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fund sufficient to amortize the amount paid therefor, including reasonable interest and financing cost, as soon as possible under reasonable charges, but within a period of not to exceed twenty years from the date of acquiring the same. After a sinking fund sufficient for such amortization shall have been so provided, such bridge shall thereafter be maintained and operated free of tolls, or the rates of toll shall thereafter be so adjusted as to provide a fund of not to exceed the amount necessary for the proper maintenance, repair, and operation of the bridge and its approaches under economical management. An accurate record of the amount paid for acquiring the bridge and its approaches, the actual expenditures for maintaining, repairing, and operating the same, and of the daily tolls collected shall be kept, and shall be available for the information of all persons interested.

Maintenance as free bridge, etc., after amortizing costs.

Record of expenditures and receipts.

SEC. 6. The Interstate Bridge Company, its successors and assigns, shall within ninety days after the completion of such bridge file with the Secretary of War and with the highway departments of the States of Nebraska and Iowa, a sworn itemized statement showing the actual original cost of constructing the bridge and its approaches, the actual cost of acquiring any interest in real property necessary therefor, and the actual financing and promotion costs. The Secretary of War may, and upon request of the highway department of either of such States, shall, at any time within three years after the completion of such bridge, investigate such costs and determine the accuracy and the reasonableness of the costs alleged in the statement of costs so filed, and shall make a finding of the actual and reasonable costs of constructing, financing, and promoting, such bridge; for the purpose of such investigation the said Interstate Bridge Company, its successors and assigns, shall make available all of its records in connection with the construction, financing, and promotion thereof. The findings of the Secretary of War as to the reasonable costs of the construction, financing, and promotion of the bridge shall be conclusive for the purposes mentioned in section 4 of this Act, subject only to review in a court of equity for fraud or gross mistake.

Sworn statement of construction costs, etc., to be filed after completion.

Examination by Secretary of War.

Findings of Secretary conclusive.

SEC. 7. The right to sell, assign, transfer, and mortgage all the rights, powers, and privileges conferred by this Act is hereby granted to the Interstate Bridge Company, its successors and assigns, and any corporation to which, or any person to whom such rights, powers, and privileges may be sold, assigned, or transferred, or who shall acquire the same by mortgage foreclosure or otherwise, is hereby authorized and empowered to exercise the same as fully as though conferred herein directly upon such corporation or person.

Right to sell, etc., conferred.

SEC. 8. The right to alter, amend, or repeal this Act is hereby expressly reserved.

Amendment.

Approved, January 14, 1929.

January 14, 1929.
[H. R. 13848.]
[Public, No. 657.]

CHAP. 65.—An Act To legalize a bridge across the Potomac River at or near Paw Paw, West Virginia.

Potomac River.
Bridge across, at Paw Paw, W. Va., by West Virginia, Maryland, etc., legalized.

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled, That the bridge now being constructed across the Potomac River at or near Paw Paw, West Virginia, by the State of West Virginia and the State of Maryland, or any county or counties thereof, if completed in accordance with plans accepted by the Chief of Engineers and the Secretary of War, as providing suitable facilities for navigation and operated as a free highway bridge, shall be a lawful structure, and shall be subject to the conditions and limitations of the Act entitled

Construction. Vol. 34, p. 84.

"An Act to regulate the construction of bridges over navigable waters," approved March 23, 1906, other than those requiring the approval of plans by the Secretary of War and the Chief of Engineers before the bridge is commenced.

Amendment.

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

Approved, January 14, 1929.

January 14, 1929. [H. R. 14473.] [Public, No. 658.]

CHAP. 66.—An Act Granting the consent of Congress to the city of Aurora, State of Illinois, to construct, maintain, and operate a bridge across the Fox River within the city of Aurora, State of Illinois.

Fox River. Aurora, Ill., may bridge, at North Avenue.

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 city of Aurora, State of Illinois, to construct, maintain, and operate a free highway bridge and approaches thereto across the Fox River in said city, at a point suitable to the interests of navigation, at or near North Avenue, in accordance with the provisions of an Act entitled "An Act to regulate the construction of bridges over navigable waters," approved March 23, 1906.

Construction. Vol. 34, p. 84.

Amendment.

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

Approved, January 14, 1929.

January 14, 1929. [H. R. 14474.] [Public, No. 659.]

CHAP. 67.—An Act Granting the consent of Congress to the city of Aurora, State of Illinois, to construct, maintain, and operate a bridge across the Fox River within the city of Aurora, State of Illinois.

Fox River. Aurora, Ill., may bridge, at New York Street.

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 city of Aurora, State of Illinois, to construct, maintain, and operate a free highway bridge and approaches thereto across the Fox River in said city, at a point suitable to the interests of navigation, at or near New York Street, in accordance with the provisions of an Act entitled "An Act to regulate the construction of bridges over navigable waters," approved March 23, 1906.

Construction. Vol. 34, p. 84.

Amendment.

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

Approved, January 14, 1929.

January 14, 1929. [H. R. 15333.] [Public, No. 660.]

CHAP. 68.—An Act Granting the consent of Congress to the South Park commissioners and the commissioners of Lincoln Park, separately or jointly, to construct, maintain, and operate a free highway bridge across that portion of Lake Michigan lying opposite the entrance to Chicago River, Illinois; and granting the consent of Congress to the commissioners of Lincoln Park to construct, maintain, and operate a free highway bridge across the Michigan Canal, otherwise known as the Ogden Slip, in the city of Chicago, Illinois.

Lake Michigan. Bridge authorized across, opposite mouth of Chicago River, by Commissioners of South and Lincoln Parks.

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 South Park Commissioners and The Commissioners of Lincoln Park, separately or jointly, to construct, maintain, and operate, at a point suitable to the interests of navigation, a free highway bridge and approaches thereto across that portion of Lake Michigan lying opposite the entrance to Chi-