

August 7, 1919. [H. R. 5223.] <hr/> [Public, No. 30.]	<b>CHAP. 37.</b> —An Act Granting the consent of the Congress to the city of Minneapolis, a municipal corporation, to construct, maintain, and operate a bridge across the Mississippi River.
Mississippi River. Minneapolis, Minn., may bridge.	<p><i>Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled,</i> That the consent of the Congress is hereby granted to the city of Minneapolis, a municipal corporation of the State of Minnesota, and its successors, to construct, maintain, and operate a bridge and approaches thereto across the Mississippi River, at a point suitable to the interests of navigation, at or near the intersection of Franklin Avenue, in said city of Minneapolis, with the said Mississippi River, in accordance with the provisions of the Act entitled "An Act to regulate the construction of bridges over navigable waters," approved March 23, 1906.</p> <p>SEC. 2. That the right to alter, amend, or repeal this Act is hereby expressly reserved.</p> <p>Approved, August 7, 1919.</p>
Location.	
Construction. Vol. 34, p. 84.	
Amendment.	

August 7, 1919. [H. R. 5648.] <hr/> [Public, No. 31.]	<b>CHAP. 38.</b> —An Act For the construction of a bridge across the Rainy River between Spooner, Minnesota, and Rainy River, Province of Ontario, Canada.
Rainy River. Minnesota and Canada may bridge, Spooner, Minn., to Rainy River, Ontario.	<p><i>Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled,</i> That the consent of Congress is hereby given for the construction, maintenance, and operation by the State of Minnesota and the Dominion of Canada, jointly, of a bridge to be erected across the Rainy River, at a point suitable to the interests of navigation, between Spooner, Minnesota, and Rainy River, Province of Ontario, Canada, in accordance with the provisions of the Act entitled "An Act to regulate the construction of bridges over navigable waters," approved March 23, 1906: <i>Provided,</i> That the construction of said bridge shall not be commenced until the consent of the proper authorities of the Dominion of Canada for the erection of the structure shall have been obtained.</p> <p>SEC. 2. That the right to alter, amend, or repeal this Act is hereby expressly reserved.</p> <p>Approved, August 7, 1919.</p>
Construction. Vol. 34, p. 84.	
Proviso. Consent of Canada required.	
Amendment.	

August 7, 1919. [H. R. 6342.] <hr/> [Public, No. 32.]	<b>CHAP. 39.</b> —An Act To authorize the construction of a bridge across the Pend Oreille River at the town of Usk, in the State of Washington.
Pend Oreille River. Pend Oreille County, Wash., may bridge, at Usk.	<p><i>Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled,</i> That Pend Oreille County, State of Washington, its successors and assigns, be, and it is hereby, authorized to construct, maintain, and operate a bridge and approaches thereto across the Pend Oreille River at a point suitable to the interests of navigation at the town of Usk, in said county and 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.</p> <p>SEC. 2. That the right to alter, amend, or repeal this Act is hereby expressly reserved.</p> <p>Approved, August 7, 1919.</p>
Construction. Vol. 34, p. 84.	
Amendment.	

August 7, 1919. [H. R. 6434.] <hr/> [Public No. 33.]	<b>CHAP. 40.</b> —An Act Authorizing the construction of a bridge and approaches thereto across Red River about two miles above its confluence with the Washita River, near Preston, Grayson County, Texas.
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Red River.	<p><i>Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled,</i> That the Preston Bridge Com-</p>
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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.