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quarter ending September 30, not exceeding $550 for the two quarters ending December 31, not exceeding $825 for the three quarters ending March 31, and not exceeding $1,100 for the whole fiscal year, exclusive of 3 cents commission on each money-order issued: *Provided further*, That whenever during the fiscal year there occurs or is created a change in the postmastership of an office of the fourth class, by death or otherwise, the outgoing postmaster shall receive in the final settlement of his account all his earned compensation for that part of the fiscal year which he has served, but in no case shall such compensation amount to more than such a sum as is determined by taking such a fractional part of $1,100 as the time he has served in that fiscal year is to the whole fiscal year: *Provided further*, That when the total compensation of any postmaster at a post office of the fourth class for the calendar year shall amount to $1,100, exclusive of 3 cents commission on each money-order issued, and the receipts of such post office for the same period shall aggregate as much as $1,500, the office shall be assigned to its proper class on July 1 following and the salary of the postmaster fixed according to the receipts: *And provided further*, That whenever unusual conditions prevail, the Postmaster General, in his discretion, may advance any post office from the fourth class to the appropriate class indicated by the receipts of the preceding quarter, notwithstanding the proviso which requires the compensation of fourth-class postmasters to reach $1,100 for the calendar year, exclusive of commission on each money-order issued, and that the receipts of such post office for the same period shall aggregate as much as $1,500 before such advancement is made: *And provided further*, That when the Postmaster General has exercised the authority herein granted he shall, whenever the receipts are no longer sufficient to justify retaining such post office in the class to which it has been advanced, reduce the grade of such office to the appropriate class indicated by its receipts for the last preceding quarter."

Allowance to outgoing postmaster in case of change in incumbent.

Advanced to proper class when returns exceed $1,500 a year.

Advanced to proper class if receipts increase under unusual conditions.

Vol. 41, p. 578.

Reduction when receipts decrease.

Approved, June 4, 1926.

June 7, 1926.
[S. 3931.]
[Public, No. 338.]

CHAP. 479.—An Act Granting the consent of Congress to the Board of County Commissioners of Trumbull County, Ohio, to construct an overhead viaduct across the Mahoning River at Girard, Trumbull County, Ohio.

Mahoning River.
Trumbull County, may construct an overhead viaduct across, at Girard, Ohio.

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled, That the consent of Congress be, and it is hereby, granted to the Board of County Commissioners of Trumbull County, Ohio, and its successors in office, to construct, maintain, and operate an overhead viaduct, together with the necessary approaches thereto, across the Mahoning River at a point suitable to the interests of navigation at Girard, Trumbull County, Ohio, in accordance with the provisions of an Act entitled "An Act to regulate the construction of bridges over navigable waters," approved March 23, 1906, and subject to the conditions and limitations contained in this Act.

Construction.
Vol. 34, p. 84.

Rates of tolls to provide sinking fund, etc.

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 cost of maintaining, repairing, and operating the bridge and its approaches, and to provide a sinking fund sufficient to amortize the cost of the bridge and its approaches as soon as possible under reasonable charges, but within a period of not to exceed 25 years from the completion thereof. After a sinking fund sufficient to pay the cost of constructing the bridge and its approaches shall have been provided, such bridge shall thereafter be maintained and

Operation as free bridge, etc., after payment of construction costs.

operated free of tolls, or the rates of tolls shall thereafter be so adjusted as to provide a fund of not to exceed the amount necessary for the proper care, repair, maintenance, and operation of the bridge and its approaches. An accurate record of the cost of the bridge and its approaches, the expenditures for operating, repairing, and maintaining the same, and of the daily tolls collected shall be kept, and shall be available for the information of all persons interested.

Record of expenditures and receipts.

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

Amendment.

Approved, June 7, 1926.

CHAP. 480.—An Act To amend section 5 of the Act entitled "An Act to provide for the removal of what is now known as the Aqueduct Bridge, across the Potomac River, and for the building of a bridge in place thereof," approved May 18, 1916, and section 12 of the Act entitled "An Act to provide for eliminating certain grade crossings, and so forth," approved February 12, 1901, as amended.

June 7, 1926.
[H. R. 7380].
[Public, No. 339.]

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled, That so much of section 5 of the Act entitled "An Act to provide for the removal of what is now known as the Aqueduct Bridge, across the Potomac River, and for the building of a bridge in place thereof," approved May 18, 1916, as requires all electric railways using the new bridge provided for by such Act to pay into the Treasury of the United States the sum of one-half of 1 cent for each passenger transported each way over such bridge, is hereby repealed. This section shall take effect (but in no event before thirty days after the enactment of this Act) upon the revocation of that part of order numbered 482 of the Public Utilities Commission of the District of Columbia, dated July 7, 1922, authorizing the Capital Traction Company to charge and collect from each passenger carried across such bridge an additional fare of one-half of 1 cent per trip.

District of Columbia.
Francis Scott Key Bridge.
Payment by electric railways for passengers crossing, repealed.
Vol. 39, p. 164, repealed.
Effective date.

SEC. 2. So much of section 12 of the Act entitled "An Act to provide for eliminating certain grade crossings on the line of the Baltimore and Potomac Railroad Company, in the city of Washington, District of Columbia, and requiring said company to depress and elevate its tracks and to enable it to relocate parts of its railroad therein, and for other purposes," approved February 12, 1901, as amended, as reads as follows: "Each street railway company using said bridge shall pay in addition to other taxes as by its charter provided, one-half of 1 cent for each and every passenger carried across said bridge," is hereby repealed. This section shall take effect upon the reduction of each rate now in force in respect of the carriage of any person by electric railway from or to a point in the city of Washington to or from a point in Virginia beyond South End station, in an amount not less than one-half of 1 cent.

Highway Bridge.
Payment by street railways for passengers carried over, repealed.
Vol. 31, p. 773, repealed.
Effective date.

Approved, June 7, 1926.

CHAP. 481.—An Act To authorize the widening of Harvard Street in the District of Columbia, and for other purposes.

June 7, 1926.
[H. R. 11118].
[Public, No. 340]

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled, That under and in accordance with the provisions of subchapter 1 of Chapter XV of the Code of Law for the District of Columbia, the Commissioners of the District of Columbia be, and they are hereby, authorized and directed to institute in the Supreme Court of the District of

District of Columbia.
Harvard Street and Adams Mill Road NW.
Condemning land to widen.
Vol. 34, p. 151.