

[CHAPTER 89]

AN ACT

Granting the consent of Congress to the Highway Department of Davidson County, of the State of Tennessee, to construct, maintain, and operate, a free highway bridge across the Cumberland River at a point approximately one and three-fourths miles below Clees Ferry, connecting a belt-line highway in Davidson County, State of Tennessee, known as the Old Hickory Boulevard.

May 9, 1941
[H. R. 2684]
[Public Law 51]

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 Highway Department of Davidson County, of the State of Tennessee, and its successors and assigns, to construct, maintain, and operate a free highway bridge and approaches thereto across the Cumberland River at a point approximately one and three-fourths miles below Clees Ferry, connecting a belt-line highway in Davidson County, State of Tennessee, known as the Old Hickory Boulevard, in accordance with the provisions of the Act entitled "An Act to regulate the construction of bridges over navigable waters", approved March 23, 1906.

Cumberland River.
Bridge authorized
across, below Clees
Ferry, Tenn.

34 Stat. 84.
33 U. S. C. §§ 491-498.

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

Approved, May 9, 1941.

[CHAPTER 90]

AN ACT

To extend the times for commencing and completing the construction of a bridge across the Saint Louis River at or near the city of Duluth, Minnesota, and the city of Superior, Wisconsin, and to amend the Act of August 7, 1939, as amended, and for other purposes.

May 9, 1941
[H. R. 2766]
[Public Law 52]

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled, That the time for commencing and completing the construction of a bridge and approaches thereto across the Saint Louis River, at or near the city of Duluth, Minnesota, and the city of Superior, Wisconsin, authorized to be constructed by the city of Duluth by an Act of Congress approved August 7, 1939, and heretofore extended by an Act of Congress approved April 30, 1940, is hereby further extended one year from August 7, 1941, and three years from August 7, 1941, respectively.

Saint Louis River.
Time extended for
bridging, at Duluth,
Minn.

53 Stat. 1258; 54
Stat. 172.

SEC. 2. The said Act approved August 7, 1939, as heretofore amended by the Act of Congress approved April 30, 1940, is further amended as follows:

(a) The second sentence of section 3 of said Act as amended is amended to read: "All such bonds shall be in a form not inconsistent with this Act and shall mature at such time or times as the city may determine, not exceeding twenty years from August 7, 1941."

Bonds, form and
maturity.
53 Stat. 1259; 54
Stat. 172.

(b) The third sentence of section 3 of said Act is amended to read: "The city, when it deems it to be in the best interests of the city, may issue refunding bonds to repurchase and redeem any outstanding bonds before the maturity thereof: *Provided*, That the refunding bonds shall mature at such time or times not exceeding thirty years from August 7, 1941, as the city may determine."

Refunding bonds.
53 Stat. 1259.

Proviso.
Maturity.

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

Approved, May 9, 1941.

[CHAPTER 91]

AN ACT

May 9, 1941
[H. R. 2829]
[Public Law 53]

To extend the times for commencing and completing the construction of a bridge across the Susquehanna River at or near the city of Harrisburg, Pennsylvania.

Susquehanna River.
Time extended for
bridging, at Harris-
burg, Pa.

53 Stat. 1263; 54
Stat. 729.

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 across the Susquehanna River at or near the city of Harrisburg, Pennsylvania, authorized to be built by the Dauphin County (Pennsylvania) Authority by an Act of Congress approved August 7, 1939, and heretofore extended by the Act of Congress approved July 2, 1940, are hereby extended one and three years, respectively, from May 1, 1941.

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

Approved, May 9, 1941.

[CHAPTER 92]

AN ACT

May 9, 1941
[H. R. 2830]
[Public Law 54]

To extend the times for commencing and completing the construction of a bridge across the Susquehanna River at or near the city of Middletown, Pennsylvania.

Susquehanna River.
Time extended for
bridging, at Middle-
town, Pa.

54 Stat. 169.

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 across the Susquehanna River at or near the city of Middletown, Pennsylvania, authorized to be built by the General State Authority, Commonwealth of Pennsylvania, and/or the Pennsylvania Bridge and Tunnel Commission, by an Act of Congress approved April 30, 1940, are hereby extended one and three years, respectively, from May 1, 1941.

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

Approved, May 9, 1941.

[CHAPTER 93]

AN ACT

May 9, 1941
[H. R. 3066]
[Public Law 55]

To amend an Act to provide for a Union Railroad Station in the District of Columbia, and for other purposes.

District of Colum-
bia.
Elimination of grade
crossings.

32 Stat. 918.
D. C. Code §7-1214.

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled, That so much of section 10 of an Act of Congress entitled "An Act to provide for a Union Railroad Station in the District of Columbia, and for other purposes", approved February 28, 1903 (Public, Numbered 122, Fifty-seventh Congress, 32 Stat. 909), which reads "Any and all streets or highways within the District of Columbia now or hereafter planned or projected to cross any line of steam railroad in the District of Columbia, which may be hereafter opened to public use shall be located, constructed, and maintained either beneath such railroad by a suitable subway, or above the same by a suitable viaduct bridge at such altitude as will not interfere with the free and safe operation thereof.", be, and the same is hereby, amended to read as follows:

"Any and all streets or highways within the District of Columbia now or hereafter planned or projected to cross any line of railroad, other than a street railway, in the District of Columbia, which may be hereafter opened to public use, shall be located, constructed, and maintained either beneath such railroad by a suitable subway, or above the same by a suitable viaduct bridge at such altitude as will