

**CHAP. 511.**—An Act To regulate tolls charged for transit over highway bridges across the Red River between the States of Oklahoma and Texas.

March 4, 1927.

[S. 3889.]

[Public, No. 805.]

*Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled,* That when tolls are charged for the transit over any highway bridge across the Red River between the States of Oklahoma and Texas of persons, animals, cars, vehicles, or other property, such tolls shall be just and reasonable, and the Secretary of War shall upon complaint, or may upon his own initiative without complaint, and after notice and hearing, at any time and from time to time prescribe the just and reasonable rates of toll for such transit over such bridges, and the rates so prescribed shall be the legal rates and shall be the rates demanded and received for such transit.

Red River.  
Regulation of tolls for transit over highway bridges across, between Oklahoma and Texas.

Authority of Secretary of War.

Approved, March 4, 1927.

**CHAP. 512.**—An Act To amend section 11 of the Merchant Marine Act, 1920, and to complete the construction loan fund authorized by that section.

March 4, 1927.

[S. 3896.]

[Public, No. 806.]

*Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled,* That the first paragraph, being the paragraph marked "(a)," of section 11, of the Merchant Marine Act, 1920, as amended by the Act of June 6, 1924, be, and the same is hereby, amended to read as follows (the amendments made thereto by this Act shall be retroactive to and effective as from June 5, 1920, the date of the original enactment of the Merchant Marine Act, 1920):

Merchant Marine Act.  
Construction loan fund.  
Vol. 43, p. 467, amended.  
Retroactive to June 5, 1920.

"SEC. 11. (a) That the board may set aside, out of the revenues from sales, including proceeds of securities consisting of notes, letters of credit, or other evidences of debt, taken by it for deferred payments on purchase money from sales by the board, whether such securities are to the order of the United States or the United States Shipping Board or the United States Shipping Board Emergency Fleet Corporation, either directly or by indorsement, until the amounts thus set aside from time to time aggregate \$125,000,000. The amount thus set aside shall be known as the construction loan fund. The board may use such fund to the extent it thinks proper, upon such terms as the board may prescribe, in making loans to aid persons citizens of the United States in the construction by them in private shipyards or navy yards in the United States of vessels of the best and most efficient type for the establishment or maintenance of service on lines deemed desirable or necessary by the board, provided such vessels shall be fitted and equipped with the most modern, the most efficient, and the most economical engines, machinery, and commercial appliances; or in the outfitting and equipment by them in private shipyards or navy yards in the United States of vessels already built, with engines, machinery, and commercial appliances of the type and kind mentioned."

Revenues from sales, etc., of Shipping Board to be set aside for fund.

Increase allowed of aggregate.

Loans from, to citizens for ship construction in United States of best type, equipment, etc.

Outfitting in American yards of vessels already built, of engines, etc.

To be a revolving fund and all repayments credited to it.

Proceeds from sales of vessels installed with internal-combustion engines to be credited to the fund.

SEC. 2. The construction loan fund shall be a revolving fund. All repayments on loans from the fund shall be credited to the fund; interest on such loans, however, shall be paid into the Treasury of the United States as miscellaneous receipts. The proceeds of sales (including proceeds of evidences of debt for deferred payments on such sales) of any vessel or vessels in which since June 6, 1924, the board has had internal-combustion engines installed as the main propulsive power, shall be transferred and credited to the extent necessary to restore to the fund any and all amounts transferred therefrom under the provisions of section 12 of the Merchant Marine Act, 1920, as amended by the Act of June 6, 1924.

Vol. 43, p. 468.

Approved, March 4, 1927.