

gation on the part of the Federal Government for the payment of the cost thereof: *Provided further*, That the appropriations heretofore, herein, and hereafter made for the purpose of carrying out the provisions of section 8 of the Act of July 11, 1916, and of section 23 of the Federal Highway Act of November 9, 1921, and Acts amendatory thereof and supplemental thereto, shall be considered available for the purpose of discharging the obligations created thereunder in any State or Territory: *Provided further*, That the total expenditures on account of any State or Territory shall at no time exceed its authorized apportionment: *Provided further*, That this appropriation shall be available for the construction of buildings necessary for the storage of equipment and supplies used for road and trail construction and maintenance, but the total cost of any such building constructed shall not exceed \$1,500.

Payment of incurred obligations.

Vol. 39, p. 353.
Vol. 42, pp. 218, 660.
Vol. 43, pp. 889, 1326.

Limit to any State or Territory.

Storage buildings authorized.

FEDERAL AID HIGHWAY SYSTEM

Federal aid highway system.

For carrying out the provisions of the Act entitled "An Act to provide that the United States shall aid the States in the construction of rural post roads, and for other purposes," approved July 11, 1916, and all Acts amendatory thereof and supplementary thereto, to be expended in accordance with the provisions of said Act as amended, including not to exceed \$420,000 for departmental personal services in the District of Columbia, \$71,000,000 to remain available until expended, which sum is composed of \$23,800,000, the remainder of the sum of \$75,000,000 authorized to be appropriated for the fiscal year ending June 30, 1926, and \$47,200,000, part of the sum of \$75,000,000 authorized to be appropriated for the fiscal year ending June 30, 1927, by paragraph 1 of the Act approved February 12, 1925.

Cooperation with States in constructing rural post roads.
Vol. 39, p. 355; Vol. 40, p. 1201; Vol. 42, pp. 660, 1157; Vol. 43, p. 889.
Departmental service in the District.
Use of annual allotments.

Vol. 43, p. 889.

Total, Department of Agriculture, \$128,511,739.

Approved, January 18, 1927.

CHAP. 40—An Act Authorizing the sale of land at margin of the Rock Creek and Potomac Parkway for construction of a church and provision for proper ingress and egress to said church building.

January 20, 1927.
[S. 5231.]
[Public, No. 533.]

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled, That the Director of Public Buildings and Public Parks of the National Capital, for and in behalf of the United States of America be, and is hereby, authorized to convey the title of United States of America in and to the land and premises lying south of and adjacent to lot numbered 25, in square 2510, in the District of Columbia, described as follows: Beginning at the southeast corner of said lot numbered 25; thence northwesterly along the south line of said lot numbered 25 one hundred and fifty feet to the southwest corner of said lot; thence southwesterly on the projection of the east line of a public alley and at right angles to the said south line of lot numbered 25 seventeen feet; thence southeasterly and parallel to said south line of lot 25, one hundred and fifty feet to the west line of Florida Avenue; thence northeasterly on the west line of Florida Avenue seventeen feet to the point of beginning, containing two thousand five hundred and fifty square feet, more or less, upon the payment to the United States of America, in consideration thereof of a sum not less than the price paid for said land by the Rock Creek and Potomac Parkway Commission. And the Director of Public Buildings and Public Parks of the National Capital is authorized and directed to permit the trustees of the Church of the Pilgrims, Incorporated, to construct and utilize on the property acquired for the Rock Creek and Potomac

District of Columbia.
Rock Creek and Potomac Parkway.
Land in, conveyed to Church of the Pilgrims.

Description.

Payment required.

Driveway to be constructed.

Expense of maintain-
ing.

Parkway in square 2510 a driveway for proper access to and egress from the church, this driveway to be located and constructed in accordance with plans approved by the Director of Public Buildings and Public Parks of the National Capital and to be maintained at the expense of said Church of the Pilgrims until such time as the Director of Public Buildings and Public Parks of the National Capital may deem it advisable to make the same available for general use.

Approved, January 20, 1927.

January 21, 1927.

[S. 4702.]

[Public, No. 554.]

CHAP. 41.—An Act To extend the time for the construction of a bridge across the Kanawha River at Kanawha Falls, Fayette County, West Virginia.

Kanawha River.
Time extended for
bridging, at Glen Fer-
ris, W. Va.
Vol. 43, p. 999, 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 a bridge authorized by Act of Congress approved February 26, 1925, to be built across the Kanawha River at or near the falls of said river, close to the town of Glen Ferris, in the county of Fayette, in the State of West Virginia, are hereby extended one and three years, respectively, from the date of approval hereof.

Amendment.

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

Approved, January 21, 1927.

January 21, 1927.

[S. 4740.]

[Public, No. 555.]

CHAP. 42.—An Act Granting the consent of Congress to the Saint Louis-San Francisco Railway Company to construct, maintain, and operate a railroad bridge across the Warrior River.

Warrior River.
Saint Louis-San
Francisco Railway
Company may bridge,
near Demopolis, Ala.

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 Saint Louis-San Francisco Railway Company, a corporation organized under and pursuant to the laws of the State of Missouri, its successors and assigns, to construct, maintain, and operate a railroad bridge and approaches thereto across the Warrior River near the city of Demopolis, Marengo County, Alabama, at a point suitable to the interests of navigation, in accordance with the provisions of the Act entitled "An Act to regulate the construction of bridges over navigable waters," approved March 23, 1906.

Construction.
Vol. 34, p. 84.

Right to sell, etc.,
conferred.

SEC. 2. The right to sell, assign, transfer, and mortgage all the rights, powers, and privileges conferred by this Act is hereby granted to said Saint Louis-San Francisco Railway Company, its successors and assigns, and any corporation to which such rights, powers, and privileges may be sold, assigned, or transferred, or which shall acquire the same by mortgage foreclosure or otherwise is hereby authorized to exercise the same as fully as though conferred herein directly upon such corporation.

Amendment.

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

Approved, January 21, 1927.

January 21, 1927.

[S. 4813.]

[Public, No. 556.]

CHAP. 43.—An Act Granting the consent of Congress to the Minneapolis, Northfield and Southern Railway to construct, maintain, and operate a railroad bridge across the Minnesota River.

Minnesota River.

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 Minneapolis, Northfield and