

Right to sell, etc.,
conferred.

SEC. 7. The right to sell, assign, transfer, and mortgage all the rights, powers, and privileges conferred by this Act is hereby granted to John R. Scott, Thomas J. Scott, E. E. Green, and Baxter L. Brown, their successors and assigns, and any corporation to which or any person to whom such rights, powers, and privileges may be sold, assigned, or transferred, or who 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 or person.

Amendment.

SEC. 8. The right to alter, amend, or repeal this Act is hereby expressly reserved.

Approved, February 25, 1927.

February 25, 1927.
[S. 5598.]
[Public, No. 647.]

CHAP. 199.—An Act To extend the time for constructing a bridge across the Ohio River approximately midway between the city of Owensboro, Kentucky, and Rockport, Indiana.

Ohio River.
Time extended for
bridging, Owensboro,
Ky., to Rockport, Ind.
Ante, p. 735, amend-
ed.

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 the bridge authorized by Act of Congress approved June 12, 1926, to be built across the Ohio River between the city of Owensboro, Daviess County, Kentucky, and Rockport, Spencer County, Indiana, are hereby extended one year and three years, respectively, from the date of approval hereof.

Amendment.

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

Approved, February 25, 1927.

February 25, 1927.
[S. 5596.]
[Public, No. 648.]

CHAP. 200.—An Act Granting the consent of Congress to Dauphin Island Railway and Harbor Company, its successors and assigns, to construct, maintain, and operate a railroad bridge and approaches thereto and/or a toll bridge across the water between the mainland at or near Cedar Point and Dauphin Island.

Mobile Bay.
Dauphin Island Rail-
way and Harbor Com-
pany may bridge be-
tween Cedar Point and
Dauphin Island, Ala.
Vol. 36, p. 868.

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 Dauphin Island Railway and Harbor Company, its successors and assigns, to construct, maintain, and operate a railroad and/or highway bridge and approaches thereto, at a point suitable to the interests of navigation, between Cedar Point and Dauphin Island, Little or Big, Mobile County, Alabama, in accordance with the provisions of an 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. 54.

Acquisition author-
ized, after completion,
by Alabama, etc.

SEC. 2. After the completion of such bridge, as determined by the Secretary of War, either the State of Alabama, any political subdivision thereof within or adjoining which any part of such bridge is located, or any two or more of them jointly, may at any time acquire and take over all right, title, and interest in such bridge and its approaches, and any interests in real property necessary therefor, by purchase or condemnation in accordance with the laws of such State governing the acquisition of private property for public purposes by condemnation. If at any time after the expiration of twenty years after the completion of such bridge the same is acquired by condemnation, the amount of damages or compensation to be allowed shall not include any allowance for good will, going value,

Compensation, if ac-
quired by condemna-
tion.

or prospective revenues or profits, but shall be limited to the sum of (1) the actual cost of constructing such bridge and its approaches, less a reasonable deduction for actual depreciation in value; (2) the actual cost of acquiring such interests in real property; (3) actual financing and promotion cost, not to exceed 10 per centum of the sum of the cost of constructing the bridge and its approaches and acquiring such interest in real property, and (4) actual expenditures for necessary improvements.

SEC. 3. 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 Alabama under the provisions of section 2 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 twenty-five 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 tolls shall thereafter be so adjusted as to provide a fund of not to exceed the amount necessary for the proper care, repair, 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.

The provisions of sections 2 and 3 of this Act shall not be applicable in the event that the bridge constructed under authority hereof shall be designed, constructed, and used for railway or combined railway and highway purposes and connection be made or provided for between the same and a carrier on the mainland subject to the Interstate Commerce Act.

SEC. 4. The Dauphin Island Railway and Harbor Company, its successors 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 its approaches, the actual cost of acquiring any interest in real property necessary therefor, and the actual financing and promotion cost. The Secretary of War may at any time within three years after the completion of such bridge investigate the actual cost of constructing the same, and for such purpose the said Dauphin Island Railway and Harbor Company, its successors and assigns, shall make available all of its records in connection with the financing and the construction thereof. The findings of the Secretary of War as to the actual original cost of the bridge shall be conclusive, subject only to review in a court of equity for fraud or gross mistake.

SEC. 5. The right to sell, assign, transfer, and mortgage all the rights, powers, and privileges conferred by this Act is hereby granted to Dauphin Island Railway and Harbor Company, its successors and assigns, and any corporation to which or any person to whom such rights, powers, and privileges may be sold, assigned, or transferred, or who 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 or person.

SEC. 6. That, the United States having discontinued and sold to the city of Mobile, Alabama, the military reservation on Dauphin

Limitation.

Operation by State, etc., as a toll bridge.

Rates applied to operation, sinking fund, etc.

Maintenance as free bridge, etc., after amortization of costs.

Record of expenditures and receipts.

Toll provisions not applicable if bridge used for railway, etc.

Sworn statement of construction costs, etc. to be filed after completion.

Investigation by Secretary of War.

Findings by Secretary conclusive.

Right to sell, etc., conferred.

Option to repurchase lands by the Government, waived.

Island and having no further present interest in the acquisition of lands on said island, the conditions and options to repurchase reserved to the United States by that certain deed dated, to wit, September 18, 1911, executed by the Assistant Secretary of War conveying certain lands to said Dauphin Island Railway and Harbor Company under authority of the Act approved March 4, 1911, are hereby waived and discharged.

Vol. 36, p. 1350.

Amendment.

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

Approved, February 25, 1927.

February 25, 1927.
[S. 5583.]
[Public, No. 649.]

CHAP. 201.—An Act Granting the consent of Congress to the Big Sandy and Cumberland Railroad Company to construct, maintain, and operate a bridge across the Tug Fork of Big Sandy River at Devon, Mingo County, West Virginia.

Tug Fork of Big Sandy River.
Big Sandy and Cumberland Railroad Company may bridge, at Devon, W. Va.

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 Big Sandy and Cumberland Railroad Company, a corporation organized under the laws of the State of Virginia and authorized to do business in the State of West Virginia, and operate railways in Kentucky, its successors and assigns, to construct, maintain, and operate a bridge and approaches thereto across the Tug Fork of Big Sandy River at a point suitable to the interests of navigation at Devon, Mingo County, West Virginia, where the said Tug Fork forms the boundary line between the States of West Virginia and Kentucky, in accordance with the provisions of the Act to regulate the construction of bridges over navigable waters, approved March 23, 1906.

Construction.
Vol. 34, p. 84.

Right to sell, etc., granted.

SEC. 2. The right to sell, assign, transfer, and mortgage all the rights, powers, and privileges conferred by this Act is hereby granted to the Big Sandy and Cumberland Railroad Company, its successors 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 to exercise the same as fully as though conferred herein directly upon such corporation.

Amendment.

SEC. 3. The right to alter, amend, or repeal this Act is hereby expressly reserved.

Approved, February 25, 1927.

February 25, 1927.
[S. 4933.]
[Public, No. 650.]

CHAP. 202.—An Act Authorizing an appropriation for public highways in the Virgin Islands of the United States.

Virgin Islands.
Amount authorized for public highways in.

Contracts required of owners of adjoining lands to sell to actual settlers.

Price, conditions, etc. in contracts.

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled, That there is hereby authorized to be appropriated, out of any money in the Treasury not otherwise appropriated, the sum of \$100,000, to enable the Secretary of Agriculture to construct, reconstruct, and maintain public highways in the Virgin Islands of the United States. No moneys appropriated under the authorization contained in this Act shall be expended for construction, reconstruction, or maintenance of any highway until suitable contracts have been made by all the owners of lands adjoining such highway with the Secretary of Agriculture, whereby such owners agree that they will sell at least one-half of such lands to actual settlers. Each such contract with the Secretary of Agriculture shall fix the price and conditions of sale of such lands to actual settlers, and shall contain a provision