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cost of maintaining, repairing, and operating the bridge and its approaches under economical management, and to provide a sinking fund sufficient to amortize the amount paid therefor, including reasonable interest and financing cost, as soon as possible under reasonable charges, but within a period of not to exceed twenty years from date of acquiring the same. After a sinking fund sufficient for such amortization shall have been so provided, such bridge shall thereafter be maintained and operated free of tolls, or the rates of toll shall thereafter be so adjusted as to provide a fund of not to exceed the amount necessary for the proper maintenance, repair, and operation of the bridge and its approaches under economical management. An accurate record of the amount paid for acquiring the bridge and its approaches, the actual expenditures for maintaining, repairing, and operating the same, and of the daily tolls collected shall be kept and shall be available for the information of all persons interested.

Maintenance as free bridge, etc., after amortizing costs.

Record of expenditures and receipts.

SEC. 6. Elisha N. Goodsell, his heirs, legal representatives, and assigns, shall within ninety days after the completion of such bridge file with the Secretary of War and with the highway departments of the States of New York and Vermont a sworn itemized statement showing the actual original cost of constructing the bridge and its approaches, the actual cost of acquiring any interest in real property necessary therefor, and the actual financing and promotion costs. The Secretary of War, may and upon request of the highway department of either of such States shall, at any time within three years after the completion of such bridge, investigate such costs and determine the accuracy and the reasonableness of the costs alleged in the statement of costs so filed, and shall make a finding of the actual and reasonable cost of constructing, financing, and promoting such bridge; for the purpose of such investigation the said Elisha N. Goodsell, his heirs, legal representatives, and assigns, shall make available all his records in connection with the construction, financing, and promotion thereof. The findings of the Secretary of War as to the reasonable costs of the construction, financing, and promotion of the bridge shall be conclusive for the purposes mentioned in section 4 of this Act, subject only to review in a court of equity for fraud or gross mistake.

Sworn statement of construction costs to be filed after completion.

Examination by Secretary of War.

Findings of Secretary conclusive.

SEC. 7. The right to sell, assign, transfer, and mortgage all rights, powers, and privileges conferred by this Act is hereby granted to Elisha N. Goodsell, his heirs, legal representatives, and assigns, and any corporation to which or any person 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 and empowered to exercise the same as fully as though conferred herein directly upon such corporation or person.

Right to sell, etc., conferred.

SEC. 8. The right to alter, amend, or repeal this Act is hereby expressly reserved.

Amendment.

Approved, February 15, 1929.

February 15, 1929.
[S. 5301.]
[Public, No. 751.]

CHAP. 207.—An Act Granting the consent of Congress to the highway department of the State of Tennessee to construct a bridge across the French Broad River on Tennessee Highway Numbered 9 in Cocke County, Tennessee.

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 highway department of the State of Tennessee to construct, maintain, and operate a free bridge and the approaches thereto across the French Broad River, near Bridgeport, at a point suitable to the interests of navigation on

French Broad River. Tennessee may bridge, near Bridgeport.

Tennessee Highway Numbered 9 in Cocke County, in the State of Tennessee, 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.

Amendment.

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

Approved, February 15, 1929.

February 15, 1929. [S. 5377.] [Public, No. 752.]

CHAP. 208.—An Act Granting the consent of Congress to the Pittsburgh and West Virginia Railway Company to construct, maintain, and operate a railroad bridge across the Monongahela River.

Monongahela River. Pittsburgh and West Virginia Railway Company may bridge, at Charleroi, Pa.

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 Pittsburgh and West Virginia Railway Company, its successors and assigns, to construct, maintain, and operate a railroad bridge and approaches thereto across the Monongahela River at a point suitable to the interests of navigation, at Charleroi, county of Washington, State of Pennsylvania, in accordance with the provisions of an 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, 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 Pittsburgh and West Virginia Railway Company, its successors and assigns; and any corporation to which such rights, powers, and privileges may be sold, assigned, or transferred, or which 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 corporation.

Amendment.

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

Approved, February 15, 1929.

February 15, 1929. [H. R. 5713.] [Public, No. 753.]

CHAP. 209.—An Act To permit certain warrant officers to count all active service rendered under temporary appointments as warrant or commissioned officers in the regular Navy, or as warrant or commissioned officers in the United States Naval Reserve Force, for purpose of promotion to chief warrant rank.

Navy. Chief warrant officers. All active service computed for promotion of warrant officers to rank of.

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled, That for the purpose of computing the six years' service required for promotion from warrant to chief warrant rank, all active service, for purposes other than training heretofore rendered during the period from April 6, 1917, to December 31, 1921, under a temporary appointment as a warrant or commissioned officer in the United States Navy, or as a warrant or commissioned officer in the United States Naval Reserve Force, shall be counted: *Provided*, That officers who have heretofore been commissioned chief warrant officers shall for all purposes be regarded as having been so commissioned from the date of completion of such six years' service including the service authorized to be counted by this Act: *Provided further*, That no back pay or allowances shall be held to have accrued prior to the passage of this Act.

Provisos. Status if heretofore commissioned.

No back pay, etc.

Approved, February 15, 1929.