

Act to authorize the city of Saint Louis, a corporation organized under the laws of the State of Missouri, to construct a bridge across the Mississippi River," approved June 25, 1906, be, and the same is hereby, extended for the period of three years from February 11, 1924.

Condemnation, etc., of approaches authorized.

SEC. 2. That for the purpose of carrying into effect the objects of this Act, the city of Saint Louis may receive, purchase, and also acquire by lawful appropriation and condemnation in the States of Illinois and Missouri, upon making proper compensation therefor, to be ascertained according to the laws of the State within which the same is located, real and personal property and rights of property, and in order to facilitate and support interstate commerce may make any and every use of the same necessary and proper for the acquirement, construction, maintenance, and operation of said municipal bridge approaches, and extensions or additions thereto, consistent with the laws of the United States.

Amendment.
Proviso.
Additional approaches, etc., in East Saint Louis, Ill.

SEC. 3. That the right to alter, amend, or repeal this Act is hereby expressly reserved: *Provided*, That the city of Saint Louis may construct approaches, additions, or extensions, in addition to those now existing, connecting said bridge with any railroad or highway within or through the city of East Saint Louis, Illinois; but before constructing such approaches, additions, or extensions the location thereof shall first have been approved by, and a certificate of public convenience and necessity therefor shall first have been obtained from, the Interstate Commerce Commission. Full jurisdiction and authority to consider and determine such questions is hereby conferred upon the Interstate Commerce Commission, in the same manner and to the same extent as in the case of other proceedings for certificates of public convenience and necessity under paragraphs (18), (19), and (20) of section 1 of the Interstate Commerce Act.

Subject to approval of Interstate Commerce Commission.

Vol. 41, p. 477.

Approved, February 13, 1924.

February 13, 1924.
[H. R. 657.]
[Public, No. 14.]

CHAP. 19.—An Act Granting the consent of Congress to the boards of supervisors of Rankin and Madison Counties, Mississippi, to construct a bridge across the Pearl River in the State of Mississippi.

Pearl River.
Madison and Rankin Counties, Miss., may bridge, Meeks Ferry.
Vol. 41, p. 572.

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 boards of supervisors of Rankin and Madison Counties, Mississippi, to construct, maintain, and operate a bridge and approaches thereto across the Pearl River at a point suitable to the interests of navigation at Meeks Ferry, in the State of Mississippi, 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 13, 1924.

February 14, 1924.
[H. R. 4796.]
[Public, No. 16.]

CHAP. 20.—An Act To extend the time of the Hudson River Connecting Railroad Corporation for the completion of its bridge across the Hudson River, in the State of New York.

Hudson River.
Time extended for bridging, by Hudson River Connecting Railroad Corporation.
Vol. 41, p. 1101, amended.

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled, That the time for the completion of the bridge of the Hudson River Connecting Railroad Corporation, under the provisions of the Act approved February 15, 1921, be extended to the 1st day of January, 1925.

Amendment.

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

Approved, February 14, 1924.

CHAP. 21.—An Act To authorize the county of Multnomah, Oregon, to construct a bridge and approaches thereto across the Willamette River in the city of Portland, Oregon, to replace the present Burnside Street Bridge in said city of Portland; and also to authorize said county of Multnomah to construct a bridge and approaches thereto across the Willamette River in said city of Portland in the vicinity of Ross Island.

February 16, 1924.
[S. 152.]
[Public, No. 16.]

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled, That the county of Multnomah, in the State of Oregon, be, and is hereby, granted authority to construct, maintain, and operate a bridge and approaches thereto across the Willamette River in the city of Portland, Oregon, at a point suitable to the interests of navigation, at or near Burnside Street, in said city of Portland, to replace the present Burnside Street Bridge in said city, in accordance with the provisions of the Act entitled "An Act to regulate the construction of bridges over navigable waters," approved March 23, 1906.

Willamette River.
Multnomah County,
Oreg., may bridge,
Burnside Street, Port-
land.

Construction.
Vol. 34, p. 83.

SEC. 2. That the said county of Multnomah, in the State of Oregon, be, and is hereby, also granted authority to construct, maintain, and operate a bridge and approaches thereto across the Willamette River in the city of Portland, Oregon, at a point suitable to the interests of navigation, approximately thirteen miles above the mouth of said Willamette River, in the vicinity of Ross Island, in accordance with the provisions of said Act entitled "An Act to regulate the construction of bridges over navigable waters," approved March 23, 1906.

Portland, near Ross
Island.

Construction.
Vol. 34, p. 84.

SEC. 3. That the right to alter, amend, or repeal this Act is hereby expressly reserved.

Amendment.

Approved, February 16, 1924.

CHAP. 22.—An Act To authorize the building of a bridge across Waccamaw River in South Carolina near the North Carolina State line.

February 16, 1924.
[S. 284.]
[Public, No. 17.]

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled, That the North and South Carolina Waccamaw Bridge Company, be, and the same is, hereby authorized to construct, operate, and maintain a bridge, with approaches thereto, across the Waccamaw River, at a point suitable to the interests of navigation, north of and near Bellamy Landing, Horry County, South Carolina, in accordance with the provisions of the Act entitled "An Act to regulate the construction of bridges over navigable waters," approved March 23, 1906."

Waccamaw River.
North and South
Carolina Waccamaw
Bridge Company may
bridge, Bellamy Land-
ing, S. C.

Construction.
Vol. 34, p. 84.

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

Amendment.

Approved, February 16, 1924.

CHAP. 23.—An Act To extend the time for the construction of a bridge across the Arkansas River between the cities of Little Rock and Argenta, Arkansas.

February 16, 1924.
[S. 602.]
[Public, No. 18.]

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 the Act of Congress approved October 6, 1917, as revived and reenacted by the Act of February 15, 1923, to be constructed by the county of Pulaski across the Arkansas River at the city of Little Rock on the site now occupied by the free highway bridge constructed by said county in the years 1896 and 1897 are hereby ex-

Arkansas River.
Time extended for
bridging, by Pulaski
County, Little Rock,
Ark.
Vol. 40, p. 396.
Vol. 42, p. 1263,
amended.