

Next succeeding
term.

Not to sit more than
three terms.

Imprisonment be-
fore indictment, etc.,
not extended.

ever, in its judgment, it may be proper to do so. And the district judge or the senior district judge, as the case may be, may, upon request of the district attorney or of the grand jury or on his own motion, by order authorize any grand jury to continue to sit during the term succeeding the term at which such request is made, solely to finish investigations begun but not finished by such grand jury: *Provided, however,* That no grand jury shall be permitted to sit in all during more than three terms. But nothing herein shall operate to extend beyond the time permitted by law the imprisonment before indictment found of a person accused of a crime or offense, or the time during which a person so accused may be held under recognizance before indictment found."

Approved, February 25, 1931.

February 25, 1931.
[S. 5114.]
[Public, No. 729.]

CHAP. 298.—An Act To legalize bridges across the Staunton River at Brookneal, Route Numbered 18, Campbell County, and at Clover, Halifax County, Route Numbered 12, State of Virginia.

Staunton River.
Bridges constructed
across, at Brookneal
and Clover, Va., legal-
ized.

Maintenance.

Proviso.
Changes in interest of
navigation.

Amendment.

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled, That the highway bridges built by the authorities of the State of Virginia across the Staunton River at Brookneal, on Route Numbered 18, Campbell County, and at Clover, Halifax County, on Route Numbered 12, are hereby legalized and the consent of Congress is hereby given to their maintenance by the said State for the use of the general public: *Provided,* That any changes in said bridges which the Secretary of War may deem necessary and order in the interest of navigation shall be promptly made by the said State.

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

Approved, February 25, 1931.

February 25, 1931.
[S. 5256.]
[Public, No. 730.]

CHAP. 299.—An Act to extend the time for the construction of a bridge across the Chesapeake Bay.

Chesapeake Bay.
Time extended for
bridging, by Chesape-
ake Bay Bridge Com-
pany.

Vol. 44, p. 1100; Vol.
45, p. 414.
Ante, p. 39.

Amendment.

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 February 15, 1927, and by Act of Congress approved April 10, 1928, to be built by the Chesapeake Bay Bridge Company, a corporation, across the Chesapeake Bay heretofore extended by Acts of Congress approved April 10, 1928, and June 21, 1929, are hereby further extended one and three years, respectively, from the date of approval hereof.

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

Approved, February 25, 1931.

February 25, 1931.
[S. 5392.]
[Public, No. 731.]

CHAP. 300.—An Act To legalize a bridge across the Pigeon River at or near Mineral Center, Minnesota.

Pigeon River.
Bridge across at
Mineral Center, Minn.,
legalized.

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled, That the bridge heretofore constructed by the State of Minnesota, across the Pigeon River at or near Mineral Center, Minnesota, and located on Trunk Highway Numbered 1, connecting the State of Minnesota and the Province of Ontario, Canada, shall be a lawful structure and shall

be subject to the conditions and limitations of the Act entitled "An Act to regulate the construction of bridges over navigable waters," approved March 23, 1906, other than those requiring approval of plans by the Secretary of War and Chief of Engineers before the bridge is commenced.

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

Approved, February 25, 1931.

Vol. 34, p. 85.

Amendment.

CHAP. 301.—An Act To authorize the Secretary of the Navy to proceed with certain public works at the United States Naval Hospital, Washington, District of Columbia.

February 25, 1931.
[H. R. 9676.]
[Public, No. 732.]

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled, That the Secretary of the Navy is hereby authorized to replace, remodel, or extend existing structures and to construct additional buildings, with the utilities, accessories, and appurtenances pertaining thereto, at the United States Naval Hospital, Washington, District of Columbia, at a cost not to exceed \$3,200,000, of which \$100,000 shall be charged to the naval hospital fund: *Provided,* That the construction herein authorized shall be subject to the approval of the Public Building Commission under the authority of section 6 of the Public Buildings Act of May 25, 1926, to the same extent as other public building construction in the District of Columbia, and the plans for such construction shall be submitted to the Fine Arts Commission for advice.

Naval Hospital,
Washington, D. C.
Replacement, etc.,
of, authorized.

Limit of cost.
Proviso.
Approval of Public
Building Commission.

Vol. 44, p. 634.
Plans to Fine Arts
Commission.

SEC. 2. The Secretary of the Navy is hereby authorized to employ, when deemed by him desirable or advantageous, by contract or otherwise, outside professional or technical services of persons, firms, or corporations, to such extent as he may require for the purposes of this Act, without reference to the Classification Act of 1923, as amended, or to section 3709 of the Revised Statutes of the United States, in addition to employees otherwise authorized and expenditures for such purpose shall be made from the naval hospital fund.

Outside professional,
etc., services author-
ized.

Approved, February 25, 1931.

CHAP. 302.—An Act To provide for the transportation of school children in the District of Columbia at a reduced fare.

February 25, 1931.
[H. R. 12571.]
[Public, No. 733.]

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled, That the Public Utilities Commission of the District of Columbia is hereby empowered and directed to fix reduced fares for school children not over eighteen years of age, going to and from school on street railway and bus lines in the District of Columbia, under such reasonable rules and regulations as the commission may establish: *Provided,* That such reduced fares shall not exceed three cents.

District of Columbia.
Reduced fares on
street railways, etc.,
for school children in.

Proviso.
Not to exceed three
cents.

Approved, February 25, 1931.

CHAP. 303.—Joint Resolution To change the name of B Street northwest in the District of Columbia, and for other purposes.

February 25, 1931.
[H. J. Res. 404.]
[Pub. Res., No. 123.]

Whereas one of the important results of the completion of the work, now in progress, of carrying out the plans of the National Government for public improvements in the District of Columbia, will be a widened B Street northwest, approximately two miles long, from the Capitol Grounds to Arlington Memorial Bridge; and

District of Columbia.
Preamble.