

SEC. 3. The Indiana State Toll Bridge Commission is hereby authorized either to operate said bridge free of tolls or 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.

SEC. 4. 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 the cost of such bridge and its approaches, including interest at a rate of not to exceed 5 per centum per annum and reasonable financing cost, as soon as possible, under reasonable charges, but within a period of not to exceed thirty 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. An accurate record of the cost of the bridge and its approaches, the expenditures for maintaining, repairing, and operating the same, and the daily tolls collected shall be kept and shall be available for the information of all persons interested.

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

Approved June 27, 1946.

[CHAPTER 510]

AN ACT

To revive and reenact the Act entitled "An Act granting the consent of Congress to the South Carolina State Highway Department to construct, maintain, and operate a free highway bridge across the Santee River, at or near Leneudes Ferry, South Carolina".

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled, That the Act approved August 18, 1941, granting the consent of Congress to the State Highway Department of South Carolina to construct, maintain, and operate a bridge and approaches thereto across the Santee River at or near Leneudes Ferry be, and is hereby, revived and reenacted: *Provided*, That the Act shall be null and void unless the actual construction of the bridge herein referred to is completed within three years from the date of approval hereof.

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

Approved June 27, 1946.

[CHAPTER 512]

AN ACT

To amend an Act entitled "An Act to establish a uniform system of bankruptcy throughout the United States", approved July 1, 1898, and Acts amendatory thereof and supplementary thereto.

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled, That (a) section 1 of the Act entitled "An Act to establish a uniform system of bankruptcy throughout the United States", approved July 1, 1898, as amended, is amended by inserting after paragraph (5) the following new paragraph:

"(5a) 'Circuit' shall mean 'judicial circuit' and shall include the District of Columbia, and 'senior circuit judge' shall include the Chief Justice of the United States Court of Appeals for the District of Columbia;"

Rates of toll.

34 Stat. 84.
33 U. S. C. §§ 491-498.

Sinking fund, etc.

Record of cost, etc.

June 27, 1946
[H. R. 5748]
[Public Law 463]

Bridge.
Santee River.
55 Stat. 635.

Time limitation.

June 28, 1946
[H. R. 4160]
[Public Law 464]

Bankruptcy Act of
1898, amendments.
30 Stat. 544.
11 U. S. C. § 1.
Post, p. 331.

"Circuit."
"Senior circuit
judge."