

one-hundredths feet, north sixty-three degrees forty-seven minutes west eighty-three and eighty-two one-hundredths feet, south eighty-nine degrees fifty-six minutes west one hundred and fifty-five and five one-hundredths feet, north eighty-two degrees thirty-one minutes west one hundred and twenty-seven and fifty-six one-hundredths feet to the eastern line of the above-mentioned parcel 239/1; thence with said eastern line north eighteen degrees two minutes east nineteen and ninety-nine one-hundredths feet to the beginning, containing thirty-four and five-tenths acres, more or less, all as shown by survey book fifty-nine, page 152, of the records of the office of the surveyor, District of Columbia.

Approved, May 7, 1926.

May 7, 1926.

[S. 1226.]

[Public, No. 188.]

Trading with the Enemy.
Vol. 42, p. 1512,
amended.

Return to subjects of
Central Powers, etc., of
money acquired while
bona fide residents in
United States.

To persons not citi-
zens of Central Powers,
and now of neutral, etc.
countries.

Proviso.
Existing rights not
affected.

CHAP. 252.—An Act To amend the Trading with the Enemy Act.

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled, That section 9 of the Trading with the Enemy Act, as amended, is amended by inserting between paragraphs (3) and (4), of subsection (b), of section 9, a new paragraph to read as follows:

“(3A) An individual who was at such time a citizen or subject of Germany, Austria, Hungary, or Austria-Hungary, or not a citizen or subject of any nation, state or free city, and that the money or other property concerned was acquired by such individual while a bona fide resident of the United States, and that such individual, on January 1, 1926, and at the time of the return of the money or other property, shall be a bona fide resident of the United States; or

“(3B) Any individual who at such time was not a subject or citizen of Germany, Austria, Hungary, or Austria-Hungary, and who is now a citizen or subject of a neutral or allied country: *Provided, however,* That nothing contained herein shall be construed as limiting or abrogating any existing rights of an individual under the provisions of this Act; or”

Approved, May 7, 1926.

May 7, 1926.

[H. R. 3794.]

[Public, No. 189.]

Susquehanna River.
Lancaster and York
Counties, Pa., may
bridge, Wrightsville to
Columbia.

Construction.
Vol. 34, p. 84.

Tolls authorized.

CHAP. 253.—An Act Granting the consent of Congress to the counties of Lancaster and York, in the State of Pennsylvania, to jointly construct a bridge across the Susquehanna River between the borough of Wrightsville, in York County, Pennsylvania, and the borough of Columbia, in Lancaster County, Pennsylvania.

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 counties of Lancaster and York, in the State of Pennsylvania, their successors and assigns, to construct, maintain, and operate a bridge and approaches thereto across the Susquehanna River at a point suitable to the interests of navigation, between the borough of Wrightsville and the borough of Columbia, 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. If tolls are charged for the use of such bridge, in fixing the rates of toll the same shall be so adjusted as to provide as far as possible a sufficient fund to pay for the cost of maintaining, repairing, and operating the bridge and its approaches, and to provide a sinking fund sufficient to amortize the cost of the bridge and its approaches together with any interest that shall accrue on

money borrowed for that purpose, within a period of not to exceed thirty years from the completion thereof. After a sinking fund sufficient to pay the cost of constructing the bridge and its approaches, including interest that shall accrue on any money borrowed for that purpose, shall have been provided, such bridge shall thereafter be maintained and operated free of tolls, or the rates of toll shall be so adjusted as to provide a fund of not to exceed the amount necessary for the proper care, maintenance, and operation of the bridge and its approaches. An accurate record of the cost of the bridge and its approaches, the expenditures for operating, repairing, and maintaining the same, and of the daily tolls collected, shall be kept, and shall be available for the information of all persons interested.

Maintenance after amortization of costs.

Record of expenditures and receipts.

Sec. 3. The right to alter, amend, or repeal this Act is hereby expressly reserved.

Amendment.

Approved, May 7, 1926.

CHAP. 254.—An Act Granting the consent of Congress to Des Arc Bridge Company, and its successors and assigns, to construct a bridge across the White River, at Des Arc, Arkansas.

May 7, 1926.
[H. R. 7904.]
[Public, No. 190.]

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 Des Arc Bridge Company and to its successors and assigns to construct, maintain, and operate a bridge and approaches thereto across the White River, at a point suitable to the interests of navigation, between White River and Calhoun Townships, at or near the city of Des Arc, in the county of Prairie, in the State of Arkansas, 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.

White River.
Des Arc Bridge Company may bridge, at Des Arc, Ark.

Construction.
Vol. 34, p. 84.

Sec. 2. The said Des Arc Bridge Company and its successors and assigns are hereby authorized to fix and charge tolls for transit over such bridge and the rates so fixed shall be the legal rates until changed by the Secretary of War under the authority contained in such Act of March 23, 1906.

Tolls authorized.

Sec. 3. After the date of completion of such bridge, as determined by the Secretary of War, either the State of Arkansas, any political subdivision thereof within which any part of such bridge is located, or two or more of them jointly, may at any time acquire and take over all right, title, and interest in such bridge and approaches, and interests in real property necessary therefor, by purchase, or by condemnation in accordance with the law of such State governing the acquisition of private property for public purposes by condemnation. If at any time after the expiration of fifteen years after the completion of such bridge it is acquired by condemnation, 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 approaches, less a reasonable deduction for actual depreciation in respect of such bridge and approaches, (2) the actual cost of acquiring such interests in real property, (3) actual financing and promotion costs (not to exceed 10 per centum of the sum of the cost of construction of such bridge and approaches and the acquisition of such interests in real property), and (4) actual expenditures for necessary improvements.

Arkansas, etc., may acquire, after completion.

Compensation if acquired by condemnation.

Limitation.