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Construction. Vol. 34, p. 84.

the Savannah River at a point suitable to the interests of navigation, at or near Burtons Ferry, near Sylvania, Georgia, 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.

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

SEC. 2. There is hereby conferred upon the State highway departments of the respective States of Georgia and South Carolina, jointly and severally, or either of them, 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, maintenance, and operation 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 States.

Condemnation proceedings.

Tolls authorized.

SEC. 3. The said State highway departments of the respective States of Georgia and South Carolina, jointly and severally, or either of them, are 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.

Vol. 34, p. 85.

Rates of toll applied to operation, sinking fund, etc.

SEC. 4. In fixing the rates of toll to be charged for the use of such bridge the same 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 cost of such 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 ten 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 cost 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.

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

Record of expenditures and receipts.

Amendment.

SEC. 5. The right to alter, amend, or repeal this Act is hereby expressly reserved.

Approved, May 26, 1928.

May 26, 1928.
[S. 4456.]
[Public, No. 523.]

CHAP. 759.—An Act Granting the consent of Congress to the boards of county commissioners of the counties of Escambia and Santa Rosa, in the State of Florida, to construct, maintain, and operate a free bridge across Santa Rosa Sound in the State of Florida.

Santa Rosa Sound. Escambia and Santa Rosa Counties, Fla., may construct, etc., a free bridge across.

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 boards of county commissioners of the counties of Escambia and Santa Rosa, in the State of Florida, to construct, maintain, and operate a free bridge across Santa Rosa Sound, at a point suitable to the interests of navigation, at or near Deer Point in Santa Rosa County or at or near Sharp Point on Santa Rosa Island, 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.

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

Amendment.

Approved, May 26, 1928.

CHAP. 760.—An Act To authorize the Secretary of War to transfer or loan aeronautical equipment to museums and educational institutions.

May 26, 1928. [S. 1822.] [Public, No. 524.]

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled, That the Secretary of War be, and he is hereby, authorized in his discretion to transfer or loan to museums or properly accredited schools, colleges, and universities, for exhibition or instructional purposes, any aircraft, aircraft parts, instruments, or engines that have become obsolete or impaired to the extent that repair would not be economical: *Provided*, That such aircraft, aircraft parts, or engines will not be used in actual flight: *Provided further*, That no expense shall be caused the United States Government by the transfer or loan or return of said property.

Army. Obsolete aeronautical equipment may be loaned, etc., to museums and educational institutions.

Provisos. Not to be used in actual flight.

No Government expense.

Approved, May 26, 1928.

CHAP. 761.—An Act To authorize the construction of a temporary railroad bridge across Bogue Chitto River at or near a point in township 5 south, range 13 east, Saint Helena meridian, Saint Tammany Parish, Louisiana.

May 26, 1928. [S. 3808.] [Public, No. 525.]

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled, That the Lamar Lumber Company (Incorporated) is hereby authorized to construct a temporary railroad bridge across Bogue Chitto River at or near a point in township 5 south, range 13 east, Saint Helena meridian, Saint Tammany Parish, Louisiana, some few miles below where the New Orleans Great Northern Railroad crosses that stream, in accordance with the provisions of the Act entitled "An Act to regulate the construction of bridges over navigable waters," approved March 23, 1906: *Provided*, That if the bridge authorized by this Act shall at any time be abandoned and no longer used for railroad purposes, the same shall be removed from the river by the Lamar Lumber Company (Incorporated), or its assigns, at its or their own expense.

Bogue Chitto River. Lamar Lumber Company (Incorporated), may bridge, in Saint Tammany Parish, La.

Construction. Vol. 34, p. 84.

Proviso. Removal when abandoned.

Amendment.

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

Approved, May 26, 1928.

CHAP. 762.—An Act Granting the consent of Congress to the Alabama State Bridge Corporation to construct, maintain, and operate bridges across the Tennessee, Tombigbee, Warrior, Alabama, and Coosa Rivers, within the State of Alabama.

May 26, 1928. [H. R. 13481.] [Public, No. 526.]

Rivers in Alabama.

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 Alabama State Bridge Corporation, a body corporate organized and existing under an act of the Legislature of Alabama approved August 31, 1927, to construct, maintain, and operate toll bridges at or near the following points within the State of Alabama, to wit:

Alabama State Bridge Corporation may construct toll bridges across designated rivers.

One across the Tennessee River at or near Whitesburg Ferry on the Huntsville-Cullman Road, between Madison and Morgan Counties; one across the Tennessee River at or near Guntersville on

Tennessee River, at Whitesburg Ferry.

At Guntersville.