

Connecticut, in accordance with the provisions of an Act entitled "An Act to regulate the construction of bridges over navigable waters," approved March 23, 1906.

Construction.  
Vol. 34, p. 84.

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

Amendment.

Approved, March 11, 1932.

[CHAPTER 77.]

AN ACT

To extend the times for the commencement and completion of the bridge of the county of Norman and the town and village of Halstad, in said county, in the State of Minnesota, and the county of Traill and the town of Herberg, in said county, in the State of North Dakota, across the Red River of the North on the boundary line between said States.

March 11, 1932.  
[S. 3132.]  
[Public, No. 57.]

*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 July 1, 1922, and revived and reenacted by an Act of Congress approved March 3, 1931, granting the consent of Congress to the county of Norman and the town and village of Halstad, in said county, in the State of Minnesota, and the county of Traill and the town of Herberg, in said county, in the State of North Dakota, to construct, maintain, and operate a bridge and approaches thereto across the Red River of the North at or near the section line between sections 24 and 25, township 145 north, range 49 west, fifth principal meridian, on the boundary line between Minnesota and North Dakota, are hereby extended one and three years, respectively, from March 3, 1932.

Red River of the North.  
Time extended for bridging, between Minnesota and North Dakota.  
Vol. 42, p. 819.  
Vol. 46, p. 1513.

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

Amendment.

Approved, March 11, 1932.

[CHAPTER 78.]

JOINT RESOLUTION

To authorize the Interstate Commerce Commission to make an investigation as to the possibility of establishing a six-hour day for railway employees.

March 15, 1932.  
[H. J. Res. 252.]  
[Pub. Res., No. 13.]

*Resolved by the Senate and House of Representatives of the United States of America in Congress assembled,* That the Interstate Commerce Commission be, and is hereby, directed to investigate what would be the effect upon operation, service, and expenses of applying the principle of a six-hour day in the employment of all classes and each particular class of railway employees because of such application.

Six hour day, railroads.  
Interstate Commerce Commission to investigate effect of application of.

SEC. 2. The commission is further directed to report its findings to the Congress on or before December 15, 1932.

Report to Congress.

Approved, March 15, 1932.

[CHAPTER 80.]

AN ACT

Amending the Public Building Act approved March 4, 1931, authorizing acquisition of building sites and construction of public buildings at Hibbing, Minnesota, and other places.

March 16, 1932.  
[H. R. 375.]  
[Public, No. 58.]

*Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled,* That the provision of the Public Building Act approved March 4, 1931, which author-

Public Building Act, amendment.  
Vol. 46, p. 1504.