

**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