

Post, pp. 334, 1304.

Post, pp. 334, 1305.

Military Academy.
New cadet barracks,
etc.
Post, p. 300.

Architects author-
ized, for plans, etc.

Schofield Barracks,
Hawaii, and Fort Sill,
Okla.
Buildings at, author-
ized from current funds.

Fort Benning, Ga.
Authorization for,
modified.

Vol. 44, p. 1391,
amended.

behalf any and all contracts, conveyances, or other instruments necessary to effectuate such sale and conveyance; Langley Field, Virginia, heating plant for hangar, \$6,068; Middletown Air Depot, Middletown, Pennsylvania, hangars, \$79,000; concrete floors in warehouse, \$38,597; San Antonio Air Depot, San Antonio, Texas, rock asphalt apron for hangars, \$7,316; instrument house and engine repair and cleaning building, \$6,861; Scott Field, Illinois, gas holder, \$49,500; Fairfield Air Depot, Fairfield, Ohio, gasoline and oil tanks, \$36,000; March Field, California, radio, photographic and school buildings, \$86,000; night-flying lighting system, \$15,000; Maxwell Field, Alabama, hangar, \$39,500; field shop, \$81,000; headquarters and operations buildings, \$40,000; radio, parachute, and photographic buildings, \$56,000; night-flying lighting system, \$15,000; Mitchel Field, Long Island, New York, hangars, \$79,000; field shop, \$81,000; field warehouse, \$38,000; headquarters and operations buildings, \$40,000; radio, parachute, and photographic buildings, \$56,000; Selfridge Field, Michigan, hangars, \$237,000; field shop, \$81,000; headquarters and operations buildings, \$40,000; radio and parachute buildings, \$20,000; ceiling and walling hangars, \$3,264; Albrook Field, Canal Zone, construction of landing field, \$400,000; Fort Leavenworth, Kansas, one hangar, \$40,000; field warehouse and shop, \$45,000; headquarters building, \$20,000; gasoline and oil storage, \$5,000; night-flying lighting system, \$10,000; Walter Reed General Hospital, in the District of Columbia, for the construction of a three-story ward building, for conversion of the fourth story of the present administration building of said hospital into an operating suite, including the construction of the necessary corridors, roads, walks, grading utilities, and appurtenances thereto, \$310,000; the United States Military Academy, West Point, New York, for the purpose of razing the old cadet mess hall, and of preparing the plans and specifications and of excavating the ground and otherwise preparing the site for the construction of a new cadet barracks at the United States Military Academy (the total cost of which is not to exceed \$825,000), \$185,000: *Provided*, That the superintendent of the United States Military Academy, West Point, New York, with the approval of the Secretary of War, is authorized to employ architects to draw the necessary plans and specifications from funds herein authorized, when appropriated; Fort Benjamin Harrison, barracks and motion picture theatre, \$400,000.

There is hereby authorized to be constructed from current funds in possession of the Secretary of War, 96 sets of bachelor officers' quarters at Schofield Barracks, Hawaii, \$108,000; an addition to ward building (hospital), Fort Sill, Oklahoma, \$30,000.

The Act entitled "An Act to authorize appropriations for construction at military posts, and for other purposes," approved March 3, 1927, is hereby amended so as to strike out the authorization therein for \$500,000 for barracks at Fort Benning, Georgia, and to substitute therefor the following: "For Fort Benning, Georgia, barracks, \$300,000; to complete the hospital, \$135,000; to construct nurses' quarters, \$65,000."

Approved, February 18, 1928.

February 20, 1928.
[H. R. 6487.]
[Public, No. 62.]

CHAP. 90.—An Act Authorizing the Baton Rouge-Mississippi River Bridge Company, its successors and assigns, to construct, maintain, and operate a bridge across the Mississippi River at or near Baton Rouge, Louisiana.

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled, That in order to

Mississippi River.

promote interstate commerce, improve the postal service, and provide for military and other purposes, the Baton Rouge-Mississippi River 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 Baton Rouge, Louisiana, 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. The Baton Rouge-Mississippi River Bridge Company, its successors and assigns, is authorized to construct, maintain, and operate such bridge and the necessary approaches thereto as a railroad bridge for the passage of railway trains or street cars, or both, or as a highway bridge for the passage of pedestrians, animals, and vehicles, adapted to travel on public highways, or as a combined railroad and highway bridge for all such purposes; and there is hereby conferred upon the said Baton Rouge-Mississippi River 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. After the completion of such bridge, as determined by the Secretary of War, if the same is constructed as a highway bridge only, 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 interest in real property necessary therefor, by purchase or by condemnation, in accordance with the laws of such State 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 as 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 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.

SEC. 4. If such bridge shall at any time be taken over or acquired by the State of Louisiana or by any municipality or other political subdivision or public agency thereof, under the provisions of section 3 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 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 rea-

Baton Rouge-Mississippi River Bridge Company may bridge, at Baton Rouge, La.

Construction.
Vol. 34, p. 84.
Post, p. 1093.

Character of bridge.

Right to condemn real estate, etc., for approaches.

Acquisition authorized, after completion, as highway bridge, by Louisiana, etc.

Compensation if acquired by condemnation.

Limitations.

Tolls under State, etc., operation.

Rates applied to operation, sinking fund, etc.

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

Record of expenditures and receipts.

Purchase or condemnation of combined railroad and highway bridge.

Compensation.

Maintenance of highway bridge.

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

Investigation by the Secretary of War.

Findings of Secretary conclusive.

Tolls authorized.

Vol. 34, p. 85.

sonable 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.

SEC. 5. If such bridge is constructed as a combined railroad bridge for the passage of railway trains or street cars, and a highway bridge for the passage of pedestrians, animals, and vehicles, then the right of purchase and condemnation conferred by this Act shall apply to a right of way thereover for the passage without cost of persons, animals, and vehicles adapted to travel on public highways; and if the right of purchase or condemnation shall be exercised as to such right of way over the bridge, then the measure of damages or compensation to be allowed or paid for such right of way shall be a sum equal to the difference between the actual fair cash value of such bridge determined in accordance with the provisions of section 3 of this Act, and what its actual fair cash value so determined would have been if such bridge had been constructed as a railroad bridge only. If the right of purchase or condemnation conferred by this Act shall be exercised as to the right of way over such bridge, then that part of the bridge which shall be purchased or condemned and shall be thereafter actually used for the passage of pedestrians, animals, or vehicles, shall be maintained, operated, and kept in repair by the purchaser thereof.

SEC. 6. The Baton Rouge-Mississippi River 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 State of Louisiana 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 State of Louisiana 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 Baton Rouge-Mississippi River 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 3 of this Act, subject only to review in a court of equity for fraud or gross mistake.

SEC. 7. The Baton Rouge-Mississippi River Bridge Company, its successors and assigns, is hereby authorized and empowered to fix and charge just and reasonable tolls for the passage of such bridge of pedestrians, animals, and vehicles adapted to travel on public highways, and the rates so fixed shall be the legal rates until the Secretary of War shall prescribe other rates of toll as provided in the Act of March 23, 1906; and if said bridge is constructed as a rail-

road bridge, or a joint railroad and highway bridge, as provided in this Act, the said Baton Rouge-Mississippi River Bridge Company, its successors and assigns, is hereby authorized to fix by contract with any person or corporation desiring the use of the same for the passage of railway trains, or street cars, or for placing water or gas pipe lines or telephone or telegraph or electric light or power lines, or for any other such purposes, the terms, conditions, and rates of toll for such use; but in the absence of such contract, the terms, conditions, and rates of toll for such use shall be determined by the Secretary of War as provided in said Act of March 23, 1906.

Charges for use if railroad or combined railroad and highway bridge.

SEC. 8. The right to sell, assign, transfer, and mortgage all the rights, powers, and privileges conferred by this Act is hereby granted to the Baton Rouge-Mississippi River 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.

Right to sell, etc., conferred.

SEC. 9. The right to alter, amend, or repeal this Act is hereby expressly reserved.

Amendment.

Approved, February 20, 1928.

CHAP. 91.—An Act Authorizing the Madison Bridge Company, its successors and assigns, to construct, maintain, and operate a bridge across the Ohio River at or near Madison, Jefferson County, Indiana.

February 20, 1928.
[H. R. 7916.]
[Public, No. 63.]

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 Madison Bridge Company, its successors and assigns, be and is hereby authorized to construct, maintain, and operate a bridge and approaches thereto across the Ohio River, at a point suitable to the interests of navigation, at or near Madison, Jefferson County, Indiana, 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.

Ohio River.
Madison Bridge Company may bridge, at Madison, Ind.

SEC. 2. There is hereby conferred upon the Madison 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.

Construction.
Vol. 34, p. 84.

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

Condemnation proceedings.

SEC. 3. The said Madison 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.

Tolls authorized.

Vol. 34, p. 85.

SEC. 4. After the completion of such bridge, as determined by the Secretary of War, either the State of Indiana, the State of Kentucky, any public agency or political subdivision of either of

Acquisition authorized, after completion, by Indiana, Kentucky, etc.