

BRIDGE ACROSS OHIO RIVER NEAR STEUBENVILLE,  
OHIO

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JANUARY 19, 1927.—Referred to the House Calendar and ordered to be printed

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Mr. COOPER of Ohio, from the Committee on Interstate and Foreign Commerce, submitted the following

REPORT

[To accompany H. R. 14920]

The Committee on Interstate and Foreign Commerce, to whom was referred the bill (H. R. 14920), to amend an act entitled "An act granting the consent of Congress to the Weirton Bridge and Development Company for the construction of a bridge across the Ohio River near Steubenville, Ohio," approved May 7, 1926, having considered the same, report thereon with amendments and as so amended recommend that it pass.

Amend the bill as follows:

Strike out all after line 7, page 1, and insert in lieu thereof the following:

SEC. 4. After the completion of such bridge, as determined by the Secretary of War, either the State of Ohio, the State of West Virginia, any political subdivision of either of such States, within or adjoining which any part of such bridge is located, or any two or more of them jointly, may at any time acquire and take over all right, title, and interest in such bridge and its approaches, and any interest in real property necessary therefor, by purchase or by condemnation in accordance with the laws of either of such States governing the acquisition of private property for public purposes by condemnation. If at any time after the expiration of twenty-five years after the completion of such bridge the same 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 its approaches, less a reasonable deduction for actual depreciation in value, (2) the actual cost of acquiring such interests in real property, (3) actual financing and promotion cost, not to exceed 10 per cent of the sum of the cost of constructing the bridge and its approaches and acquiring such interest in real property, and (4) actual expenditures for necessary improvements.

Amend the title so as to read:

To amend an act entitled "An act granting the consent of Congress to the Weirton Bridge and Development Company for the construction of a bridge across the Ohio River near Steubenville, Ohio," approved May 7, 1926.

The bill as amended has the approval of the War Department, as will appear by the letter attached and which is made a part of this report.

WAR DEPARTMENT, December 23, 1926.

Respectfully returned to the chairman, Committee on Interstate and Foreign Commerce, House of Representatives.

So far as the interests committed to this department are concerned, I know of no objection to the favorable consideration of the accompanying bill, H. R. 14920, Sixty-ninth Congress, second session, to amend an act entitled "An act granting the consent of Congress to the Weirton Bridge and Development Company for the construction of a bridge across the Ohio River near Steubenville, Ohio," approved May 7, 1926.

DWIGHT F. DAVIS, *Secretary of War.*

DEPARTMENT OF AGRICULTURE,  
Washington, December 21, 1926.

HON. JAMES S. PARKER,  
*Chairman Committee on Interstate and Foreign Commerce,  
House of Representatives.*

DEAR MR. PARKER: Careful consideration has been given to the bill, H. R. 14920, transmitted with your letter of December 13 with request for a report thereon and such views relative thereto as the department might desire to communicate.

This bill would amend section 4 of an act entitled "An act granting the consent of Congress to the Weirton Bridge & Development Co., for the construction of a bridge across the Ohio River near Steubenville, Ohio," approved May 7, 1926. Section 4 of the act authorizes the State of Ohio, or the State of West Virginia, or any political subdivision or subdivisions thereof, within or adjoining which such bridge is located, to acquire the same at any time by purchase or by condemnation and provides that if it shall be so acquired after the expiration of 20 years following the date of completion of such bridge the amount of damages or compensation to be allowed shall be limited to not exceed the sum of certain specified items. The amendment which the bill (H. R. 14920) proposes would increase the period of 20 years to 30 years following the completion of the bridge. It would seem that the 20-year period specified in the act authorizing the construction of this bridge should be ample safeguard to the promoters of the bridge and that the States, or their political subdivisions, should be given the right to acquire same after the expiration of said period without being required to pay all the items which so readily can be devised and tacked on to make the cost excessive. The department, therefore, feels that if the interests of the traveling public and of the interested States and their political subdivisions are given proper consideration, this bill should not be passed.

Sincerely,

R. W. DUNLAP, *Acting Secretary.*