

LEGISLATIVE COUNSEL AND SPECIAL ASSISTANT TO THE SECRETARY OF THE TREASURY

SEC. 23. (a) Section 1303(d) of the Revenue Act of 1918, as amended by section 1101 of the Revenue Act of 1924, is amended by adding at the end thereof a sentence to read as follows: "Notwithstanding the foregoing provisions, the compensation of each of the two legislative counsel in office upon the date of the enactment of the Settlement of War Claims Act of 1928 shall, after such date, be at the rate of \$10,000 a year."

Legislative counsel. Vol. 43, p. 353, amended. Salaries established.

(b) The salary of the Special Assistant to the Secretary of the Treasury in matters of legislation, so long as the position is held by the present incumbent, shall be at the rate of \$10,000 a year.

Special assistant to Secretary of the Treasury. Salary established.

Approved, March 10, 1928.

CHAP. 168.—An Act Granting the consent of Congress to the Louisiana Highway Commission to construct, maintain, and operate a toll bridge across the Atchafalaya River at or near Morgan City, Louisiana.

March 10, 1928. [H. R. 449.] [Public, No. 123.]

*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 Louisiana Highway Commission to construct, maintain, and operate a bridge and approaches thereto across the Atchafalaya River, at a point suitable to the interests of navigation, at or near Morgan City, Louisiana, 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.

Atchafalaya River. Louisiana Highway Commission may bridge, at Morgan City, La.

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 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 under economical management. An accurate record of the costs of the bridge and its approaches, the expenditures for maintaining, repairing, and operating the same, and of the daily tolls collected, shall be kept and shall be available for the information of all persons interested.

Rates of toll to provide for operation, sinking fund, etc.

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

Record of expenditures and receipts.

Amendment.

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

Approved, March 10, 1928.

CHAP. 169.—An Act To extend the times for commencing and completing the construction of a bridge across the Ouachita River at or near Harrisonburg, Louisiana.

March 10, 1928. [H. R. 5727.] [Public, No. 124.]

*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 the Act of Congress approved March 10, 1926, to be built

Ouachita River. Time extended for bridging, at Harrisonburg, La.

by the State Highway Commission of Louisiana across the Ouachita River at or near Harrisonburg, Louisiana, are hereby extended one and three years, respectively, from the date of approval hereof.

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

Approved, March 10, 1928.

March 10, 1928.

[H. R. 5803.]

[Public, No. 125.]

**CHAP. 170.**—An Act Authorizing the Interstate Bridge Company, of Lansing, Iowa, its successors and assigns, to construct, maintain, and operate a bridge across the Mississippi River at or near Lansing, Iowa.

*Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled,* That in order to facilitate interstate commerce, improve the postal service, and provide for military and other purposes, the Interstate Bridge Company, its successors and assigns, be and is hereby authorized to construct, maintain, and operate a bridge and approaches thereto across the Mississippi River, at a point suitable to the interests of navigation, at or near Lansing, Allamakee County, Iowa, and a point opposite in the State of Wisconsin, 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. There is hereby conferred upon the Interstate Bridge Company, its 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 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 the condemnation or expropriation of property for public purposes in such State.

SEC. 3. The said Interstate Bridge Company, its successors and assigns, is 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 the authority contained in the Act of March 23, 1906.

SEC. 4. After the completion of such bridge, as determined by the Secretary of War, either the State of Iowa, the State of Wisconsin, any public agency or 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 or expropriation, in accordance with the laws of either of such States governing the acquisition of private property for public purposes by condemnation or expropriation. If at any time after the expiration of twenty years after the completion of such bridge the same is acquired by condemnation or expropriation, 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

Vol. 44, p. 201, amended.

Amendment.

Mississippi River.  
Interstate Bridge  
Company may bridge,  
at Lansing, Iowa.

Construction.  
Vol. 34, p. 84.

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

Condemnation pro-  
ceedings.

Tolls authorized.

Vol. 34, p. 85.

Acquisition author-  
ized, after completion,  
by Iowa, Wisconsin,  
etc.

Compensation if ac-  
quired by condemna-  
tion.

Limitations.