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such bonds with interest thereon and any lawful premium for the retirement thereof before maturity, subject only to the power of the Secretary of War or other authorized Federal authority to regulate such rates.

Maintenance as free bridge after costs amortized.

After a sinking fund sufficient to amortize the cost of the bridge and approaches shall have been provided to the extent hereinabove required, the 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 care, repair, maintenance, and operation of the bridge and its approaches. An accurate record of the cost of the bridge and its approaches, the expenditures for maintaining, repairing, and operating same, and of the daily tolls collected shall be kept and shall be available for the information of all persons interested. Tolls shall be uniform as between individuals and as between vehicles of the same class using the bridge.

Record of expenditures and receipts.

Tolls to be uniform.

Discretionary rights of State.

SEC. 5. Nothing in this Act shall be construed as requiring tolls to be charged for the use of such bridge, except as hereinabove provided, and nothing herein shall be construed to prohibit the Commonwealth of Kentucky, acting by and through the State Highway Commission of Kentucky, or its successors, from paying all or any part of the cost of such bridge and its approaches from the State road fund, or from paying all or any part of the cost of maintenance, repair, or operation of such bridge from the State road fund of the Commonwealth of Kentucky.

Cooperative agreement with Indiana respecting construction, maintenance, etc.

SEC. 6. At any time before or after the completion of such bridge the Commonwealth of Kentucky, acting by and through the State Highway Commission of Kentucky, and the State of Indiana, acting by and through the Indiana State Highway Commission, may enter into such cooperative agreement as may be agreed upon between said States, relating to the construction, financing, maintenance, and/or operation of such bridge, and the State of Indiana may acquire such interest in the bridge as may be agreed upon between said States, and upon such terms as may be agreed upon—all, however, subject to the limitations in this Act expressly provided or necessarily implied.

Amendment.

SEC. 7. The right to alter, amend, or repeal this Act is hereby expressly reserved.

Approved, June 9, 1932.

[CHAPTER 225.]

AN ACT

June 9, 1932.
[S. 4636.]
[Public, No. 158.]

Authorizing the Commonwealth of Kentucky, by and through the State Highway Commission of Kentucky, or the successors of said commission, to construct, maintain, and operate a toll bridge across the Ohio River at or near Cairo, Illinois, and permitting the Commonwealth of Kentucky to act jointly with the State of Illinois in the construction, maintenance, and operation of said bridge.

Ohio River.
Kentucky, etc., may bridge, at Cairo, Ill.

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 more adequately provide for military and other purposes the Commonwealth of Kentucky, by and through the State Highway Commission of Kentucky, or the successors of said commission, be, and it hereby is, authorized to construct, maintain, and operate a bridge across the Ohio River at or near Cairo, Illinois, and the approaches thereto, at a point suitable to the interests of navigation, in accordance with the provisions of an Act entitled "An Act to regulate the

Construction.
Vol. 34, p. 84.

construction of bridges over navigable waters," approved March 23, 1906, and subject to the conditions and limitations contained in this Act.

Acquisition of real estate, etc., for location, approaches, etc.

SEC. 2. There is hereby conferred upon the Commonwealth of Kentucky and the State Highway Commission of Kentucky, or 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, and/or operation of such bridge and the 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 condemnation or expropriation of property for public purposes in such State.

Condemnation proceedings.

SEC. 3. The Commonwealth of Kentucky, by and through the State Highway Commission of Kentucky, or the successors of said commission, hereby is 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.

Tolls authorized. Vol. 34, p. 85.

Rates, applied to operation, sinking fund, etc.

SEC. 4. If tolls are charged for the use of the bridge, the rates of toll to be charged shall be so adjusted as to provide a fund not to exceed an amount sufficient to pay the reasonable costs of maintaining, repairing, and operating the bridge and its approaches under economical management, and not to exceed an amount, in addition to the foregoing, to provide a sinking fund sufficient to amortize the aggregate cost of the bridge and its approaches, including reasonable interests and financing costs, as soon as possible under reasonable charges, but within a period not exceeding twenty years from the date of approval of this Act. In any event, tolls shall be charged on the basis aforesaid for transit over the bridge if revenue bonds of the Commonwealth of Kentucky are issued, to provide money to pay all or any part of the cost thereof, and such tolls shall be continued and adjusted at such rates as may be necessary to pay such bonds with interest thereon and any lawful premium for the retirement thereof before maturity, subject only to the power of the Secretary of War or other authorized Federal authority to regulate such rates.

Basis if revenue bonds issued.

Maintenance as free bridge after costs amortized.

After a sinking fund sufficient to amortize the cost of the bridge and approaches shall have been provided to the extent hereinabove required, the 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 care, repair, maintenance, and operation of the bridge and its approaches. An accurate record of the cost of the bridge and its approaches, the expenditures for maintaining, repairing, and operating same, and of the daily tolls collected shall be kept and shall be available for the information of all persons interested. Tolls shall be uniform as between individuals and as between vehicles of the same class using the bridge.

Record of expenditures and receipts.

Tolls to be uniform.

Discretionary rights of State.

SEC. 5. Nothing in this Act shall be construed as requiring tolls to be charged for the use of such bridge, except as hereinabove provided, and nothing herein shall be construed to prohibit the Commonwealth of Kentucky, acting by and through the State Highway Commission of Kentucky, or its successors, from paying all or any part of the cost of such bridge and its approaches from the State

road fund, or from paying all or any part of the cost of maintenance, repair, or operation of such bridge from the State road fund of the Commonwealth of Kentucky.

Cooperative agreement with Illinois as to construction, maintenance, etc.

SEC. 6. At any time before or after the completion of such bridge, the Commonwealth of Kentucky, acting by and through the State Highway Commission of Kentucky, and the State of Illinois, acting by and through the Illinois State Highway Commission, may enter into such cooperative agreement as may be agreed upon between said States, relating to the construction, financing, maintenance, and/or operation of such bridge, and the State of Illinois may acquire such interest in the bridge as may be agreed upon between said States, and upon such terms as may be agreed upon. All, however, subject to the limitations in this Act expressly provided or necessarily implied.

Amendment.

SEC. 7. The right to alter, amend, or repeal this Act is hereby expressly reserved.

Approved, June 9, 1932.

[CHAPTER 230.]

June 10, 1932.
[H. R. 79.]
[Public, No. 159.]

AN ACT

To provide for conveyance of a portion of the Liston Range Rear Lighthouse Reservation, New Castle County, State of Delaware, for highway purposes.

Liston Range Rear Lighthouse Reservation, Delaware.
Portion of, conveyed to Delaware for highway purposes.

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled, That the Secretary of Commerce is hereby authorized to transfer and convey by quitclaim deed to the State of Delaware the following-described parcel of land situate in New Castle County and being a part of the Liston Range Rear Lighthouse Reservation:

Description.

Beginning at a point on the westerly side of the Liston Range Rear Light Station Reservation, Delaware, which point is the southwesterly corner of the lighthouse reservation as described in deed dated March 18, 1904, and from which the Liston Range Rear Light Station tower bears north forty degrees nineteen minutes ten seconds east three hundred and thirty-one and seventy-three one-hundredths feet, running thence from point of beginning seventy-four degrees nine minutes true nine hundred and eighteen feet along the center line of the concrete roadway pavement (which is also the present southerly boundary line of the reservation) to the southeast corner of the lighthouse reservation, thence two hundred and eighty-eight degrees twenty-four minutes true fifty-three and five one-hundredths feet to a stone monument, thence two hundred and fifty-four degrees nine minutes true six hundred and seventy-eight and thirty-two one-hundredths feet along the present fence line approximately parallel to the center line of the concrete roadway pavement to a point, thence along a curved line with radius of approximately eleven hundred and sixteen feet approximately parallel to the center line of the concrete roadway pavement about one hundred and sixty-eight feet to a stone monument on the westerly lighthouse reservation line, thence one hundred and ninety-eight degrees twenty-four minutes true fifty-one and thirty-eight one-hundredths feet along the westerly boundary of the lighthouse reservation to the point of beginning, containing sixty-two hundredths acres, more or less, the same to be held and made available permanently by said State as a public highway under such rules and regulations as may be necessary and proper for use thereof by the public.

Use, by Lighthouse Service.

SEC. 2. The Lighthouse Service shall have an unrestricted right at all times to use the said highway for the purpose of access to and