

to a point on the south line of the north tier of forties of said section 22; thence westerly to the west line of said section 22; thence southerly along said west line, to the southwest corner of said section 22; thence westerly along section lines to the southwest corner of section 19, township 30 north, range 4 east; thence northerly to the northwest corner of said section 19; thence westerly to the southwest corner of section 14, township 30 north, range 3 east; thence northerly to the northwest corner of said section 14; thence westerly on section lines to the southwest corner of section 12, township 30 north, range 2 east; thence northerly along section lines to the north line of said township 30 north, range 2 east; thence westerly along said north township line to the place of beginning; and all of those lands lying within the boundary line above described are hereby included in and made a part of the Grand Canyon National Park; and all of those lands excluded from the present Grand Canyon National Park are hereby included in and made a part of the contiguous national forests, subject to all national forest laws and regulations.

Excluded lands added to national forests.

National park provisions made applicable. Vol. 40, p. 1177; Vol. 39, p. 535.

Proviso. Water power Act, not applicable. Vol. 41, p. 1063.

SEC. 2. That the provisions of the Act of February 26, 1919, entitled "An Act to establish the Grand Canyon National Park in the State of Arizona," the Act of August 25, 1916, entitled "An Act to establish a national park service, and for other purposes," and all Acts supplementary to and amendatory of said Acts are made applicable to and extended over the lands hereby added to the park: *Provided*, That the provisions of the Act of June 10, 1920, entitled "An Act to create a Federal power commission; to provide for the improvement of navigation; the development of water power; the use of the public lands in relation thereto; and to repeal section 18 of the River and Harbor Appropriation Act, approved August 8, 1917, and for other purposes," shall not apply to or extend over such lands.

Approved, February 25, 1927.

February 25, 1927.

[S. 5620.]

[Public, No. 646.]

CHAP. 198.—An Act Granting the consent of Congress to John R. Scott, Thomas J. Scott, E. E. Green, and Baxter L. Brown, their successors and assigns, to construct, maintain, and operate a bridge across the Mississippi River.

Mississippi River. John R. Scott, and others, may bridge, at Saint Louis, Mo.

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 John R. Scott, Thomas J. Scott, E. E. Green, and Baxter L. Brown, their successors and assigns, to construct, maintain, and operate a bridge and approaches thereto across the Mississippi River at a point suitable to the interests of navigation, between a point at or near the northern city limits of the city of Saint Louis, in the State of Missouri, and a point opposite in the State of Illinois, in accordance with the provisions of the 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.

Construction. Vol. 34, p. 84.

Right to acquire real estate, etc., for location, etc.

SEC. 2. There is hereby conferred upon John R. Scott, Thomas J. Scott, E. E. Green and Baxter L. Brown, their 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 needed for the location, construction, operation, and maintenance of such bridge and its approaches and terminals as are possessed by railroad corporations for railroad purposes or by bridge corporations for bridge purposes in the State in which such real estate or other property is situated, 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 condemnation and appropriation of property in such State.

Condemnation proceedings.

SEC. 3. The said John R. Scott, Thomas J. Scott, E. E. Green and Baxter L. Brown, their successors and assigns, are hereby authorized to fix and charge tolls for transit over such bridge, and the rates of toll so fixed shall be the legal rates until changed by the Secretary of War under authority contained in the Act of March 23, 1906.

Tolls authorized.

Vol. 34, p. 85.

SEC. 4. After the completion of such bridge, as determined by the Secretary of War, either the State of Missouri, the State of Illinois, any political subdivision of either of such States, within or adjoining which any part of such bridge is located, or any two or more of them jointly, may at any time acquire and take over all right, title, and interest in such bridge and its approaches, and any interest in real property necessary therefor, by purchase or by condemnation in accordance with the laws of either of such States governing the acquisition of private property for public purposes by condemnation. If at any time after the expiration of twenty years after the completion of such bridge the same is acquired by condemnation, the amount of damages or compensation to be allowed shall not include good will, going value, or prospective revenues or profits, but shall be limited to the sum of (1) the actual cost of constructing such bridge and its approaches, less a reasonable deduction for actual depreciation in value, (2) the actual cost of acquiring such interests in real property, (3) actual financing and promotion cost, not to exceed 10 per centum of the sum of the cost of constructing the bridge and its approaches and acquiring such interest in real property, and (4) actual expenditures for necessary improvements.

Acquisition authorized, after completion, by Missouri, Illinois, etc.

Compensation, if acquired by condemnation.

Limitation.

SEC. 5. If such bridge shall be taken over or acquired by the States or political subdivisions thereof as provided in section 4 of this Act, and if tolls are charged for the use thereof, the rates of toll shall be so adjusted as to provide a fund sufficient to pay for the cost of maintaining, repairing, and operating the bridge and its approaches, to pay an adequate return on the cost thereof, and to provide a sinking fund sufficient to amortize the amount paid therefor as soon as possible under reasonable charges, but within a period not to exceed twenty-five years from the date of acquiring the same. After a sinking fund sufficient to pay the cost of acquiring the bridge and its approaches shall have been 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 care, repair, maintenance, and operation of the bridge and its approaches. An accurate record of the amount paid for acquiring the bridge and its approaches, the expenditures for operating, repairing, and maintaining the same, and of the daily tolls collected shall be kept and shall be available for the information of all persons interested.

Tolls, under State, etc., operation.

Rates applied to operation, sinking fund, etc.

Maintenance as free bridge, etc., on amortization of costs.

Record of expenditures and receipts.

Sworn statement of costs to be filed after completion.

SEC. 6. The said John R. Scott, Thomas J. Scott, E. E. Green, and Baxter L. Brown, their successors and assigns, shall within ninety days after the completion of such bridge file with the Secretary of War a sworn itemized statement showing the actual original cost of constructing such bridge and its approaches, the actual cost of acquiring any interest in real property necessary therefor, and the actual financing and promotion costs. The Secretary of War may at any time within three years after the completion of such bridge, investigate the actual cost of constructing the same, and for such purposes the said John R. Scott, Thomas J. Scott, E. E. Green, and Baxter L. Brown, their successors and assigns, shall make available all of its records in connection with the financing and the construction thereof. The findings of the Secretary of War as to actual original cost of the bridge shall be conclusive, subject only to review in a court of equity for fraud or gross mistake.

Investigation by Secretary of War.

Findings of Secretary conclusive.

Right to sell, etc.,
conferred.

SEC. 7. The right to sell, assign, transfer, and mortgage all the rights, powers, and privileges conferred by this Act is hereby granted to John R. Scott, Thomas J. Scott, E. E. Green, and Baxter L. Brown, their 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.

Amendment.

SEC. 8. The right to alter, amend, or repeal this Act is hereby expressly reserved.

Approved, February 25, 1927.

February 25, 1927.
[S. 5598.]
[Public, No. 647.]

CHAP. 199.—An Act To extend the time for constructing a bridge across the Ohio River approximately midway between the city of Owensboro, Kentucky, and Rockport, Indiana.

Ohio River.
Time extended for
bridging, Owensboro,
Ky., to Rockport, Ind.
Ante, p. 735, amend-
ed.

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 the bridge authorized by Act of Congress approved June 12, 1926, to be built across the Ohio River between the city of Owensboro, Daviess County, Kentucky, and Rockport, Spencer County, Indiana, are hereby extended one year and three years, respectively, from the date of approval hereof.

Amendment.

SEC. 2. That the right to alter, amend, or repeal this Act is expressly reserved.

Approved, February 25, 1927.

February 25, 1927.
[S. 5596.]
[Public, No. 648.]

CHAP. 200.—An Act Granting the consent of Congress to Dauphin Island Railway and Harbor Company, its successors and assigns, to construct, maintain, and operate a railroad bridge and approaches thereto and/or a toll bridge across the water between the mainland at or near Cedar Point and Dauphin Island.

Mobile Bay.
Dauphin Island Rail-
way and Harbor Com-
pany may bridge be-
tween Cedar Point and
Dauphin Island, Ala.
Vol. 36, p. 868.

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 Dauphin Island Railway and Harbor Company, its successors and assigns, to construct, maintain, and operate a railroad and/or highway bridge and approaches thereto, at a point suitable to the interests of navigation, between Cedar Point and Dauphin Island, Little or Big, Mobile County, Alabama, 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.

Construction.
Vol. 34, p. 54.

Acquisition author-
ized, after completion,
by Alabama, etc.

SEC. 2. After the completion of such bridge, as determined by the Secretary of War, either the State of Alabama, any political subdivision thereof within or adjoining which any part of such bridge is located, or any two or more of them jointly, may at any time acquire and take over all right, title, and interest in such bridge and its approaches, and any interests in real property necessary therefor, by purchase or condemnation in accordance with the laws of such State governing the acquisition of private property for public purposes by condemnation. If at any time after the expiration of twenty years after the completion of such bridge the same is acquired by condemnation, the amount of damages or compensation to be allowed shall not include any allowance for good will, going value,

Compensation, if ac-
quired by condemna-
tion.