
cost of constructing such bridge or bridges and approaches, less a reasonable deduction for actual depreciation in respect of such bridge or bridges and approaches, (2) the actual cost of acquiring such interests in real property, (3) actual financing and promotion costs (not to exceed 10 per centum of the sum of the cost of construction of such bridge or bridges and approaches and the acquisition of such interests in real property), and (4) actual expenditures for necessary improvements.

Sec. 5. The said Cairo Bridge and Terminal Company, its successors and assigns, shall, immediately after the completion of such bridge, file with the Secretary of War a sworn itemized statement showing the actual original cost of constructing such bridge or bridges and approaches, including the actual cost of acquiring interests in real property and actual financing and promotion costs. Within three years after the completion of such bridge or bridges, the Secretary of War shall investigate the actual cost of such bridge or bridges, and for such purpose the said Cairo Bridge and Terminal Company, its successors and assigns, shall make available to the Secretary of War all of its records in connection with the financing and construction thereof. The findings of the Secretary of War as to such original cost shall be conclusive.

Sec. 6. If such bridges or either of them shall be taken over and acquired by the States or political subdivisions thereof under the provisions of section 4 of this Act, the same may thereafter be operated as toll bridges; in fixing the rates of toll to be charged for the use of such bridges, the same shall be so adjusted as to provide as far as possible a sufficient fund to pay for the cost of maintaining, repair, and operating the bridge and its approaches, to pay an adequate return on the cost thereof, and to provide a sinking fund sufficient to amortize the cost thereof within a period of not to exceed thirty years from the date of acquiring the same. After a sinking fund sufficient to pay the cost of acquiring such bridge and its approaches shall have been provided, the bridge shall thereafter be maintained and operated free of tolls or the rates of toll shall be so adjusted as to provide a fund not to exceed the amount necessary for the proper care, repair, maintenance, and operation of the bridge and its approaches.

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 said Cairo Bridge and Terminal Company, its successors and assigns, and any corporation to which such right, powers, and privileges may be sold, assigned, or transferred, or which 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.

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

Approved, April 2, 1926.
and approaches thereto across the Ohio River at a point suitable to
the interests of navigation, extending from some point between Third
and Twelfth Streets in the city of Louisville, Kentucky, across said
river to a point opposite on the Indiana shore, in accordance with
the provisions of the Act entitled "An Act to regulate the construc-
tion of bridges over navigable waters," approved March 23, 1906,
and subject to the conditions and limitations contained in this Act.
The construction of such bridge shall not be commenced, nor shall
any alterations in such bridge be made either before or after its com-
pletion, until plans and specifications for such construction or alter-
ation shall have been submitted to the Secretary of War and the
Chief of Engineers and approved by them as being adequate from
the standpoint of the volume and weight of traffic which will pass
over it.

Sec. 2. There is hereby conferred upon the said city of Louisville
or such board or boards, commission or commissions, all such rights
and powers to enter upon lands and to acquire, condemn, appro-
priate, occupy, possess, and use real estate and other property needed
for the location, construction, operation, and maintenance of such
bridge and its approaches and terminals as are possessed by bridge
corporations for bridge purposes in the States in which such real
estate and other property are located upon making proper compen-
sation therefor, to be ascertained according to the laws of such
States; and the proceedings thereof may be the same as in the con-
demnation and expropriation of property in such States.

Sec. 3. The said city of Louisville, board or boards, commission
or commissions, is hereby authorized to fix and charge tolls for
transit over such bridge and the rates so fixed shall be the legal rates
until changed by the Secretary of War under the authority contained
in such Act of March 23, 1906.

Sec. 4. In fixing the rates of tolls to be charged for the use of
such bridge, the same shall be so adjusted as to provide as far as
possible a sufficient fund to pay for the cost of maintaining, repair-
ing, and operating the bridge and its approaches, to pay an ade-
quate return on the investment, and to provide a sinking fund suffi-
cient to amortize the cost of the bridge and approaches within a
period of not to exceed thirty years from the completion thereof.
After a sinking fund sufficient to pay the cost of constructing the
bridge and its approaches shall have been provided, such bridge shall
thereafter be maintained and operated free of tolls, or the rates
of toll shall be so adjusted as to provide a fund of not to exceed the
amount necessary for the proper care, maintenance, and operation
of the bridge and its approaches.

Sec. 5. The right to alter, amend, or repeal this Act is hereby
expressly reserved.

Approved, April 2, 1926.

CHAP. 102.—An Act To amend section 129 of the Judicial Code relating
to appeals in admiralty cases.

Be it enacted by the Senate and House of Representatives of the
United States of America in Congress assembled, That section 129
of the Judicial Code is hereby amended by adding thereto the
following:

"In all cases where an appeal from a final decree in admiralty
to the circuit court of appeals is allowed an appeal may also be
taken to said court from an interlocutory decree in admiralty
determining the rights and liabilities of the parties: Provided, That