

State of Tennessee and its successors and assigns to construct, maintain, and operate a bridge and approaches thereto across the Tennessee River at a point suitable to the interests of navigation, on the Waverly-Camden Road in Humphreys and Benton Counties, in the State of Tennessee, 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.

Construction.
Vol. 34, p. 84.

SEC. 2. The State Highway Department of the State of Tennessee, its successors and assigns, is hereby authorized to fix and charge just and reasonable tolls for the use of such bridge, and the rates of toll so fixed shall be the legal rates until the Secretary of War shall prescribe other rates of tolls as provided in the Act of March 23, 1906.

Tolls authorized.

Vol. 34, p. 86.

SEC. 3. That the right to alter, amend, or repeal this Act is hereby expressly reserved.

Amendment.

Approved, May 7, 1926.

CHAP. 262.—An Act Granting the consent of Congress to the highway department of the State of Tennessee to construct a bridge across the Tennessee River on the Linden-Lexington Road in Perry and Decatur Counties, Tennessee.

May 7, 1926.
[H. R. 9506.]
[Public, No. 198.]

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 highway department of the State of Tennessee and its successors and assigns to construct, maintain, and operate a bridge and approaches thereto across the Tennessee River at a point suitable to the interests of navigation, on the Linden-Lexington Road in Perry and Decatur Counties in the State of Tennessee, 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.

Tennessee River.
Tennessee may
bridge, in Perry and
Decatur Counties.

Construction.
Vol. 34, p. 84.

SEC. 2. The State Highway Department of the State of Tennessee, its successors and assigns, is hereby authorized to fix and charge just and reasonable tolls for the use of such bridge, and the rates of toll so fixed shall be the legal rates until the Secretary of War shall prescribe other rates of toll as provided in the Act of March 23, 1906.

Tolls authorized.

Vol. 34, p. 86.

SEC. 3. That the right to alter, amend, or repeal this Act is hereby expressly reserved.

Amendment.

Approved, May 7, 1926.

CHAP. 263.—An Act To extend the time for the construction of a bridge across the Mississippi River in the county of Aitkin, Minnesota.

May 7, 1926.
[H. R. 9596.]
[Public, No. 199.]

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled, That the times for commencing and completing the construction of a bridge authorized by Act of Congress approved February 7, 1925, to be built by the Board of County Commissioners of Aitkin County, Minnesota, across the Mississippi River at or near section 9, township 52 north, range 23 west, in the county of Aitkin, in the State of Minnesota, are hereby extended one and three years, respectively, from the date of approval hereof.

Mississippi River.
Time extended for
bridging, in Aitkin
County, Minn.
Vol. 43, p. 814, amend-
ed.

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

Amendment.

Approved, May 7, 1926.

May 7, 1926.
[H. R. 9634.]
[Public, No. 200.]

CHAP. 264.—An Act To extend the time for the construction of a bridge across the Arkansas River, at or near the city of Dardanelle, Yell County, Arkansas.

Arkansas River.
Time extended for
bridging, at Darda-
nelle, Ark.
Vol. 43, p. 1129,
amended.
Post, p. 1266.

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled, That the times for commencing and completing the construction of a bridge authorized by Congress, approved March 3, 1925, to be built by the Yell and Pope County Bridge district, Dardanelle and Russellville, Arkansas, across the Arkansas River at or near the city of Dardanelle, in the county of Yell, in the State of Arkansas, are hereby extended one and three years, respectively, from the date of approval hereof.

Approved, May 7, 1926.

May 7, 1926.
[H. R. 10032.]
[Public, No. 201.]

CHAP. 265.—An Act Granting the consent of Congress to H. J. Stannert, Harry Weis, and George W. Rockwell to construct, maintain, and operate a bridge across the Susquehanna River from a point in the city of Sunbury, Northumberland County, to a point in the township of Monroe, in Snyder County, in the State of Pennsylvania.

Susquehanna River.
H. J. Stannert,
etc., may bridge, at
Sunbury, Pa.

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 H. J. Stannert, Harry Weis, and George W. Rockwell, their legal representatives 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 a point in the city of Sunbury, Northumberland County, Pennsylvania, and a point opposite in the township of Monroe, Snyder County, Pennsylvania, 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.

Construction.
Vol. 34, p. 84.
Post, p. 1269.

Tolls authorized.

Vol. 34, p. 86.

Pennsylvania, etc.,
may acquire after com-
pletion.

SEC. 2. The said H. J. Stannert, Harry Weis, and George W. Rockwell, their legal representatives 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.

Compensation if ac-
quired by condemna-
tion.

Limitation of cost.

SEC. 3. After the date of completion of such bridge, as determined by the Secretary of War, either the State of Pennsylvania, 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 thirty 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.