

[CHAPTER 146.]

AN ACT

To amend section 808 of Title VIII of the Revenue Act of 1926, as amended by section 443 of the Revenue Act of 1928.

March 1, 1933.
[H. R. 12977.]
[Public, No. 389.]

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled, That section 808 of Title VIII of the Revenue Act of 1926, as amended by section 443 of the Revenue Act of 1928, be, and the same is hereby, amended by striking out the words "in cities of over twenty-five thousand inhabitants" and inserting in lieu thereof the following: "in all post offices of the first and second classes and such post offices of the third and fourth classes as are located in county seats."

Revenue Act of 1926.
Vol. 44, p. 103; Vol. 45, p. 868, amended.
Sale of revenue stamps.

Approved, March 1, 1933

[CHAPTER 147.]

AN ACT

To authorize the Secretary of the Treasury in his discretion to acquire a new site in Huntsville, Alabama, and to construct a building thereon for the accommodation of the courts, post office, and other Government offices.

March 1, 1933.
[H. R. 14321.]
[Public, No. 390.]

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled, That the Secretary of the Treasury be, and he is hereby, authorized, in his discretion, to acquire a new site in Huntsville, Alabama, and to construct a building thereon for the accommodation of the courts, post office, and other Government offices, at a cost not to exceed the sum of \$234,000, in lieu of the acquisition of additional land, demolition of building and construction of a new building within said limit of cost fixed under authority of the Act approved July 21, 1932, as modified by the Act approved June 30, 1932.

Huntsville, Ala.
Acquisition of new site and construction of public building, authorized.

Ante, pp. 718, 412.

Approved, March 1, 1933.

[CHAPTER 148.]

AN ACT

To extend the times for commencing and completing the construction of a bridge across the Rio Grande at Boca Chica, Texas.

March 1, 1933.
[H. R. 14411.]
[Public, No. 391.]

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 Act of Congress approved June 10, 1932, to be built by the Boca Chica Bridge Company, across the Rio Grande at Boca Chica, Texas, are hereby extended one and three years, respectively, from June 10, 1933.

Rio Grande.
Time extended for bridging, at Boca Chica, Tex.
Ante, p. 297, amended.

Amendment.

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

Approved, March 1, 1933.

[CHAPTER 149.]

AN ACT

To extend the times for commencing and completing the construction of a bridge across the Mississippi River at or near Baton Rouge, Louisiana.

March 1, 1933.
[H. R. 14460.]
[Public, No. 392.]

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 across the Mississippi River at or near Baton Rouge, Louisiana, authorized to

Mississippi River.
Time extended for bridging, at Baton Rouge, La.

Ante, p. 46, amended.

be built by the Louisiana Highway Commission, and the Missouri Pacific Railroad Company, and the Louisiana and Arkansas Railway Company, by an Act of Congress approved February 10, 1932, are hereby extended two and four years, respectively, from February 10, 1933.

Amendment.

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

Approved, March 1, 1933.

[CHAPTER 150.]

AN ACT

March 1, 1933.

[H. R. 14480.]

[Public, No. 393.]

To extend the times for commencing and completing the reconstruction of a railroad bridge across the Little River at or near Morris Ferry, Arkansas.

Little River.
Time extended for
reconstructing bridge
across, at Morris Ferry,
Ark.
Vol. 46, p. 800,
amended.

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 reconstruction of a railroad bridge across the Little River at or near Morris Ferry, Arkansas, authorized to be reconstructed, maintained, and operated by the Texarkana and Fort Smith Railway Company, its successors and assigns, by an Act of Congress approved June 23, 1930, are hereby extended one and three years, respectively, from June 23, 1933.

Amendment.

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

Approved March 1, 1933.

[CHAPTER 151.]

AN ACT

March 1, 1933.

[H. R. 14584.]

[Public, No. 394.]

Granting the consent of Congress to the Board of County Commissioners of Allegheny County, Pennsylvania, to construct, maintain, and operate a bridge across the Allegheny River between the city of Pittsburgh and the township of O'Hara and the borough of Sharpsburg, Pennsylvania.

Allegheny River.
Allegheny County,
Pa., may bridge, be-
tween O'Hara and
Sharpsburg.

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 Board of County Commissioners of Allegheny County, Pennsylvania, to construct, maintain, and operate a bridge and approaches thereto across the Allegheny River at a point suitable to the interest of navigation, between the city of Pittsburgh and the township of O'Hara and the borough of Sharpsburg, to replace Number 9 Allegheny River Bridge, commonly known as the Highland Park Bridge, 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.

To replace Highland
Park bridge.

Construction.
Vol. 34, p. 84.

Tolls adjusted to
maintenance, sinking
fund, etc.

SEC. 2. If tolls are charged for the use of such bridge, the rates of toll shall be so adjusted as to provide a fund sufficient to pay the reasonable cost of maintaining, repairing, and operating the bridge and its approaches under economical management, and to provide a sinking fund sufficient to amortize the cost of the bridge and its approaches, including reasonable interest and financing cost, as soon as possible under reasonable charges, but within a period of not to exceed twenty years from the completion thereof. After a sinking fund sufficient for such amortization shall have been so 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 maintenance, repair, and operation of the bridge and its approaches

Operation as free
bridge after costs amor-
tized.