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Construction.
Vol. 34, p. 84.

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.

Toll rates adjusted to provide for operation, sinking fund, etc.

SEC. 2. If tolls are charged for the use of such bridges, the rates of toll shall be so adjusted as to provide a fund sufficient to pay the reasonable cost of maintaining, repairing, and operating the bridges and their approaches under economical management, and to provide a sinking fund sufficient to amortize the cost of the bridges and their approaches, including reasonable interest and financing cost, in accordance with the laws of the State of South Carolina applicable thereto, but within a period of not to exceed twenty-five years from the completion thereof. After a sinking fund sufficient for such amortization shall have been so provided, such bridges shall thereafter be maintained and operated free of tolls. An accurate record of the costs of the bridges and their 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 bridges after amortizing costs.
Record of expenditures and receipts.

Right to sell, etc., conferred.

SEC. 3. The right to sell, assign, transfer, and mortgage the rights, powers, and privileges conferred by this Act is hereby granted to the Board of County Commissioners of Georgetown County, and their successors in office, for the purposes of and in accordance with the provisions of the act of the Legislature of the State of South Carolina authorizing the construction of the bridges authorized by this Act. 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 though fully conferred upon such corporation or person.

South Carolina may acquire all rights, etc., by purchase, etc.

SEC. 4. During the construction or after the completion of the bridges authorized by this Act the State of South Carolina or the highway department thereof may at any time acquire and take over all right, title, and interest in such bridges and their approaches, and any interest in real estate necessary therefor, by purchase or by condemnation, in accordance with the laws of the State of South Carolina governing the acquisition of private property for public purposes by condemnation or expropriation.

Amendment.

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

Approved, May 29, 1930.

May 29, 1930.
[S. 4481.]
[Public, No. 283.]

CHAP. 353.—An Act Authorizing the exchange of certain real properties situated in Mobile, Alabama, between the Secretary of Commerce on behalf of the United States Government and the Gulf, Mobile and Northern Railroad Company, by the appropriate conveyances containing certain conditions and reservations.

Choctaw Point Lighthouse Reservation, Ala.
Conveyance of, to the Gulf, Mobile and Northern Railroad Company.

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled, That the Secretary of Commerce is hereby authorized to convey by quitclaim deed to the Gulf, Mobile and Northern Railroad Company, the Choctaw Point Lighthouse Reservation, Mobile County, Alabama, described by metes and bounds as follows:

Description.

A tract of land situated in the southeast corner of section 37, township 4 south, range 1 west, Saint Stephens meridian, Alabama, the northern boundary of which is four and eight hundred and forty-five one-thousandths chains true south of a point four chains north eighty-two degrees twelve minutes west true from the eastern end of the northern boundary of section 37. From the above-men-

tioned point on the northern boundary of the lighthouse tract, said northern boundary being a true east and west line, the northeast corner of the lighthouse tract is three and three hundred and eighty-one one-thousandths chains true east. Beginning at the northeast corner of the tract marked by a wooden post set at the water's edge, the northern boundary extends true west seven chains to the northwest corner marked by a one-inch gas pipe; thence true south eleven and three one-hundredths chains to the water's edge, also marked by a one-inch gas pipe; thence by meanders of shore line, north eighty-three degrees fifty-three minutes east, five and fifty-six one-hundredths chains to a point by triangulation; thence north seven degrees nineteen minutes east, six and fifty-two one-hundredths chains, one chain of which is along sand beach and remainder along wooden retaining wall of south edge of pier; thence north ten degrees seven minutes east, one and fourteen one-hundredths chains across wharf to north edge at shore; thence north eight degrees forty-seven minutes east to a wooden stake at the northeast corner of the tract, containing six and sixty-seven one-hundredths acres, all as per survey of October 20–31, 1911, executed by R. M. Towson, of the United States General Land Office, approved December 5, 1911.

Lands, etc., received in exchange.

SEC. 2. The tract of land described in the foregoing section is to be given in exchange for, and dependent upon, the Gulf, Mobile and Northern Railroad Company conveying to the United States, by warranty deed and such abstracts and certifications as may be necessary to convey a title acceptable to the Attorney General of the United States, the following property, consisting of a parcel of land and a pier one thousand and twenty feet long, described in paragraphs (a) and (b) of this section.

Description.

(a) A parcel of land embraced within the boundary of the above-mentioned lighthouse reservation, the initial point of which is two hundred and twenty-seven and sixty-five hundredths feet south seven degrees forty-five minutes west from the northeast corner of the Choctaw Point Lighthouse Reservation and is at the intersection of the west bulkhead line of Mobile River and the center line of the Gulf, Mobile and Northern Railroad Company's Pier Numbered 3. From the initial point of the parcel the boundary extends north seven degrees forty-five minutes east (true) along said west bulkhead line a distance of one hundred and fifteen feet to a point; thence to the left with angle of ninety degrees eighty feet to a point; thence to the left with an angle of ninety degrees and parallel to said west bulkhead line a distance of one hundred and ninety feet to a point; thence to the left with an angle of ninety degrees eighty feet to a point in said west bulkhead line; thence north seven degrees forty-five minutes east along said west bulkhead line a distance of seventy-five feet to the point of beginning, containing three hundred and forty-eight thousandths acre.

Additional property.

(b) A pier of pile and timber construction, mentioned above and known as the Gulf, Mobile and Northern Railroad Company Pier Numbered 3, extending south eighty-one degrees forty-eight minutes east true from shore, or from the line of bulkhead as it now exists, approximately one thousand and twenty feet long, with all tracks and improvements thereon.

Provisions in warranty deed.

SEC. 3. The said warranty deed shall contain the following provisions:

Restriction on extention of piers, etc.

(a) No pier or wharf, exclusive of the present Pier Numbered 2, which shall remain in its present position and shall not be extended, shall be maintained closer than three hundred feet northward of Pier Numbered 3.

Southward of Pier No. 3.

(b) No pier or wharf parallel to Pier Numbered 3 shall be built within three hundred feet southward of it, other than the pier which the said railroad company reserves the right to build and maintain, commencing on its shore end within two hundred feet of Pier Numbered 3 at the bulkhead, and extending in a straight line which would bring its outer end, or the prolongation of the line, four hundred feet southward of the end of Pier Numbered 3.

Free access to Federal Government across property.

(c) The United States shall have free access at all times across the tracks of the said railroad company by the most convenient route to be determined by the Lighthouse Service and the said railroad company for pedestrians and vehicles, and the said railroad company shall provide a road therefor which will be shown on a map to be recorded in the office of the judge of probate of Mobile County, Alabama. No change shall be made in the route presently used and shown on said map without the consent of the Lighthouse Service.

Maintenance of switch-track privileges.

(d) The said railroad company shall continue to maintain railroad switch-track privileges to Pier Numbered 3 as the needs of the Lighthouse Service reasonably require and so long as such Lighthouse Service continues.

Fire insurance protection.

(e) The said railroad company shall carry fire insurance for two years on Pier Numbered 3 in the sum of $30,000, payable to the United States Government, until July 31, 1931.

Temporary use of property by Company.

(f) The said railroad company may use or permit the use of, for a period that shall expire not later than July 31, 1931, the north side of Pier Numbered 3 for a distance of five hundred feet from the bulkhead for the accommodation of vessels and boats to be loaded or unloaded: *Provided*, That the maintenance and repair of Pier Numbered 3 and the dredging of the water approaches thereto for Lighthouse Service vessels shall hereafter be at the expense of the Lighthouse Service.

Provisos.
Maintenance, etc., at expense of Lighthouse Service.

Lease on Reservation terminated when conveyances completed.
Vol. 32, p. 119, repealed.

SEC. 4. The lease of the Choctaw Point Lighthouse Reservation granted under the Act of Congress approved April 23, 1902 (Public, Numbered 80, Fifty-seventh Congress; 32 Stat. 119), shall be automatically terminated upon completion of the conveyances herein authorized.

Approved, May 29, 1930.

May 29, 1930.
[H. R. 26.]
[Public, No. 284.]

CHAP. 354.—An Act For the acquisition, establishment, and development of the George Washington Memorial Parkway along the Potomac from Mount Vernon and Fort Washington to the Great Falls, and to provide for the acquisition of lands in the District of Columbia and the States of Maryland and Virginia requisite to the comprehensive park, parkway, and playground system of the National Capital.

District of Columbia.
Park and playground system.
Sum authorized for lands in Maryland and Virginia, for development of.
Post, pp. 864, 1411.
Vol. 43, p. 463.
U. S. C., p. 1292.

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled, That there is hereby authorized to be appropriated the sum of $9,000,000, or so much thereof as may be necessary, out of any money in the Treasury not otherwise appropriated, for acquiring and developing, except as in this section otherwise provided, in accordance with the provisions of the Act of June 6, 1924, entitled "An Act providing for a comprehensive development of the park and playground system of the National Capital," as amended, such lands in the States of Maryland and Virginia as are necessary and desirable for the park and parkway system of the National Capital in the environs of Washington. Such funds shall be appropriated as required for the expeditious, economical, and efficient development and completion of the following projects:

Available for designated projects and George Washington Memorial Parkway.