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with reference to the rates of compensation for similar positions in the field service of the Post Office Department of the United States."

Approved June 16, 1950.

[CHAPTER 270]

AN ACT

To authorize the conveyance to the city of Miles City, State of Montana, certain lands in Custer County, Montana, and for other purposes.

June 16, 1950
[H. R. 7984]
[Public Law 563]

Miles City, Mont.
Conveyance.

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled, That the Secretary of the Interior be, and he hereby is, authorized to convey by patent to the city of Miles City, a municipal corporation, organized and existing under the laws of the State of Montana, upon payment of a just and reasonable consideration to be determined by the Secretary, and subject to existing permits, rights-of-way for gas, telephone, electric, and other utility lines, the following tracts of public land in Custer County, Montana, formerly a part of the Fort Keogh Military Reservation and now a part of the United States range livestock experiment station, to wit:

Tract numbered 1. Beginning at a point on the north right-of-way line of the Chicago, Milwaukee, Saint Paul and Pacific Railroad opposite Chicago, Milwaukee, Saint Paul and Pacific Railroad station 3243 plus 46.07, said point being south forty-five degrees fourteen minutes east a distance of seven hundred eighty-six and five one-hundredths feet from the rock marking the corner of sections 31 and 32, township 8 north, range 47 east, Montana principal meridian, and sections 5 and 6, township 7 north, range 47 east, Montana principal meridian; thence north forty-five degrees fourteen minutes west a distance of fifty feet; thence north forty degrees east a distance of six hundred feet; thence north twenty-one degrees fourteen minutes east a distance of seven hundred thirty-eight and seven-tenths feet; thence north forty-seven degrees sixteen minutes east a distance of two thousand seven hundred and eighty feet, more or less, to the west line of the Miles City water plant tract; thence south fifty-two degrees thirty-one minutes east a distance of four hundred fifty-six and sixty-four one-hundredths feet, more or less, to the north right-of-way line of the Chicago, Milwaukee, Saint Paul and Pacific Railroad right-of-way; thence south forty-seven degrees sixteen minutes west along said right-of-way a distance of one hundred sixty-eight and three-tenths feet, more or less to the Chicago, Milwaukee, Saint Paul and Pacific Railroad station 3204 plus 00; thence south forty-two degrees forty-four minutes east a distance of fifty feet; thence south forty-seven degrees sixteen minutes west along the north right-of-way line a distance of three thousand eight hundred feet, more or less to the Chicago, Milwaukee, Saint Paul and Pacific Railroad station 3242 plus 00; thence north forty-two degrees forty-four minutes west a distance of fifty feet; thence south forty-seven degrees sixteen minutes west a distance of one hundred forty-six and seven one-hundredths feet, more or less, to the point of beginning and containing thirty-nine and seven one-hundreds acres, more or less.

Tract numbered 2. Beginning at a point on the south right-of-way line of the Northern Pacific Railway, said point being south forty-five degrees six minutes thirty-eight seconds east a distance of twelve and eighty-one one-hundredths feet from the quarter corner of section 5 and section 8, township 7 north, range 47 east Montana principal meridian; thence north forty-one degrees thirty minutes east along the south right-of-way line of the Northern Pacific, a distance of

five thousand one hundred eighteen and sixty-seven one-hundredths feet; thence south forty-eight degrees thirty minutes east a distance of six hundred feet; thence south forty-one degrees thirty minutes west a distance of five thousand one hundred fifty-four and two-tenths feet; thence north forty-five degrees six minutes thirty-eight seconds west a distance of six hundred one and four one-hundredths feet to the point of beginning and containing seventy and seventy-five one-hundredths acres more or less.

Tract numbered 3. Lot 15 (seven and sixty-seven one-hundredths acres) in section 33, lot 4 (five and sixty-eight one-hundredths acres) in section 34, township 8 north, range 47 east and lot 10 (thirty-eight and thirty-one one-hundredths acres) in section 3, lot 9 (seventy-one and thirty-two one-hundredths acres) in section 4 in township 7 north, range 47 east, of the Montana principal meridian in Custer County, Montana, containing one hundred twenty-two and ninety-eight one-hundredths acres more or less.

Tract numbered 4. Lot 16 (two and one one-hundredth acres) in section 28; lot 14 (seven and six-tenths acres) and lot 15 (seven one-hundredths acre) in section 32; lot 12 (twenty-two and sixty-three one-hundredths acres) and lot 13 (six and thirteen one-hundredths acres) in section 33, all in township 8 north, range 47 east, of the Montana principal meridian in Custer County, Montana, containing thirty-eight and forty-four one-hundredths acres more or less.

SEC. 2. The Secretary of the Interior is further authorized to convey by patent or patents to the city of Miles City, upon the payment of a just and reasonable consideration determined by the Secretary of the Interior on the basis of use for industrial purposes, such of the following tract or tracts or parts thereof within the said experiment station as may be determined by the Secretary of Agriculture to be more suitable for the use of the city.

Tract numbered 5. Beginning at a point on south boundary of tract C and the north right-of-way line of the Northern Pacific Railway said point being south sixty-six degrees twenty-one and one-half minutes east a distance of one thousand one hundred seventy and forty-eight one-hundredths feet from the monument marking the corner of sections 32 and 33, township 8 north, range 47 east, Montana principal meridian, and sections 4 and 5, township 7 north, range 47 east, Montana principal meridian, thence south forty-one degrees thirty minutes west along the north right-of-way line of the Northern Pacific Railway a distance of six thousand two hundred sixty and sixty-five one-hundredths feet, more or less to the intersection of the south right-of-way line of United States Highways Numbered 10 and 12 with the north right-of-way line of the Northern Pacific Railway; thence northeasterly along the arc of a circular curve radius nine hundred and five feet through an angle of thirty-four degrees forty-two minutes to the end of curve highway station 145 plus 43.1; thence north twenty-four degrees fifty minutes east a distance of six thousand two hundred and twenty feet more or less T. P. C. of curve highway station 207 plus 73.2; thence along the south right-of-way line of United States Highways 10 and 12 along the arc of a circular curve through an angle of eight degrees twenty minutes and a radius of one thousand eight hundred and sixty feet (or chord length two hundred seventy and four-tenths feet north twenty-nine degrees east) to the intersection of said south highway right-of-way line with tract C; thence south sixteen degrees fifty minutes west along the west boundary of tract C, a distance of one thousand two hundred sixty-seven and twenty-nine one-hundredths feet, more or less, to monument numbered 3 of tract C; thence south seventy-three

degrees ten minutes east a distance of one thousand seven hundred seventy-eight and ninety-seven one-hundredths feet, more or less to the north right-of-way line of the Northern Pacific Railway the point of beginning and containing one hundred forty-two and fifteen one-hundredths acres more or less.

Tract numbered 6. Beginning at a point on the south right-of-way line of the Chicago, Milwaukee, Saint Paul and Pacific Railroad opposite Chicago, Milwaukee, Saint Paul and Pacific Railroad station 3233 plus 49 said point being south eighty-four degrees fifty-nine minutes east a distance of one thousand five hundred thirty-three and seventy-five one hundredths feet from the rock marking the corner of sections 31 and 32, township 8 north, range 47 east, Montana principal meridian, and sections 5 and 6, township 7 north, range 47 east, Montana principal meridian; thence north forty-seven degrees sixteen minutes east along the south right-of-way line of the Chicago, Milwaukee, Saint Paul and Pacific Railroad a distance of two thousand three hundred sixty and five-tenths feet more or less, to boundary of tract granted to the city of Miles City for recreational and industrial purposes; thence south sixty degrees fifteen minutes east along the boundary of said tract a distance of one thousand five hundred sixty-six and twelve one-hundredths feet, more or less to the southeast boundary of said tract, which point is also the north right-of-way line of United States Highways Numbered 10 and 12; thence south twenty-four degrees fifty minutes west along said north right-of-way line a distance of three thousand sixty-three and seventy-four one-hundredths feet; thence north forty-two degrees forty-four minutes west a distance of two thousand six hundred sixty-two and sixty-four one-hundredths feet more or less to the point of beginning and containing one hundred twenty-seven and one one-hundredth acres more or less of which twenty-seven and one one-hundredth acres is a designated stock trail.

In the event of conveyance to the city of any part of the stock trail described as part of tract 6, the city shall not close any part of said trail unless another trail is provided in lieu thereof over the portion of tract conveyed to the city. Land conveyed pursuant to this section shall be conveyed on condition that it shall be used exclusively for commercial and industrial purposes or in furnishing essential municipal services. If any tract so conveyed shall not be so used or shall be used for purposes other than those specified, title to such land and all rights of possession or enjoyment thereof as is not used as provided by this section for a period of three years, shall revert to the United States without any act of re-entry. Successors or assignees of the city of Miles City shall be bound by the provisions of this section.

Condition.

SEC. 3. Said patents shall contain a reservation to the United States of all gas, oil, coal, and other mineral deposits as may be found in such lands and the right to the use of the lands for extracting and removing same.

Mineral rights.

SEC. 4. The city of Miles City shall, within a reasonable period after the patenting of all or any part of the land hereunder, and in any event, prior to actual use thereof, provide suitable fences upon the lines thus newly established. The cost of such fencing may be credited to the consideration determined to be paid for the land patented hereunder.

Fencing.

SEC. 5. The Secretary of the Interior is further authorized to grant to the city of Miles City such easements for rights-of-way as may be necessary.

Easements for rights-of-way.

SEC. 6. The authority herein contained shall expire five years from the effective date of this Act unless, prior to such expiration date,

Expiration of authority.

the city of Miles City shall have made proper tender of consideration and other necessary arrangements as set forth in this Act.

Approved June 16, 1950.

[CHAPTER 294]

June 17, 1950
[S. 2440]
[Public Law 564]

AN ACT

To authorize certain construction at military and naval installations, and for other purposes.

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled,

Army, Navy, and Air Force.
Construction of public works.

TITLE I

Department of the Army.

SEC. 101. The Secretary of the Army, under the direction of the Secretary of Defense, is hereby authorized to establish or develop military installations and facilities by the construction, installation, or equipment of temporary or permanent public works, including buildings, facilities, appurtenances, and utilities, as follows:

CONTINENTAL UNITED STATES

Aberdeen Proving Ground, Maryland: Climatic testing facilities, air to ground rocket firing research facilities, high explosives loading and disassembly facilities, and compressor building for supersonic wind tunnel, $2,930,000.

Arlington Hall, Virginia: Extension between wings 1 and 2, building numbered 450, extension of wing numbered 1, building numbered 450, $94,000.

Army Medical Center, District of Columbia: Reconstruction of heating plant, $350,000.

Army-Navy General Hospital, Arkansas: Ground storage water reservoir, $65,000.

Army chemical center, Maryland: Process laboratory, radiological "cold" laboratory, low temperature test chambers, experimental loading and filling building, test chamber for aerosols, radiological "hot" laboratory, protective equipment laboratory, explosion test chamber, collective protector and air filter laboratory, facilities for assembly of clusters and fire bombs, high pressure laboratory, storage building for radiological equipment laboratory for radiological defense school, $2,861,000.

Army receiving station, La Plata, Maryland: Barracks, receiving building, powerhouse, and garage, $535,500.

Army transmitting station, District of Columbia area: Improve roads, land acquisition, power facilities, powerhouse and garage, telephone facilities, transmitter building, barracks, and utilities, $1,186,500.

Fort Belvoir, Virginia: Communications building, $118,000.

Benicia Arsenal, California: Improvements to water system, $243,800.

Fort Benning, Georgia: Repair shops, magazines, storage facilities, administration building, gasoline station and pump house, central heating plant, lavatory building, target house, $210,000.

Black Hills Ordnance Depot, South Dakota: Improvements to water system, $150,000.

Brooklyn Army Base, New York: Fire protection of piers, $150,000.

California Institute of Technology, California: Test cells, hazardous propellant storage, construction, modification, and relocation of facilities, $685,000.