

Moreau River.
One-half of cost of
bridge across, at White
Horse Subagency, au-
thorized, from Indian
funds.

Remainder by State,
etc.

Proviso.
Maintenance by
State, etc., required.

Dakota not otherwise appropriated, to pay not to exceed one-half the cost of the construction of a bridge and approaches thereto across the Moreau River at or near the White Horse Indian Subagency on the Cheyenne River Indian Reservation in the State of South Dakota, including the cost of surveys, plans, estimates, and specifications, and other necessary expenses connected therewith, on condition that the State of South Dakota or the county of Dewey provide the remainder of the cost, under rules and regulations prescribed by the Secretary of the Interior, who shall also approve the plans and specifications therefor: *Provided*, That before any money is spent hereunder, the State or county shall agree in writing to maintain the bridge and approaches without expense to the said Indians or the United States.

Approved, March 2, 1929.

March 2, 1929.

[H. R. 16382.]

[Public, No. 929.]

CHAP. 503.—An Act To extend the times for commencing and completing the construction of a bridge across the Cumberland River at or near Burnside, Pulaski County, Kentucky.

Cumberland River.
Time extended for
bridging, at Burnside,
Ky.

Ante, p. 615.

Amendment.

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 across the Cumberland River, at or near Burnside, Pulaski County, Kentucky, authorized to be built by State highway commission, Commonwealth of Kentucky, by the Act of Congress approved May 18, 1928, are hereby extended one and three years, respectively, from May 18, 1929.

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

Approved, March 2, 1929.

March 2, 1929.

[H. R. 16659.]

[Public, No. 930.]

CHAP. 504.—An Act To authorize an appropriation to pay half the cost of a bridge across Cherry Creek on the Cheyenne River Indian Reservation, South Dakota.

Cheyenne River In-
dian Reservation, S.
Dak.
Cherry Creek.
One-half of cost of
bridge across, author-
ized, from Indian
funds.

Remainder by State,
etc.

Proviso.
Maintenance by
State, etc., required.

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled, That \$9,000 is hereby authorized to be appropriated, out of any money in the Treasury to the credit of the Cheyenne River Indians of South Dakota not otherwise appropriated, to pay not to exceed one-half the cost of the construction of a bridge and approaches thereto across Cherry Creek at or near the subagency of that name, including the cost of surveys, plans, estimates, and specifications, and other necessary expenses connected herewith, on condition that the State of South Dakota or the county of Ziebach, or both, provide the remainder of the cost, under rules and regulations prescribed by the Secretary of the Interior, who shall also approve the plans and specifications therefor: *Provided*, That before any money is spent hereunder the State or county shall agree in writing to maintain the bridge and approaches without expense to the said Indians or the United States.

Approved, March 2, 1929.

March 2, 1929.

[H. R. 16205.]

[Public, No. 931.]

CHAP. 505.—An Act Authorizing the Fayette City Bridge Company, its successors and assigns, to construct, maintain, and operate a bridge across the Monongahela River at or near Fayette City, Fayette County, Pennsylvania.

Monongahela River.

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled, That in order to promote interstate commerce, improve the postal service, and pro-

vide for military and other purposes, the Fayette City Bridge Company, its successors and assigns, be, and is hereby, authorized to construct, maintain, and operate a bridge and approaches thereto across the Monongahela River, at a point suitable to the interests of navigation, at or near Fayette City, Pennsylvania, 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.

Fayette City Bridge Company may bridge, at Fayette City, Pa.

Construction.
Vol. 34, p. 84.

SEC. 2. After the completion of such bridge as determined by the Secretary of War, either the Commonwealth of Pennsylvania, 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 interest in real property necessary therefor, by purchase or by condemnation or expropriation, in accordance with the laws of the Commonwealth of Pennsylvania governing the acquisition of private property for public purposes by condemnation or expropriation. If at any time after the expiration of five 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) 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 interests in real property; and (4) actual expenditures for necessary improvements.

Acquisition authorized, after completion, by Pennsylvania, etc.

Condemnation proceedings.

Compensation if acquired by condemnation.

Limitations, etc.

SEC. 3. That if such bridge shall at any time be taken over or acquired by the Commonwealth of Pennsylvania or by any municipality or other political subdivision or public agency thereof, under the provisions of section 2 of this Act, and if tolls are thereafter charged for the use thereof, the rates of toll shall be so adjusted as to provide a fund sufficient to pay for 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 amount paid therefor, 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 date of acquiring the same. 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 amount paid for acquiring the bridge and its approaches, the actual 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.

Tolls under State, etc., operation.

Rates applied to operation, sinking fund, etc.

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

Record of expenditures and receipts.

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

Examination by Secretary of War.

SEC. 4. That Fayette City Bridge Company, its successors and assigns, shall, within ninety days after the completion of such bridge, file with the Secretary of War, and with the Highway Department of the Commonwealth of Pennsylvania, a sworn itemized statement showing the actual original cost of constructing the 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, and at the request of the Highway Department of the Commonwealth of Pennsylvania shall, at any time within

three years after the completion of such bridge, investigate such costs and determine the accuracy and the reasonableness of the costs alleged in the statement of costs so filed and shall make a finding of the actual and reasonable costs of constructing, financing, and promoting such bridge; for the purpose of such investigation the said Fayette City Bridge Company, its successors and assigns, shall make available all of its records in connection with the construction, financing, and promotion thereof. The findings of the Secretary of War as to the reasonable costs of the construction, financing, and promotion of the bridge shall be conclusive for the purposes mentioned in section 2 of this Act, subject only to review in a court of equity for fraud or gross mistake.

Findings of Secretary
conclusive.

Right to sell, etc.,
conferred.

SEC. 5. That the right to sell, assign, transfer, and mortgage all the rights, powers, and privileges conferred by this Act is hereby granted to the Fayette City Bridge Company, its 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.

Construction contracts to be let to lowest bidder.

Advertising, etc.

SEC. 6. All contracts made in connection with the construction of the bridge authorized by this Act and which shall involve the expenditure of more than \$5,000, shall be let by competitive bidding. Such contracts shall be advertised for a reasonable time in some newspaper of general circulation published in the State in which the bridge is located and in the vicinity thereof; sealed bids shall be required and the contracts shall be awarded to the lowest responsible bidder. Verified copies or abstracts of all bids received and of the bid or bids accepted shall be promptly furnished to the highway department of the State in which such bridge is located. A failure to comply in good faith with the provisions of this section shall render null and void any contract made in violation thereof, and the Secretary of War may, after hearings, order the suspension of all work upon such bridge until the provisions of this section shall have been fully complied with.

Contracts void for
violations.

Amendment.

SEC. 7. The right to alter, amend, or repeal this Act is hereby expressly reserved.

Approved, March 2, 1929.

March 2, 1929.
[H. R. 16170.]
[Public, No. 932.]

CHAP. 506.—An Act Authorizing Walter J. Mitchell, his heirs, legal representatives, and assigns, to construct, maintain, and operate a bridge across the Patuxent River, south of Burch, Calvert County, Maryland.

Patuxent River.
Walter J. Mitchell
may bridge, near
Burch, Md.

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled, That in order to promote interstate commerce, improve the postal service, and provide for military and other purposes, Walter J. Mitchell, his heirs, legal representatives, and assigns, be, and is hereby, authorized to construct, maintain, and operate a bridge and approaches thereto across the Patuxent River, at a point suitable to the interests of navigation, at or near Hallowing Point, approximately one-eighth mile south of Burch, Calvert County, Maryland, 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.

Acquisition authorized, after completion, by Maryland, etc.

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