

CHAP. 65.—An Act To authorize the Fort Smith and Van Buren district to construct a bridge across the Arkansas River at Van Buren, in the State of Arkansas.

February 26, 1910.

[S. 6191.]

[Public, No. 65.]

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled, That the Fort Smith and Van Buren district, a body politic and corporate created by act of the general assembly of Arkansas approved April tenth, nineteen hundred and nine, to construct, maintain, and operate a bridge across the Arkansas River at Van Buren, Arkansas, and its successors and assigns, be, and is hereby, authorized to construct, maintain, and operate a bridge and approaches thereto across the Arkansas River between the cities of Fort Smith and Van Buren, at a point suitable to the interests of navigation, one end of said bridge to be in the corporate limits of the city of Van Buren, in accordance with the provisions of the Act of Congress entitled "An Act to regulate the construction of bridges over navigable waters," approved March twenty-third, nineteen hundred and six.

Arkansas River.
Fort Smith and Van
Buren district may
bridge, at Van Buren,
Ark.

Vol. 34, p. 84.

Amendment.

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

Approved, February 26, 1910.

CHAP. 66.—An Act To amend an Act authorizing the Washington, Spa Springs and Gretta Railroad Company, of Maryland, to enter the District of Columbia, with amendments, approved February eighteenth, nineteen hundred and seven.

February 26, 1910.

[H. R. 17531.]

[Public, No. 66.]

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled, That section eighteen of an Act authorizing the Washington, Spa Springs and Gretta Railroad Company, of Maryland, a corporation created by the laws of the State of Maryland and authorized by an Act of Congress approved February eighteenth, nineteen hundred and seven, to extend its line into the District of Columbia, as amended by an Act approved March third, nineteen hundred and nine, be, and the same is hereby, amended to read as follows:

District of Columbia.
Time extended for
constructing Wash-
ington, Spa Springs
and Gretta Railroad.
Vol. 34, p. 896.

Vol. 35, p. 779,
amended.

"**SEC. 18.** That the construction of the said extension of the lines of said railroad company within the District of Columbia shall be completed within six months from the passage of this Act and cars in operation within the said period, in default of which this Act shall be void and of no effect: *And provided further,* That all the rights, duties, obligations, and requirements as to permits and deposits contained in the Act of February eighteenth, nineteen hundred and seven, authorizing the Washington, Spa Springs and Gretta Railroad Company to enter the District of Columbia, and all obligations imposed on said company by the Act amending the same, approved March third, nineteen hundred and nine, shall, in conjunction with this amendment, remain in full force and effect."

Time of construc-
tion.

Proviso.
Permits and depos-
its.

Approved, February 26, 1910.

CHAP. 67.—An Act For the relief of John W. Dula and C. M. Cox.

February 28, 1910.

[H. R. 13145.]

[Public, No. 67.]

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled, That the Secretary of the Treasury be, and he is hereby, authorized and directed to audit and pay the account of John W. Dula, of Wilkesboro, Wilkes County, North Carolina, for services rendered as United States de facto commissioner for the western district of North Carolina from December second, nineteen hundred and eight, to and including June fifth, nineteen hundred and nine, the same as if he had been regularly appointed; and the acts of the said John W. Dula as United States commissioner de facto during said period are hereby legalized and declared to be of force and effect.

John W. Dula.
Payment for serv-
ices.

Acts as commission-
er, North Carolina
western district, legal-
ized.