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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. D. T. Hargraves and John W. Dulaney, their heirs, legal representatives, 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 Arkansas and Mississippi, a sworn itemized statement showing the actual original cost of constructing such 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 D. T. Hargraves and John W. Dulaney, their heirs, legal representatives, and assigns, shall make available all of their 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 D. T. Hargraves and John W. Dulaney, their heirs, legal representatives, 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, May 26, 1928.

May 26, 1928.
[H. R. 11917.]
[Public, No. 537.]

CHAP. 773.—An Act Granting the consent of Congress to the county of Cook, State of Illinois, to widen, maintain, and operate the existing bridge across the Little Calumet River in Cook County, State of Illinois.

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 given to the county of Cook, State of Illinois, to widen, maintain, and operate the existing highway bridge and approaches thereto across Little Calumet River, at or near Halsted Street, within section 8, township 36 north, range 14 east, in said county and State, in accordance with the provisions of the Act

Little Calumet River.
Cook County, Ill., may widen, etc., bridge across, at Halsted Street.

Construction. Vol. 34, p. 84.

Amendment.

entitled "An Act to regulate the construction of bridges over navigable waters," approved March 23, 1906.

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

Approved, May 26, 1928.

May 26, 1928. [H. R. 11950.] [Public, No. 538.]

CHAP. 774.—An Act To legalize a pier and wharf in Deer Island thoroughfare on the northerly side at the southeast end of Buckmaster Neck at the town of Stonington, Maine.

Deer Island Thoroughfare, Me. Pier and wharf in, built by Marguerite S. Morrison, legalized.

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled, That the pier and wharf built by Marguerite S. Morrison in the Deer Island thoroughfare, State of Maine, on the northerly side at the southeast end of Buckmaster Neck, which is about two miles north of the wharf at the town of Stonington, in the State of Maine, be, and the same is hereby, legalized to the same extent and with like effect as to all existing or future laws and regulations of the United States as if the permit required by the existing laws of the United States in such cases made and provided had been regularly obtained prior to the erection of said pier and wharf: *Provided*, That any changes in said pier which the Secretary of War may deem necessary and order in the interest of navigation shall be promptly made by the owner thereof.

Proviso. Owner to make changes if necessary.

Amendment.

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

Approved, May 26, 1928.

May 26, 1928. [H. R. 12100.] [Public, No. 539.]

CHAP. 775.—An Act To amend the Act entitled "An Act granting the consent of Congress to the Gateway Bridge Company for construction of a bridge across the Rio Grande between Brownsville, Texas, and Matamoros, Mexico," approved February 26, 1926.

Rio Grande. Vol. 44, p. 133, amended.

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled, That the Act entitled "An Act granting the consent of Congress to the Gateway Bridge Company for construction of a bridge across the Rio Grande between Brownsville, Texas, and Matamoros, Mexico," approved February 26, 1926, is amended to read as follows:

Gateway Bridge Company may bridge, between Brownsville, Tex., and Matamoros, Mexico.

"That in order to facilitate international commerce, improve the postal service, and provide for military and other purposes, the Gateway Bridge Company, a corporation organized under the laws of Delaware, its successors and assigns, be, and is hereby, authorized to construct, maintain, and operate a bridge and approaches thereto across the Rio Grande River, so far as the United States has jurisdiction over the waters of such river, at a point suitable to the interests of navigation, between Brownsville, Texas, and Matamoros, Mexico, in accordance with the provisions of the Act entitled 'An Act to regulate the construction of bridges over navigable waters,' approved March 23, 1906, subject to the conditions and limitations contained in this Act, and subject to the approval of the proper authorities in the Republic of Mexico.

Construction. Vol. 34, p. 84.

Approval of Mexico required.

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

"SEC. 2. There is hereby conferred upon the Gateway Bridge Company, its successors and assigns, all such rights and powers to enter upon lands and to acquire, condemn, occupy, possess, and use real estate and other property in the State of Texas needed for the location, construction, operation, and maintenance of such bridge and its approaches, as are possessed by railroad corporations for railroad