

May 7, 1926.  
[H. R. 9634.]  
[Public, No. 200.]

**CHAP. 264.**—An Act To extend the time for the construction of a bridge across the Arkansas River, at or near the city of Dardanelle, Yell County, Arkansas.

Arkansas River.  
Time extended for  
bridging, at Darda-  
nelle, Ark.  
Vol. 43, p. 1129,  
amended.  
Post, p. 1266.

*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 Congress, approved March 3, 1925, to be built by the Yell and Pope County Bridge district, Dardanelle and Russellville, Arkansas, across the Arkansas River at or near the city of Dardanelle, in the county of Yell, in the State of Arkansas, are hereby extended one and three years, respectively, from the date of approval hereof.

Approved, May 7, 1926.

May 7, 1926.  
[H. R. 10062.]  
[Public, No. 201.]

**CHAP. 265.**—An Act Granting the consent of Congress to H. J. Stannert, Harry Weis, and George W. Rockwell to construct, maintain, and operate a bridge across the Susquehanna River from a point in the city of Sunbury, Northumberland County, to a point in the township of Monroe, in Snyder County, in the State of Pennsylvania.

Susquehanna River.  
H. J. Stannert,  
etc., may bridge, at  
Sunbury, Pa.

*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 H. J. Stannert, Harry Weis, and George W. Rockwell, their legal representatives and assigns, to construct, maintain, and operate a bridge and approaches thereto across the Susquehanna River, at a point suitable to the interests of navigation, between a point in the city of Sunbury, Northumberland County, Pennsylvania, and a point opposite in the township of Monroe, Snyder County, Pennsylvania, in accordance with the provisions of the Act entitled "An Act to regulate the construction of bridges over navigable waters," approved March 23, 1906, and subject to the conditions and limitations contained in this Act.

Construction.  
Vol. 34, p. 84.  
Post, p. 1269.

Tolls authorized.

Vol. 34, p. 86.

Pennsylvania, etc.,  
may acquire after com-  
pletion.

**SEC. 2.** The said H. J. Stannert, Harry Weis, and George W. Rockwell, their legal representatives and assigns, are hereby authorized to fix and charge tolls for transit over such bridge and the rates so fixed shall be the legal rates until changed by the Secretary of War under the authority contained in such Act of March 23, 1906.

Compensation if ac-  
quired by condemna-  
tion.

**SEC. 3.** After the date of completion of such bridge, as determined by the Secretary of War, either the State of Pennsylvania, any political subdivision thereof within which any part of such bridge is located, or two or more of them jointly, may at any time acquire and take over all right, title, and interest in such bridge and approaches, and interests in real property necessary therefor, by purchase, or by condemnation in accordance with the law of such State governing the acquisition of private property for public purposes by condemnation. If at any time after the expiration of thirty years after the completion of such bridge it is acquired by condemnation, the amount of damages or compensation to be allowed shall not include good will, going value, or prospective revenues or profits, but shall be limited to the sum of (1) the actual cost of constructing such bridge and approaches, less a reasonable deduction for actual depreciation in respect of such bridge and approaches, (2) the actual cost of acquiring such interests in real property, (3) actual financing and promotion costs (not to exceed 10 per centum of the sum of the cost of construction of such bridge and approaches and the acquisition of such interests in real property), and (4) actual expenditures for necessary improvements.

Limitation of cost.

SEC. 4. If such bridge shall at any time be taken over or acquired by any municipality or other political subdivision or subdivisions of the State of Pennsylvania under the provisions of section 3 of this Act, and if tolls are charged for the use thereof, the rates of toll shall be so adjusted as to provide a fund sufficient to pay for the cost of maintaining, repairing, and operating the bridge and its approaches, and to provide a sinking fund sufficient to amortize the amount paid for such bridge and its approaches as soon as possible under reasonable charges, but within a period of not to exceed thirty years from the date of acquiring the same. After a sinking fund sufficient to amortize the cost of acquiring the bridge and its approaches shall have been provided, such bridge shall thereafter be maintained and operated free of tolls, or the rates of toll shall thereafter be so adjusted as to provide a fund of not to exceed the amount necessary for the proper care, maintenance, and operation of the bridge and its approaches. An accurate record of the amount paid for the bridge and its approaches, the expenditures for operating, repairing, and maintaining the same, and of daily tolls collected shall be kept, and shall be available for the information of all persons interested.

Operation as a toll bridge, etc., if acquired by.

Maintenance, etc., after amortization of costs.

Record of expenditures and receipts.

SEC. 5. The said H. J. Stannert, Harry Weis, and George W. Rockwell, their legal representatives and assigns, shall, within ninety days after the completion of such bridge, file with the Secretary of War a sworn itemized statement showing the actual original cost of constructing such bridge and approaches, including the actual cost of acquiring interests in real property and actual financing and promotion costs. Within three years after the completion of such bridge, the Secretary of War may investigate the actual cost of such bridge, and for such purpose the said H. J. Stannert, Harry Weis, and George W. Rockwell, their legal representatives and assigns, shall make available to the Secretary of War all of their records in connection with the financing and construction thereof. The findings of the Secretary of War as to such actual original cost shall be conclusive, subject only to review in a court of equity for fraud or gross mistake.

Sworn statement of costs to be submitted after completion.

Investigation by Secretary of War.

Findings of Secretary conclusive.

SEC. 6. The right to sell, assign, transfer, and mortgage all the rights, powers, and privileges conferred by this Act is hereby granted to the said H. J. Stannert, Harry Weis, and George W. Rockwell, their legal representatives and assigns, and any corporation to which such rights, powers, and privileges may be sold, assigned, or transferred, or which shall acquire the same by mortgage foreclosure or otherwise, is hereby authorized and empowered to exercise the same as fully as though conferred herein directly upon such corporation.

Authority to sell, etc.

SEC. 7. The right to alter, amend, or repeal this Act is hereby expressly reserved.

Amendment.

Approved, May 7, 1926.

CHAP. 266.—An Act To revive and reenact the Act entitled "An Act granting the consent of Congress to the city of Saint Paul, Minnesota, to construct a bridge across the Mississippi River approved January 31, 1923."

May 7, 1926.

[H. R. 16121.]

[Public, No. 202.]

*Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled, That the Act approved January 31, 1923, granting the consent of Congress to the city of Saint Paul, to construct, maintain, and operate a bridge across the Mississippi River, at or near Robert Street in the said city of Saint Paul, in the county of Ramsey, in the State of Minnesota, be, and the same is hereby revived and reenacted: Provided, That*

Mississippi River.  
Time extended for bridging, at Robert Street, Saint Paul, Minn.  
Vol. 42, p. 1221.

Proviso.