

CHAP. 82.—An Act To provide for the deduction of hatchways and water-ballast space from the gross tonnage of vessels.

February 6, 1909.
[S. 8460.]

[Public, No. 218.]

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled, That section one of the Act approved March second, eighteen hundred and ninety-five, entitled "An Act to amend section one of chapter three hundred and ninety-eight of the laws of eighteen hundred and eighty-two, entitled 'An Act to provide for deductions from the gross tonnage of vessels of the United States,'" is hereby amended by inserting after paragraph (h) the following words:

Navigation.
Deductions from
gross tonnage United
States vessels.
Vol. 28, p. 742,
amended.

"The cubical contents of the hatchways shall be obtained by multiplying the length and breadth together and the product by the mean depth taken from the top of beam to the under side of the hatch. From the aggregate tonnage of the hatchways there shall be deducted one-half of one per cent of the gross tonnage and the remainder only shall be added to the gross tonnage of the ship exclusive of the tonnage of the hatchways."

Cubical contents of
hatchways, etc.

SEC. 2. That said section is further amended by inserting at the end of the fourth paragraph after paragraph (i) the following words:

"From the gross tonnage there shall be deducted any other space adapted only for water ballast certified by the collector not to be available for the carriage of cargo, stores, supplies, or fuel."

Deductions for
water-ballast space.
Vol. 28, p. 743,
amended.

Approved, February 6, 1909.

CHAP. 83.—An Act Extending the time for the construction by James A. Moore, or his assigns, of a canal along the government right of way connecting the waters of Puget Sound with Lake Washington.

February 6, 1909.
[S. 8695.]

[Public, No. 219.]

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled, That, subject to all the other provisions contained in the Act of Congress entitled "An Act authorizing James A. Moore, or his assigns, to construct a canal along the government right of way connecting the waters of Puget Sound with Lake Washington," approved June eleventh, nineteen hundred and six, and contained in the modification of said Act made in the Act of Congress entitled "An Act making appropriations for the construction, repair, and preservation of certain public works on rivers and harbors, and for other purposes," approved March second, nineteen hundred and seven, the time limitation for the completion of the canal authorized by said Acts is hereby extended until June eleventh, nineteen hundred and twelve.

Puget Sound and
Lake Washington,
Wash.
Time extended for
constructing canal by
James A. Moore, etc.,
to connect waters of.
Vol. 34, pp. 231, 1108.

Time of construction.

Approved, February 6, 1909.

CHAP. 84.—An Act To build a bridge across the Santee River, South Carolina.

February 6, 1909.
[H. R. 23711.]

[Public, No. 220.]

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled, That the Santee River Cypress Lumber Company, a corporation organized under the laws of the State of Illinois, its successors and assigns, be, and they are hereby, authorized to construct, maintain, and operate a drawbridge and approaches thereto across the Santee River at or near its lumber mill plant and property from its property in Clarendon County, South Carolina, on the east or north bank, as may be, to its property on the west or south bank, as may be, of said river, in the State of South Carolina, in accordance with the provisions of the Act entitled "An Act to regulate the construction of bridges over navigable waters," approved March twenty-third, nineteen hundred and six.

Santee River, S. C.
Santee River Cy-
press Lumber Com-
pany may bridge.

Location.

Vol. 34, p. 84.

Amendment.

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

Approved, February 6, 1909.