

purposes," approved August 25, 1919, as amended by Act of March 6, 1920, be, and the same is hereby, amended so that said Act shall include the contractor for the steerage barracks for the United States quarantine station, erected at House Island, Portland Harbor, Maine, and, as to said contractor, claims for reimbursement as provided by said Act of August 25, 1919, as amended by Act of March 6, 1920, may be filed within three months after the passage of this Act.

Vol. 41, pp. 281, 507.

Approved, February 27, 1926.

**CHAP. 39.**—An Act Granting the consent of Congress to the Norfolk and Western Railway Company to construct a bridge across the Tug Fork of Big Sandy River at or near a point about two miles and a half east of Williamson, Mingo County, West Virginia, and near the mouth of Lick Branch.

February 27, 1926.  
[H. R. 6740.]  
[Public, No. 31.]

*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 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 operate railways in Kentucky, its successors and assigns, to construct, maintain, and operate a bridge and approaches thereto across the Tug Fork of Big Sandy River at a point suitable to the interests of navigation at or near a point about two miles and a half east of Williamson, Mingo County, West Virginia, and near the mouth of Lick Branch, in Mingo County, West Virginia, 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, near Williamson, W. Va.

Construction.  
Vol. 34, p. 84.

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

Amendment.

Approved, February 27, 1926.

**CHAP. 40.**—An Act Authorizing an appropriation for the payment of certain claims due certain members of the Sioux Nation of Indians for damages occasioned by the destruction of their horses.

March 1, 1926.  
[H. R. 5850.]  
[Public, No. 32.]

*Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled,* That there is hereby authorized to be appropriated, out of any money in the Treasury not otherwise appropriated, the sum of \$15,345, to be expended by the Secretary of the Interior in payment of the several amounts ascertained and determined by the Secretary of the Interior to be due as established by his report to the Congress, which report was made in conformity with the Act of Congress dated June 7, 1924, Public, 211, Sixty-eighth Congress, entitled "An Act authorizing the Secretary of the Interior to investigate and report to Congress the facts in regard to the claims of certain members of the Sioux Nation of Indians for damages occasioned by the destruction of their horses."

Sioux Nation.  
Payment authorized to, for destroyed horses.  
*Ante*, p. 855.

Vol. 43, p. 477.

Approved, March 1, 1926.

**CHAP. 41.**—An Act Authorizing an expenditure of \$50,000 from the tribal funds of the Indians of the Quinalt Reservation, Washington, for the improvement and completion of the road from Taholah to Moclips on said reservation.

March 1, 1926.  
[H. R. 97.]  
[Public, No. 33.]

*Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled,* That there is

Quinalt Reservation, Wash.