

Pulaski, and (2) to provide for the appropriate display of the flag of the United States upon all governmental buildings in the United States on such date.

Display of Government flags.

Approved, June 18, 1929.

CHAP. 32.—An Act To extend the times for commencing and completing the construction of certain bridges, and for other purposes.

June 20, 1929.

[S. 1463.]

[Public, No. 16.]

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled, (a) That the times for commencing and completing the construction of the bridge across the Missouri River, between Council Bluffs, Iowa, and Omaha, Nebraska, authorized to be built by the city of Council Bluffs, Iowa, and the city of Omaha, Nebraska, or either of them, by the Act of Congress approved May 24, 1928, are hereby extended one and three years, respectively, from the date of the approval hereof.

Bridges.
Missouri River.
Time extended for constructing, across, between Council Bluffs, Iowa, and Omaha, Nebr.
Vol. 45, p. 733.

(b) That the times for commencing and completing the construction of a bridge across the Ouachita River at or near Calion, Arkansas, authorized to be built by the State Highway Commission of Arkansas, by the Act of Congress approved March 12, 1928, as amended by Act approved May 25, 1928, are hereby extended one and three years, respectively, from the date of approval hereof.

Ouachita River.
Time extended for constructing, across, at Calion, Ark.
Vol. 45, p. 308.

(c) That the times for commencing and completing the construction of a bridge across the Red River at or near Garland City, Arkansas, authorized to be built by the State Highway Commission of Arkansas by the Act of Congress approved May 25, 1928, are hereby extended one and three years, respectively, from the date of approval hereof.

Red River.
Time extended for constructing, across, at Garland City, Ark.
Vol. 45, p. 742.

(d) That the times for commencing and completing the construction of a bridge across the White River at or near Clarendon, Arkansas, authorized to be built by the State Highway Commission of Arkansas, by the Act of Congress approved May 29, 1928, are hereby extended one and three years, respectively, from the date of approval hereof.

White River.
Time extended for constructing, across, at Clarendon, Ark.
Vol. 45, p. 972.
Post, p. 386.

(e) That the times for commencing and completing the construction of a bridge across the White River at or near Augusta, Arkansas, authorized to be built by the State Highway Commission of Arkansas by the Act of Congress approved May 26, 1928, are hereby extended one and three years, respectively, from the date of approval hereof.

White River.
Time extended for constructing, across, at Augusta, Ark.
Vol. 45, p. 757.

(f) That the times for commencing and completing the construction of a bridge across the White River at or near Cotter, Arkansas, authorized to be built by the State Highway Commission of Arkansas by the Act of Congress approved May 1, 1928, are hereby extended one and three years, respectively, from the date of approval hereof.

White River.
Time extended for constructing, across, at Cotter, Ark.
Vol. 45, p. 470.

(g) That the times for commencing and completing the construction of a bridge across the Ohio River at or near Shawneetown, Gallatin County, Illinois, and a point opposite thereto in Union County, Kentucky, authorized to be built by the Act of Congress entitled "An Act authorizing J. L. Rowan, his heirs, legal representatives, and assigns, to construct, maintain, and operate a bridge across the Ohio River at or near Shawneetown, Illinois," approved May 1, 1928, are hereby extended one and three years, respectively, from May 1, 1929.

Ohio River.
Time extended for constructing, across, at Shawneetown, Ill.
Vol. 45, p. 478.
Post, p. 1490.

(h) That the times for commencing and completing the construction of a bridge across the Detroit River at or near Stony Island, Wayne County, State of Michigan, authorized to be built by the Act of Congress entitled "An Act authorizing the Detroit River Canadian Bridge Company, its successors and assigns, to construct,

Detroit River.
Time extended for constructing, across, at Stony Island, Mich.
Vol. 45, p. 620.

Perdido Bay.
Time extended for
constructing, across, at
Inerarity Point, Fla.
Vol. 45, p. 771.

Tombigbee River.
Time extended for
constructing, across, at
Aberdeen, Miss.
Vol. 45, p. 59.

Wabash River.
Illinois and Indiana,
may bridge, at Vincennes.
Post, p. 777.

Construction.
Vol. 34, p. 84.

Right to acquire real
estate, etc., for location,
approaches, etc.

Condemnation proceedings.

Tampa Bay.
Time extended for
bridging, from Pinellas
Point to Piney Point,
Fla.
Vol. 45, p. 405.

Cumberland River.
Tennessee may
bridge, between Sumner
and Wilson Counties.
Post, p. 172.

Construction.
Vol. 34, p. 84.

Rates of toll applied
to operation, sinking
fund, etc.

maintain, and operate a bridge across the Detroit River at or near Stony Island, Wayne County, State of Michigan," approved May 21, 1928, are hereby extended one and three years, respectively, from May 21, 1929.

(i) That the times for commencing and completing the construction of a bridge across Perdido Bay at or near Inerarity Point in Escambia County, Florida, to the mainland of Baldwin County, Alabama, authorized to be built by the Act of Congress entitled "An Act authorizing the Northwest Florida Corporation, its successors and assigns, to construct, maintain, and operate a bridge across Perdido Bay, at or near Inerarity Point in Escambia County, Florida, to the mainland of Baldwin County, Alabama," approved May 26, 1928, are hereby extended one and three years, respectively, from May 26, 1929.

(j) That the times for commencing and completing the construction of the bridge across the Tombigbee River at or near Aberdeen, in Monroe County, Mississippi, authorized to be built by the board of supervisors of Monroe County, by the Act of Congress approved February 8, 1928, are hereby extended one and three years, respectively, from the date of approval hereof.

(k) That the States of Illinois and Indiana be, and are hereby, authorized to construct, maintain, and operate a free highway bridge and approaches thereto across the Wabash River, at a point suitable to the interests of navigation, at or near Vincennes, in accordance with the provisions of an Act entitled "An Act to regulate the construction of bridges over navigable waters," approved March 23, 1906.

There is hereby conferred upon the States of Illinois and Indiana 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, operation, and maintenance of such bridge and its approaches as are possessed by railroad corporations for railroad purposes or by bridge corporations for bridge purposes in the States 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 States, and the proceedings therefor shall be the same as in the condemnation or expropriation of property for public purposes in such States.

(l) That the times for commencing and completing the construction of a bridge across Tampa Bay from Pinellas Point to Piney Point, Florida, authorized to be built by the Act of Congress approved April 5, 1928, by Herman Simmonds, junior, his heirs, legal representatives, and assigns, are hereby extended one and three years, respectively, from the date of approval hereof.

(m) That the consent of Congress is hereby granted to the highway department of the State of Tennessee to construct, maintain, and operate a bridge and approaches thereto across the Cumberland River, at a point suitable to the interests of navigation, on the projected Gallatin-Martha Road, between Sumner and Wilson Counties, 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, and subject to the conditions and limitations contained in this Act.

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 reasonable cost of maintaining, repairing, and operating the bridge and its approaches under economical management and to provide a sinking fund authorized by the law of the State of Tennessee which provides for the construction of the bridge to be built under this Act, which shall be sufficient to amortize the bonds issued under the laws

of Tennessee as soon as possible under reasonable charges but within a period of not to exceed twenty-five years from the completion thereof. 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 costs of the bridge and its approaches, the 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.

(n) That the consent of Congress is hereby granted to the highway department of the State of Tennessee to construct, maintain, and operate a bridge and approaches thereto across the Cumberland River, at a point suitable to the interests of navigation, on the projected Charlotte-Ashland City Road, in Cheatham 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, and subject to the conditions and limitations contained in this Act.

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 reasonable cost of maintaining, repairing, and operating the bridge and its approaches under economical management and to provide a sinking fund, authorized by the law of the State of Tennessee which provides for the construction of the bridge to be built under this Act, which shall be sufficient to amortize the bonds issued under such Act as soon as possible under reasonable charges but within a period of not to exceed twenty-five years from the completion thereof. 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 costs of the bridge and its approaches, the 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.

(o) That the consent of Congress is hereby granted to the highway department of the State of Tennessee to construct, maintain, and operate a bridge and approaches thereto across the Cumberland River, at a point suitable to the interests of navigation, between Gainesboro and Granville in the county of Jackson, 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, and subject to the conditions and limitations contained in this Act.

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 reasonable cost of maintaining, repairing, and operating the bridge and its approaches under economical management, and to provide a sinking fund authorized by the law of the State of Tennessee which provides for the construction of the bridge to be built under this Act, which shall be sufficient to amortize the bonds issued under the law of Tennessee, as soon as possible under reasonable charges, but within a period of not to exceed twenty-five years from the completion thereof. After a sinking fund sufficient for such amortization shall have been so provided, such bridge shall thereafter be maintained

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

Record of expenditures and receipts.

Cumberland River. Tennessee may bridge, in Cheatham County.

Construction. Vol. 34, p. 84.

Rates of toll applied to operation sinking fund, etc.

Maintenance as free bridge, etc., after amortizing sinking fund.

Record of expenditures and receipts.

Cumberland River. Tennessee may bridge, between Gainesboro and Granville. Post, p. 173.

Construction. Vol. 34, p. 84.

Rates of toll applied to operation fund, etc.

Maintenance as free bridge, etc., after amortizing sinking fund.

Record of expenditures and receipts.

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 costs of the bridge and its approaches, the 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.

Amendment.

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

Approved, June 20, 1929.

June 20, 1929.
[H. R. 3966.]
[Public, No. 17.]

CHAP. 33.—An Act To fix the compensation of officers and employees of the legislative branch of the Government.

Legislative Pay Act of 1929.
Positions and pay for the legislative branch of the Government.
Vol. 43, p. 146, amended.

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled, That the following positions and annual (except where specified otherwise) rates of compensation are hereby established:

Senate.

SENATE

Vice President's office.

OFFICE OF THE VICE PRESIDENT

Secretary, and clerks.

Secretary to the Vice President, \$4,620; clerk, \$2,400; assistant clerks—one \$2,280, one \$2,160.

CHAPLAIN

Chaplain.

Chaplain of the Senate, \$1,680.

OFFICE OF THE SECRETARY

Secretary of the Senate, assistant secretary, clerks, etc.

Secretary of the Senate, including compensation as disbursing officer of salaries of Senators and of contingent fund of the Senate, \$8,000; assistant secretary, Henry M. Rose, \$4,500; chief clerk, who shall perform the duties of reading clerk, \$5,500 and 1,000 additional so long as the position is held by the present incumbent; financial clerk, \$5,000 and \$1,000 additional so long as the position is held by the present incumbent; assistant financial clerk, \$4,200 and \$600 additional so long as the position is held by the present incumbent; minute and journal clerk, \$4,500 and \$1,000 additional so long as the position is held by the present incumbent; principal clerk, \$3,840; legislative clerk, enrolling clerk, and printing clerk at \$3,540 each; chief bookkeeper, \$3,600; librarian, \$3,360; executive clerk, file clerk, and assistant journal clerk at \$3,180 each; first assistant librarian, and keeper of stationery at \$3,120 each; assistant librarian, \$2,460; skilled laborer, \$1,740; clerks—three at \$3,180 each, one \$2,880, one \$2,760, two at \$2,400 each, two at \$2,040 each; two assistant keepers of stationery at \$2,040 each; assistant in stationery room, \$1,740; messenger in library, \$1,560; special officer, \$2,460; assistant in library, \$2,040; laborers—two at \$1,620 each, three at \$1,380 each, one in stationery room, \$1,680.

Document room.

DOCUMENT ROOM

Superintendent, assistant, etc.

Superintendent, \$3,960; first assistant, \$3,360; second assistant, \$2,700; assistant, \$2,040 in lieu of position authorized by Senate resolution 342 of the Seventieth Congress; two clerks at \$2,040 each; skilled laborer, \$1,740.