

the plans, specifications, location and the erection thereof to be subject to the approval of the Secretary of War of the United States of America, the State Roads Commission of Maryland and the Roads Engineer of Baltimore County.

1931, ch. 539, sec. 57.

57. Said company is hereby authorized to fix and to revise from time to time tolls for transit over said bridge and to charge and collect the same, and to fix by contract with any person, partnership, association, or corporation desiring the use of said bridge, approaches, appurtenances and works, or any part thereof, for placing thereon or carrying water, gas or oil pipe lines, tracks for railroad or railway use, telephone, telegraph, electric light or power lines or for any other purpose, the terms, condition and rates or charges for such use, provided, however, that any such contract for the use of said bridge for such purpose or purposes shall in every case provide for adequate compensation to said company, its successors and assigns. The rates of tolls and charges so fixed shall be the legal rates, unless and until changed by order of the Public Service Commission, which said Commission be and hereby is vested with the same authority to revise and change any rates of tolls and charges fixed by the company as it now or may hereafter have to revise the rates and charges of common carriers now subject to its jurisdiction with like procedure, including the right of appeal.

1931, ch. 539, sec. 58.

58. The provisions of this sub-title are subject to all valid and applicable provisions of laws of the United States concerning bridges over navigable waters of the United States.

1931, ch. 539, sec. 59.

59. After the completion of such bridge, as determined by the Secretary of War, either the State of Maryland or the Board of County Commissioners of Baltimore County, or both of them jointly, may at any time acquire and take over all the right, title and interest in such bridge and its approaches and any interests in real property necessary therefor, by purchase or condemnation in accordance with the laws of this State governing the acquisition of private property for public purposes by condemnation. If at any time after the expiration of twenty years after the completion of such bridge and its approaches the same is acquired by condemnation, the amount of damages or compensation to be allowed shall not include good will, going value, or prospective revenues or profits, but shall be limited to the sum of (1) the actual cost of constructing such bridge and its approaches, less a reasonable deduction for actual depreciation in value; (2) the actual cost of acquiring such interests in real property; (3) actual financing and promotion cost, not to exceed 10 per centum of the sum of the cost of constructing the bridge and its approaches and acquiring such interests in real property; and (4) actual expenditures for necessary improvements.