

Buildings for reserve banks.
Erection, etc., without consent of Congress, forbidden.
Post, p. 1223.
Proviso.
Exception.

"No Federal reserve bank shall have authority hereafter to enter into any contract or contracts for the erection of any building of any kind or character, or to authorize the erection of any building, in excess of \$250,000, without the consent of Congress having previously been given therefor in express terms: *Provided*, That nothing herein shall apply to any building now under construction."

Approved, June 3, 1922.

June 6, 1922.
[H. R. 10925.]
[Public, No. 231.]

CHAP. 208.—An Act To authorize the Secretary of War to sell real property known as the Pittsburgh Storage Supply Depot, at Pittsburgh, Pennsylvania.

Pittsburgh, Pa.
Army Pittsburgh
Storage Supply Depot
to be sold to.

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 hereby is, authorized to sell at either public or private sale, upon terms and conditions deemed advisable by him, the land and improvements thereon erected, situated in the city of Pittsburgh, State of Pennsylvania, lying between Thirty-ninth Street, Fortieth Street, Butler Street, and the Allegheny River in said city, comprising an area of approximately nineteen and three-fourths acres, and also a certain parcel of land in said city of Pittsburgh located at the northwest corner of Geneva Street and Forty-fourth Street, comprising approximately one-half acre, together with easements and rights of way leading thereto, all of which said property is generally known as the Pittsburgh Storage and Supply Depot, and to sell the same as a whole or in parcels, as the Secretary of War may determine, and to execute and deliver in the name of the United States and in its behalf any and all deeds or other instruments necessary to effect such sale.

Location.

Deposit of proceeds.

SEC. 2. That all moneys received as the proceeds of such sale, after deducting the necessary expenses connected therewith, shall be deposited in the Treasury of the United States to the credit of miscellaneous receipts.

Approved, June 6, 1922.

June 6, 1922.
[H. R. 241.]
[Public, No. 232.]

CHAP. 209.—An Act To authorize the Secretary of War to grant a perpetual easement for railroad right of way and a right of way for a public highway over and upon a portion of the military reservation of Fort Sheridan, in the State of Illinois.

Fort Sheridan Military Reservation, Ill.
Right of way across, to Chicago, North Shore and Milwaukee Railroad.

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 grant and convey to the Chicago, North Shore and Milwaukee Railroad, a railroad corporation organized and existing under and by virtue of the laws of the State of Illinois, its successors and assigns, a perpetual easement, subject to the proviso in section 4 herein, for railroad purposes over and upon the following described property, being a part of the military reservation of Fort Sheridan and of the public highway adjoining the same, to wit: All that part of the northwest quarter of section ten, township forty-three north, range twelve east, of the third principal meridian, described as follows, to wit: Commencing at a point in the north line of said section ten distant one hundred feet easterly of measured at right angles from the easterly line of the right of way of the Chicago and North Western Railway Company; thence southeasterly along a line parallel to the easterly line of said right of way one thousand five hundred and thirteen and forty-four hundredths feet to a point of curve; thence southerly along a curved line (convex westerly) having a radius of eleven thousand four hundred and nine and two-tenths feet, a distance of five hundred and

Description.

ninety-seven and thirty-eight hundredths feet, to a point of tangent; thence southeasterly along a line tangent to said curved line three hundred and fifty-five and thirteen hundredths feet to a point of curve; thence southerly along a curved line (convex easterly) having a radius of eleven thousand five hundred and nine and two-tenths feet, a distance of five hundred and twenty-six and sixty-eight hundredths feet, to a point in the north line of the south sixty-six feet of the northwest quarter of said section ten, being the north line of the highway running east and west; thence west along the north line of the highway to the east line of the right of way of the Chicago and North Western Railway Company; thence northwesterly along the east line of said right of way two thousand nine hundred and sixty-three and eight-tenths feet, more or less, to the said north line of section ten; thence easterly along said north line of section ten to place of beginning; with full power to locate and construct railroad tracks, sidings, switches, and other appurtenances thereon and to use said property for all purposes appurtenant to its business: *Provided*, That no part of the property hereby granted shall be used for any other than railroad purposes, and that when such property shall cease to be so used it shall revert to the United States of America.

Proviso.
Reversion for non-user.

Easement in perpetuity for a connecting public highway.

SEC. 2. That the Secretary of War be, and he is hereby, authorized to permit the location, grading, and paving of a public highway forty-six feet in width to connect with the public highway known as McKinley Road at the north boundary of the military reservation of Fort Sheridan, and extending thence south to an intersection with the east and west road north of Fort Sheridan station upon, along, and over the following described property: All that part of the northwest quarter of section ten, township forty-three north, range twelve east, of the third principal meridian, described as follows, to wit: A strip of land forty-six feet in width extending from the north line of section ten to the north line of the south sixty-six feet of the northwest quarter of said section ten, being the north line of highway running east and west, the westerly boundary line of said strip being described as follows: Commencing at a point on the north line of section ten one hundred feet easterly of the easterly line of the right of way of the Chicago and North Western Railway Company, measured at right angles thereto; thence southeasterly along a line parallel to said right-of-way line and one hundred feet therefrom one thousand five hundred and thirteen and forty-four hundredths feet to a point of curve; thence southerly along a curved line (convex westerly) having a radius of eleven thousand four hundred and nine and two-tenths feet, a distance of five hundred and ninety-seven and thirty-eight hundredths feet to a point of tangent; thence southeasterly along a line tangent to said curved line three hundred and fifty-five and thirteen hundredths feet to a point of curve; thence southerly along a curved line (convex easterly) having a radius of eleven thousand five hundred and nine and two-tenths feet, a distance of five hundred and twenty-six and sixty-eight hundredths feet to a point in the north line of the south sixty-six feet of the northwest quarter of said section ten, being the north line of the highway running east and west, to be and become a highway for public travel in perpetuity.

Description.

SEC. 3. The grant to the Chicago, North Shore and Milwaukee Railroad, hereinabove in section 1 authorized shall be upon the express condition that the said Chicago, North Shore and Milwaukee Railroad shall at its own expense construct and build a roadway having a brick surface upon a concrete foundation extending from the north boundary of said reservation to an intersection with the east and west road located on the south line of the northwest quarter of section ten upon the strip of land hereinbefore in section 2

Roadway, etc., to be constructed to connect with public highway.

described, the pavement of which roadway shall be twenty-two feet in width and that the said Chicago, North Shore and Milwaukee Railroad shall at its own expense construct a wire fence, with wooden posts, along the eastern boundary of said strip from the north end to the south end of said strip of like character to the present boundary fence of said Fort Sheridan Reservation, and the location of the public highway authorized in and by section 2 hereof shall be upon the express condition that the city of Lake Forest shall at all times after the completion thereof maintain the pavement to be constructed by said railroad upon said highway in a good and proper condition at the sole expense of said city of Lake Forest.

Maintenance by Lake Forest.

Reservation of use by United States for public purposes.

Proviso.
Nonliability for damages, etc.

SEC. 4. That the said conveyance shall be subject to the conditions and reversion hereinbefore provided for, and shall be used for the purposes hereinbefore described only, and shall be subject to the right of the United States at any and all times and in any manner to assume control of, hold, use, and occupy without license, consent, or leave from said corporation any or all of said land for any and all military, naval, or lighthouse purposes, free from any conveyance, charges, encumbrances, or liens made, created, permitted, or sanctioned thereon by said corporation: *Provided*, That the United States shall not be or become liable for any damages or compensation whatever to the said corporation for any future use by the Government of any or all of the above-described land for any of the above-mentioned purposes.

Approved, June 6, 1922.

June 7, 1922.
[S. 539.]

[Public, No. 233.]

CHAP. 210.—An Act To further amend an Act entitled "An Act to regulate commerce," approved February 4, 1887, as amended.

Interstate Commerce Commission.

Physical valuation of railroads.

Vol. 37, p. 701, amended.

Cost of property, other than land, for common carrier purposes, reproduction, etc.

Other values of property.

Condemnation costs, etc., omitted.
Vol. 37, p. 701, amended.

Original cost and present value of real estate.

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled, That the paragraph entitled "First" of section 19a of the Interstate Commerce Act, as amended, is amended by inserting after the words "In such investigation said commission shall ascertain and report in detail as to each piece of property" the words and commas following: " , other than land, "; so that said paragraph as amended shall read as follows:

"First. In such investigation said commission shall ascertain and report in detail as to each piece of property, other than land, owned or used by said common carrier for its purposes as a common carrier, the original cost to date, the cost of reproduction new, the cost of reproduction less depreciation, and an analysis of the methods by which these several costs are obtained, and the reason for their differences, if any. The commission shall in like manner ascertain and report separately other values, and elements of value, if any, of the property of such common carrier, and an analysis of the methods of valuation employed, and of the reasons for any differences between any such value and each of the foregoing cost values."

SEC. 2. That the paragraph entitled "Second" of said section 19a is amended by striking out the comma after the words "and the present value of the same," and inserting a period in place thereof, and by striking out the words "and separately the original and present cost of condemnation and damages or of purchase in excess of such original cost or present value" at the end of said paragraph, so that said paragraph as amended shall read as follows:

"Second. Such investigation and report shall state in detail and separately from improvements the original cost of all lands, rights of way, and terminals owned or used for the purpose of a common carrier, and ascertained as of the time of dedication to public use, and the present value of the same."

Approved, June 7, 1922.