

CONSTRUCTION, REPAIR, AND PRESERVATION OF CERTAIN PUBLIC WORKS ON RIVERS AND HARBORS

JANUARY 11, 1927.—Ordered to be printed

Mr. DEMPSEY, from the committee of conference, submitted the following

CONFERENCE REPORT

[To accompany H. R. 11616]

The committee of conference on the disagreeing votes of the two Houses on the amendments of the Senate to the bill (H. R. 11616) authorizing the construction, repair, and preservation of certain public works on rivers and harbors, and for other purposes, having met, after full and free conference, have agreed to recommend and do recommend to their respective Houses as follows:

That the House recede from its disagreement to the amendments of the Senate and agree to all of said amendments.

S. WALLACE DEMPSEY,
RICHARD P. FREEMAN,
J. J. MANSFIELD,

Managers on the part of the House.

W. L. JONES,
CHAS. L. McNARY,
DUNCAN U. FLETCHER,

Managers on the part of the Senate.

STATEMENT OF THE MANAGERS ON THE PART OF THE HOUSE

The managers on the part of the House at the conference on the disagreeing votes of the two Houses on the amendments of the Senate to the bill (H. R. 11616) authorizing the construction, repair, and preservation of certain public works on rivers and harbors, and for other purposes, submit the following written statement explaining the effect of the action agreed upon:

The river and harbor bill as it passed the House authorized new work the total estimated cost of which was \$83,854,500. The Senate amendments made to the bill has reduced the amount authorized to \$71,871,900.

The authorizations for new work made by the Senate amendments are as follows:

Amendment No. 2. Hackensack River, N. J.-----	\$1, 655, 000
Amendment No. 3. Mulberry Creek, Va.-----	2, 500
Amendment No. 4. Intracoastal waterway from Beau- fort Inlet to Cape Fear River, N. C.-----	5, 800, 000
Amendment No. 7. Little Caillou Bayou, La.-----	85, 000
Amendment No. 9. Galveston Channel, Tex.-----	621, 000
Amendment No. 13. Sheboygan Harbor, Wis.-----	122, 500
Amendment No. 15. Sandusky Harbor, Ohio.-----	605, 000
Amendment No. 16. Fairport Harbor, Ohio.-----	411, 000
Amendment No. 18. Crescent City Harbor, Calif.-----	710, 000
Amendment No. 21. Grays Harbor, Wash.-----	250, 000
Amendment No. 22. Green Bay Harbor, Wis.-----	410, 000
Amendment No. 6. Intracoastal waterway, Jacksonville to Miami, Fla.-----	4, 221, 000
Amendment No. 10. Mississippi River, from Minneapo- lis to Lake Pepin.-----	3, 780, 000
Amendment No. 53. Anclote River, Fla.-----	22, 000
Amendment No. 24. Surveys, navigation, water power, etc.-----	7, 322, 400
Total of additions.-----	26, 017, 400

The following reduction was made from an authori-
zation adopted by the House:

Amendment No. 12. Missouri River, Kansas City to Sioux City.-----	38, 000, 000
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Net reduction effected by Senate amendments--- 11, 982, 600

In addition to the amendments cited above, the following provisions were added to the bill by the Senate:

Amendment No. 1: Modifies the existing project for Hudson River Channel, N. Y., by eliminating a condition precedent to the prosecution of the project which required municipalities bordering

the section to be improved to provide landings open to the public at intervals not exceeding a mile, with piers extending to within 50 feet of the established pierhead lines, and to dredge and maintain on each side of the piers berths with depth at least equal to the channel depth and with length of 400 feet or over.

Amendment No. 5: Authorizes a survey to be made of a section of the Waccamaw River, near Conway, S. C.

Amendment No. 8: Modifies the existing project for the Mississippi River between the Ohio River and St. Louis, which provides for the securing of a channel 8 feet deep and 200 feet wide, by providing for a depth of 9 feet and width of 300, with no change in the cost authorized for the existing project.

Amendment Nos. 11 and 12: Amend House provision for the Missouri River, between Kansas City and Sioux City, by specifying that the channel authorized shall be 6 feet in depth, and limits the amount authorized to be expended to \$12,000,000.

Amendment No. 14: Amends House provision for the Illinois River by eliminating reference to the project document and in lieu thereof, specifying the work to be done and the conditions precedent to its prosecution; provides that nothing in the provision shall be construed as authorizing any diversion of water from Lake Michigan; and authorizes the specific sum of \$3,500,000 to be appropriated for the improvement work adopted.

Amendment No. 17: Amends House provision for San Joaquin and Stockton Channel, Calif., by providing that channel leading to the locality mentioned through Suisun Bay shall be improved to a depth of 26 feet and width of 300 feet.

Amendment No. 19: Modifies existing project for Coos Bay Harbor, Oreg., by providing for an extension of the jetties to such length as can be secured within the limit of cost heretofore established by law.

Amendment No. 20: Modifies existing project for Willapa Harbor, Wash., by authorizing maintenance work over the bar at the mouth of Willapa Bay such as to provide a depth of 23 feet and such width as is economically obtainable at whatever location is dictated from time to time by existing conditions on the bar. Estimated that this authorization will increase annual maintenance cost by \$20,000.

Amendment No. 23: Authorizes an opening in the breakwater of the harbor of refuge at Harbor Beach, Mich., if necessary in the interest of sanitation and not detrimental to navigation.

Amendments Nos. 25, 26, 27, and 28: Amends House provision for the Cape Cod Canal by providing that the canal company shall file with the Secretary of War its consent in writing that the contract heretofore made be modified so as to provide that the United States shall assume the payment of interest on the bonds from the date upon which the property passes to the United States.

Amendments Nos. 29 and 30: Amends House provision relative to cost of surveys authorized in the bill by providing that funds heretofore or hereafter appropriated for such purposes shall be available for making the surveys authorized in this bill.

SURVEY ITEMS

Amendment No. 31: Channel way of Moosebec Reach, Me.

Amendment No. 32: Camden Harbor, Me.

Amendment No. 33: Hendricks Harbor, Me.

- Amendment No. 34: New Bedford Harbor, Mass.
Amendment No. 35: Nantucket Harbor, Mass.
Amendment No. 36: Maspeth Creek, N. Y.
Amendment No. 37: Waddington Harbor, N. Y.
Amendment No. 38: Port Jefferson Harbor, N. Y.
Amendment No. 39: Raritan River, N. J.
Amendment No. 40: Washington Canal and South River, N. J.
Amendment No. 41: Woodbridge Creek, N. J.
Amendment No. 42: Jenkins Creek, Md.
Amendment No. 43: Chuckatuck River, Va.
Amendment No. 44: Intracoastal waterway from Cape Fear River, N. C., to St. Johns River, Fla.
Amendment No. 45: Amendment to House provision for survey of channel from the inland waterway between Charleston, S. C., and St. Johns River, Fla., to Bluffton, S. C., by inserting the following: "From the headwaters of the Wando River through Wambaw Creek to the Santee River."
Amendment No. 46: Shem Creek, S. C.
Amendment No. 47: East River Channel, Brunswick, Ga.
Amendment No. 48: St. Marys and Satilla Rivers, Ga., and canal connecting said rivers.
Amendment No. 49: Clearwater Harbor, Fla.
Amendment No. 50: Channel from Clearwater Harbor to Tampa Bay, Fla.
Amendment No. 51: Channel connecting the St. Johns and Indian Rivers, Fla.
Amendment No. 52: Channel from the Gulf through Passage Kay Inlet to Anna Maria Key and Sarasota Bay, Fla.
Amendment No. 54: Channel from Florida East Coast Canal at Miami into Florida Bay.
Amendment No. 55: St. Andrews Bay, Fla.
Amendment No. 56: East Pass Channel, Fla.
Amendment No. 57: Lake Okechobee, Fla., with a view to flood control.
Amendment No. 58: Tombigbee River, Miss.
Amendment No. 59: Three Mile Creek from Mobile River to the Industrial Canal, Ala.
Amendment No. 60: Fowl River, Ala.
Amendment No. 61: Kishkiminitas and Conemaugh Rivers, Pa.
Amendment No. 62: Guyandotte River at Barboursville, W. Va.
Amendment No. 63: Port Crescent Harbor, Mich.
Amendment No. 64: Harlem River, N. Y.
Amendment No. 65: Senate strikes out House provision for a further study of a deeper waterway connecting the Great Lakes with the Hudson River.
Amendment No. 67: Umpqua River and entrance, Oreg.
Amendment No. 68: Columbia River at Ilwaco, Wash.
Amendment No. 69: Columbia River, between Ilwaco and Chinook, Wash.
Amendment No. 70: Stillaguamish River, Wash.
Amendment No. 66: Amendment has the effect of modifying House provision on page 12, lines 17, 18, 19, and 20 of bill, adopting a new project for Umpqua Harbor and River, Oreg., by providing that

if in the opinion of the Chief of Engineers dredging shall be considered desirable, such work may be done.

Amendment No. 71: Amendment authorizes the expenditure of \$100,000 annually by the Reclamation Bureau to defray the cost of operating and maintaining the Colorado River front work and levee system adjacent to the Yuma Federal irrigation project in Arizona and California.

Amendment No. 72: Strikes out House provision for surveys for combining navigation improvements with water power, flood control, and irrigation. (Substitute provision inserted as amendment No. 24.)

Amendment No. 73: Provides as follows:

SEC. 5. (a) That all agreements heretofore made by district engineers for the employment of experts and specialists in the several arts and sciences, upon terms and rates of compensation for services and incidental expenses in excess of the maximum of the salaries authorized by the classification act of March 4, 1923, and all payments made thereunder, are hereby validated.

(b) Funds heretofore or hereafter appropriated for rivers and harbors to be expended under the supervision of the Secretary of War shall be available for expenditure in the purchase of such personal equipment for employees as in the opinion of the Chief of Engineers are essential for the efficient prosecution of the works.

(c) All payments heretofore made by disbursing officers of the Corps of Engineers, as reimbursement of subsistence expenses incurred on journeys on official business under proper orders, commencing after 8 o'clock a. m. and completed not later than 6 o'clock p. m. of any day, when said expenses are not in excess of those authorized by existing Army Regulations, shall be allowed and credited by the General Accounting Office.

(d) Actual expenses heretofore and hereafter incurred by civilian employees on river and harbor works for packing, crating, hauling, and transporting household effects, within the weight limits as prescribed in Army regulations, when making permanent change of station under competent orders, may, on approval of the Chief of Engineers, be paid or reimbursed from funds pertaining to river and harbor works.

S. WALLACE DEMPSEY,

RICHARD P. FREEMAN,

J. J. MANSFIELD,

Managers on the part of the House



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