

road fund, or from paying all or any part of the cost of maintenance, repair, or operation of such bridge from the State road fund of the Commonwealth of Kentucky.

Cooperative agree-  
ment with Illinois as to  
construction, mainte-  
nance, etc.

SEC. 6. At any time before or after the completion of such bridge, the Commonwealth of Kentucky, acting by and through the State Highway Commission of Kentucky, and the State of Illinois, acting by and through the Illinois State Highway Commission, may enter into such cooperative agreement as may be agreed upon between said States, relating to the construction, financing, maintenance, and/or operation of such bridge, and the State of Illinois may acquire such interest in the bridge as may be agreed upon between said States, and upon such terms as may be agreed upon. All, however, subject to the limitations in this Act expressly provided or necessarily implied.

Amendment.

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

Approved, June 9, 1932.

[CHAPTER 230.]

AN ACT

June 10, 1932.  
[H. R. 79.]  
[Public, No. 159.]

To provide for conveyance of a portion of the Liston Range Rear Lighthouse Reservation, New Castle County, State of Delaware, for highway purposes.

Liston Range Rear  
Lighthouse Reserva-  
tion, Delaware.

Portion of, conveyed  
to Delaware for high-  
way purposes.

*Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled,* That the Secretary of Commerce is hereby authorized to transfer and convey by quitclaim deed to the State of Delaware the following-described parcel of land situate in New Castle County and being a part of the Liston Range Rear Lighthouse Reservation:

Description.

Beginning at a point on the westerly side of the Liston Range Rear Light Station Reservation, Delaware, which point is the south-westerly corner of the lighthouse reservation as described in deed dated March 18, 1904, and from which the Liston Range Rear Light Station tower bears north forty degrees nineteen minutes ten seconds east three hundred and thirty-one and seventy-three one-hundredths feet, running thence from point of beginning seventy-four degrees nine minutes true nine hundred and eighteen feet along the center line of the concrete roadway pavement (which is also the present southerly boundary line of the reservation) to the southeast corner of the lighthouse reservation, thence two hundred and eighty-eight degrees twenty-four minutes true fifty-three and five one-hundredths feet to a stone monument, thence two hundred and fifty-four degrees nine minutes true six hundred and seventy-eight and thirty-two one-hundredths feet along the present fence line approximately parallel to the center line of the concrete roadway pavement to a point, thence along a curved line with radius of approximately eleven hundred and sixteen feet approximately parallel to the center line of the concrete roadway pavement about one hundred and sixty-eight feet to a stone monument on the westerly lighthouse reservation line, thence one hundred and ninety-eight degrees twenty-four minutes true fifty-one and thirty-eight one-hundredths feet along the westerly boundary of the lighthouse reservation to the point of beginning, containing sixty-two hundredths acres, more or less, the same to be held and made available permanently by said State as a public highway under such rules and regulations as may be necessary and proper for use thereof by the public.

Use, by Lighthouse  
Service.

SEC. 2. The Lighthouse Service shall have an unrestricted right at all times to use the said highway for the purpose of access to and

gress from the said lighthouse reservation: *Provided*, That should the State of Delaware fail to keep and hold the said strip of land for roadway purposes or devote it to any use inconsistent with said purposes then title to said land shall revert to and be reinvested in the United States and the deed or instrument of conveyance shall recite said reversionary rights herein reserved.

*Proviso.*  
Reversion for non-user.

Approved, June 10, 1932.

[CHAPTER 231.]

AN ACT

Authorizing the Fort Hancock-Porvenir Bridge Company, its successors and assigns, to construct, maintain, and operate a bridge across the Rio Grande at Fort Hancock, Texas.

June 10, 1932.  
[H. R. 10585.]  
[Public, No. 160.]

*Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled*, That in order to facilitate international commerce, improve the postal service, and provide for military and other purposes, the Fort Hancock-Porvenir Bridge Company, its successors and assigns, be, and is hereby, authorized to construct, maintain, and operate a bridge and approaches thereto across the Rio Grande, so far as the United States has jurisdiction over the waters of such river, at a point suitable to the interests of navigation, at Fort Hancock, Texas, in accordance with the provisions of the Act entitled "An Act to regulate the construction of bridges over navigable waters," approved March 23, 1906, subject to the conditions and limitations contained in this Act, and subject to the approval of the proper authorities in the Republic of Mexico.

Rio Grande.  
Fort Hancock-Porvenir Bridge Company may bridge, at Fort Hancock, Tex.

Construction.  
Vol. 34, p. 84.  
Approval of Mexico required.

SEC. 2. There is hereby conferred upon the Fort Hancock-Porvenir Bridge Company, its successors and assigns, all such rights and powers to enter upon lands and to acquire, condemn, occupy, possess, and use real estate, and other property in the State of Texas needed for the location, construction, operation, and maintenance of such bridge and its approaches as are possessed by railroad corporations for railroad purposes or by bridge corporations for bridge purposes in the State of Texas, upon making just compensation therefor, to be ascertained and paid according to the laws of such State, and the proceedings therefor shall be the same as in the condemnation or expropriation of property for public purposes in such State.

Acquisition of real estate, etc., for location, approaches, etc.

Condemnation proceedings.

SEC. 3. The said Fort Hancock-Porvenir Bridge Company, its successors and assigns, is hereby authorized to fix and charge tolls for transit over such bridge in accordance with any laws of Texas applicable thereto, and the rates of toll so fixed shall be the legal rates until changed by the Secretary of War under the authority contained in the Act of March 23, 1906.

Tolls authorized.

Vol. 34, p. 85.

SEC. 4. The right to sell, assign, transfer, and mortgage all the rights, powers, and privileges, conferred by this Act is hereby granted to Fort Hancock-Porvenir Bridge 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.

Right to sell, etc., conferred.

SEC. 5. The right to alter, amend, or repeal this Act is hereby expressly reserved.

Amendment.

Approved, June 10, 1932.