

purposes," approved August 25, 1919, as amended by Act of March 6, 1920, be, and the same is hereby, amended so that said Act shall include the contractor for the steerage barracks for the United States quarantine station, erected at House Island, Portland Harbor, Maine, and, as to said contractor, claims for reimbursement as provided by said Act of August 25, 1919, as amended by Act of March 6, 1920, may be filed within three months after the passage of this Act.

Vol. 41, pp. 281, 507.

Approved, February 27, 1926.

CHAP. 39.—An Act Granting the consent of Congress to the Norfolk and Western Railway Company to construct a bridge across the Tug Fork of Big Sandy River at or near a point about two miles and a half east of Williamson, Mingo County, West Virginia, and near the mouth of Lick Branch.

February 27, 1926.
[H. R. 6740.]
[Public, No. 31.]

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 Norfolk and Western Railway Company, a corporation organized under the laws of the State of Virginia and authorized to do business in the State of West Virginia and operate railways in Kentucky, its successors and assigns, to construct, maintain, and operate a bridge and approaches thereto across the Tug Fork of Big Sandy River at a point suitable to the interests of navigation at or near a point about two miles and a half east of Williamson, Mingo County, West Virginia, and near the mouth of Lick Branch, in Mingo County, West Virginia, where the said Tug Fork forms the boundary line between the States of West Virginia and Kentucky, in accordance with the provisions of the Act to regulate the construction of bridges over navigable waters, approved March 23, 1906.

Tug Fork of Big Sandy River.
Norfolk and Western Railway Company may bridge, near Williamson, W. Va.

Construction.
Vol. 34, p. 84.

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

Amendment.

Approved, February 27, 1926.

CHAP. 40.—An Act Authorizing an appropriation for the payment of certain claims due certain members of the Sioux Nation of Indians for damages occasioned by the destruction of their horses.

March 1, 1926.
[H. R. 5850.]
[Public, No. 32.]

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled, That there is hereby authorized to be appropriated, out of any money in the Treasury not otherwise appropriated, the sum of \$15,345, to be expended by the Secretary of the Interior in payment of the several amounts ascertained and determined by the Secretary of the Interior to be due as established by his report to the Congress, which report was made in conformity with the Act of Congress dated June 7, 1924, Public, 211, Sixty-eighth Congress, entitled "An Act authorizing the Secretary of the Interior to investigate and report to Congress the facts in regard to the claims of certain members of the Sioux Nation of Indians for damages occasioned by the destruction of their horses."

Sioux Nation.
Payment authorized to, for destroyed horses.
Ante, p. 855.

Vol. 43, p. 477.

Approved, March 1, 1926.

CHAP. 41.—An Act Authorizing an expenditure of \$50,000 from the tribal funds of the Indians of the Quinalt Reservation, Washington, for the improvement and completion of the road from Taholah to Moclips on said reservation.

March 1, 1926.
[H. R. 97.]
[Public, No. 33.]

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled, That there is

Quinalt Reservation, Wash.

Improvement of road on, authorized.

hereby authorized to be expended the sum of \$50,000 from the tribal funds of the Indians of the Quinaliet Reservation, Washington, for the improvement and completion of the road on said reservation from Taholah to Moclips, under such rules and regulations as may be prescribed by the Secretary of the Interior and to be available until expended: *Provided*, That Indian labor shall be employed as far as practicable.

Proviso.
Use of Indian labor.

Approved, March 1, 1926.

March 1, 1926.
[H. R. 5013.]

[Public, No. 34.]

CHAP. 42.—An Act Extending the time for the construction of the bridge across the Mississippi River in Ramsey and Hennepin Counties, Minnesota, by the Chicago, Milwaukee and Saint Paul Railway.

Mississippi River.
Time extended for bridging, by Chicago, Milwaukee and Saint Paul Railway, at Minneapolis, Minn.

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 authorized by Act of Congress approved February 16, 1924, and amended by Act approved February 7, 1925, to be built by the Chicago, Milwaukee and Saint Paul Railway, its successors and assigns, across the Mississippi River, within or near the city limits of Saint Paul, Ramsey County, and Minneapolis, Hennepin County, Minnesota, are hereby extended two years and four years, respectively, from February 16, 1926.

Vol. 43, p. 816, amended

Amendment.

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

Approved, March 1, 1926.

March 2, 1926.
[H. R. 5959.]

[Public, No. 35.]

CHAP. 43.—An Act Making appropriations for the Treasury and Post Office Departments for the fiscal year ending June 30, 1927, and for other purposes.

TITLE I—TREASURY DEPARTMENT

Treasury Department appropriations.

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 otherwise appropriated, for the Treasury Department for the fiscal year ending June 30, 1927, namely:

Secretary's Office.

OFFICE OF THE SECRETARY

Secretary, Undersecretary, Assistants, and office personnel.

Salaries: Secretary of the Treasury, \$15,000; Undersecretary of the Treasury, \$10,000; three Assistant Secretaries of the Treasury, and other personal services in the District of Columbia in accordance with "The Classification Act of 1923," \$125,000; in all, \$150,000: *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," 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, 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 meritorious cases of one position in a grade advances may be made to rates higher than the average of the compensation rates of the grade but not more often than once in any fiscal year and then only to the next higher rate: *Provided*, That this

Provisos.
Salaries limited to average rates under Classification Act.

Vol. 42, p. 1488.

If only one position in a grade.

Advances in unusually meritorious cases.