highway bridge and approaches thereto across the Hudson River, at a point suitable to the interests of navigation, at or near the southerly extremity of the city of Troy, in accordance with the provisions of an Act entitled “An Act to regulate the construction of bridges over navigable waters,” approved March 23, 1906.

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

Approved, April 18, 1930.

CHAP. 180.—An Act Granting the consent of Congress to rebuild, reconstruct, maintain, and operate the existing railroad bridge across the Cumberland River near the town of Burnside, in the State of Kentucky.

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 Cincinnati, New Orleans and Texas Pacific Railway Company, lessee of the Cincinnati Southern Railway, and to its successors and assignees, to rebuild, reconstruct, maintain, and operate its existing railroad bridge and the approaches thereto across the Cumberland River, in the county of Pulaski, in the State of Kentucky, near the town of Burnside, in accordance with the provisions of the Act entitled “An Act to regulate the construction of bridges over navigable waters,” approved March 23, 1906.

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

Approved, April 18, 1930.

CHAP. 181.—An Act To extend the times for commencing and completing the construction of a bridge across the Cumberland River at or near Smithland, Kentucky.

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 the bridge across the Cumberland River, at or near Smithland, Kentucky, authorized to be built by the State Highway Commission, Commonwealth of Kentucky, by the Act of Congress approved May 18, 1928, and here-tofore extended by the Act of Congress approved March 2, 1929, are hereby further extended one and three years, respectively, from May 18, 1930.

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

Approved, April 18, 1930.

CHAP. 182.—An Act To extend the times for commencing and completing the construction of certain bridges in the State of Tennessee.

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 a bridge authorized by an Act of Congress approved June 20, 1929, to be built across the Cumberland River on the projected Gallatin-Martha Road, between Sumner and Wilson Counties, in the State of Tennessee, by the highway department of the State of Tennessee, are hereby extended one and three years, respectively, from June 20, 1930.
(b) That the times for commencing and completing the con-
struction of a bridge authorized by Act of Congress approved June 20, 1929, to be built across the Cumberland River between Gaines-
boro and Granville, in the county of Jackson, in the State of Ten-
nessee, by the highway department of the State of Tennessee, are
hereby extended one and three years, respectively, from June 20,
1930.

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

Approved, April 18, 1930.

CHAP. 183.—An Act To provide for the construction of a vessel for the
Coast Guard for rescue and assistance work on Lake Michigan.

Be it enacted by the Senate and House of Representatives of the
United States of America in Congress assembled, That the Secretary
of the Treasury be, and he is hereby, authorized to construct and
equip one Coast Guard cutter, to be of appropriate design and con-
struction suitable for service in assisting shipping on the waters of
Lake Michigan: Provided, That the total cost of construction and
of original equipment of said Coast Guard cutter shall not exceed
the sum of $650,000.

Approved, April 18, 1930.

CHAP. 184.—An Act Making appropriations for the Departments of State
and Justice and for the Judiciary, and for the Departments of Commerce and
Labor, for the fiscal year ending June 30, 1931, and for other purposes.

Be it enacted by the Senate and House of Representatives of the
United States of America in Congress assembled, That the following
sums are appropriated, out of any money in the Treasury not other-
wise appropriated, for the Departments of State and Justice and
for the Judiciary, and for the Departments of Commerce and Labor,
for the fiscal year ending June 30, 1931, namely:

TITLE I—DEPARTMENT OF STATE

OFFICE OF THE SECRETARY OF STATE

Salaries: For Secretary of State, $15,000; Undersecretary of
State, $10,000; and other personal services in the District of Colum-
bia, including temporary employees, and not to exceed $5,500 for
employees engaged on piecework at rates to be fixed by the Secretary
of State, $1,823,765; in all, $1,848,765: Provided, That in expending
appropriations or portions of appropriations, contained in this Act,
for the payment for personal services in the District of Columbia
in accordance with the Classification Act of 1923, as amended
(U. S. C., title 5, secs. 661-673; U. S. C., Supp. III, title 5, sec. 673),
with the exception of the four Assistant Secretaries of State, the
Assistant to the Attorney General and six Assistant Attorneys
General, the Assistant Secretaries of Commerce, the Assistant Secre-
tary and the Second Assistant Secretary of Labor, the average of
the salaries of the total number of persons under any grade in any
bureau, office, or other appropriation unit shall not at any time
exceed the average of the compensation rates specified for the grade
by such Act, as amended, and in grades in which only one position
is allocated the salary of such position shall not exceed the average
of the compensation rates for the grade, except that in unusually

Proviso.
Salaries limited to average rates under Classification Act.
If only one position in a grade.