

a point suitable to the interests of navigation, in accordance with the provisions of an Act entitled "An Act to regulate the construction of bridges over navigable waters," approved March 23, 1906.

SEC. 2. The authority hereby granted shall cease and be null and void unless the actual construction of the bridge be commenced within two years and completed within five years from the date of approval hereof.

SEC. 3. The right to alter, amend, or repeal this Act is hereby expressly reserved.

Approved, March 3, 1931.

Construction.
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Time for construction, etc.

Amendment.

CHAP. 426.—An Act Granting the consent of Congress to the Missouri State Highway Commission to construct, maintain, and operate a highway bridge across the White River at Branson, Taney County, Missouri.

March 3, 1931.
[S. 6186.]

[Public, No. 813.]

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 Missouri State Highway Commission to construct, maintain, and operate a highway bridge across the White River at Branson, in the County of Taney, and State of Missouri, at a point suitable to the interests of navigation, in accordance with the provisions of an Act entitled "An Act to regulate the construction of bridges over navigable waters," approved March 23, 1906.

White River.
Missouri may bridge,
at Branson.

Construction.
Vol. 34, p. 84.

SEC. 2. The authority hereby granted shall cease and be null and void unless the actual construction of the bridge be commenced within two years and completed within five years from the date of approval hereof.

Time for construction, etc.

SEC. 3. The right to alter, amend, or repeal this Act is hereby expressly reserved.

Amendment.

Approved, March 3, 1931.

CHAP. 427.—An Act Authorizing the State of West Virginia by and through the State Bridge Commission of West Virginia, or the successors of said commission, to acquire, purchase, construct, improve, maintain, and operate bridges across the streams and rivers within said State and/or across boundary line streams or rivers of said State.

March 3, 1931.
[S. 6190.]

[Public, No. 814.]

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled, That in order to promote interstate commerce, improve the postal service, and more adequately provide for military and other purposes, and to secure to the public the use of the herein-described bridges free of tolls as promptly as possible, the State of West Virginia, by and through the State Bridge Commission of West Virginia, or the successors of said Commission, be and it is hereby authorized to acquire, purchase, rebuild, improve, maintain, and operate any or all of the following bridges and approaches thereto, at points suitable to the interests of navigation, in accordance with, and upon the approval of, the plans and location of said bridges as provided in, an Act entitled "An Act to regulate the construction of bridges over navigable waters," approved March 23, 1906, and subject to the limitations herein provided, to wit:

Bridges.
Construction, etc., of
designated, by West
Virginia authorized.

Acquisition of approaches.

Construction.
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A bridge across the Shenandoah River at or near Harpers Ferry; a bridge across the Potomac River at or near Harpers Ferry; a bridge across the Potomac River at or near Shepherdstown; a bridge across the Potomac River at or near Berkeley; a bridge across the

Shenandoah River at
Harpers Ferry.
Potomac River at
Harpers Ferry; Shep-
herdstown.
At Berkeley.

Ohio River at Chester; Newell; Weirton; Middle Ferry; Wheeling.

Ohio River at Benwood; Saint Marys; Williamstown; Parkersburg; Mason City; Point Pleasant; Huntington.

Big Sandy River at Kenova.

Tug Fork River at Fort Gay; Kermit; Williamson.

New River at Hinton; Prince.

Kanawha River at Kanawha Falls; Chelyan.

Right to acquire private property at certain locations.

Ohio River at Sistersville; New Martinsville; Wellsburg; Moundsville.

Monongahela River at Star City.

Kanawha River at Point Pleasant.

Time limitation for bridge construction.

Right to acquire needed lands possessed by railroad corporations conferred.

Compensation required.

Toll rates.

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Grouping of intrastate bridges for financing purposes authorized.

Ohio River at or near Chester; a bridge across the Ohio River at or near Newell; a bridge across the Ohio River at or near Weirton; a bridge across the Ohio River at or near Middle Ferry; two groups of bridges across the Ohio River at or near Wheeling, each group consisting of a bridge from the city of Wheeling, West Virginia, to an island in the Ohio River, constituting territory of the State of West Virginia, and a connecting bridge from said island to a point in Ohio; a bridge across the Ohio River at or near Benwood; a bridge across the Ohio River at or near Saint Marys; a bridge across the Ohio River at or near Williamstown; a bridge across the Ohio River at or near Parkersburg; a bridge across the Ohio River at or near Mason City; a bridge across the Ohio River at or near Point Pleasant; a bridge across the Ohio River at or near Huntington; a bridge across the Big Sandy River at or near Kenova; a bridge across the Tug Fork River at or near Fort Gay; a bridge across the Tug Fork River at or near Kermit; a bridge across the Tug Fork River at or near Williamson; a bridge across the New River at or near Hinton; a bridge across the New River at or near Prince; a bridge across the Kanawha River at or near Kanawha Falls; a bridge across the Kanawha River at or near Chelyan.

SEC. 2. Subject to the aforesaid conditions and limitations the State of West Virginia, by and through the State Bridge Commission or the successors of said commission, shall be, and it is hereby, authorized to acquire by purchase or condemnation any private property, rights, or interests relating to bridges under construction or authorized to be constructed at any or all of the following locations and to construct or rebuild said bridges, to wit: A bridge across the Ohio River at or near Sistersville; a bridge across the Ohio River at or near New Martinsville; a bridge across the Ohio River at or near Wellsburg; a bridge across the Ohio River at or near Moundsville; a bridge across the Monongahela River at or near Star City; a bridge across the Kanawha River at or near Point Pleasant.

The times for commencing and completing the construction of new bridges authorized by this section shall expire two and four years, respectively, from the date of approval hereof.

SEC. 3. There is hereby conferred upon the State of West Virginia and the West Virginia Bridge Commission, or the successors of said commission, all such rights and powers to enter upon lands and to acquire, condemn, occupy, possess, and use real estate and other property needed for the location, construction, rebuilding, and/or operation of any and/or all such bridges and their approaches as are possessed by railroad corporations for railroad purposes or by bridge corporations for bridge purposes in the State in which such real estate or other property is situated, upon making just compensation therefor, to be ascertained and paid according to the laws of such State, and the proceedings therefor shall be the same as in condemnation or expropriation of property for public purposes in such State.

SEC. 4. The State of West Virginia, by and through the West Virginia Bridge Commission, or the successors of said commission, is hereby authorized to fix and charge tolls for transit over any and/or all such bridges, 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. 5. The State of West Virginia, by and through the State Bridge Commission of West Virginia, or its successors, may unite or group all or such of said intrastate bridges into one or more separate projects for financing purposes as in its judgment shall be

deemed practicable, and may also unite or group for financing purposes in any one issue of bonds such interstate bridges as the West Virginia Bridge Commission shall determine to be competitive, but no particular project or group shall be so united that any such project or group will include both interstate and intrastate bridges. If tolls are charged for the use of a bridge or bridges in a project, the rates of toll to be charged for the use of such bridge or bridges embraced in the particular project shall be so adjusted as to provide a fund not to exceed an amount sufficient to pay the reasonable costs of maintaining, repairing, and operating the bridge or all of the bridges included in the particular project and their approaches under economical management, and not to exceed an amount sufficient, in addition to the foregoing, to provide a sinking fund sufficient to amortize the aggregate cost of the bridge or all of the bridges embraced in the particular project, and their approaches, including reasonable interests and financing costs, as soon as possible under reasonable charges, but within a period not exceeding twenty-five years from the date of approval of this Act. The tolls derived from the bridge or bridges embraced in any particular project may be continued and paid into the appropriate sinking fund until all such costs of the bridges embraced in the particular project shall have been amortized. In any event tolls may be charged on the basis aforesaid for transit over the bridge or bridges in each project for which revenue bonds of said State are issued, and such tolls may be continued and adjusted at such rates as may be necessary to pay such bonds with interest thereon and any lawful premium for the retirement thereof before maturity, subject only to the power of the Secretary of War or other authorized Federal authority to regulate such rates.

Tolls adjusted to maintenance, amortizing costs, etc.

Tolls to continue until costs amortized.

Adjustments in rates authorized.

SEC. 6. The failure of the State of West Virginia, by and through the State Bridge Commission of West Virginia, to acquire, purchase, construct, improve, maintain, and operate any one or more of the foregoing bridges, or to unite or group any one or more for financing purposes, shall in no wise affect its authority or powers hereby granted to acquire, purchase, construct, improve, maintain, and operate such bridge or bridges as it may deem expedient, and any one of the bridges herein authorized may be purchased, acquired, or constructed as a single project without uniting such bridge in a joint project with other bridges authorized herein.

Failure to construct, etc., one or more bridges not to affect authority.

SEC. 7. When a sinking fund sufficient to amortize the cost of any bridge or bridges in any particular project or group or sufficient to pay the principal and interest on bonds issued for the purpose of financing such particular bridge or bridges or project or group shall have been provided to the extent hereinbefore required, the bridge or bridges included in any such project or group shall thereafter be maintained and operated free of tolls. All tolls shall be uniform as between individuals and as between vehicles of the same class as to each bridge, but different rates of toll may be charged for the use of different bridges in any group of bridges included in a single project for financing purposes.

Bridges in a project to be toll free, when costs amortized.

Uniformity of tolls.

SEC. 8. The powers conferred by this Act are supplementary and additional to all other authority and powers heretofore granted by law for the construction of the hereinbefore named bridges, but all Acts or parts of Acts heretofore enacted authorizing the construction of the hereinbefore named bridges which are in conflict with the terms of this Act be, and the same are, hereby repealed in so far as such conflict exists. Nothing in this Act shall be construed as authorizing tolls to be charged for the use of any one or more of the hereinbefore named bridges except as hereinabove

Inconsistent laws repealed.

Tolls for other purposes unauthorized.

Payment of costs.

provided, and nothing herein shall be construed so as to prohibit the State of West Virginia from paying all or any part of the costs of the acquisition, purchase, construction, improvement, maintenance, and operation of any one or more of such bridges or their approaches, and any and all bonds issued for such purposes, from any funds of the State which may now or hereafter be made available for that purpose.

Amendment.

SEC. 9. The right to alter, amend, or repeal this Act is hereby expressly reserved.

Approved, March 3, 1931.

March 3, 1931.

[S. 6220.]

[Public, No. 815.]

CHAP. 428.—An Act Granting the consent of Congress to the Charleston and Western Carolina Railway Company to construct, maintain, and operate a railroad bridge across the Savannah River at or near Augusta, Georgia.

Savannah River.
Charleston and West-
ern Carolina Railway
Company, may bridge,
at Augusta, Ga.

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 Charleston and Western Carolina Railway Company, its successors and assigns, to construct, maintain, and operate a railroad bridge and approaches thereto across the Savannah River, at a point suitable to the interests of navigation, at or near Augusta, Georgia, in accordance with the provisions of the Act entitled "An Act to regulate the construction of bridges over navigable waters," approved March 23, 1906.

Construction.
Vol. 34, p. 84.

Right to sell powers,
etc., conferred.

SEC. 2. The right to sell, assign, transfer, and mortgage all the rights, powers, and privileges conferred by this Act is hereby granted to the Charleston and Western Carolina Railway Company, its successors and assigns; and any party to whom such rights, powers, and privileges may be sold, assigned, or transferred, or who shall acquire the same by mortgage foreclosure or otherwise, is hereby authorized to exercise the same as fully as though conferred herein directly upon such party.

Amendment.

SEC. 3. The right to alter, amend, or repeal this Act is hereby expressly reserved.

Approved, March 3, 1931.

March 3, 1931.

[S. 6231.]

[Public, No. 816.]

CHAP. 429.—An Act To amend the Act approved June 20, 1930, entitled "An Act to provide for the retirement of disabled nurses of the Army and the Navy."

Army and Navy.
Retired pay of dis-
abled nurses, to be
based on entire active-
service pay.

Ante, p. 790, amend-
ed.

Classes included.

Money allowance.
Vol. 42, p. 631.

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled, That the Act approved June 20, 1930, entitled "An Act to provide for the retirement of disabled nurses of the Army and the Navy," shall be construed, from its effective date, as authorizing the pay of members of the Army Nurse Corps and the Navy Nurse Corps retired thereunder to be computed upon the basis of the entire amount of the active-service pay received by each, respectively, at the time of her transfer to the retired list, including in the cases of superintendents of Nurses Corps, assistant superintendents, directors, assistant directors and chief nurses the money allowance prescribed as part of their compensation by section 13 of the Act of June 10, 1922 (42 Stat. 631).

Approved, March 3, 1931.