

CHAP. 32.—An Act Granting the consent of Congress to the Great Northern Railway Company, a corporation, to maintain and operate or reconstruct, maintain, and operate a bridge across the Mississippi River.

February 16, 1924.
[H. R. 4266.]
[Public, No. 27.]

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled, That the consent of the Congress is hereby granted to the Great Northern Railway Company, a corporation organized under the laws of the State of Minnesota, its successors and assigns, to maintain and operate or reconstruct, maintain, and operate an existing bridge and approaches thereto across the Mississippi River at Nicollet Island in the vicinity of Second Avenue, within the city of Minneapolis, State of Minnesota, in accordance with the provisions of an Act entitled "An Act to regulate the construction of bridges over navigable waters," approved March 23, 1906.

Mississippi River.
Great Northern Rail-
way Company may
bridge, Minneapolis,
Minn.

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. 33.—An Act To authorize the State of Illinois to construct, maintain, and operate a bridge, and approaches thereto, across the Fox River in the county of Kendall and State of Illinois.

February 16, 1924.
[H. R. 4498.]
[Public, No. 28.]

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled, That the State of Illinois be, and is hereby, authorized to construct, maintain, and operate a bridge, and approaches thereto, across the Fox River at a point suitable to the interests of navigation, in the county of Kendall, and State of Illinois, on the spur of State Road numbered 18, connecting the villages of Yorkville and Bristol in said county of Kendall, to replace the bridge now connecting the said villages of Yorkville and Bristol, in accordance with the provisions of the Act entitled "An Act to regulate the construction of bridges over navigable waters," approved March 23, 1906.

Fox River.
Illinois may bridge,
in Kendall County.

Construction.
Vol. 34, p. 84.

Amendment.

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

Approved, February 16, 1924.

CHAP. 34.—An Act Granting the consent of Congress to the State of Illinois to construct, maintain, and operate a bridge and approaches thereto across the Rock River, in the county of Winnebago, State of Illinois, in section 24, township 46 north, range 1 east, of the third principal meridian.

February 16, 1924.
[H. R. 4499.]
[Public, No. 29.]

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 State of Illinois to construct, maintain, and operate a bridge and approaches thereto across the Rock River, at a point suitable to the interests of navigation, in the county of Winnebago, State of Illinois, in section 24, township 46 north, range 1 east, of the third principal 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.

Rock River.
Illinois may bridge,
in Winnebago County.

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.
[H. R. 5273.]
[Public, No. 30.]

CHAP. 35.—An Act Granting the consent of Congress to the Chicago, Milwaukee and Saint Paul Railway Company to construct a bridge over the Mississippi River between Saint Paul and Minneapolis, Minnesota.

Mississippi River,
Chicago, Milwaukee,
and Saint Paul Rail-
way Company may
bridge, Minneapolis,
Minn.
Post, p. 81a.

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 Chicago, Milwaukee and Saint Paul Railway Company, a corporation organized under the laws of the State of Wisconsin, its successors and assigns, to construct, maintain, and operate a bridge and approaches thereto across the Mississippi River so as to connect the line of railway of said company, in the city of Saint Paul, with the railway of said company near the south limits of the city of Minneapolis, at a location 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 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. J. Res. 68.]
[Pub. Res. No. 5.]

CHAP. 36.—Joint Resolution Authorizing the erection on public grounds in the city of Washington, District of Columbia, of a memorial to the Navy and marine services, to be known as Navy and Marine Memorial Dedicated to Americans Lost at Sea.

Navy and Marine
Memorial to Ameri-
cans lost at sea.
Erection authorized
of, in Washington, D.
C.

Resolved by the Senate and House of Representatives of the United States of America in Congress assembled, That the Chief of Engineers, United States Army, be, and he is hereby, authorized and directed to grant permission to the honorary national committee and executive committee of the Navy and marine memorial for the erection on public grounds of the United States in the city of Washington, District of Columbia, other than those of the Capitol, the Library of Congress, and the White House, of a memorial to the Navy and marine services, to be known as Navy and Marine Memorial Dedicated to Americans Lost at Sea: *Provided,* That the site chosen and the design of the memorial shall be approved by the National Commission of Fine Arts, and that the United States shall be put to no expense in or by the erection or maintenance of the said memorial.

Proviso.
Approval of Commis-
sion of Fine Arts.
No Government ex-
pense.

Approved, February 16, 1924.

February 20, 1924.
[S. 2249.]
[Public, No. 31.]

CHAP. 37.—An Act To extend for nine months the power of the War Finance Corporation to make advances under the provisions of the War Finance Corporation Act, as amended, and for other purposes.

War Finance Cor-
poration, etc.
Time extended for
advances, etc., by.
Vol. 40, p. 1313; Vol.
42, pp. 181, 634, 1480.
Post, p. 763.

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled, That the time during which the War Finance Corporation may make advances and purchase notes, drafts, bills of exchange, or other securities under the terms of sections 21, 22, 23, and 24 of the War Finance Corporation Act, as amended, is hereby extended to and including November 30, 1924: *Provided,* That if any application for an advance or for the purchase by the War Finance Corporation of notes, drafts, bills of exchange, or other securities is received at the office of the corporation in the District of Columbia on or before November 30, 1924, such application may be acted upon and approved, and the advance may be made or the notes, drafts, bills of exchange, or other securities may be purchased at any time prior to December 31, 1924.

Proviso.
Application received
on day of termination,
etc.