

Incumbrances extinguished when purchase price paid.

such incumbrances exceeds the purchase price, then the payment of such purchase price to the owners or holders of such incumbrances shall fully extinguish the same, and same shall be paid in order of their priority of lien.

Conveyance to purchaser, etc.

Upon payment of said purchase price, within four months after the filing with said city clerks of the determination thereof, the said Twin Ports Bridge Company, its successors and assigns, shall execute and deliver a conveyance of said bridge to the purchaser or purchasers and assign all rights and grants hereunder. The limitation herein as to the four months shall not bar subsequent purchase under the provisions of this Act.

Amendment.

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

Approved, March 2, 1925.

March 2, 1925.

[S. 4230.]

[Public, No. 524.]

CHAP. 393.—An Act To authorize the Secretary of the Treasury to prepare a medal with appropriate emblems and inscriptions commemorative of the Norse-American Centennial.

Norse-American Centennial.
Medal commemorative of landing of first Norse immigrants may be prepared at the mint.

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled, That a medal, not to exceed in number forty thousand, with appropriate devices, emblems, and inscriptions commemorative of the arrival in the United States of the first shipload of Norse immigrants on board the sloop Restaurationen, which event is to be celebrated at the Norse-American Centennial on the Minnesota State Fair Grounds June 6 to 9, 1925, inclusive, shall be prepared under the direction of the Secretary of the Treasury at the United States Mint at Philadelphia. The medals herein authorized shall be manufactured, subject to the provisions of section 52 of the Coinage Act of 1873, from suitable models to be supplied by the Norse-American Centennial (Incorporated). The medals so prepared shall be delivered at the Philadelphia Mint to a designated agent of said Norse-American Centennial (Incorporated) upon payment of the cost thereof.

Restrictions, etc.

R. S., sec. 3551, p. 702.

Delivery.

Approved, March 2, 1925.

March 2, 1925.

[H. R. 11362.]

[Public, No. 525.]

CHAP. 394.—An Act To authorize an appropriation for the purchase of certain lots in the town of Cedar City, Utah, for the use and benefit of a small band of Piute Indians located thereon.

Cedar City, Utah.
Purchase of lots in, for Piute Indians.

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled, That the sum of \$1,275 is hereby authorized to be appropriated, out of any moneys in the United States Treasury not otherwise appropriated, to enable the Secretary of the Interior to purchase nine lots or parts of lots in the town of Cedar City, Utah, for the use and occupancy of a small band of Piute Indians now residing thereon: *Provided,* That the title to said lots is to be held in the United States for the benefit of said Indians.

Proviso.

Title to be held.

Approved, March 2, 1925.

March 2, 1925.

[H. R. 12001.]

[Public, No. 526.]

CHAP. 395.—An Act To provide for the elimination of Lamond grade crossing in the District of Columbia, and for the extension of Van Buren Street.

District of Columbia.

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled, That the Commissioners of the District of Columbia are hereby authorized and

directed to construct a subway and approaches to carry Van Buren Street under the tracks and right of way of the Metropolitan branch of the Baltimore and Ohio Railroad Company, in accordance with plans and profiles of said works to be approved by the said commissioners: *Provided*, That one-half of the total cost of constructing said subway and approaches shall be borne and paid by the said railroad company, its successors and assigns, to the collector of taxes of the District of Columbia, to the credit of the District of Columbia, and the same shall be a valid and subsisting lien against the franchises and property of the said railroad company and shall constitute a legal indebtedness of said company in favor of the District of Columbia, and the said lien may be enforced in the name of the District of Columbia by a bill in equity brought by the said commissioners in the Supreme Court of the District of Columbia or by any other lawful proceeding against the said railroad company: *Provided further*, That the said railroad company shall pay to the District of Columbia for the lighting of the subway over which the tracks of the said railroad company will pass, in accordance with the provisions of existing law: *Provided further*, That no street railway company shall use said subway or any approach herein authorized for its tracks until said company shall have paid to the collector of taxes of the District of Columbia a sum equal to one-fourth of the total cost of said subway and approaches, to be applied to the credit of the District of Columbia.

Subway directed of Van Buren Street under Metropolitan Branch tracks.

Proviso.
One-half of cost to be paid by the railroad.

Payment for lighting.

Payment required of street railway company using subway.

Sum authorized for constructor, etc.
Post, p. 1319.

No purchase of land for extending Van Buren Street.

Lamond grade crossing of railroad closed forever on completion of subway.

SEC. 2. For the purpose of carrying into effect the foregoing provisions the sum of \$71,500 is hereby authorized to be appropriated, payable in like manner as other appropriations for the expenses of the government of the District of Columbia, and the said commissioners are authorized to expend such sum as may be necessary for personal services and engineering and incidental expenses, and no part of the same shall be applied toward the purchase of any land for the aforesaid extension of Van Buren Street, but such extension shall be made within the area in which the District of Columbia already possesses the right to extend said Van Buren Street under the aforesaid tracks and right of way.

SEC. 3. From and after the completion of the said subway and approaches to carry Van Buren Street under the tracks and right of way of the Metropolitan branch of the Baltimore and Ohio Railroad Company aforesaid, the highway grade crossing over the tracks and right of way of the said Metropolitan branch of the Baltimore and Ohio Railroad Company at Lamond, in the District of Columbia, shall be forever closed against further traffic of any kind.

Approved, March 2, 1925.

CHAP. 396.—An Act To authorize the transfer of the United States Weather Bureau site and buildings at East Lansing, Michigan, to the State of Michigan in exchange for another Weather Bureau site on the grounds of the Michigan State Board of Agriculture and other considerations.

March 2, 1925.
[H. R. 12086.]
[Public, No. 527.]

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled, That the Secretary of Agriculture be, and he is hereby, authorized and directed to transfer and convey to the State of Michigan all the right and title of the United States in and to all that piece and parcel of land situate in the city of East Lansing, county of Ingham, State of Michigan, now occupied and used by the Weather Bureau of the United States Department of Agriculture, more particularly described as follows: Beginning at a point in the south boundary of

East Lansing, Mich.
Weather Bureau site at, transferred to Michigan.

Description.