of Pennsylvania, in accordance with the provisions of the Act entitled
"An Act to regulate the construction of bridges over navigable
waters," approved March 29, 1906.

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

Approved, February 7, 1925.

CHAP. 154.—An Act To revive and reenact the Act entitled "An Act to
authorize the construction of a bridge across the Tennessee River at or near the
city of Decatur, Alabama," approved November 19, 1919.

Be it enacted by the Senate and House of Representatives of the
United States of America in Congress assembled, That the Act
approved November 19, 1919, authorizing the Limestone-Morgan
Bridge Company to construct, maintain, and operate a highway and
interurban railway bridge and approaches thereto across the Ten-
nessee River at or near the city of Decatur, Alabama, be, and the
same is hereby, revived and reenacted: Provided, That this Act shall
be null and void unless the actual construction of the bridge hereby
authorized be commenced within one year and completed within three
years from the date of approval hereof.

Sec. 2. The State of Alabama shall have the right and power at any
time after such authorization is granted to acquire said bridge and
approaches thereto constructed under the authority of this Act at a
reasonable price, such price not to exceed in any event the actual
necessary cost thereof, less reasonable depreciation: Provided,
That the said State of Alabama shall operate and maintain the
same as a free bridge, either immediately upon acquiring it or after
collecting tolls thereon for such period as may be necessary to reim-
burse the State the cost of its acquisition and to meet the necessary
repair, maintenance, and operation costs during such period.

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

Approved, February 7, 1925.

CHAP. 155.—An Act Granting consent of Congress to the Valley Bridge
Company for construction of a bridge across the Rio Grande near Hidalgo, Texas.

Be it enacted by the Senate and House of Representatives of the
United States of America in Congress assembled, That the consent
of Congress be, and is hereby, granted to the Valley Bridge Com-
pany, a corporation organized under the laws of Texas, to construct,
maintain, and operate a bridge and approaches thereto, at a point
suitable to the interests of navigation across the Rio Grande near
Hidalgo, Texas, in accordance with the provisions of an Act enti-
tled "An Act to regulate the construction of bridges across navigable
waters," approved March 23, 1906: Provided, That the consent of the
proper authorities of the Republic of Mexico to the construction,
maintenance, and operation of the bridge shall also be obtained.

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

Approved, February 7, 1925.

CHAP. 156.—An Act Granting the consent of Congress to the State of North
Dakota to construct a bridge across the Missouri River between Williams County
and McKenzie County, North Dakota.

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 State of North Dakota to construct, maintain, and operate a bridge and approaches thereto across the Missouri River at a point suitable to the interests of navigation, at or near Williston, in the county of Williams, in the State of North Dakota, in accordance with the provisions of the Act entitled “An Act to regulate the construction of bridges over navigable waters,” approved March 23, 1906.

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

Approved, February 7, 1925

CHAP. 157.—An Act Granting the consent of Congress to the State of North Dakota to construct a bridge across the Missouri River between Mountrail County and McKenzie County, North Dakota.

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 State of North Dakota to construct, maintain, and operate a bridge and approaches thereto across the Missouri River at a point suitable to the interests of navigation at or near Sanish, in the county of Mountrail, in the State of North Dakota, in accordance with the provisions of the Act entitled “An Act to regulate the construction of bridges over navigable waters,” approved March 23, 1906.

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

Approved, February 7, 1925

CHAP. 158.—An Act Extending the time for the construction of the bridge across the Mississippi River in Ramsey and Hennepin Counties, Minnesota, by the Chicago, Milwaukee and Saint Paul Railroad Company.

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 the bridge authorized by Act of Congress approved February 16, 1924, to be built by the Chicago, Milwaukee and Saint Paul Railway Company, its successors and assigns, across the Mississippi River, within or near the city limits of Saint Paul, Ramsey County, and Minneapolis, Hennepin County, Minnesota, are hereby extended one year and three years, respectively, from the date of approval hereof.

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

Approved, February 7, 1925

CHAP. 161.—An Act To compensate the Chippewa Indians of Minnesota for lands disposed of under the provisions of the Free Homestead Act.

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 funds in the Treasury of the United States not otherwise appropriated, the sum of $1,787,751.36, with interest thereon at the rate of 5 per centum per annum from December 31, 1922, to the date of settlement, said total amount to be credited to the general fund of the Chippewa Indians of Minnesota arising under the provisions of section 7 of the Act of January 14, 1889.

Approved, February 9, 1925.