

shall be issued hereafter, one as of August 1, one as of September 1, one as of October 1, one as of November 1, and one as of December 1, each of which shall state the condition and progress of the crop and the probable number of bales which will be ginned, these reports to be issued simultaneously with the cotton ginning reports of the Bureau of the Census relating to the same dates, the two reports to be issued from the same place at eleven antemeridian of the eighth day following that to which the respective reports relate. When such date of release falls on Sunday or a legal holiday the report shall be issued at eleven o'clock antemeridian of the next succeeding workday.

Issue simultaneously with Census ginning reports.

Date and time specified.

Report of acres in cultivation July 1, followed on September 1 and December 1 of acreage abandoned since.

SEC. 6. The Secretary of Agriculture shall cause to be issued a report on or before the 10th day of July of each year showing by States and in toto the number of acres of cotton in cultivation on July 1, to be followed on September 1 and December 1 with an estimate of the acreage of cotton abandoned since July 1.

Approved, March 3, 1927.

**CHAP. 338.**—An Act To provide for the appointment of an additional judge of the District Court of the United States for the Northern District of New York.

March 3, 1927.

[S. 4340.]

[Public, No. 741.]

New York, northern judicial district. Additional judge authorized for. Vol. 36, p. 1037, amended.

*Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled,* That the President of the United States shall appoint, by and with the advice and consent of the Senate, an additional judge of the District Court of the United States for the Northern District of New York, who shall reside in said district and who shall possess the same powers, perform the same duties, and receive the same compensation as the present district judge of said district; and that the official residence of said judges shall not be in the same or adjoining counties.

Approved, March 3, 1927.

**CHAP. 339.**—An Act Authorizing the Secretary of War to convey to the city of Springfield, Massachusetts, certain parcels of land within the Springfield Armory Military Reservation, Massachusetts, and for other purposes.

March 3, 1927.

[S. 4351.]

[Public, No. 742.]

Springfield, Mass. Parcels of Armory Reservation transferred to city for public highways.

*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 and empowered to convey by quitclaim deed to the city of Springfield, Massachusetts, for public highway purposes, and for no other purpose, all the right, title, and interest of the United States of America in and to certain strips or parcels of land within the Springfield Armory Military Reservation, Massachusetts, the areas to be conveyed being particularly described as follows:

First parcel. Beginning at a point in the boundary line between land of the United States and the highway already established as Walnut Street, said point being located in the westerly line of Walnut Street extended and one and fifty-six one-hundredths feet southerly of the south line of Hickory Street; thence southerly ten degrees one minute fifty seconds east, a distance of seventy-one and forty-six one-hundredths feet; thence south eighteen degrees forty-four minutes thirty seconds east, a distance of seventy and twenty-nine one-hundredths feet; thence on a curve to the right of thirty feet radius, a distance of thirty-five and forty-three one-hundredths feet; thence south forty-eight degrees fifty-four minutes fifty seconds west, a distance of twenty-five and sixty-nine one-hundredths feet,

First parcel. Description.

to the boundary line between land of the United States and the highway established as Mill Street; thence south twenty-seven degrees thirty-two minutes ten seconds east, on said boundary line a distance of sixty-five and twenty-two one-hundredths feet; thence north sixty-two degrees twenty-seven minutes fifty seconds east, a distance of nine and thirty-two one-hundredths feet; thence on a curve to the right of twenty feet radius, a distance of thirty-four and forty-nine one-hundredths feet; thence south eighteen degrees forty-four minutes thirty seconds east, a distance of one hundred and seventeen and four-tenths feet; thence on a curve to the left of two hundred one and seventy-eight one-hundredths feet radius, a distance of one hundred sixty-one and seventy-three one-hundredths feet; thence on a curve to the right of forty-two and seventy-six one-hundredths feet radius, a distance of forty-five and twenty-five one-hundredths feet, to a point in the westerly line of Oakland Street; thence north four degrees one minute fifty-five seconds west, a distance of thirty-seven and forty-four one-hundredths feet to a point in the boundary line between the land of the United States and the highway established as Allen Street; thence north eighty-two degrees eighteen minutes five seconds east, by the said boundary line, a distance of two hundred seventy and fifty-one one-hundredths feet to the northerly line of Allen Street; thence north eighty-seven degrees nineteen minutes ten seconds west, a distance of one hundred ninety-seven and fifty-four one-hundredths feet; thence on a curve to the right of one hundred forty-three and one one-hundredths feet radius, a distance of sixty-seven and eleven one-hundredths feet; thence on a curve to the right of one hundred sixty-one and twenty-five one-hundredths feet radius, a distance of one hundred six and sixty-eight one-hundredths feet; thence north twenty-two degrees thirty-one minutes thirty seconds west, a distance of forty-nine and thirty-six one-hundredths feet; thence north eighteen degrees forty-four minutes thirty seconds west, a distance of two hundred forty-eight and ninety-seven one-hundredths feet; thence north twelve degrees twenty-three minutes fifteen seconds west, a distance of forty-nine and forty-one one-hundredths feet; thence on a curve to the right of thirty feet radius, a distance of forty-three and seventy-six one-hundredths feet, to a point in the above-mentioned boundary line between the land of the United States and the highway established as Walnut Street; thence south seventy-one degrees eleven minutes twenty seconds west, by the said boundary line, a distance of eighty-eight and seventy-four one-hundredths feet to the point of beginning.

Meaning to describe all that portion of Allen Street now owned by the United States, with additional land so that a highway sixty-six feet wide at certain points may be constructed, as shown on plan entitled "Springfield, Massachusetts, Department of Streets and Engineering, Study of Proposed Widening of Allen Street between Hickory and Oakland Streets, prepared for the Board of Public Works, January, 1925."

Highway to be constructed.  
Allen Street.

Second parcel. Beginning at the intersection of the northwesterly line of State Street and the westerly line of Saint James Avenue; thence south fifty-six degrees twenty-three minutes thirty-five seconds west, a distance of fifty-five and fifty-two one-hundredths feet; thence northerly by a curve of thirty-five and sixty-three one-hundredths feet radius, a distance of thirty-five and thirty-four one-hundredths feet; thence north twenty-six minutes forty seconds west, a distance of twenty feet; thence northwesterly by a curve of fifty feet radius, a distance of twenty-eight and ninety-four one-hundredths feet; thence north thirty-three degrees thirty-six minutes forty seconds west, a distance of six hundred and thirty and sixty-one one-hundredths feet; thence northwesterly by a curve of

Second parcel.  
Description.

fifty feet radius, a distance of sixty-eight and eighty one-hundredths feet; thence north sixty degrees thirty-six minutes forty seconds east, a distance of one hundred and forty-five and twenty-eight one-hundredths feet; thence southerly by a curve of thirty feet radius, a distance of fifty-one and sixty-four one-hundredths feet; thence south thirty-three degrees thirty-six minutes forty seconds east, a distance of five hundred and one and twenty-eight one-hundredths feet; thence easterly and northerly by a curve of thirty feet radius, a distance of seventy-six and eighty-eight one hundredths feet to Saint James Avenue; thence south twenty-six minutes forty seconds east, a distance of two hundred and seventeen and thirty-five one-hundredths feet, to the point of beginning, as shown on a plan entitled "Springfield, Massachusetts, Department of Streets and Engineering, Magazine Street, November, 1926, scale, one inch to forty feet."

Magazine Street.

Third parcel.  
Description.

Third parcel. Beginning at the intersection of the southerly curb line of Lincoln Street extended and the easterly line of Federal Street, thence north sixty-four degrees fifty minutes forty-five seconds east, a distance of eight hundred sixty-seven and twenty-nine one-hundredths feet; thence north thirty-three degrees thirty-six minutes forty seconds west, a distance of thirty-four and thirty-eight one-hundredths feet; thence north sixty-five degrees twenty seconds east, a distance of three hundred seventy and sixty-seven one-hundredths feet, to the southwesterly line of Bowdoin Street; thence south thirty degrees eighteen minutes thirty seconds east, a distance of ninety-six and seventy-one one-hundredths feet; thence northerly and westerly by a curve of forty feet radius, a distance of fifty and twelve one-hundredths feet; thence south sixty-five degrees twenty seconds west, a distance of three hundred twenty-four and twenty-four one-hundredths feet; thence south sixty degrees thirty-six minutes forty seconds west, a distance of one hundred forty-five and twenty-eight one-hundredths feet; thence south sixty-seven degrees thirty-three minutes fifteen seconds west, a distance of two hundred sixty and twenty-nine one-hundredths feet; thence south sixty-four degrees fifty minutes forty-five seconds west, a distance of four hundred eighty-two and twenty-four one-hundredths feet; thence southerly by a curve of sixteen feet radius, a distance of twenty-six and twenty-three one-hundredths feet to Federal Street; thence north twenty-nine degrees five minutes fifteen seconds west, a distance of forty and eighty-nine one-hundredths feet to the point of beginning. As shown on a plan entitled "Springfield, Massachusetts, Department of Streets and Engineering, Lincoln Street, scale one inch equals forty feet, December, 1921. Corrected to November, 1926."

Lincoln Street.

Fourth parcel.  
Description.

Fourth parcel. Beginning at the most northerly point of the westerly curb of Federal Street acquired from the United States of America, December 1, 1922, being also in the southerly limit of the public part of Federal Street at that time; thence south twenty-nine degrees five minutes fifteen seconds east, a distance of three hundred forty-five and seventy-six one-hundredths feet; thence south seventy-one degrees thirty-four minutes forty-five seconds east, a distance of fifty-eight and thirty-eight one-hundredths feet; thence north sixty-four degrees fifty minutes forty-five seconds east, a distance of fifteen feet; thence south twenty-nine degrees five minutes fifteen seconds east, a distance of fifty-seven and forty-four one-hundredths feet; thence south sixty degrees fifty-four minutes forty-five seconds west, a distance of seventy-five and forty one-hundredths feet; thence north twenty-nine degrees five minutes fifteen seconds west, a distance of four hundred twenty and sixty-nine one-hundredths feet; thence westerly by a curve of thirty-five

feet radius, a distance of fifty-three and eighty-one one-hundredths feet to Pearl Street, as established June 29, 1925; thence north fifty-nine degrees twenty-five seconds east, a distance of thirty-five feet; thence north twenty-nine degrees five minutes fifteen seconds west, a distance of seven and nineteen one-hundredths feet; thence south eighty-two degrees twenty-eight minutes five seconds east, a distance of twenty-six and sixteen one-hundredths feet to the point of beginning, as shown on a plan entitled "Springfield, Massachusetts, Department of Streets and Engineering, Federal Street, Pearl to Lincoln Street, scale one inch equals forty feet, December, 1921. Corrected to November, 1926."

Federal Street.

Fifth parcel. Beginning at the intersection of the northeasterly curb of Byers Street and the northwesterly line of State Street; thence north forty-nine degrees thirty minutes thirty seconds west, a distance of one thousand three hundred twenty-five and seventy one-hundredths feet to Pearl Street; thence northeasterly by Pearl Street, a distance of thirty-nine feet; thence southerly by a curve of thirty-five feet radius, a distance of fifty-four and fifty-five one-hundredths feet; thence south forty-nine degrees thirty minutes thirty seconds east, a distance of one thousand two hundred fifty-six and twenty-seven one-hundredths feet; thence easterly by a curve of thirty-five feet radius, a distance of fifty-nine and eighty-six one-hundredths feet to State Street; thence southwesterly by State Street a distance of thirty-nine and four one-hundredths feet to the point of beginning, as shown on a plan entitled "Springfield, Massachusetts, Department of Streets and Engineering, Byers Street, scale one inch equals forty feet, December, 1921. Corrected to November, 1926."

Fifth parcel.  
Description.

Sixth parcel. Beginning in the northerly line of State Street, distant westerly from a stone bound at Byers Street, four and four one-hundredths feet; thence north forty-eight degrees twenty-nine minutes fifteen seconds east, a distance of four hundred seventy-two and thirty-four one-hundredths feet; thence north fifty degrees thirty-six minutes ten seconds east, a distance of five hundred forty-six and thirty-four one-hundredths feet; thence north fifty-five degrees fifty-one minutes fifty-five seconds east, a distance of five hundred fifty and fifty-four one-hundredths feet to the westerly curb of Federal Street; thence south twenty-nine degrees five minutes thirty seconds east, a distance of twenty-four and seven one-hundredths feet; thence south fifty-five degrees fifty-one minutes fifty-five seconds west, a distance of five hundred forty-seven and twenty-seven one-hundredths feet; thence south fifty degrees thirty-six minutes ten seconds west, a distance of five hundred forty-four and eight-tenths feet; thence south forty-eight degrees twenty-nine minutes fifteen seconds west, a distance of four hundred sixty-eight and sixty-three one-hundredths feet; thence north forty-nine degrees thirty minutes thirty seconds west, a distance of twenty-four and twenty-three one-hundredths feet to the point of beginning, as shown on a plan entitled "Springfield, Massachusetts, Department of Streets and Engineering, State Street, from Byers Street to Federal Street, November, 1926."

Byers Street.

Sixth parcel.  
Description.

State Street.

*Provided*, That the conveyance herein authorized shall be upon condition that the city of Springfield, Massachusetts, shall improve and maintain each and all of said parcels as public highways: *Provided further*, That the city of Springfield shall reconstruct and reset the fences bounding the property of the United States wherever the boundary lines are changed by this Act, without expense to the United States, and to the satisfaction of the Secretary of War: *Provided further*, That there shall be reserved in the conveyance herein authorized the right to construct and maintain over, under,

Maintenance by city  
required.Boundary fences to  
be reconstructed.Rights of way for  
utilities reserved.

Sale, or other use by city forbidden.

Reversion for non-user as highways.

and across said streets, water, gas, and sewer mains, electric light and telephone wires and cables, and any other utility which the operation and use by the Government of said armory may require: *And provided further*, That the said city of Springfield shall not sell or convey the said described premises, nor devote the same to any other purpose than highway purposes; and in the event said premises shall be used for any other purpose or shall not be cared for and maintained as are other public highways of said city, the right, title, and interest hereby authorized to be conveyed shall revert to the United States.

Approved, March 3, 1927.

March 3, 1927.  
[S. 4863.]

[Public, No. 743.]

**CHAP. 340.**—An Act Authorizing the adjustment of the boundaries of the Arapaho National Forest, and for other purposes.

Arapaho National Forest, Colo.  
Acceptance of privately owned lands for, in exchange for timber, etc.

Vol. 42, p. 465.

Description.

*Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled*, That any privately owned lands within the following described sections, which are found by the Secretary of Agriculture to be chiefly valuable for national forest purposes, may be offered and title thereto accepted in exchange for national forest land or timber in the State of Colorado, under and in accordance with the provisions of the Act of March 20, 1922, Public 173, and the Acts amendatory thereto:

In township 1 south, range 75 west, section 4; east half and northwest quarter of section 5; northeast quarter of section 6; east half of section 8, section 9; south half of section 10; sections 15 and 16; east half of sections 17 and 20; sections 21 and 22; sections 28, 29, 30, 31, 32, and 33; in township 1 south, range 76 west, sections 4, 5, 6, 7, 8, and 9; north half of section 10; sections 11 to 36, inclusive; in township 1 south, range 77 west, sections 1, 2, 11, 12, 13, 14, 23, 24, 25, 26, 35, and 36; in township 1 north, range 75 west, section 31; in township 1 north, range 76 west, sections 1 and 2; southeast quarter of section 3; east half of section 10; sections 11, 12, 13, and 14; east half and southwest quarter of section 15; south half of section 16; sections 21 to 29 inclusive; east half and southwest quarter of section 30; sections 31 to 36 inclusive; in township 1 north, range 76½ west, south half of section 25; section 36; in township 1 north, range 77 west, section 36; in township 2 north, range 76 west, sections 25 and 36; all west of the Sixth principal meridian.

Conveyed lands added to forest.

Lands conveyed to the United States under this Act shall, upon acceptance of title, become parts of the Arapaho National Forest.

Approved, March 3, 1927.

March 3, 1927.  
[S. 4964.]

[Public, No. 744.]

**CHAP. 341.**—An Act Transferring a portion of the lands of the military reservation of the Presidio of San Francisco to the Department of the Treasury.

Presidio of San Francisco, Calif.  
Transfer of lands of, for marine hospital purposes.

*Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled*, That the following described lands forming a part of the military reservation of the Presidio of San Francisco, California, are hereby transferred to and placed under the jurisdiction and control of the Department of the Treasury for use for marine hospital purposes, and such lands shall no longer be held and considered a part of such military reservation, except that a strip of land lying north of the southern boundary of the reservation and west of a line through the center of Fifteenth Avenue extended, of which Lobos Creek shall be the median line, together with a forty-foot right of way as an exit from the military reservation of the Presidio of San Francisco to the