

March 2, 1927.

[H. R. 16778.]

[Public, No. 679.]

**CHAP. 262.**—An Act To extend the times for the construction of bridges across the Mississippi River at Alton, Illinois, and across the Missouri River near Bellefontaine, in Missouri.

Mississippi and Missouri Rivers.

Time extended for bridging at Alton, Ill., and Bellefontaine, Mo.

*Ante*, p. 620, amended.

*Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled,* That the times for beginning and completing the construction of a bridge across the Mississippi River at Alton, Illinois, and a bridge across the Missouri River near Bellefontaine, Missouri, as authorized by the Act entitled "An Act granting the consent of Congress to Alfred L. McCawley to construct, maintain, and operate bridges across the Mississippi and Missouri Rivers, at Alton, Illinois, on the Mississippi and at or near Bellefontaine, on the Missouri River," approved May 22, 1926, be and the same are hereby extended one year and three years, respectively, from May 22, 1927.

Approved, March 2, 1927.

March 2, 1927.

[H. R. 16887.]

[Public, No. 680.]

**CHAP. 263.**—An Act Granting the consent of Congress to George A. Hero and Allen S. Hackett, their successors and assigns, to construct, maintain, and operate a bridge across the Mississippi River.

Mississippi River.  
George A. Hero and Allen S. Hackett may bridge, at New Orleans, La.

Construction.  
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Acquisition authorized, after completion, by Louisiana, etc.

Determination of compensation if acquired by condemnation.

Limitation of costs, etc.

Operation as toll bridge, etc., if acquired by a municipality, etc.

*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 George A. Hero and Allen S. Hackett, 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 New Orleans and Gretna, 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.

**SEC. 2.** After the completion of such bridge, as determined by the Secretary of War, either the State of Louisiana, 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 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.

**SEC. 3.** If such bridge shall at any time be taken over or acquired by any municipality or other political subdivision or subdivisions of the State of Louisiana under the provisions of section 2 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, and to provide a sinking fund sufficient to amortize the amount paid for such bridge and its approaches as soon as possible under reasonable charges, but within a period of not to exceed twenty years from