

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.

Amendment.

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

Approved, March 29, 1928.

March 29, 1928.
[H. R. 10756.]
[Public, No. 225.]

CHAP. 295.—An Act Authorizing the State of Indiana to construct, maintain, and operate a toll bridge across the Miami River between Lawrenceburg, Dearborn County, Indiana, and a point in Hamilton County, Ohio, near Columbia Park, Hamilton County, Ohio.

Miami River.
Indiana may bridge,
between Lawrence-
burg, Ind., and Colum-
bia Park, Ohio.

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled, That in order to promote interstate commerce, improve the Postal Service, and provide for military and other purposes, the State of Indiana, acting by and through its State highway commission and the successors of said commission, be, and is hereby, authorized to construct, maintain, and operate a bridge and approaches thereto across the Miami River, at a point suitable to the interests of navigation, between Lawrenceburg, Dearborn County, Indiana, and a point in Hamilton County, Ohio, near Columbia Park, Hamilton County, Ohio, 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.

Right to acquire real
estate, etc., for location,
approaches, etc.

SEC. 2. That there is hereby conferred upon the State of Indiana, acting by and through its State highway commission and the successors of said commission, all such rights and powers to enter upon lands and to acquire, condemn, occupy, possess, and use real estate and other property needed for the location, construction, maintenance, and operation of such bridge and its approaches as are possessed by railroad corporations for railroad purposes or by bridge corporations for bridge purposes in the State in which such real estate or other property is situated, upon making just compensation therefor, to be ascertained and paid according to the laws of such State, and the proceedings therefor shall be the same as in the condemnation or expropriation of property for public purposes in such State.

Condemnation pro-
ceedings.

Tolls authorized.

SEC. 3. That the State of Indiana, acting by and through its State highway commission and the successors of said commission, is hereby authorized to fix and charge tolls for transit over such bridge, and the rates of toll so fixed shall be the legal rates until changed by the Secretary of War under the authority contained in the Act of March 23, 1906.

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Rates of toll applied
to operation, sinking
fund, etc.

SEC. 4. That in fixing the rates of toll to be charged for the use of such bridge the same shall be so adjusted as to provide a fund sufficient to pay for the reasonable cost of maintaining, repairing, and operating the bridge and its approaches, under economical management, and to provide a sinking fund sufficient to amortize such bonds or other securities as may be legally issued by said State for the cost of such bridge and its approaches, with reasonable financing charges and redemption provisions, as soon as possible under reasonable tolls, but within a period of not to exceed twenty years from the completion thereof. After a sinking fund, including the earnings thereof from investment or otherwise, sufficient for such amortization shall have been provided, such bridge shall thereafter

Maintenance as free
bridge, etc., after amor-
tizing costs.

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 cost of the bridge and its approaches, the expenditures for maintaining, repairing, and operating the same, and of daily tolls collected shall be kept, and shall be available for the information of all persons interested.

Record of expenditures and receipts.

SEC. 5. That the right to alter, amend or repeal this Act is hereby expressly reserved.

Amendment.

Approved, March 29, 1928.

CHAP. 296.—An Act Authorizing the Point Marion Community Club of Point Marion, Pennsylvania, its successors and assigns, to construct, maintain, and operate a bridge across the Monongahela River at or near Point Marion, Pennsylvania.

March 29, 1928.
[H. R. 10707.]
[Public, No. 226.]

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled, That in order to promote interstate commerce, improve the postal service, and provide for military and other purposes, the Point Marion Community Club, its successors and assigns, be, and is hereby, authorized to construct, maintain, and operate a bridge and approaches thereto across the Monongahela River, at a point suitable to the interests of navigation, at or near Point Marion, 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.

Monongahela River.
Point Marion Community Club may bridge, at Point Marion, Pa.

SEC. 2. That after the completion of such bridge as determined by the Secretary of War, either the State of Pennsylvania, any political subdivision thereof 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 or expropriation, in accordance with the laws of such State governing the acquisition of private property for public purposes by condemnation or expropriation. If at any time after the expiration of twenty years after the completion of such bridge the same is acquired by condemnation or expropriation, 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 centum of the sum of the cost of constructing the bridge and its approaches and acquiring such interests in real property; and (4) actual expenditures for necessary improvements.

Construction.
Vol. 34, p. 84.
Post, p. 1486.

Acquisition authorized, after completion, by Pennsylvania, etc.

Compensation if acquired by condemnation.

Limitations.

SEC. 3. That if such bridge shall at any time be taken over or acquired by the State of Pennsylvania, or by any municipality or other political subdivision or public agency thereof, under the provisions of section 2 of this Act, and if tolls are thereafter charged for the use thereof the rates of tolls shall be so adjusted as to provide a fund sufficient to pay for the reasonable cost of maintaining, repairing, and operating the bridge and its approaches under economical management and to provide a sinking 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 not to exceed twenty years from the date of acquiring the

Tolls under State, etc., operation.

Rates applied to operation, sinking fund, etc.