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works and measures in such State along the shores of the Lake of the Woods and the banks of the Warroad River and the Rainy River as specified in article 8 of the convention signed at Washington on the 24th day of February, 1925, between the Governments of the United States and Great Britain providing for the regulation of the level of the Lake of the Woods."

Treaties, Vol. 44, p. 2110.

Condemnation proceedings. Vol. 44, p. 617, amended.

SEC. 2. Section 1 of such Act approved May 22, 1926, is amended by adding at the end thereof a new sentence to read as follows:

Witness fees, etc., assessed against United States.

"In such condemnation proceedings fees and mileage of witnesses shall be assessed against the United States to the same extent in any given case as if the proceeding had been initiated by a private corporation."

Damages. Vol. 44, p. 617, amended.

SEC. 3. Section 3 of such Act approved May 22, 1926, is amended to read as follows:

Prior claims for damages due to artificial obstruction to outlets to be investigated. *Post*, p. 930.

"SEC. 3. The Secretary of War is hereby authorized and directed to cause to be investigated, as soon as practicable, all claims for damages caused, prior to the acquisition of flowage easements under this Act, to the inhabitants of the United States by fluctuation of the water levels of the Lake of the Woods due to artificial obstructions in outlets of said lake, and after due notice and opportunity for hearing, shall ascertain and determine the loss or injury, if any, that may have been sustained by the respective claimants and to report to Congress for its consideration the amount or amounts he may find to be equitably due such claimants, together with a statement in each case of the substantial facts upon which the conclusion is based: *Provided*, That all claims not presented to the Secretary of War under this provision prior to the expiration of thirty days from the date of the passage of this amendatory Act, shall not be considered by him and shall be forever barred."

Report to Congress.

Proviso. Claims to be presented in 30 days.

Approved, April 18, 1928.

April 19, 1928. [H. R. 7191.] [Public, No. 281.]

CHAP. 380.—An Act To authorize the Secretary of Commerce to convey certain land in Cook County, Illinois, to the Chicago and Western Indiana Railroad Company, its successors or assigns, under certain conditions.

Bureau of Standards. Site of master-track scale, etc., depot, in Cook County, Ill., conveyed to Chicago and Western Indiana Railroad Company.

Be it enacted by the Senate and House of Representatives of the United States of Amercia in Congress assembled, That the Secretary of Commerce be, and he is hereby, authorized to convey by the usual quitclaim deed to the Chicago and Western Indiana Railroad Company, a corporation organized and existing under the laws of the State of Illinois, its successors or assigns, the present site of the master-track scale and test-car depot of the Bureau of Standards, Department of Commerce, in the clearing yard of the Belt Railway Company, of Chicago, more particularly described as follows:

Location.

"A tract of land in the northeast quarter of the southeast quarter of section 20, township 38 north, range 13 east of the third principal meridian, Cook County, Illinois, bounded and described as follows:

Description.

"Beginning at a point seven hundred and seven and forty-six one hundredths feet south of, measured at right angles to the east and west center line of said section 20, from a point therein nine hundred and seventy and eight one-hundredths feet west of the northeast corner of said northeast quarter of the southeast quarter, measured along said east and west center line, thence southeasterly a distance of ninety-four feet to a point seven hundred and thirty-four and twenty-two one-hundredths feet south of said east and west center line, measured at right angles thereto from a point therein eight hundred and seventy-nine and ninety-seven one-hundredths

feet west of said northeast corner, measured along said east and west center line, thence at right angles to last-described course southwesterly a distance of forty-two feet, thence northwesterly forty-two feet from and parallel to first-described course a distance of ninety-four feet, thence northeasterly ninety-four feet from and parallel to second-described course, a distance of twenty-three feet, thence northwesterly nineteen feet southwesterly from and parallel to first-described course, extended a distance of fifty feet, thence at right angles to last-described course, northeasterly ten feet, thence southeasterly nine feet southwesterly from and parallel to first-described course extended fifty feet, thence at right angles northeasterly to point of beginning, containing four thousand four hundred and forty-eight square feet or one-tenth acre, more or less": *Provided, however*, That the above-described lands shall be conveyed to the Chicago and Western Indiana Railroad Company, its successors or assigns, only in the event (1) that the United States, for reasons of its own, shall discontinue or abandon the use of the land for the purpose of a master-track scale and test-car depot, or (2) that the above-described property shall, in the opinion of the Belt Railway Company, of Chicago, become necessary for its own purposes, in which event the said Belt Railway Company, of Chicago, shall furnish to the United States of America, Department of Commerce, in lieu thereof, a suitable site elsewhere, the location thereof to be mutually agreed upon by the said Belt Railway Company, of Chicago, and the Bureau of Standards, Department of Commerce; and the Belt Railway Company, of Chicago, shall then, at its own sole cost and expense, erect upon the site so chosen a building and a foundation for the master-track scale equivalent to the master-track scale and test-car depot and foundation for the said master-track scale erected upon the above-described property, and shall move to said new building and install therein the master-track scale and all machinery appurtenant thereto, and shall deliver or cause to be delivered a deed conveying such land and building in fee simple to the United States of America, Department of Commerce, without cost to the United States, together with evidence of title to said land satisfactory to the United States.

Proviso. Conditions.

Belt Railway Company to convey site in lieu, and erect, etc., new building thereon.

Deed in fee to be delivered.

Approved, April 19, 1928.

April 19, 1928.
[H. R. 10540.]
[Public, No. 282.]

CHAP. 381.—An Act To credit retired commissioned officers of the Coast Guard with active duty during the World War performed since retirement.

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled, That all retired commissioned officers of the Coast Guard who served on active duty in the United States Navy or in the Coast Guard during the World War shall be credited with all active duty performed since retirement during the period from April 6, 1917, to March 3, 1921, in the computation of their longevity pay and pay periods; but no person shall be entitled to receive any back pay or allowances by reason of the enactment of this Act.

Coast Guard.
Retired officers of, serving on active duty during World War, to be credited therefor, in longevity pay.

No back pay, etc.

Approved, April 19, 1928.

April 19, 1928.
[H. R. 7908.]
[Public, No. 283.]

CHAP. 382.—An Act To authorize the granting of leave to veterans of the Spanish-American War to attend the annual convention of the United Spanish War Veterans and auxiliary in Havana, Cuba, in 1928.

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled, That the heads of the executive departments and independent establishments of

Spanish War Veterans.