agreed upon by the Secretary of War and the business manager of
the said entertainment committee, Mr. Edmond R. Wiles: Provided
further, That the Secretary of War, before delivery of such property,
shall take from said Edmond R. Wiles, business manager of the
Fortieth Annual Confederate Reunion, a good and sufficient bond
for the safe return of said property in good order and condition and
the whole without expense to the United States.

Approved, January 24, 1930.

CHAP. 29.—An Act Granting the consent of Congress to the construction of
a highway bridge across the Hudson River between the cities of Albany and
Rensselaer, New York.

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 superintendent of public works
of the State of New York to construct, maintain, and operate a
highway bridge and approaches thereto across the Hudson River,
at a point suitable to the interests of navigation, between the cities
of Albany and Rensselaer, New York, in accordance with the pro-
visions of an Act entitled “An Act to regulate the construction of
bridges over navigable waters,” approved March 23, 1906. The
proposed highway bridge will replace the existing highway bridge
over the Hudson River between the cities of Albany and Rensselaer,
New York.

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

Approved, January 24, 1930.

CHAP. 30.—An Act Granting the consent of Congress to the highway
department of the State of Tennessee to construct, maintain, and operate a
bridge across the Tennessee River on the Dayton-Decatur Road between Rhea
and Meigs Counties, Tennessee.

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 highway department of the Tenn-

essee to construct, maintain, and operate a bridge and
approaches thereto across the Tennessee River, at a point suitable to
the interests of navigation, on the Dayton-Decatur Road between
Rhea and Meigs Counties, in the State of Tennessee, in accordance
with the provisions of the Act entitled “An Act to regulate the con-
struction of bridges over navigable waters,” approved March 23,
1906, and subject to the conditions and limitations contained in this
Act.

SEC. 2. If tolls are charged for the use of such bridge, the rates of
toll shall be so adjusted as to provide a fund sufficient to pay the
reasonable cost of maintaining, repairing, and operating the bridge
and its approaches under economical management, and to provide a
sinking fund which, together with the sinking fund created from the
tolls from other bridges authorized by the law of the State of
Tennessee which provides for the construction of the bridge to be
built under this Act, shall be sufficient to amortize the bonds issued
under the laws of the State of Tennessee, as soon as possible under
reasonable charges, but within a period of not to exceed twenty-five
years from the completion thereof. 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