

LEGISLATIVE COUNSEL AND SPECIAL ASSISTANT TO THE SECRETARY OF THE TREASURY

SEC. 23. (a) Section 1303(d) of the Revenue Act of 1918, as amended by section 1101 of the Revenue Act of 1924, is amended by adding at the end thereof a sentence to read as follows: "Notwithstanding the foregoing provisions, the compensation of each of the two legislative counsel in office upon the date of the enactment of the Settlement of War Claims Act of 1928 shall, after such date, be at the rate of \$10,000 a year."

Legislative counsel. Vol. 43, p. 353, amended. Salaries established.

(b) The salary of the Special Assistant to the Secretary of the Treasury in matters of legislation, so long as the position is held by the present incumbent, shall be at the rate of \$10,000 a year.

Special assistant to Secretary of the Treasury. Salary established.

Approved, March 10, 1928.

CHAP. 168.—An Act Granting the consent of Congress to the Louisiana Highway Commission to construct, maintain, and operate a toll bridge across the Atchafalaya River at or near Morgan City, Louisiana.

March 10, 1928. [H. R. 449.] [Public, No. 123.]

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 Louisiana Highway Commission to construct, maintain, and operate a bridge and approaches thereto across the Atchafalaya River, at a point suitable to the interests of navigation, at or near Morgan City, Louisiana, in accordance with the provisions of an 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.

Atchafalaya River. Louisiana Highway Commission may bridge, at Morgan City, La.

Construction. Vol. 34, p. 84.

SEC. 2. 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 sufficient to amortize the cost of the bridge and its approaches, including reasonable interest and financing cost, as soon as possible under reasonable charges, but within a period of not to exceed twenty 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.

Rates of toll to provide for operation, sinking fund, etc.

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

Record of expenditures and receipts.

Amendment.

SEC. 3. The right to alter, amend, or repeal this Act is hereby expressly reserved.

Approved, March 10, 1928.

CHAP. 169.—An Act To extend the times for commencing and completing the construction of a bridge across the Ouachita River at or near Harrisonburg, Louisiana.

March 10, 1928. [H. R. 5727.] [Public, No. 124.]

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 the Act of Congress approved March 10, 1926, to be built

Ouachita River. Time extended for bridging, at Harrisonburg, La.