

C. M. Cox.  
Payment for services.

SEC. 2. That the Secretary of the Treasury be, and he is hereby, authorized and directed to audit and pay the account of C. M. Cox, of Bonifay, Florida, for services as United States commissioner de facto for the northern district of Florida during the months of January, February, March, April, May, and June, nineteen hundred and eight, the same as if he had been regularly appointed; and the acts of the said C. M. Cox as United States de facto commissioner during said period are hereby legalized and declared to be of force and effect.

Approved, February 28, 1910.

Acts as commissioner, Florida northern district, legalized.

March 2, 1910.  
[H. R. 10106.]

[Public, No. 68.]

CHAP. 68.—An Act Authorizing the acceptance by the United States Government from the Woman's Relief Corps, auxiliary to the Grand Army of the Republic, of a proposed gift of land contiguous to the Andersonville National Cemetery, in the State of Georgia.

Andersonville National Cemetery, Ga.  
Acceptance of land adjoining.

*Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled,* That the Secretary of War be, and he is hereby, authorized and directed to accept from the Woman's Relief Corps, auxiliary to the Grand Army of the Republic, a gift of eighty-eight acres of land, more or less, contiguous to the Andersonville National Cemetery, in the State of Georgia, with all improvements thereon, the details incident to the transfer of said land to be arranged and perfected by the Secretary of War.

Approved, March 2, 1910.

March 2, 1910.  
[H. R. 17160.]

[Public, No. 69.]

CHAP. 69.—An Act To authorize the Oregon Trunk Railway of the State of Washington to construct a bridge across the Columbia River and Celilo Canal.

Columbia River and Celilo Canal.  
Oregon Trunk Railway may bridge, at Celilo.

*Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled,* That the Oregon Trunk Railway, a corporation organized under the laws of the State of Washington, is hereby authorized to construct, maintain, and operate a bridge and approaches thereto across the Columbia River, and the Celilo Canal, at a point suitable to the interests of navigation, at or near Celilo, in the States of Washington and Oregon, in accordance with the provisions of the Act entitled "An Act to regulate the construction of bridges over navigable waters," approved March twenty-third, nineteen hundred and six: *Provided,* That in approving the plans for the bridge herein authorized, the Secretary of War may, subject to such terms and conditions as in his judgment are equitable, expedient, and just to the public, grant to the said Oregon Trunk Railway a right of way across the lands of the United States on either side of, and adjacent to, the said Celilo Canal, and also the privilege of occupying so much of said lands as may be necessary for the piers, abutments, and other portions of the bridge structure and approaches.

Vol. 34, p. 84.

Proviso.  
Right of way across Celilo Canal lands.

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

Approved, March 2, 1910.

Amendment.

March 2, 1910.  
[H. R. 19967.]

[Public, No. 70.]

CHAP. 70.—An Act To authorize Thomas J. Ewing, George B. Patton, Otto Burger, William Cecil, and Milton E. Foster to construct a bridge across the Tug Fork of the Big Sandy River.

Tug Fork, Big Sandy River.  
Thomas J. Ewing et al. may bridge, at Warfield, Ky.

*Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled,* That Thomas J. Ewing, of Catlettsburg, Kentucky; George B. Patton, of Catlettsburg, Kentucky; Otto Burger, of Cincinnati, Ohio; William Cecil, of Catlettsburg, Kentucky; and Milton E. Foster, of Dayton, Ohio, their heirs and