

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.  
Vol. 23, p. 67.

Vol. 34, p. 84.

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.

Vol. 34, p. 84.

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 Haddam.

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

Amendment.

Approved, January 25, 1912.

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.