

with respect to any accident or judgment arising therefrom, or violation of the motor vehicle laws of the District of Columbia, occurring prior to the effective date of this Act.

SEC. 83. PAST APPLICATION OF ACT.—This Act shall not apply with respect to any accident, or judgment arising therefrom, or violation of the motor-vehicle laws of the District of Columbia, occurring prior to the effective date of this Act.

SEC. 84. ACT NOT TO PREVENT OTHER PROCESS.—Nothing in this Act shall be construed as preventing the plaintiff in any action at law from relying for relief upon the other processes provided by law.

SEC. 85. UNIFORMITY OF INTERPRETATION.—This Act shall be so interpreted and construed as to effectuate its general purpose to make it uniform with similar laws enacted by the several States.

SEC. 86. CONSTITUTIONALITY.—If any part or parts of this Act shall be held unconstitutional, such unconstitutionality shall not affect the validity of the remaining parts of this Act.

SEC. 87. EFFECTIVE DATE OF ACT.—This Act shall take effect one year after its enactment.

Approved May 25, 1954.

Public Law 366

CHAPTER 223

AN ACT

May 27, 1954
[S. 2120]

To authorize the Maine-New Hampshire Interstate Bridge Authority to reconstruct and improve the toll bridge, and the approaches thereto, across the Piscataqua River at Portsmouth, New Hampshire.

Piscataqua
River bridge,
Portsmouth, N. H.

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled, That the Act entitled "An Act authorizing the Maine-New Hampshire Interstate Bridge Authority to construct, maintain, and operate a toll bridge across the Piscataqua River at or near Portsmouth, State of New Hampshire", approved July 28, 1937 (50 Stat. 535), is amended by inserting after section 4 thereof a new section as follows:

Improvements,
etc.

"SEC. 4A. In addition to the powers granted by the preceding sections of this Act, the authority is hereby authorized to reconstruct and to improve such bridge and its approaches and approach facilities. In fixing the rates of toll to be charged for the use of such bridge, the cost of any such reconstruction or improvement and the cost of acquiring the right of access to such approaches and approach facilities, including reasonable interest and financing costs and the financing costs and expenses incident to the refunding of the outstanding bridge revenue bonds of the authority, shall be deemed to be a part of the cost of such bridge and its approaches."

Approved May 27, 1954.

Public Law 367

CHAPTER 224

AN ACT

May 27, 1954
[H. R. 1433]

To entitle enlisted men and warrant officers advanced to commissioned rank or grade who are restored to their former enlisted or warrant officer status pursuant to section 3 of the Act of June 19, 1948 (62 Stat. 505), to receive retired enlisted or warrant officer pay from November 1, 1946, or date of advancement, to date of restoration to enlisted or warrant officer status.

Armed Forces.
Certain retired
pay.

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled, That enlisted men and warrant officers heretofore advanced to commissioned rank or

grade on the retired list under the said Act of July 24, 1941, as amended, and who were restored to their former retired enlisted or warrant officer status, as the case may be, pursuant to section 3 of the Act approved June 19, 1948 (Public Law 709, Eightieth Congress), shall be entitled to receive enlisted or warrant officer retired pay as appropriate, from November 1, 1946, or from the date of advancement on the retired list, whichever date is the later, to the date on which they were so restored: *Provided*, That no such retired pay shall accrue to personnel mentioned in this section for periods during which such personnel received commissioned officer retired pay.

Approved May 27, 1954.

62 Stat. 505.
34 USC 993c.

Public Law 368

CHAPTER 225

AN ACT

To further amend the Act of May 26, 1948, entitled "An Act to establish Civil Air Patrol as a civilian auxiliary of the United States Air Force and to authorize the Secretary of the Air Force to extend aid to Civil Air Patrol in the fulfillment of its objectives, and for other purposes."

May 27, 1954
[H. R. 2274]

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled, That the first section of the Act of May 26, 1948 (62 Stat. 274), as amended, is hereby further amended to read as follows:

Civil Air Patrol.
5 USC 626l.

"That the Civil Air Patrol is established as a volunteer civilian auxiliary of the Air Force. To assist the Civil Air Patrol in the fulfillment of its objectives as set out in section 2 of the Act of July 1, 1946 (60 Stat. 346), the Secretary of the Air Force is authorized, under such regulations as he may prescribe with the approval of the Secretary of Defense—

36 USC 202.

"(1) to furnish to the Civil Air Patrol from available stocks which are excess to the requirements of the Departments of the Army, Navy, and Air Force, without regard to the Federal Property and Administrative Services Act of 1949, as amended, by gift, loan, or sale (A) major items of equipment, including aircraft, motor vehicles, and communication equipment, and (B) necessary related supplies, materials, training aids, and other equipment;

63 Stat. 377.
40 USC 47, note.

"(2) to permit utilization of such services and facilities of the Air Force as in the opinion of the Secretary of the Air Force are required by the Civil Air Patrol to carry out its assigned mission;

"(3) to furnish to the Civil Air Patrol such quantities of fuel and lubricants as may be required by it for the purpose of carrying out those missions assigned by the Air Force;

"(4) to establish, maintain, supply and equip liaison officers of the Air Forces at the National, State, Territorial, and not more than eight regional, headquarters of the Civil Air Patrol, and to detail and assign military and civilian personnel of the Air Force to such offices;

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"(5) to detail military and civilian personnel of the Air Force to units and installations of the Civil Air Patrol to assist in the training program of the Civil Air Patrol; and

"(6) to authorize, in time of war or national emergency hereafter declared by the Congress or the President, payment of travel expenses and allowances, in accordance with the Travel Expense Act of 1949, for members of the Civil Air Patrol while engaged in carrying out any mission specifically assigned by the Air Force."

63 Stat. 166.
5 USC 835 note.

Approved May 27, 1954.