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line south sixty degrees east twenty-one feet, more or less, to a point thirty feet left and opposite station 908+40 in the center line of survey; thence running thirty feet from and parallel with the center line of two-degree-forty-one minute curve in a northwesterly direction one hundred and eighty-two feet, more or less, to a point thirty feet left and opposite station 906+58.7 in the center line of survey; thence continuing thirty feet from and parallel with the center line of sixteen-degree curve one hundred and eighty-two feet, more or less, to the point of beginning, as shown by plans on file at the office of the State Highway Department, Frankfort, Kentucky.

Such conveyance shall contain the express condition that if the State of Kentucky shall at any time cease to use said land for road or highway purposes, or shall alienate or attempt to alienate such land, title thereto shall revert to the United States. Reversionary provision.

Approved, June 19, 1936.

[CHAPTER 608.]

AN ACT

To extend the times for commencing and completing the construction of a bridge across the Savannah River at or near Burtons Ferry, near Sylvania, Georgia.

June 19, 1936.
[H. R. 12461.]
[Public, No. 708.]

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled, That the time for commencing and completing the construction of a bridge across the Savannah River at or near Burtons Ferry, near Sylvania, Georgia, authorized to be built by the South Carolina and Georgia State Highway Departments by an Act of Congress approved May 26, 1928, heretofore revived and reenacted by an Act of Congress approved April 22, 1932, and heretofore extended by Acts of Congress approved May 27, 1933, June 12, 1934, and August 30, 1935, are hereby further extended one and three years, respectively, from August 30, 1936. Savannah River. Time extended for bridging, at Burtons Ferry, Ga. Vol. 45, p. 751; Vol. 47, p. 135; Vol. 48, p. 946. *Ante*, p. 1070.

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

Approved, June 19, 1936.

[CHAPTER 609.]

AN ACT

Authorizing the Chesapeake Bay Authority to construct, maintain, and operate a toll bridge across the Chesapeake Bay, from a point in Baltimore County, Maryland, over Hart Island and Miller's Island to a point near Tolchester, Kent County, Maryland.

June 19, 1936.
[H. R. 12514.]
[Public, No. 709.]

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 Chesapeake Bay Authority to construct, maintain, and operate a bridge and approaches thereto across the Chesapeake Bay, at a point suitable to the interests of navigation, from a point in Baltimore County, Maryland, over Hart Island and Miller's Island to a point near Tolchester, Kent County, Maryland, 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. Chesapeake Bay. Chesapeake Bay Authority may bridge, over Hart and Miller's Islands to Tolchester, Md. Construction. Vol. 34, p. 84. U. S. C., p. 1474.

SEC. 2. If tolls are charged for the use of such bridge, 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 bridge and its approaches under economical management, and to provide a sinking fund sufficient to amortize the cost of the bridge and its Tolls applied to operation, sinking fund, etc.