

men who have already served one or more enlistments therein," returned to the House of Representatives by the President of the United States, with his objections, and sent by the House of Representatives to the Senate with the message of the President returning the joint resolution.

*Resolved*, That the joint resolution do pass, two-thirds of the Senate agreeing to pass the same.

Attest:

GEORGE A. SANDERSON  
*Secretary.*

**CHAP. 46.**—An Act To amend section 1 of an Act approved February 26, 1919, entitled "An Act to fix the salaries of the clerks of the United States district courts and to provide for their office expenses, and for other purposes."

February 11, 1921.  
[S. 4891.]  
[Public, No. 304.]

*Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled*, That section 1 of the Act approved February 26, 1919, entitled "An Act to fix the salaries of the clerks of the United States district courts and to provide for their office expenses, and for other purposes," is hereby amended to read as follows:

United States courts.  
Vol. 40, p. 1182,  
amended.

"SECTION 1. That on and after the 1st day of July, 1918, all clerks of the United States district courts shall be appointed by the judge for the district, or the senior judge if there be more than one judge in the district, and all fees and emoluments authorized by law to be paid to the clerks of the United States district courts, except the clerks of the district courts of Alaska, shall be charged as heretofore and shall be collected, as far as possible, and paid into the Treasury of the United States in such manner and at such times as hereinafter provided; and such clerks shall be paid, in lieu of the fees and emoluments now allowed by law, an annual salary as hereinafter provided: *Provided*, That this section shall not be construed to require or authorize fees to be charged or collected from the United States."

Clerks of district courts.  
Appointment.

Fees, etc., to be paid into the Treasury.

Salary in lieu of fees, etc.  
*Proviso.*  
United States exempt from fees.

Approved, February 11, 1921.

**CHAP. 47.**—An Act To extend the time for the construction of a bridge across the navigable waters of the Newark Bay, in the State of New Jersey.

February 15, 1921.  
[S. 4515.]  
[Public, No. 305.]

*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 August 8, 1919, to be built by the Central Railroad Company of New Jersey, across the Newark Bay between the city of Elizabeth and the city of Bayonne, New Jersey, are hereby extended two and five years, respectively, from the date of approval of this Act.

Newark Bay, N. J.  
Time extended for bridging, by Central Railroad of New Jersey.  
*Ante*, p. 277, amended.

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

Amendment.

Approved, February 15, 1921.

**CHAP. 48.**—An Act To extend the time for the construction of a bridge across the Susquehanna River at Harrisburg, Pennsylvania.

February 15, 1921.  
[S. 4541.]  
[Public, No. 306.]

*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 reconstruction of a bridge authorized by Act of Congress approved October 19, 1918, to be reconstructed by the Philadelphia, Harrisburg and Pittsburgh Railroad Company, its lessees, successors, and assigns, across the Susquehanna River at or about four thousand two hundred and fifty feet west of Philadelphia, Harrisburg and Pittsburgh Junction, Harrisburg, Penn-

Susquehanna River.  
Time extended for bridging, at Harrisburg, Pa.  
Vol. 40, p. 1013, amended.

Vol. 34, p. 84.

sylvania, to a point in the borough of Lemoyne, Cumberland County, State of Pennsylvania, in accordance with Act of Congress approved March 23, 1906, are hereby extended one and three years, respectively, from the date of approval of this Act.

Amendment.

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

Approved, February 15, 1921.

February 15, 1921.

[S. 4587.]

[Public, No. 307.]

**CHAP. 49.**—An Act Granting the consent of Congress to the counties of Brooks and Lowndes, in the State of Georgia, to construct a bridge over the Withlacoochee River.

Withlacoochee River.  
Brooks and Lowndes Counties, may bridge, Ousley, Ga.

*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 counties of Brooks and Lowndes, in the State of Georgia, and their successors and assigns, to construct or rebuild, maintain, and operate a bridge and approaches thereto across the Withlacoochee River at a point suitable to the interests of navigation at or near Ousley, Georgia, 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 expressly reserved.

Approved, February 15, 1921.

February 15, 1921.

[S. 4603.]

[Public, No. 308.]

**CHAP. 50.**—An Act To revive and reenact the Act entitled "An Act to authorize the Gulf Ports Terminal Railway Company, a corporation existing under the laws of the State of Florida, to construct a bridge over and across the headwaters of Mobile Bay and such navigable channels as are between the east side of the Bay and Blakely Island, in Baldwin and Mobile Counties, Alabama," approved October 5, 1917.

Mobile Bay, etc., Ala.  
Time extended for bridging, by Gulf Ports Terminal Railway Company.  
Vol. 40, p. 339.

*Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled,* That the Act approved October 5, 1917, authorizing the Gulf Ports Terminal Railway Company, a corporation existing under the laws of the State of Florida, to construct, operate, and maintain a bridge or bridges and trestles over and across the navigable channels of the mouth of Mobile River from Bay Port, in township four south, range two east, on the east shore of the waters of Mobile Bay, in Baldwin County, Alabama, on a direct line, to a point on Blakely Island, in Mobile County, on the east shore of Mobile River, opposite the municipal docks of the city of Mobile, Alabama, at a point or points suitable to the interests of navigation, be, and the same is hereby revived and reenacted: *Provided,* That this Act shall be null and void unless the actual construction of the bridge, or bridges and trestles herein authorized, be commenced within one year and completed within three years from the date of approval hereof.

Proviso.  
Commencement and completion.

Amendment.

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

Approved, February 15, 1921.

February 15, 1921.

[S. 4737.]

[Public, No. 309.]

**CHAP. 51.**—An Act Authorizing the Prescott Bridge Company to construct a bridge across Lake Saint Croix at or near the city of Prescott in the State of Wisconsin.

Lake Saint Croix.  
Prescott Bridge Company, may bridge, Prescott, Wis.

*Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled,* That authority is hereby granted to the Prescott Bridge Company, a corporation organized under the laws of the State of Wisconsin, and its successors and