

Tract to be given
exchange therefor.

Description.

Right of way to be
given.

May 29, 1928.
[S. 4487.]
[Public, No. 582.]

Altamaha River.
Uvalda Booster Club
may bridge, at Towns
Bluff Ferry, Ga.

Construction.
Vol. 34, p. 84.

SEC. 2. The said conveyance of the aforesaid property to be given in exchange for and dependent upon the city of Chicago conveying to the United States of America the fee simple title, as evidenced by a quitclaim deed and abstracts acceptable to the Attorney General of the United States, to the following tract of land, described by metes and bounds as follows:

Beginning at the point of intersection of the west side of the dock on the east side of the Ogden Slip with the north line of the tract of land conveyed by the city of Chicago to the United States of America by deed dated August 10, 1920, and recorded December 8, 1921, as document 7347325 in book 16850, page 532; running thence east on the north line of said tract a distance of eighty feet; thence north at right angles to the north line of said tract two hundred and seventeen feet; thence west on a line parallel to and two hundred and seventeen feet north of the north line of said tract one hundred feet, more or less, to the west side of said dock on the east side of the Ogden Slip; thence south and southeasterly on the west side of said dock to the place of beginning, the said tract of land conveyed by the city of Chicago to the United States of America, being described as follows: A parcel of land adjacent to the north Government pier, and bounded on the east by Lake Michigan, approximately five hundred feet long in an easterly and westerly direction and one hundred feet wide, described as commencing at the junction of the north side of the United States Government pier (running east from the Ogden Slip) with the east side of the north and south municipal pier for place of beginning, said place of beginning being seven hundred feet, more or less, south measured at right angles from a point in north line of East Illinois Street extended one thousand five hundred feet, more or less, east of the east line of Peshtigo Court; thence northerly along the said north and south pier one hundred and eight feet; thence westerly at an angle from the south to west of ninety-one degrees, a distance of five hundred and six feet, more or less, to the west side of the dock on east side of the Ogden Slip; thence southerly at an angle from east to south seventy-four degrees thirty minutes along the concrete dock one hundred and three feet, more or less, to the United States Government pier; thence easterly at an angle from north to east one hundred and six degrees forty minutes along the United States Government pier for a distance of four hundred and eighty feet, more or less, to place of beginning.

SEC. 3. That in the exchange herein provided the city of Chicago shall provide suitable access or right of way to the property to be conveyed to the United States.

Approved, May 29, 1928.

CHAP. 872.—An Act Authorizing the Uvalda Booster Club, its successors and assigns, to construct, maintain, and operate a bridge across the Altamaha River at or near Towns Bluff Ferry, connecting Montgomery and Jeff Davis Counties, Georgia.

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, the Uvalda Booster Club, its successors and assigns, is hereby authorized to construct, maintain, and operate a bridge and approaches thereto across the Altamaha River, at a point suitable to the interests of navigation, at or near Towns Bluff Ferry, connecting Montgomery and Jeff Davis Counties, 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.

SEC. 2. After the completion of such bridge, as determined by the Secretary of War, either the State of Georgia, 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 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 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) 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. 3. If such bridge shall at any time be taken over or acquired by the State of Georgia, 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.

SEC. 4. The Uvalda Booster Club, 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 Georgia, 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 Georgia 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 Uvalda Booster Club, its successors and assigns, shall make available all of its records in connection with the construction, financing, and promotion thereof.

Acquisition authorized, after completion, by Georgia, etc.

Compensation if acquired by condemnation.

Limitations.

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.

Findings of Secretary
conclusive.

Right to sell, etc.,
conferred.

Amendment.

May 29, 1928.
[S. 4346.]

[Public, No. 583.]

Fort Apache Reser-
vation, Ariz.
Purchase of land,
etc., within, from Aztec
Land and Cattle Com-
pany for Indians there-
of from tribal funds.
Post, p. 1568.

May 29, 1928.
[S. 4203.]

[Public, No. 584.]

Missouri River.
J. H. Haley may
bridge, in Saint Louis
County, Mo.

Location.

Construction.
Vol. 34, p. 84.

Acquisition author-
ized, after completion,
by Missouri, etc.

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.

SEC. 5. The right to sell, assign, transfer, and mortgage all the rights, powers, and privileges conferred by this Act is hereby granted to the Uvalda Booster Club, 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.

SEC. 6. The right to alter, amend, or repeal this Act is hereby expressly reserved.

Approved, May 29, 1928.

CHAP. 873.—An Act To authorize an appropriation for the purchase of certain privately owned lands within the Fort Apache Indian Reservation, Arizona.

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled, That there is hereby authorized an appropriation of \$6,200, or as much thereof as might be required, from the tribal fund "Indian moneys proceeds of labor" on deposit in the Treasury of the United States to the credit of the Indians of the Fort Apache Reservation, Arizona, for the purchase of the land and appurtenances thereof located within the exterior boundaries of that reservation and belonging to the Aztec Land and Cattle Company, title thereto to be taken in the name of the United States in trust for said Indians.

Approved, May 29, 1928.

CHAP. 874.—An Act Authorizing J. H. Haley, his heirs, legal representatives, and assigns, to construct, maintain, and operate a bridge across the Missouri River near a point where Olive Street Road, Saint Louis County, Missouri, if extended west would intersect the Missouri 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 provide for military and other purposes, J. H. Haley, his heirs, legal representatives, and assigns, be, and is hereby, authorized to construct, maintain, and operate a bridge and approaches thereto across the Missouri River, at a point suitable to the interests of navigation, at or near a point about three thousand five hundred feet downstream from mile 45 as established by the survey of the United States Engineers, War Department, said place or point being approximately five thousand feet downstream from the point where Olive Street Road, Saint Louis County, Missouri, if extended west would intersect the southerly bank of the Missouri River, 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. After the completion of such bridge, as determined by the Secretary of War, either the State of Missouri, 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