

R. S., secs. 4918-4922,
pp. 951, 952.
Patents by Govern-
ment employees.

avail itself of any and all defenses, general or special, which might be pleaded by a defendant in an action for infringement, as set forth in Title Sixty of the Revised Statutes, or otherwise: *And provided further*, That the benefits of this Act shall not inure to any patentee, who, when he makes such claim is in the employment or service of the Government of the United States; or the assignee of any such patentee; nor shall this Act apply to any device discovered or invented by such employee during the time of his employment or service.

Approved, June 25, 1910.

June 25, 1910.
[H. R. 24833.]

[Public, No. 306.]

Alaska.
Temporary deten-
tion hospitals for in-
sane.
Authorized at Fair-
banks and Nome.

Appropriation.

Board on construc-
tion.

Contracts, etc.

Expenditures, re-
port, etc.

Care and mainte-
nance.

CHAP. 424.—An Act To provide for the care and support of insane persons in the Territory of Alaska.

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled, That there is hereby established at Fairbanks, in the Territory of Alaska, and at Nome, in the Territory of Alaska, respectively, a detention hospital for the temporary care and detention of the insane, wherein all insane and other patients in charge of the United States marshal shall be detained until transported to the asylum provided by law for their permanent care and cure, or otherwise disposed of as provided by the laws of the United States; and the sum of twenty-five thousand dollars is hereby appropriated out of any moneys in the United States Treasury not otherwise appropriated, not exceeding one-half thereof to be expended in the erection and equipment of the hospital at Fairbanks, and not exceeding one-half thereof to be expended in the erection and equipment of the hospital at Nome.

SEC. 2. That the governor of Alaska and the judge of the district court and the United States marshal of the judicial division in which the said detention hospital, respectively, is to be erected and equipped, shall constitute in each division a board whose duty it shall be to cause the said detention hospital to be erected and equipped; that public bids for the erection of the same shall be called for, and the said board shall let the contract for the erection of the buildings, respectively, to the lowest and best bidder, but the said board may reject any or all bids and call for new bids in their discretion; that the moneys hereby appropriated, or so much thereof as shall be necessary, shall be expended by the said board upon the approval of the governor; and the said board in each division shall make a detailed report of the expenditures of the said funds to the Attorney-General of the United States; that the said hospitals, after their erection and equipment, shall be under the charge and control of the United States marshal in the division where situated, and the maintenance thereof shall be paid in the same manner and from the same fund as the expense of the United States jails under the same marshal is paid.

Approved, June 25, 1910.

June 25, 1910.
[H. R. 25560.]

[Public, No. 307.]

Green River.
Bowling Green and
Northern Railroad
Company may bridge,
at Davis Ferry, Ky.

Barren River, at
Bowling Green, Ky.

CHAP. 425.—An Act Authorizing the Bowling Green and Northern Railroad Company to bridge Green and Barren rivers.

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled, That the Bowling Green and Northern Railroad Company, a corporation organized under the laws of the State of Kentucky, is hereby authorized to construct, maintain, and operate a bridge and approaches thereto, across the Green River, at a point suitable to the interests of navigation, at or near Davis Ferry, about one mile below said ferry, and about the same distance above Lock Numbered Five, in Edmonson County, Kentucky; also a bridge and approaches thereto across the Barren River, at a point

suitable to the interests of navigation, at or about one-half mile or more north of the Louisville and Nashville railroad bridge at Bowling Green, in Warren County, Kentucky, 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.

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

Approved, June 25, 1910.

Vol. 34, p. 84.

Amendment.

CHAP. 426.—An Act Authorizing the Kansas City, Mexico and Orient Railway Company of Texas and the Kansas City, Mexico and Orient Railway Company to build two bridges across the Rio Grande.

June 25, 1910.
[H. R. 25715.]

[Public, No. 308.]

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled, That the Kansas City, Mexico and Orient Railway Company of Texas, a corporation organized under the laws of the State of Texas, and the Kansas City, Mexico and Orient Railway Company, a corporation organized under the laws of the State of Kansas are hereby authorized to construct, maintain, and operate a railway bridge, or a railway, wagon and foot bridge, and approaches thereto across the Rio Grande from a point suitable to the interests of navigation near Presidio Del Norte, on the Rio Grande, on the Mexican side thereof, to a similar opposite point in the State of Texas in the county of Presidio, called or to be called "El Oro," in the State of Texas, the said bridge to connect the line of railway of the said Kansas City, Mexico and Orient Railway Company of Texas with the line of railway of the said Kansas City, Mexico and Orient Railway in the Republic of Mexico; and also, the above-named railway companies, their successors, and assigns are hereby authorized to construct, maintain, and operate a railway bridge, or a railway, wagon and foot bridge, and approaches thereto across the Rio Grande from a point suitable to the interests of navigation near Del Rio, on the Texas side, to a similar point opposite on the Mexican side, the said bridge to connect a line of railway from the Texas side of said river with a line of railway on the Mexican side thereof; and each of said bridges shall be built 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.

Rio Grande.
Kansas City, Mexico
and Orient Railway
may bridge.
Presidio Del Norte,
Mexico, to El Oro,
Tex.

Del Rio, Tex., to
Mexican bank.

Vol. 34, p. 84.

Amendment.

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

Approved, June 25, 1910.

CHAP. 427.—An Act To amend an Act to authorize a bridge across the Missouri River at or near Council Bluffs, Iowa, approved February first, nineteen hundred and eight, as amended.

June 25, 1910.
[H. R. 25830.]

[Public, No. 309.]

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled, That the Act to authorize the Central Railroad and Bridge Company to construct a bridge across the Missouri River at or near Council Bluffs, Iowa, approved February first, nineteen hundred and eight, and amended February twenty-seventh, nineteen hundred and nine, is hereby amended so as to give to the Central Bridge Company, of Council Bluffs, Iowa, all the authority and rights granted under said Act if the actual construction of the bridge authorized by said Act is commenced within one year and completed within three years from the date of the passage of this Act.

Missouri River.
Time extended for
bridging, at Council
Bluffs, Iowa, by Cen-
tral Bridge Company.
Vol. 35, pp. 3, 660.

Approved, June 25, 1910.