

C. M. Cox.
Payment for services.

SEC. 2. That the Secretary of the Treasury be, and he is hereby, authorized and directed to audit and pay the account of C. M. Cox, of Bonifay, Florida, for services as United States commissioner de facto for the northern district of Florida during the months of January, February, March, April, May, and June, nineteen hundred and eight, the same as if he had been regularly appointed; and the acts of the said C. M. Cox as United States de facto commissioner during said period are hereby legalized and declared to be of force and effect.

Approved, February 28, 1910.

Acts as commissioner, Florida northern district, legalized.

March 2, 1910.
[H. R. 10106.]

[Public, No. 68.]

CHAP. 68.—An Act Authorizing the acceptance by the United States Government from the Woman's Relief Corps, auxiliary to the Grand Army of the Republic, of a proposed gift of land contiguous to the Andersonville National Cemetery, in the State of Georgia.

Andersonville National Cemetery, Ga.
Acceptance of land adjoining.

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled, That the Secretary of War be, and he is hereby, authorized and directed to accept from the Woman's Relief Corps, auxiliary to the Grand Army of the Republic, a gift of eighty-eight acres of land, more or less, contiguous to the Andersonville National Cemetery, in the State of Georgia, with all improvements thereon, the details incident to the transfer of said land to be arranged and perfected by the Secretary of War.

Approved, March 2, 1910.

March 2, 1910.
[H. R. 17160.]

[Public, No. 69.]

CHAP. 69.—An Act To authorize the Oregon Trunk Railway of the State of Washington to construct a bridge across the Columbia River and Celilo Canal.

Columbia River and Celilo Canal.
Oregon Trunk Railway may bridge, at Celilo.

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled, That the Oregon Trunk Railway, a corporation organized under the laws of the State of Washington, is hereby authorized to construct, maintain, and operate a bridge and approaches thereto across the Columbia River, and the Celilo Canal, at a point suitable to the interests of navigation, at or near Celilo, in the States of Washington and Oregon, 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: *Provided,* That in approving the plans for the bridge herein authorized, the Secretary of War may, subject to such terms and conditions as in his judgment are equitable, expedient, and just to the public, grant to the said Oregon Trunk Railway a right of way across the lands of the United States on either side of, and adjacent to, the said Celilo Canal, and also the privilege of occupying so much of said lands as may be necessary for the piers, abutments, and other portions of the bridge structure and approaches.

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Proviso.
Right of way across Celilo Canal lands.

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

Approved, March 2, 1910.

Amendment.

March 2, 1910.
[H. R. 19967.]

[Public, No. 70.]

CHAP. 70.—An Act To authorize Thomas J. Ewing, George B. Patton, Otto Burger, William Cecil, and Milton E. Foster to construct a bridge across the Tug Fork of the Big Sandy River.

Tug Fork, Big Sandy River.
Thomas J. Ewing et al. may bridge, at Warfield, Ky.

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled, That Thomas J. Ewing, of Catlettsburg, Kentucky; George B. Patton, of Catlettsburg, Kentucky; Otto Burger, of Cincinnati, Ohio; William Cecil, of Catlettsburg, Kentucky; and Milton E. Foster, of Dayton, Ohio, their heirs and

assigns, are hereby authorized to construct, maintain, and operate a wagon, foot, and railroad bridge and approaches thereto, across the Tug Fork of the Big Sandy River at a point suitable to the interests of navigation, at or on the property of The Warfield Coal and Salt Company, at Warfield, Kentucky, where the said Tug River forms the boundary line between the States of West Virginia and 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, March 2, 1910.

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Amendment.

CHAP. 71.—An Act Amending sections two hundred and forty-six and two hundred and forty-seven, Revised Statutes.

March 2, 1910.
[H. R. 18586.]

[Public, No. 71.]

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled, That section two hundred and forty-six of the Revised Statutes be so amended as to read as follows: "The Secretary of the Treasury may, by an appointment under his hand and official seal, delegate authority to the Assistant Secretaries of the Treasury to sign in his stead, and he may in like manner delegate such authority to a clerk in his office to sign in his name, all warrants for the payment of money into the Public Treasury and all warrants for the disbursement from the Public Treasury of money certified by the proper accounting officers of the Treasury to be due upon accounts duly audited and settled by them; also all accountable warrants placing money in the Treasury to the credit of disbursing and other fiscal officers, and all appropriations, repay, and transfer warrants. The warrants so signed by either of the Assistant Secretaries of the Treasury or by the designated clerk shall be in all cases of the same validity as if they had been signed by the Secretary of the Treasury himself."

Treasury warrants.
Secretary may delegate Assistant Secretaries, or a clerk, to sign.
R. S., sec. 246, p. 41, amended.

Effect.

SEC. 2. That section two hundred and forty-seven of the Revised Statutes be, and the same is hereby, repealed.

R. S., sec. 247, p. 41, repealed.

Approved, March 2, 1910.

CHAP. 72.—An Act To provide for the extension of the underground system of the City and Suburban Railway Company on North Capitol street, and for other purposes.

March 2, 1910.
[H. R. 15676.]

[Public, No. 72.]

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled, That the City and Suburban Railway, of Washington, be, and it is hereby, authorized and directed to equip with the underground system of electric propulsion, as now installed on its urban lines, that part of its suburban route on North Capitol street between the present terminus of its underground system thereon near T street and a point to be approved by the Commissioners of the District of Columbia north of and within three hundred feet of the north building line of V street; said work to be completed within six months after the passage of this Act, in accordance with plans to be approved by the Commissioners of the District of Columbia.

District of Columbia.
City and Suburban
Railway to extend
underground system.

Completion.

SEC. 2. That upon failure of said railway company to comply with the provisions of this Act it shall be subject to a penalty of not more than one hundred dollars per day, on prosecution by information filed in the police court of the District of Columbia by the corporation counsel or any of his assistants; and each day of such failure shall be regarded as a separate offense.

Penalty for failure.

Approved, March 2, 1910.