and vacated shall thereupon become parts of said site: Provided, That no portion of Van Ness Street, Tilden Street, or Reno Road shall be closed under the provisions of this Act.

Approved, June 23, 1930.

CHAP. 575.—An Act To remove cloud as to title of lands at Fort Lyttleton, South Carolina.

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled, That the Secretary of War is hereby authorized and directed to convey whatever right, title, or interest the United States may have in and to five acres of land which includes the original site of old Fort Lyttleton in Beaufort County, South Carolina, to the Federal Intermediate Credit Bank of Columbia, South Carolina, or assigns, Columbia, South Carolina, this being the same parcel of land ceded to the United States by the State of South Carolina in the year 1808 and sold for nonpayment of taxes by authorized agent of the United States in 1866.

Approved, June 23, 1930.

CHAP. 576.—An Act To amend the Act entitled "An Act to provide for the enlarging of the Capitol Grounds," approved March 4, 1929, relating to the condemnation of land.

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled, That the last sentence of subdivision (1) of section 2 of the Act entitled "An Act to provide for the enlarging of the Capitol Grounds," approved March 4, 1929, is amended to read as follows: "Any condemnation proceedings instituted under authority of this Act shall be in accordance with the provisions of the Act entitled 'An Act to provide for the acquisition of land in the District of Columbia for the use of the United States,' approved March 1, 1929 (U. S. C., Supp. III. title 40, ch. 7)."

Approved, June 23, 1930.

CHAP. 577.—An Act Granting the consent of Congress to the Texarkana and Fort Smith Railway Company to reconstruct, maintain, and operate a railroad bridge across Little River in the State of Arkansas at or near Morris Ferry.

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 Texarkana and Fort Smith Railway Company, a corporation organized under and pursuant to the laws of the State of Texas, its successors and assigns, to reconstruct, maintain, and operate a railroad bridge and approaches thereto across the Little River near Morris Ferry in the State of Arkansas upon the location of the present bridge and in accordance with the provisions of an Act entitled "An Act to regulate the construction of bridges over navigable waters," approved March 23, 1906.

Sec. 2. The right to sell, assign, transfer, and mortgage all the rights, powers, and privileges conferred by this Act is hereby granted to said Texarkana and Fort Smith Railway 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 full as though conferred herein directly upon such corporation.

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

Approved, June 23, 1930.

CHAP. 578.—An Act Granting the consent of Congress to the State of Georgia and the counties of Wilkinson, Washington, and Johnson to construct, maintain, and operate a free highway bridge across the Oconee River at or near Balls Ferry, Georgia.

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 State of Georgia and the counties of Wilkinson, Washington, and Johnson to construct, maintain, and operate a free highway bridge and approaches thereto across the Oconee River, at a point suitable to the interests of navigation, at or near Balls Ferry, Georgia, in accordance with the provisions of an Act entitled "An Act to regulate the construction of bridges over navigable waters," approved March 23, 1906.

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

Approved, June 23, 1930.

CHAP. 579.—An Act For the erection of tablets or markers and the commemoration of Camp Blount and the Old Stone Bridge, Lincoln County, Tennessee.

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled, That the Secretary of War is hereby authorized to erect at Camp Blount, Lincoln County, Tennessee, tablets or markers describing and commemorating the historical events which have taken place there.

Sec. 2. That in connection with Camp Blount the Secretary of War is hereby authorized to accept, upon behalf of the United States, a donation of and title to the historic and picturesque Old Stone Bridge crossing Elk River at the site of Camp Blount, together with the approaches thereto and any land adjoining said bridge; and to erect appropriate tablets or markers. The Secretary of War is authorized to acquire by gift such lands adjoining said bridge or approaches or in the area of Camp Blount as may be reasonably required to properly commemorate the Old Stone Bridge and Camp Blount and to effectuate the purposes of this Act.

Sec. 3. The Secretary of War is authorized to do all things necessary to accomplish said purpose, by contract or otherwise, with or without advertising, under such conditions as he may prescribe, including the engagement, by contract, of services of such architects, sculptors, artists, or firms or partnerships thereof, and other technical and professional personnel as he may deem necessary, without regard to civil-service requirements and restrictions of law governing the employment and compensation of employees of the United States, and to spend in accordance with the provisions of this Act such sum of money as may be placed in his hands as a contribution additional to the funds appropriated by Congress.

Sec. 4. The plans and designs of such tablets or markers shall be subject to the approval of the National Commission of Fine Arts.