

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. Vol. 34, p. 84.

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

the date of acquiring the same. After a sinking fund sufficient to amortize 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 tolls 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 the bridge and its approaches, the expenditures for operating, repairing, and maintaining the same, and of daily tolls collected shall be kept and shall be available for the information of all persons interested.

Maintenance as free bridge, etc., after amortizing costs.

Record of expenditures and receipts.

SEC. 4. George A. Hero and Allen S. Hackett, 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 cost of constructing such bridge and its approaches, the actual original cost of acquiring any interest in real property necessary therefor, and the actual financing and promotion cost. 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 purpose the said George A. Hero and Allen S. Hackett, their successors and assigns, shall make available all of their records in connection with the financing and the construction thereof. The findings of the Secretary of War as to the actual original cost of the bridge shall be conclusive, subject only to review in a court of equity for fraud or gross mistake.

Sworn statement of construction costs, etc., to be filed after completion.

Investigation by Secretary of War.

Findings of Secretary conclusive.

SEC. 5. The right to sell, assign, transfer, and mortgage all the rights, powers, and privileges conferred by this Act is hereby granted to George A. Hero and Allen S. Hackett, their successors, 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. 6. The right to alter, amend, or repeal this Act is hereby expressly reserved.

Amendments.

Approved, March 2, 1927.

CHAP. 264.—An Act Granting the consent of Congress to the Department of Highways and Public Works of the State of Tennessee to construct, maintain, and operate a bridge across the Clinch River in Hancock County, Tennessee.

March 2, 1927.
[H. R. 16050.]
[Public, No. 681.]

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 Department of Highways and Public Works of the State of Tennessee, its successors and assigns, to construct, maintain, and operate a bridge and approaches thereto across the Clinch River at a point suitable to the interests of navigation and approximately at Kyles Ford on the Rogersville-Sneedville Road in Hancock County, in the State of Tennessee, in accordance with the provisions of the Act entitled "An Act to regulate the construction of bridges over navigable waters," approved March 23, 1906.

Clinch River.
Tennessee may bridge at Kyles Ford, in Hancock County.

Construction.
Vol. 34, p. 84

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 cost of maintaining, repairing, and operating the bridge and its approaches, and to provide a sinking fund sufficient to amortize the cost of the bridge and its approaches as soon as possible under reasonable charges, but within a period of not to exceed twenty-five years from the completion thereof. After a sinking fund sufficient to pay the cost of constructing the bridge and its approaches shall

If tolls are charged, rates applied to maintenance and sinking fund.