

October 28, 1919.
[H. R. 8986.]

[Public, No. 68.]

CHAP. 87.—An Act Granting the consent of Congress to the Paris-Hugo Bridge Company to construct a bridge and approaches thereto across Red River, near Arthur City, Lamar County, Texas.

Red River.
Paris-Hugo Bridge
Company may bridge,
Arthur City, Tex.

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 Paris-Hugo Bridge Company, a corporation, and its successors and assigns, to construct, maintain, and operate at a point suitable to navigation interests a bridge and approaches thereto across Red River from a point on its south bank, north of and near Arthur City, in Lamar County, Texas, to a point immediately north of said beginning and located in Choctaw County, Oklahoma, in accordance with the provisions of the Act entitled "An Act to regulate the construction of bridges over navigable waters," approved March 23, 1906.

Construction.
Vol. 34, p. 84.

Amendment.

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

Received by the President, October 16, 1919.

[NOTE BY THE DEPARTMENT OF STATE.—The foregoing act having been presented to the President of the United States for his approval, and not having been returned by him to the house of Congress in which it originated within the time prescribed by the Constitution of the United States, has become a law without his approval.]

October 29, 1919.
[H. R. 1429.]

[Public, No. 69.]

CHAP. 88.—An Act Adding certain lands to the Idaho National Forest and the Payette National Forest, in the State of Idaho.

Public lands.
Additions to na-
tional forests in Idaho.

Idaho National For-
est.

Payette National
Forest.

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled, That, subject to the approval of the Secretary of the Interior, all public lands in central Idaho within the tract commonly known as the Thunder Mountain region, bounded by the Idaho, Salmon, Challis, and Payette National Forests, are hereby reserved and set apart as national forest lands, as follows, subject to all valid existing claims, and the said lands shall hereafter be subject to all laws affecting the national forests: That part of the said tract lying north of the fourth standard parallel north, Boise meridian and base, is hereby added to and made a part of the Idaho National Forest; and that part of the said tract lying south of the said fourth standard parallel is hereby added to and made a part of the Payette National Forest.

Received by the President, October 17, 1919.

[NOTE BY THE DEPARTMENT OF STATE.—The foregoing act having been presented to the President of the United States for his approval, and not having been returned by him to the house of Congress in which it originated within the time prescribed by the Constitution of the United States, has become a law without his approval.]

October 29, 1919.
[H. R. 9203.]

[Public, No. 70.]

CHAP. 89.—An Act To punish the transportation of stolen motor vehicles in interstate or foreign commerce.

National Motor Ve-
hicle Theft Act.

Definitions.
"Motor vehicle."

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled, That this Act may be cited as the National Motor Vehicle Theft Act.

SEC. 2. That when used in this Act:

(a) The term "motor vehicle" shall include an automobile, automobile truck, automobile wagon, motor cycle, or any other self-propelled vehicle not designed for running on rails;

(b) The term "interstate or foreign commerce" as used in this Act shall include transportation from one State, Territory, or the District of Columbia, to another State, Territory, or the District of Columbia, or to a foreign country, or from a foreign country to any State, Territory, or the District of Columbia.

"Interstate or foreign commerce."

SEC. 3. That whoever shall transport or cause to be transported in interstate or foreign commerce a motor vehicle, knowing the same to have been stolen, shall be punished by a fine of not more than \$5,000, or by imprisonment of not more than five years, or both.

Punishment for transporting stolen motor vehicles.

SEC. 4. That whoever shall receive, conceal, store, barter, sell, or dispose of any motor vehicle, moving as, or which is a part of, or which constitutes interstate or foreign commerce, knowing the same to have been stolen, shall be punished by a fine of not more than \$5,000, or by imprisonment of not more than five years, or both.

Punishment for knowingly receiving, disposing, etc., stolen vehicles.

SEC. 5. That any person violating this Act may be punished in any district in or through which such motor vehicle has been transported or removed by such offender.

Venue of prosecutions.

Received by the President, October 17, 1919.

[NOTE BY THE DEPARTMENT OF STATE.—The foregoing act having been presented to the President of the United States for his approval, and not having been returned by him to the house of Congress in which it originated within the time prescribed by the Constitution of the United States, has become a law without his approval.]

CHAP. 90.—Joint Resolution Authorizing and directing the Secretary of Agriculture to prepare and issue a supplementary report on the condition of the cotton crop.

October 30, 1919.
[H. J. Res. 230.]

[Pub. Res., No. 18.]

Resolved by the Senate and House of Representatives of the United States of America in Congress assembled, That the Secretary of Agriculture is hereby authorized and directed to prepare and publish not later than November 2, 1919, a supplementary estimate of the condition of the cotton crop as of the date October 25, 1919

Cotton crop.
Supplementary report directed on condition of, October 25, 1919.

Received by the President, October 18, 1919.

[NOTE BY THE DEPARTMENT OF STATE.—The foregoing joint resolution having been presented to the President of the United States for his approval, and not having been returned by him to the house of Congress in which it originated within the time prescribed by the Constitution of the United States, has become a law without his approval.]

CHAP. 91.—An Act To authorize the Secretary of the Interior to adjust disputes or claims by entrymen, selectors, grantees, and patentees of the United States against the United States and between each other, arising from faulty surveys in townships twenty-nine south, range twenty-eight east; also in townships thirty-six, thirty-seven, and thirty-eight south, ranges twenty-nine and thirty east, Tallahassee meridian, in the State of Florida, and for other purposes.

October 31, 1919.
[S. 55.]

Public, No. 71.]

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled, That the Secretary of the Interior be, and he is hereby, authorized to equitably adjust disputes and claims by entrymen, selectors, grantees, and patentees of the United States, their heirs or assigns, against the United States and between each other, arising from faulty surveys in township twenty-nine south, range twenty-eight east; also in townships thirty-six, thirty-seven, and thirty-eight south, ranges twenty-nine and thirty east, Tallahassee meridian, in the State of Florida, the said surveys having been shown to have been faulty by the resurvey of certain lands in said townships, and for this purpose the said Secretary is authorized

Public lands.
Adjustment of faulty surveys in designated townships in Florida.

Conveyances and patents authorized to correct errors.