The right to alter, amend, or repeal this Act is hereby expressly reserved.

Approved, May 9, 1941.