

**CHAP. 14.**—An Act To amend an Act entitled "An Act to authorize the construction of a bridge over the Missouri River at or near Sibley, in the State of Missouri," approved July third, eighteen hundred and eighty-four.

January 22, 1912.  
[S. 4006.]

[Public, No. 59.]

*Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled,* That in the reconstruction by The Atchison, Topeka and Santa Fe Railway Company of the existing bridge constructed under the authority of the Act approved July third, eighteen hundred and eighty-four, entitled "An Act to authorize the construction of a bridge over the Missouri River at or near Sibley, in the State of Missouri," the clear height thereof above extreme high-water mark shall be fixed at forty-eight feet, or at three hundred and fifty-eight and seven-tenths feet above Saint Louis directrix, being a reduction of two feet in present clear elevation; the plans for such reconstruction shall be subject to the approval of the Secretary of War, and such bridge shall be constructed, maintained and operated 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.

Missouri River.  
Atchison, Topeka  
and Santa Fe Railway  
Company may reconstruct  
bridge over,  
at Sibley, Mo.  
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**SEC. 2.** The right to alter, amend, or repeal this Act is hereby expressly reserved.

Amendment.

Approved, January 22, 1912.

**CHAP. 15.**—An Act To authorize the Aransas Harbor Terminal Railway to construct a bridge across Morris and Cummings Channel.

January 22, 1912.  
[H. R. 15781.]

[Public, No. 60.]

*Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled,* That the Aransas Harbor Terminal Railway and its assigns be, and are hereby, authorized to construct, maintain, and operate a bridge and approaches thereto across the Morris and Cummings Channel at a point suitable to the interests of navigation, at or near Stedman Island, in the county of Nueces, in the State of Texas, in accordance with the provisions of the Act entitled "An Act to regulate the construction of bridges over navigable waters," approved March twenty-three, nineteen hundred and six.

Morris and Cummings  
Channel.  
Aransas Harbor Terminal  
Railway may bridge,  
Stedman Island,  
Tex.

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

Amendment.

Approved, January 22, 1912.

**CHAP. 16.**—An Act Authorizing the construction of a bridge across the Connecticut River, in the State of Connecticut, between the towns of East Haddam and Haddam.

January 25, 1912.  
[H. R. 14944.]

[Public, No. 61.]

*Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled,* That the State of Connecticut, acting through the East Haddam and Haddam Bridge Commission, a commission created by the laws of the State of Connecticut, be, and hereby is, authorized to construct and maintain a drawbridge across the Connecticut River, between the towns of East Haddam and Haddam, in the State of Connecticut, at a point suitable to the interests of navigation, 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.

Connecticut River.  
Connecticut may  
bridge, between East  
Haddam and Had-  
dam.

Vol. 34, p. 84.

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

Amendment.

Approved, January 25, 1912.