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CHAP. 170.—An Act Extending the time for constructing a bridge across the Bayou Bartholomew, in the State of Arkansas.

May 7, 1920.
[H. R. 12956.]
[Public, No. 193.]

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 a bridge authorized by Act of Congress approved January 15, 1914, to be built across the Bayou Bartholomew, in the State of Arkansas, by Ashley County, are hereby extended one and three years, respectively, from the date of the approval hereof.

Bayou Bartholomew.
Time extended for bridging, at Wilmot, Ark.
Vol. 38, p. 275, amended.

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

Amendment.

Approved, May 7, 1920.

CHAP. 171.—An Act To grant the consent of Congress to the Elmer Red River Bridge Company to construct a bridge across the Red River.

May 7, 1920.
[H. R. 13253.]
[Public, No. 194.]

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 Elmer Red River Bridge Company, to be composed of the following members, namely: B. F. Flowers and C. H. Harp, of Elmer, Jackson County, Oklahoma, and W. T. Gibbons, of Odell, Wilbarger County, Texas, and their successors and assigns, to construct, maintain, and operate a bridge and approaches thereto across the Red River at a point suitable to the interests of navigation, near the southeast corner of section twenty-four, township one south, range twenty-one west of Indian meridian, Jackson County, Oklahoma, to a point south in Wilbarger County, Texas, in accordance with the provisions of the Act entitled "An Act to regulate the construction of bridges over navigable waters," approved March 23, 1906.

Red River.
Elmer Red River Bridge Company may bridge, between Oklahoma and Texas.

Location.

Construction.
Vol. 34, p. 84.

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

Amendment.

Approved, May 7, 1920.

CHAP. 172.—An Act Making appropriations to supply a deficiency in the appropriations for the Federal control of transportation systems and to supply urgent deficiencies in certain appropriations for the fiscal year ending June 30, 1920, and for other purposes.

May 8, 1920.
[H. R. 13677.]
[Public, No. 195.]

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled, That the following sums are appropriated, out of any money in the Treasury not otherwise appropriated, to supply a deficiency in the appropriations for the Federal control of transportation systems and to supply urgent deficiencies in certain appropriations for the fiscal year ending June 30, 1920, and for other purposes, namely:

Urgent deficiency appropriations for Federal railroad control, etc.

FEDERAL CONTROL OF TRANSPORTATION SYSTEMS.

Federal transportation control.

For an additional amount for carrying out the provisions of section 202 of the "Transportation Act, 1920," $300,000,000, which sum shall be subject in all respects to the same authority for, and restriction of, expenditure as the appropriations named in the said section.

Liquidation expenses.
Ante, p. 459.

The War Finance Corporation, as rapidly as funds become available, shall take over from the United States Railroad Administration, at par value and accrued interest, such of the bonds of the United States of the various Liberty loan issues and the Victory loan issue as are held by the said administration at the time of the approval of this Act and which it does not desire to retain.

Liberty bonds, etc., held by Railroad Administration, to be taken by War Finance Corporation.
Vol. 40, p. 509.