

*And provided further*, That any amount so advanced in excess of available service or other pay shall constitute a lien on the policy within the provisions of section 5, Public Law Numbered 866, Seventy-sixth Congress, approved October 17, 1940.”

Approved, February 11, 1942.

Advance in excess  
of available service  
pay.  
54 Stat. 1195.  
38 U. S. C. § 454a.

## [CHAPTER 71]

## JOINT RESOLUTION

Making an appropriation to provide financial aid to China.

February 12, 1942  
[H. J. Res. 278]  
[Public Law 452]

*Resolved by the Senate and House of Representatives of the United States of America in Congress assembled*, That the sum of \$500,000,000 is hereby appropriated, out of any money in the Treasury not otherwise appropriated, to enable the Secretary of the Treasury to carry out the provisions of the joint resolution entitled “Joint resolution to authorize the President of the United States to render financial aid to China, and for other purposes,” approved February 7, 1942, and to remain available until June 30, 1943.

Financial aid to  
China.

*Ante*, p. 82.

Approved, February 12, 1942.

## [CHAPTER 72]

## AN ACT

To release all the interest of the United States in certain land constituting a portion of the right-of-way granted to the Central Pacific Railway Company under the Act of July 1, 1862, as amended and supplemented.

February 13, 1942  
[H. R. 2611]  
[Public Law 453]

*Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled*, That the conveyance by the Central Pacific Railway Company to the trustees of Summit Lodge, Numbered 54, Knights of Pythias, involving certain land in the town of Truckee, California, hereinafter described, being a part of the right-of-way of the Central Pacific Railway Company granted by an Act of Congress approved July 1, 1862 (12 Stat. 489), and an Act of Congress approved July 2, 1864 (13 Stat. 356), is hereby validated and confirmed with the same force and effect as if the land involved therein had been held by the company in fee simple absolute at the time of the making of the conveyance:

Central Pacific Rail-  
way Company.  
Validation of con-  
veyance by.

Parcel numbered 1: Beginning at the southwest corner of lot 1 of block “C” as said lot and block are designated on that certain map filed by the Central Pacific Railroad Company, July 15, 1890, Nevada County records, said point of beginning being also at right angles northerly and distant ninety-seven and five-tenths feet from the center line of the Central Pacific Railway Company’s originally located main track at engineer’s station 770+95.0; thence, easterly parallel to and distant ninety-seven and five-tenths feet northerly at right angles from said center line of main track, along the south line of lots 1, 2, and 3 of said block “C”, a distance of sixty and sixty-seven one-hundredths feet to a point; thence, at right angles, northerly from the last-described course thirty-seven and five-tenths feet to a point; thence, at right angles, westerly and parallel to said south line of lots 1, 2, and 3, a distance of sixty and sixty-seven one-hundredths feet to a point in the west line of said lot 1; thence in a southerly direction along the west line of lot 1 a distance of thirty-seven and five-tenths feet to the point of beginning, containing an area of fifty-two one-thousandths of an acre, more or less.

Description.

Parcel numbered 2: Commencing at the southwest corner of lot 1 of block “C” as said lot and block are designated on that certain map filed by the Central Pacific Railroad Company, July 15, 1890, Nevada

County records; said point of commencement being at right angles northerly and distant ninety-seven and five-tenths feet from the center line of the Central Pacific Railway Company's originally located main track at engineer's station 770+95.0; thence easterly, parallel to and distant ninety-seven and five-tenths feet northerly at right angles, from said center line of main track along the south line of lots 1, 2, and 3 of said block "C", a distance of sixty and sixty-seven one-hundredths feet to the point of beginning of the parcel of land to be described; thence continuing along the south line of lots 3, 4, and 5 of said block "C", sixty-four and thirty-three one-hundredths feet to the southeast corner of said lot 5; thence at right angles, northerly from the last-described course along the east line of said lot 5, a distance of ninety feet to the northeast corner of said lot 5; thence, at right angles westerly from the last-described course along the north line of said lots 1, 2, 3, 4, and 5 of said block "C", one hundred and twenty-five feet to the northwest corner of said lot 1; thence at right angles southerly from the last-described course along the west line of said lot 1, a distance of fifty-two and five-tenths feet to a point; thence at right angles easterly from the last-described course sixty and sixty-seven one-hundredths feet to a point; thence at right angles southerly from the last-described course thirty-seven and five-tenths feet to the point of beginning and containing an area of two hundred and six one-thousandths of an acre, more or less.

Parcel numbered 3: A strip of land six and seven-tenths feet wide, lying easterly of and adjacent to said lot 5 of said block "C" and extending northerly from the easterly prolongation of the south line of said lot 5 of said block "C", eighty-seven and eight-tenths feet, containing an area of fourteen one-thousandths of an acre, more or less.

*Provided*, That such validation and confirmation shall not diminish the right-of-way to a width of less than fifty feet on either side of the center of the main track or tracks of the Central Pacific Railway Company as now established and maintained: *And provided further*, That there shall be reserved to the United States all oil, coal, or other minerals in the land and the right to prospect for, mine, and remove the same under the applicable mineral land laws.

Approved, February 13, 1942.

*Provisos.*  
Width of right-of-way.

Mineral reservation.

[CHAPTER 76]

AN ACT

February 16, 1942  
[S. 1945]  
[Public Law 454]

To authorize the Commissioners of the District of Columbia to acquire, operate, and regulate public off-street parking facilities, and for other purposes.

District of Columbia Motor Vehicle Parking Facility Act of 1942.  
Necessity declared.

*Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled*, That it is hereby declared that the free circulation of traffic of all kinds through the highways of the District is necessary to the health, safety, and general welfare of the public, whether residing in said District, or traveling to, through, or from said District in the course of lawful pursuits; that in recent years the greatly increased use by the public of motor vehicles of all kinds has caused serious traffic congestion on the highways of the District; that the parking of motor vehicles on the highways of the District has contributed to this congestion to such an extent as to interfere seriously with the primary use of such highways for the movement of traffic; that such parking prevents the free circulation of traffic in, through, and from said District impedes rapid and effective fighting of fires and the disposition of police forces in the District, threatens irreparable loss in valuations of property in the District, which can no longer be readily reached by vehicular traffic,