

tended one and three years, respectively, from the date of approval hereof.

Amendment.

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

Approved, February 16, 1924.

February 16, 1924.
[S. 604.]
[Public, No. 19.]

CHAP. 24.—An Act To authorize the construction, maintenance, and operation of a bridge across the Saint Francis River near Saint Francis, Arkansas.

Saint Francis River.
Saint Louis Southwestern Railway Company may bridge, Saint Francis, Ark.

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled, That the Saint Louis Southwestern Railway Company, a corporation organized and existing under the laws of the State of Missouri, be, and it is hereby, authorized to construct, maintain, and operate a railroad bridge and approaches thereto across the Saint Francis River at a point suitable to the interests of navigation near Saint Francis, Arkansas, or to reconstruct, maintain, and operate the present bridge of said company across the said 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.

Construction.
Vol. 34, p. 84.

Amendment.

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

Approved, February 16, 1924.

February 16, 1924.
[S. 643.]
[Public, No. 20.]

CHAP. 25.—An Act To extend the time for the construction of a bridge across the Pamunkey River, in Virginia.

Pamunkey River.
Time extended for bridging, by Pamunkey Ferry Company, Sweet Hall, Va.
Vol. 42, p. 360, amended.

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled, That the times for commencing and completing the construction of a bridge authorized by Act of Congress, approved January 30, 1922, to be built by the Pamunkey Ferry Company, across the Pamunkey River, at or near Sweet Hall, in King William County, to a point opposite in New Kent County, in the Commonwealth of Virginia, are hereby extended one and three years, respectively, from the date of approval hereof.

Amendment.

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

Approved, February 16, 1924.

February 16, 1924.
[S. 733.]
[Public, No. 21.]

CHAP. 26.—An Act Granting the consent of Congress to the construction of a bridge over the Hudson River at Poughkeepsie, New York.

Hudson River.
New York may bridge, Poughkeepsie.

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 commissioner of highways of the State of New York to construct, maintain, and operate a bridge and approaches thereto across the Hudson River at a point suitable to the interests of navigation, at or near the city of Poughkeepsie, New York, in accordance with the provisions of an Act entitled "An Act to regulate the construction of bridges over navigable waters," approved March 23, 1906.

Construction.
Vol. 34, p. 84.

Amendment.

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

Approved, February 16, 1924.

CHAP. 27.—An Act To authorize the Highway Commission of the State of Montana to construct and maintain a bridge across the Yellowstone River at or near the city of Glendive, Montana.

February 16, 1924.
[S. 1170.]
[Public, No. 22.]

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled, That the Highway Commission of the State of Montana be, and is hereby, authorized to construct and maintain a bridge and approaches thereto, comprising part of the Federal aid highway system of Montana, across the Yellowstone River at a point suitable to the interests of navigation, at or near the city of Glendive, Dawson County, Montana, in section 35, township 16 north, range 55 east, Montana meridian, in accordance with the provisions of the Act entitled "An Act to regulate the construction of bridges over navigable waters," approved March 23, 1906.

Yellowstone River.
Montana may bridge,
Glendive.

Construction.
Vol. 34, p. 84.

Amendment.

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

Approved, February 16, 1924.

CHAP. 28.—An Act To authorize the Norfolk and Western Railway Company to construct a bridge across the Tug Fork of the Big Sandy River at or near a point about a mile and a half west of Williamson, Mingo County, West Virginia, and near the mouth of Turkey Creek, Pike County, Kentucky.

February 16, 1924.
[S. 1374.]
[Public, No. 23.]

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled, That the Norfolk and Western Railway Company, a corporation organized under the laws of the State of Virginia and authorized to do business in the State of West Virginia and to possess and operate a railway in Kentucky, its successors and assigns, be, and they are hereby, authorized to construct, maintain, and operate, a bridge and approaches thereto across the Tug Fork of the Big Sandy River at a point suitable to the interests of navigation at or near a point about a mile and a half west of Williamson, Mingo County, West Virginia, and near the mouth of Turkey Creek, Pike County, Kentucky, where the said Tug Fork forms the boundary line between the States of West Virginia and Kentucky, in accordance with the provisions of the Act to regulate the construction of bridges over navigable waters, approved March 23, 1906.

Tug Fork of Big
Sandy River.
Norfolk and Western
Railway Company
may bridge, between
Counties of Mingo, W.
Va., and Pike, Ky.

Construction.
Vol. 34, p. 84.

Amendment.

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

Approved, February 16, 1924.

CHAP. 29.—An Act Extending the time for the construction of a bridge across Fox River by the city of Aurora, Illinois, and granting the consent of Congress to the removal of an existing dam and to its replacement with a new structure.

February 16, 1924.
[S. 1539.]
[Public, No. 24.]

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled, That the times for commencing and completing the construction of a bridge authorized by an Act of Congress approved February 15, 1923, to be built by the city of Aurora, Kane County, Illinois, across the west branch of the Fox River, are hereby extended three and five years, respectively, from the date of approval hereof.

Fox River.
Time extended for
bridging west branch
of, by Aurora, Ill.
Vol. 42, p. 1256,
amended.

Dam to be removed
and replaced.

SEC. 2. That the consent of Congress is hereby granted to the removal of the dam now existing in the west branch of Fox River near Main Street, in said city, and its replacement with a new dam approximately a distance of one hundred and sixty-five feet northerly