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of Columbia, whenever, with the approval of the Secretary of the Interior, in his judgment the interests of the Government service may require it. A detailed statement of all such transfers shall be submitted in the annual report to Congress of the Superintendent of the Capitol Building and Grounds.

Approved, June 26, 1912.

CHAP. 183.—An Act To authorize the Saint Louis Southwestern Railway Company to repair, alter, or rebuild certain bridges in the State of Arkansas.

June 26, 1912.
[S. 6479.]
[Public, No. 202.]

Bridges in Arkansas.
Saint Louis Southwestern Railway Company may rebuild, etc., across White, Arkansas, Saline, Ouachita, and Red Rivers.
Vol. 22, p. 109.

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled, That the Saint Louis Southwestern Railway Company, a corporation organized under the laws of the State of Missouri as the successor in interest of the Texas and Saint Louis Railway Company, a corporation organized under the laws of Missouri and Arkansas and heretofore duly authorized by Act of Congress approved June twenty-seventh, eighteen hundred and eighty-two, to construct, maintain, and operate bridges across the White, Arkansas, Saline, Ouachita, and Red Rivers in the State of Arkansas, be, and it is hereby, authorized to alter, repair, or rebuild the bridges on its line of railroad across the White, Arkansas, Saline, Ouachita, and Red Rivers in the State of Arkansas. This authority is, in all respects, to be exercised subject to and in accordance with the provisions of an Act entitled "An Act to regulate the construction of bridges on navigable waters," approved March twenty-third, nineteen hundred and six; and whenever the provisions of said Act approved June twenty-seventh, eighteen hundred and eighty-two, differ from or are inconsistent with the provisions of said Act approved March twenty-third, nineteen hundred and six, and this Act, the same are hereby repealed: *Provided*, That this Act shall not be construed as legalizing the construction nor as authorizing the reconstruction of the bridge across Saline River as it now exists, but in rebuilding said bridge such changes shall be made therein as the Secretary of War and the Chief of Engineers may deem necessary and order in the interest of navigation.

Construction.
Vol. 34, p. 84.

Proviso.
Changes in bridge across Saline River.

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

Amendment.

Approved, June 26, 1912.

CHAP. 184.—An Act To authorize the Norfolk and Western Railway Company to construct sundry bridges across the Tug Fork of the Big Sandy River.

June 26, 1912.
[H. R. 20593.]
[Public, No. 203.]

Tug Fork, Big Sandy River.
Norfolk and Western Railway Company may bridge, West Virginia, Virginia, and Kentucky.

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled, That the Norfolk and Western Railway Company, a corporation organized under the laws of the State of Virginia, its successors and assigns, be, and they are hereby, authorized to construct, maintain, and operate bridges and approaches thereto across the Tug Fork of Big Sandy River at such points where the same forms the boundary line between the States of West Virginia and Kentucky, or the boundary line between the States of West Virginia and Virginia, as may be suitable to the interests of navigation and approved by the Secretary of War, 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.

Vol. 34, p. 84.

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

Amendment.

Approved, June 26, 1912.