

effective after July 1, 1923, but in no case shall the rate exceed \$19,500 per mile.

Clerks and carriers in first and second class offices.
Vol. 41, p. 1152, amended.

Employees in Army, etc., during World War to have service credit therefor in Postal Service.

Applicable to postal employees in service October 1, 1920.

Appropriation from the Treasury to supply deficiency in postal revenues.

SEC. 6. That the provisions of that paragraph of the Act entitled "An Act making appropriations for the service of the Post Office Department for the fiscal year ending June 30, 1922, and for other purposes," approved March 1, 1921, which amends the Act to reclassify postmasters and employees of the Postal Service and readjust their salaries and compensation on an equitable basis, approved June 5, 1920, and which provides that postal employees and substitute postal employees who served in the military, marine, or naval service of the United States during the World War and have not reached the maximum grade of salary shall receive credit for all time served in the military, marine, or naval service on the basis of one day's credit of eight hours in the Postal Service for each day served in the military, marine, or naval service and be promoted to the grade to which such postal employee or substitute postal employee would have progressed had his original appointment as substitute been to grade one, shall be amended by adding the following: "shall apply to such postal employees and substitute postal employees who were in the Postal Service on October 1, 1920."

SEC. 7. That if the revenues of the Post Office Department shall be insufficient to meet the appropriations made by this Act, a sum equal to such deficiency in the revenues of such department is hereby appropriated, to be paid out of any money in the Treasury not otherwise appropriated, to supply such deficiency in the revenues of the Post Office Department for the fiscal year ending June 30, 1923. And the sum needed may be advanced to the Post Office Department upon requisition of the Postmaster General.

Approved, June 19, 1922.

June 19, 1922.

[S. J. Res. 7.]

[Pub. Res., No. 61.]

CHAP. 228.—Joint Resolution Authorizing the Secretary of the Treasury to designate depositories of public moneys in foreign countries and in the Territories and insular possessions of the United States.

Depositories of public moneys.
Designation of, in foreign countries, etc., authorized.

Proviso.
Preference to American institutions.

Resolved by the Senate and House of Representatives of the United States of America in Congress assembled, That the Secretary of the Treasury may designate such depositories of public moneys in foreign countries and in the Territories and insular possessions of the United States as may be necessary for the transaction of the Government's business, under such terms and conditions as to security and otherwise as he may from time to time prescribe: *Provided,* That in designating such depositories American financial institutions shall be given preference wherever, in the judgment of the Secretary of the Treasury, such institution is safe and able to render the service required.

Approved, June 19, 1922.

June 21, 1922.

[H. R. 8785.]

[Public, No. 245.]

CHAP. 229.—An Act Granting the consent of Congress to the Mobridge Bridge Company, of Mobridge, South Dakota, to construct a pontoon bridge across the Missouri River.

Missouri River.
Mobridge Bridge Company may bridge, Mobridge, S. Dak.

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 Mobridge Bridge Company, of Mobridge, South Dakota, and its successors and assigns, to construct, maintain, and operate a pontoon bridge and approaches thereto across the Missouri River at a point suitable to the interests of navigation, at or near Mobridge, in the county of Walworth, in the State of South

Dakota, 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.

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

Amendment.



Approved, June 21, 1922.

CHAP. 230.—An Act To extend the time for the construction of a bridge across Lake Saint Croix at or near the city of Prescott, in the State of Wisconsin.

June 21, 1922.
[H. R. 10330.]
[Public, No. 246.]

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled, That the times for commencing and completing the construction of a bridge and approaches thereto authorized by an Act of Congress approved February 15, 1921, to be built by the Prescott Bridge Company, across Lake Saint Croix at or near the city of Prescott, in the county of Pierce and State of Wisconsin, are hereby extended one and three years, respectively, from the date of approval hereof.

Lake Saint Croix.
Time extended for bridging, by Prescott Bridge Company, Prescott, Wis.
Vol. 41, p. 1100, amended.

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

Amendment.

Approved, June 21, 1922.

CHAP. 231.—An Act To authorize the maintenance of a bridge constructed across the Pend Oreille River at the town of Usk, in the State of Washington.

June 21, 1922.
[H. R. 11265.]
[Public, No. 247.]

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled, That the bridge specified in an Act approved August 7, 1919, entitled "An Act to authorize the construction of a bridge across the Pend Oreille River at the town of Usk, in the State of Washington," having been constructed without approval of the plans by the Chief of Engineers and the Secretary of War be, and is hereby, declared a lawful structure to be maintained and operated subject to the provisions of an Act entitled "An Act to regulate the construction of bridges over navigable waters," approved March 23, 1906: *Provided,* That unless plans of the said bridge shall have been submitted to the Chief of Engineers and the Secretary of War for their approval and shall have been approved by them within six months after the date of the approval of this Act, this authority shall then cease and be null and void.

Pend Oreille River.
Bridge across, at Usk, Wash., declared a lawful structure.
Vol. 41, p. 276.

Construction.
Vol. 34, p. 84.

Provido.
Plans to be approved by Chief of Engineers, etc.

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

Amendment.

Approved, June 21, 1922.

CHAP. 232.—An Act Authorizing the construction of a bridge across the Allegheny River at or near Freeport, Pennsylvania.

June 21, 1922.
[H. R. 11345.]
[Public, No. 248.]

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled, That the State of Pennsylvania be, and it is hereby, authorized to construct, maintain, and operate a bridge and approaches thereto across the Allegheny River at a point suitable to the interests of navigation at or near Freeport, in the State of Pennsylvania, in accordance with the provisions of the Act entitled "An Act to regulate the construction of bridges over navigable waters," approved March 23, 1906.

Allegheny River.
Pennsylvania may bridge. Freeport.

Construction.
Vol. 34, p. 84.

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

Amendment.

Approved, June 21, 1922.