

**CHAP. 65.**—An Act To authorize the Fort Smith and Van Buren district to construct a bridge across the Arkansas River at Van Buren, in the State of Arkansas.

February 26, 1910.  
[S. 6191.]  
[Public, No. 65.]

*Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled,* That the Fort Smith and Van Buren district, a body politic and corporate created by act of the general assembly of Arkansas approved April tenth, nineteen hundred and nine, to construct, maintain, and operate a bridge across the Arkansas River at Van Buren, Arkansas, and its successors and assigns, be, and is hereby, authorized to construct, maintain, and operate a bridge and approaches thereto across the Arkansas River between the cities of Fort Smith and Van Buren, at a point suitable to the interests of navigation, one end of said bridge to be in the corporate limits of the city of Van Buren, in accordance with the provisions of the Act of Congress entitled "An Act to regulate the construction of bridges over navigable waters," approved March twenty-third, nineteen hundred and six.

Arkansas River, Fort Smith and Van Buren district may bridge, at Van Buren, Ark.

Vol. 34, p. 84.

Amendment.

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

Approved, February 26, 1910.

**CHAP. 66.**—An Act To amend an Act authorizing the Washington, Spa Springs and Greta Railroad Company, of Maryland, to enter the District of Columbia, with amendments, approved February eighteenth, nineteen hundred and seven.

February 26, 1910.  
[H. R. 17331.]  
[Public, No. 66.]

*Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled,* That section eighteen of an Act authorizing the Washington, Spa Springs and Greta Railroad Company, of Maryland, a corporation created by the laws of the State of Maryland and authorized by an Act of Congress approved February eighteenth, nineteen hundred and seven, to extend its line into the District of Columbia, as amended by an Act approved March third, nineteen hundred and nine, be, and the same is hereby, amended to read as follows:

District of Columbia. Time extended for constructing Washington, Spa Springs and Greta Railroad. Vol. 34, p. 896.

Vol. 35, p. 779, amended.

"SEC. 18. That the construction of the said extension of the lines of said railroad company within the District of Columbia shall be completed within six months from the passage of this Act and cars in operation within the said period, in default of which this Act shall be void and of no effect: *And provided further,* That all the rights, duties, obligations, and requirements as to permits and deposits contained in the Act of February eighteenth, nineteen hundred and seven, authorizing the Washington, Spa Springs and Greta Railroad Company to enter the District of Columbia, and all obligations imposed on said company by the Act amending the same, approved March third, nineteen hundred and nine, shall, in conjunction with this amendment, remain in full force and effect."

Time of construction.

Proviso. Permits and deposits.

Approved, February 26, 1910.

**CHAP. 67.**—An Act For the relief of John W. Dula and C. M. Cox.

February 28, 1910.  
[H. R. 18145.]  
[Public, No. 67.]

*Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled,* That the Secretary of the Treasury be, and he is hereby, authorized and directed to audit and pay the account of John W. Dula, of Wilkesboro, Wilkes County, North Carolina, for services rendered as United States de facto commissioner for the western district of North Carolina from December second, nineteen hundred and eight, to and including June fifth, nineteen hundred and nine, the same as if he had been regularly appointed; and the acts of the said John W. Dula as United States commissioner de facto during said period are hereby legalized and declared to be of force and effect.

John W. Dula. Payment for services.

Acts as commissioner, North Carolina western district, legalized.

C. M. Cox.  
Payment for services.

Acts as commissioner,  
Florida northern  
district, legalized.

SEC. 2. That the Secretary of the Treasury be, and he is hereby, authorized and directed to audit and pay the account of C. M. Cox, of Bonifay, Florida, for services as United States commissioner de facto for the northern district of Florida during the months of January, February, March, April, May, and June, nineteen hundred and eight, the same as if he had been regularly appointed; and the acts of the said C. M. Cox as United States de facto commissioner during said period are hereby legalized and declared to be of force and effect.

Approved, February 28, 1910.

March 2, 1910.  
[H. R. 10106.]

[Public, No. 68.]

Andersonville National Cemetery, Ga.  
Acceptance of land adjoining.

CHAP. 68.—An Act Authorizing the acceptance by the United States Government from the Woman's Relief Corps, auxiliary to the Grand Army of the Republic, of a proposed gift of land contiguous to the Andersonville National Cemetery, in the State of Georgia.

*Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled,* That the Secretary of War be, and he is hereby, authorized and directed to accept from the Woman's Relief Corps, auxiliary to the Grand Army of the Republic, a gift of eighty-eight acres of land, more or less, contiguous to the Andersonville National Cemetery, in the State of Georgia, with all improvements thereon, the details incident to the transfer of said land to be arranged and perfected by the Secretary of War.

Approved, March 2, 1910.

March 2, 1910.  
[H. R. 17160.]

[Public, No. 69.]

Columbia River and Celilo Canal.  
Oregon Trunk Railway may bridge, at Celilo.

Vol. 34, p. 84.

Proviso.  
Right of way across Celilo Canal lands.

CHAP. 69.—An Act To authorize the Oregon Trunk Railway of the State of Washington to construct a bridge across the Columbia River and Celilo Canal.

*Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled,* That the Oregon Trunk Railway, a corporation organized under the laws of the State of Washington, is hereby authorized to construct, maintain, and operate a bridge and approaches thereto across the Columbia River, and the Celilo Canal, at a point suitable to the interests of navigation, at or near Celilo, in the States of Washington and Oregon, 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: *Provided,* That in approving the plans for the bridge herein authorized, the Secretary of War may, subject to such terms and conditions as in his judgment are equitable, expedient, and just to the public, grant to the said Oregon Trunk Railway a right of way across the lands of the United States on either side of, and adjacent to, the said Celilo Canal, and also the privilege of occupying so much of said lands as may be necessary for the piers, abutments, and other portions of the bridge structure and approaches.

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

Approved, March 2, 1910.

March 2, 1910.  
[H. R. 19967.]

[Public, No. 70.]

Tug Fork, Big Sandy River.  
Thomas J. Ewing et al. may bridge, at Warfield, Ky.

CHAP. 70.—An Act To authorize Thomas J. Ewing, George B. Patton, Otto Burger, William Cecil, and Milton E. Foster to construct a bridge across the Tug Fork of the Big Sandy River.

*Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled,* That Thomas J. Ewing, of Catlettsburg, Kentucky; George B. Patton, of Catlettsburg, Kentucky; Otto Burger, of Cincinnati, Ohio; William Cecil, of Catlettsburg, Kentucky; and Milton E. Foster, of Dayton, Ohio, their heirs and