

For indemnities, domestic mail, \$91.36.

For rent, light, and fuel, \$1,280.90.

For Rural Delivery Service, \$29.78.

For vehicle service, \$172.86.

Total, audited claims, section 3, \$86,050, together with such additional sum due to increase in rates of exchange as may be necessary to pay claims in the foreign currency as specified in certain of the settlements of the General Accounting Office.

Sundry claims.

SEC. 4. For the payment of sundry claims allowed by the General Accounting Office under various Acts and certified to the Seventy-first Congress in Senate Document Numbered 169 and House Document Numbered 422, under the following departments: Treasury Department, \$11,657.76; War Department, \$5,163.22; in all, \$16,820.98.

Short title.

SEC. 5. This Act may be cited as the "Second Deficiency Act, fiscal year 1930."

Approved, July 3, 1930.

July 3, 1930.
[H. R. 11781.]
[Public, No. 520.]

CHAP. 847.—An Act Authorizing the construction, repair, and preservation of certain public works on rivers and harbors, and for other purposes.

Rivers and harbors
improvements.
Work authorized.

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled, That the following works of improvement are hereby adopted and authorized, to be prosecuted under the direction of the Secretary of War and supervision of the Chief of Engineers, in accordance with the plans recommended in the reports hereinafter designated.

Fall River, Mass.

Fall River Harbor, Massachusetts, in accordance with the report submitted in House Document Numbered 158, Seventy-first Congress, second session.

Lynn, Mass.

Lynn Harbor, Massachusetts: The Chief of Engineers is hereby authorized to dredge a channel twenty-two feet deep and three hundred feet wide from deep water west of Bass Point, Nahant, to a turning basin five hundred and fifty feet wide at the head of the harbor, and to straighten the curve in the approach to the turning basin: *Provided*, That before prosecuting this work, local interests shall give assurances satisfactory to the Chief of Engineers and the Secretary of War that they will dredge and maintain a suitable channel of twenty-two-foot depth, extending a distance of four thousand eight hundred feet westerly from the inner end of the Federal improvement. The amount hereby authorized to be expended upon the said project shall not exceed the sum of \$615,500.

Proviso.
Local cooperation re-
quired.

Salem, Mass.

Salem Harbor, Massachusetts, in accordance with the report submitted in House Document Numbered 112, Seventieth Congress, first session, and subject to the conditions set forth in said document.

Dorchester Bay and
Neponset River, Mass.

Dorchester Bay and Neponset River, Massachusetts, in accordance with the report submitted in House Document Numbered 147, Seventieth Congress, first session, and subject to the conditions set forth in said document.

Nantucket Sound,
Mass.

Nantucket Sound, Massachusetts, in accordance with the report submitted in House Document Numbered 182, Seventieth Congress, first session.

New Bedford, Mass.

New Bedford Harbor, Massachusetts, in accordance with the report of the Chief of Engineers as submitted in House Document Numbered 348, Seventy-first Congress, second session, except that the depth to be obtained in the entrance channel shall be thirty feet and the width shall be three hundred and fifty feet. There is hereby authorized to be expended on this project the sum of \$718,000.

Taunton River, Massachusetts, in accordance with the report submitted in House Document Numbered 403, Seventy-first Congress, second session. Taunton River, Mass.

New Haven Harbor, Connecticut, in accordance with the report submitted in House Document Numbered 686, Sixty-ninth Congress, second session. New Haven, Conn.

Bridgeport Harbor, Connecticut, in accordance with the report submitted in House Document Numbered 281, Seventy-first Congress, second session, and subject to the conditions set forth in said document. Bridgeport, Conn.

Housatonic River, Connecticut, in accordance with the report submitted in House Document Numbered 449, Seventieth Congress, second session, and subject to the conditions set forth in said document. Housatonic River, Conn.

Thames River, Connecticut, in accordance with the report submitted in Rivers and Harbors Committee Document Numbered 14, Seventy-first Congress, second session. Thames River, Conn.

Connecticut River, above Hartford, Connecticut: There is authorized to be expended upon the project reported by the Chief of Engineers under date of April 24, 1930, and printed in Rivers and Harbors Committee Document Numbered 36, Seventy-first Congress, second session, subject to the conditions set forth in said report, the sum of \$1,000,000, and subject to the further conditions that the Bulkley, or Memorial, Bridge across the Connecticut River at Hartford shall not be disturbed, and that the lock and dam described in the report as to be built near the city of Hartford shall not be constructed so near said city as to in any way disturb city improvements or otherwise interfere with the said city. Connecticut River above Hartford, Conn.

Port Chester Harbor, New York, in accordance with the report submitted in Rivers and Harbors Committee Document Numbered 23, Seventieth Congress, second session, and subject to the conditions set forth in said document. Bulkley Bridge not to be disturbed. Lock and dam. Location barred. Port Chester, N. Y.

East Rockaway (Debs) Inlet, New York, in accordance with the report submitted in House Document Numbered 19, Seventy-first Congress, first session, and subject to the conditions set forth in said document: *Provided*, That no expense shall be incurred by the United States for the acquiring of any lands required for the purpose of this improvement. East Rockaway, N. Y.

Hudson River Channel, New York, in accordance with the report submitted in House Document Numbered 450, Seventieth Congress, second session: *Provided*, That the provision attached to the recommendation in said document that no work shall be undertaken on this project until the City of New York shall have removed the extensions beyond the pierhead line of Piers 54, 59, and 60 is hereby waived. Hudson River, N. Y.

Manhasset Bay, New York, in accordance with the report submitted in House Document Numbered 452, Seventieth Congress, second session, and subject to the conditions set forth in said document. Manhasset Bay, N. Y.

New York Harbor, New York, Anchorage Channel, in accordance with the report submitted in Rivers and Harbors Committee Document Numbered 18, Seventy-first Congress, second session. New York, N. Y. Anchorage channel.

Bay Ridge and Red Hook Channels, New York Harbor, New York, in accordance with the report submitted in Rivers and Harbors Committee Document Numbered 44, Seventy-first Congress, second session. Bay Ridge and Red Hook channels.

East Chester Creek, New York, in accordance with the report of the Chief of Engineers as submitted in Rivers and Harbors Committee Document Numbered 37, Seventy-first Congress, second session. East Chester Creek, N. Y.

Port Jefferson, N. Y.	Port Jefferson Harbor, New York, in accordance with the report submitted in House Document Numbered 305, Seventieth Congress, first session, and subject to the conditions set forth in said document.
Hay Harbor, N. Y.	Hay (West) Harbor, New York, in accordance with the report submitted in Rivers and Harbors Committee Document Numbered 28, Seventy-first Congress, second session.
Hudson River, N. Y.	Hudson River, New York, in accordance with the report submitted in House Document Numbered 210, Seventieth Congress, first session.
Newtown Creek, N. Y.	Newtown Creek, New York: The existing project is hereby modified in accordance with the recommendations of the Board of Engineers for Rivers and Harbors as contained in Rivers and Harbors Committee Document Numbered 42, Seventy-first Congress, first session.
Erie and Oswego Canals, N. Y. Federal ownership, operation, etc. Use as barge canals.	The Secretary of War is authorized and empowered to accept from the State of New York the State-owned canals, known as the Erie and Oswego Canals, and to operate and maintain them at their present depth, at an annual estimated cost of \$2,500,000, as barge canals only, and not as, or with any intention to make them ship canals, or to hinder or delay the improvement of the Saint Lawrence Waterway as the seaway from the Great Lakes to the ocean: <i>Provided</i> , That such transfer shall be made without cost to the United States, and without liability for damage claims arising out of said canals prior to their acquisition by the United States, and shall include all land, easements, and completed or uncompleted structures and appurtenances of the said waterways and their service: <i>And provided further</i> , That no project for the widening or deepening of these canals, or for the elevation of bridges in connection therewith, shall proceed without subsequent authorization of Congress.
Improvement of St. Lawrence Waterway not affected. <i>Proviso.</i> Conditions of acceptance.	
Authority required.	
Raritan Bay and River, N. J.	Raritan Bay and Raritan River, New Jersey, in accordance with the report submitted in House Document Numbered 127, Seventieth Congress, first session.
	Raritan River, New Jersey, in accordance with the report submitted in House Document Numbered 454, Seventieth Congress, second session.
Modification in existing project authorized.	Raritan River, New Jersey, in accordance with the report submitted in Rivers and Harbors Committee Document Numbered 31, Seventy-first Congress, second session, and subject to the conditions set forth in said document.
Passaic River, N. J.	Passaic River, New Jersey, in accordance with the report submitted in House Document Numbered 156, Seventy-first Congress, second session.
Washington Canal and South River, N. J.	Washington Canal and South River, New Jersey, in accordance with the report submitted in House Document Numbered 109, Seventy-first Congress, first session, and subject to the conditions set forth in said document.
Manasquan River and Inlet, N. J.	Manasquan River and Inlet, New Jersey, in accordance with the report submitted in House Document Numbered 482, Seventieth Congress, second session, and subject to the conditions set forth in said document: <i>Provided</i> , That the Secretary of War is hereby authorized to allow credit to local interests for such funds as may have been contributed by them for the resumption of work on the existing project for this waterway, in so far as such funds have been expended on work which is also in accordance with the project hereby adopted.
<i>Proviso.</i> Local contributions credited.	
Delaware River, Pa., N. J., and Del. Philadelphia to Trenton.	Delaware River, between Philadelphia, Pennsylvania, and Trenton, New Jersey, in accordance with the report submitted in Rivers and Harbors Committee Document Numbered 3, Seventy-first Congress, first session, and subject to the condition set forth in said document.

Delaware River, Pennsylvania, New Jersey, and Delaware, in accordance with the report submitted in House Document Numbered 304, Seventy-first Congress, second session.

To the sea.

Delaware River at Camden, New Jersey, in accordance with the report submitted in House Document Numbered 111, Seventieth Congress, first session, and subject to the conditions set forth in said document.

At Camden, N. J.

Schuylkill River, Pennsylvania: The existing project is hereby modified in accordance with the report submitted in Rivers and Harbors Committee Document Numbered 40, Seventy-first Congress, second session, and subject to the conditions set forth in said document.

Schuylkill River, Pa.

Harbor of Refuge, Delaware Bay, Delaware, in accordance with the report submitted in Rivers and Harbors Committee Document Numbered 15, Seventieth Congress, first session, and subject to the conditions set forth in said document.

Delaware Bay, Del.
Harbor of Refuge.

Big Timber Creek, New Jersey, in accordance with the report submitted in House Document Numbered 217, Seventieth Congress, first session, and subject to the conditions set forth in said document: *Provided*, That no expense shall be incurred by the United States for the acquiring of any lands required for the purpose of this improvement.

Big Timber Creek,
N. J.

Proviso.
No expense.

Wilmington Harbor, Delaware, in accordance with the report submitted in Rivers and Harbors Committee Document Numbered 20, Seventy-first Congress, second session: *Provided*, That the north jetty at the entrance to Christiana River may be modified or removed in the discretion of the Secretary of War.

Wilmington, Del.

Proviso.
Removal of jetty.

Little Machipongo River, Virginia, in accordance with the report submitted in House Document Numbered 260, Seventy-first Congress, second session.

Little Machipongo
River, Va.

Wicomico River, Maryland: The existing project is hereby modified so as to provide for a channel twelve feet deep and one hundred feet wide below the Main Street Bridge, Salisbury, at an estimated cost of \$66,710, and for dredging the shoals at a cost not to exceed the sum of \$8,290: *Provided*, That the work herein authorized shall not be commenced until local interests shall have furnished, without cost to the United States, suitable areas for the disposal of the material to be dredged: *Provided further*, That the amount hereby authorized to be expended upon the said project shall not exceed the sum of \$75,000.

Wicomico River,
Md.
Existing project modified.

Provisos.
Local contributions required.

Limitation on expenditure.

Baltimore Harbor and Channels, Maryland, in accordance with the reports submitted in Rivers and Harbors Committee Document Numbered 11, Seventieth Congress, first session, and House Document Numbered 29, Seventy-first Congress, first session, and subject to the conditions set forth in the aforesaid Document Numbered 11.

Baltimore, Md.
Project for improving harbor and channels, modified.

Herring Bay and Rockhole Creek, Maryland, in accordance with the recommendation of the district and division engineers in the report submitted in Rivers and Harbors Committee Document Numbered 34, Seventy-first Congress, second session: *Provided*, That the cost to the United States for prosecuting the project hereby adopted shall not exceed the sum of \$6,300.

Herring Bay and
Rockhole Creek, Md.

Proviso.
Cost restriction.

Waterway connecting Tangier Sound with Chesapeake Bay, Maryland, in accordance with the report submitted in House Document Numbered 313, Seventy-first Congress, second session, and subject to the condition set forth in said document.

Waterway, Tangier
Sound to Chesapeake
Bay.

Choptank River, Maryland, in accordance with the report submitted in House Document Numbered 188, Seventieth Congress, first session.

Choptank River,
Md.

Waterway, Delaware River to Chesapeake Bay.

Existing project modified.

Inland Waterways from Delaware River to Chesapeake Bay, Delaware and Maryland: The existing project is hereby modified in accordance with the recommendations in the report submitted in Rivers and Harbors Committee Document Numbered 41, Seventy-first Congress, second session, and Senate Document Numbered 151, Seventy-first Congress, second session, and subject to the conditions set forth in said documents.

Elk River, Md.

Elk River, Maryland, in accordance with the report submitted in House Document Numbered 216, Seventieth Congress, first session, and subject to the conditions set forth in said document.

Smith Creek, Md.

Smith Creek, Maryland, in accordance with the report submitted in House Document Numbered 177, Seventieth Congress, first session, and subject to the conditions set forth in said document.

Claiborne, Md.
Existing project modified.

Claiborne Harbor, Maryland: The existing project is hereby modified so as to provide for a channel fourteen feet deep from the vicinity of the harbor wharves to deep water in Eastern Bay with widths of one hundred feet for a distance of eighteen hundred feet to the bend opposite the existing Black Beacon, thence widening in a distance of two hundred and sixty feet to one hundred and fifty feet to fourteen feet depth in Eastern Bay, with necessary widening at the bends at an estimated cost of \$12,125, with \$3,000 per year for maintenance.

Occhohannock Creek, Va.

Occhohannock Creek, Virginia, in accordance with the report submitted in House Document Numbered 165, Seventy-first Congress, second session.

Nandua Creek, Va.

Nandua Creek, Virginia, in accordance with the report submitted in House Document Numbered 165, Seventy-first Congress, second session.

Horn Harbor, Va.

Horn Harbor, Virginia, in accordance with the report submitted in House Document Numbered 124, Seventieth Congress, first session, and subject to the conditions set forth in said document.

Monroe Bay and Creek, Va.

Monroe Bay and Creek, Virginia, in accordance with the report submitted in House Document Numbered 172, Seventieth Congress, first session.

Cockrells Creek, Va.

Cockrells Creek, Virginia, in accordance with the report submitted in House Document Numbered 107, Seventieth Congress, first session, and subject to the conditions set forth in said document.

Carters Creek, Va.

Carters Creek, Virginia, in accordance with the report submitted in House Document Numbered 518, Seventieth Congress, second session, and subject to the condition set forth in said document.

Nansemond River, Va.
Existing project modified.

Nansemond River, Virginia: The existing project is hereby modified in accordance with the report submitted in House Document Numbered 184, Seventieth Congress, first session, and subject to the conditions set forth in said document.

Scotts Creek, Va.

Scotts Creek, Virginia, in accordance with the report submitted in House Document Numbered 189, Seventieth Congress, first session, and subject to the conditions set forth in said document.

Waterway, Norfolk to Beaufort Inlet, N.C.

Inland Waterway from Norfolk, Virginia, to Beaufort Inlet, North Carolina, in accordance with report submitted in Senate Document Numbered 23, Seventy-first Congress, first session, for a tidal guard lock in the Albemarle and Chesapeake Canal at or near Great Bridge, Virginia, at a limit of cost, however, of not to exceed \$500,000.

Lock at Great Bridge, Va.

James River, Va.

James River, Virginia, in accordance with the report submitted in House Document Numbered 314, Seventy-first Congress, second session, and subject to the conditions set forth in said document: *Provided*, That no expense shall be incurred by the United States for the acquiring of any lands required for the purpose of this improvement.

Proviso.
No Federal expense for acquiring lands.

Norfolk Harbor, Virginia: The existing project is hereby modified in accordance with the reports submitted in House Documents Numbered 143 and 265, Seventieth Congress, first session.

Norfolk, Va.
Existing project modified.

Norfolk Harbor, Virginia, in accordance with the report submitted in House Document Numbered 37, Seventy-first Congress, first session, and subject to the condition set forth in said document.

Elizabeth River.

Willoughby Channel, Virginia, in accordance with the report submitted in House Document Numbered 507, Seventieth Congress, second session.

Willoughby Channel, Va.

Cape Fear River at and below Wilmington, North Carolina, and between Wilmington and Navassa, North Carolina, in accordance with the report of the Chief of Engineers submitted in House Rivers and Harbors Committee Document Numbered 39, Seventy-first Congress, second session.

Cape Fear River.
Wilmington, N. C., and vicinity.

Edenton Harbor, North Carolina, in accordance with the report submitted in House Document Numbered 772, Sixty-ninth Congress, second session.

Edenton, N. C.

Roanoke River, North Carolina, in accordance with the report submitted in House Document Numbered 211, Seventieth Congress, first session.

Roanoke River, N. C.

Mackay Creek, North Carolina, in accordance with the report submitted in House Document Numbered 775, Sixty-ninth Congress, second session.

Mackay Creek, N. C.

Cashie River, North Carolina, in accordance with the report submitted in House Document Numbered 779, Sixty-ninth Congress, second session, and subject to the conditions set forth in said document.

Cashie River, N. C.

Knobbs Creek, North Carolina, in accordance with the report submitted in House Document Numbered 102, Seventieth Congress, first session, and subject to the conditions set forth in said document: *Provided*, That no expense shall be incurred by the United States for the acquiring of any lands required for the purpose of this improvement.

Knobbs Creek, N. C.

Proviso.
No Federal expense, etc.

Harbor at Beaufort, North Carolina, in accordance with the report submitted in House Document Numbered 776, Sixty-ninth Congress, second session, and subject to the conditions set forth in said document.

Beaufort, N. C.

Belhaven Harbor, North Carolina, in accordance with the report submitted in House Document Numbered 778, Sixty-ninth Congress, second session, and subject to the conditions set forth in said document.

Belhaven, N. C.

Morehead City Harbor, North Carolina, in accordance with the report submitted in House Document Numbered 105, Seventieth Congress, first session, and subject to the conditions set forth in said document.

Morehead City, N. C.

Silver Lake Harbor, North Carolina, in accordance with the report submitted in Rivers and Harbors Committee Document Numbered 3, Seventieth Congress, first session, and subject only to the condition that local interests shall furnish all necessary rights of way and areas for the disposal of dredged material.

Silver Lake, N. C.

Local contribution required.

Pamlico and Tar Rivers, North Carolina, in accordance with the report submitted in Rivers and Harbors Committee Document Numbered 11, Seventy-first Congress, first session, and subject to the condition set forth in said document.

Pamlico and Tar Rivers, N. C.

Far Creek, North Carolina, in accordance with the report submitted in House Document Numbered 112, Seventy-first Congress, first session, but subject only to the condition that local interests shall furnish all necessary rights of way and areas for the disposal of dredged material.

Far Creek, N. C.

Local contribution required.

Waccamaw River, S. C.	Waccamaw River, South Carolina, in accordance with the report submitted in House Document Numbered 82, Seventieth Congress, first session.
Waterway, Cape Fear River, N. C., to Saint Johns River, Fla.	That section between Cape Fear River and Winyah Bay of the intracoastal waterway from Cape Fear River, North Carolina, to Saint Johns River, Florida, in accordance with the report submitted in House Document Numbered 41, Seventy-first Congress, first session, and subject to the conditions set forth in said document: <i>Provided</i> , That no expense shall be incurred by the United States for the acquiring of any lands required for the purpose of this improvement.
<i>Proviso.</i> No Federal expense, etc.	
Shipyard River, S. C.	Shipyard River, South Carolina, in accordance with the report submitted in Rivers and Harbors Committee Document Numbered 13, Seventy-first Congress, second session, and subject to the conditions set forth in said document.
Savannah, Ga.	Savannah Harbor, Georgia, in accordance with the report submitted in Senate Document Numbered 39, Seventy-first Congress, first session: <i>Provided</i> , That the Secretary of War is hereby authorized to reimburse local interests for such work as they may have done upon this project subsequent to June 1, 1929, in so far as the same shall be approved by the Chief of Engineers and found to have been done in accordance with the project modification hereby adopted: <i>Provided further</i> , That such payments shall not exceed the sum of \$80,000.
<i>Provisos.</i> Reimbursement of local interests.	
Restriction.	
Savannah River, Below Augusta, Ga.	Savannah River below Augusta, Georgia, in accordance with the report submitted in House Document Numbered 101, Seventieth Congress, first session, and subject to the conditions set forth in said document: <i>Provided</i> , That no expense shall be incurred by the United States for the acquiring of any lands required for the purpose of this improvement.
<i>Proviso.</i> No Federal expense, etc.	
Baileys Cut and Dover Creek, Ga. Connecting channel.	Channel connecting Baileys Cut and Dover Creek, Georgia, in accordance with the report submitted in Senate Document Numbered 43, Seventy-first Congress, second session, and subject to the conditions set forth in said document: <i>Provided</i> , That no expense shall be incurred by the United States for the acquiring of any lands required for the purpose of this improvement.
<i>Proviso.</i> No Federal expense, etc.	
Brunswick, Ga. Back River, improve- ment.	Brunswick Harbor, Georgia: The improvement of Back River in accordance with the report submitted in Senate Document Numbered 57, Seventy-first Congress, second session, and subject to the conditions set forth in said document.
Existing project mod- ified.	Brunswick Harbor, Georgia: The existing project is hereby modified in accordance with the report submitted in Senate Document Numbered 132, Seventy-first Congress, second session.
Saint Johns River, Fla. Palatka to Lake Har- ney.	Saint Johns River, Florida, from Palatka to Lake Harney, in accordance with the report submitted in House Document Numbered 691, Sixty-ninth Congress, second session, and subject to the conditions set forth in said document: <i>Provided</i> , That no expense shall be incurred by the United States for the acquiring of any lands required for the purpose of this improvement.
<i>Proviso.</i> No Federal expense, etc.	
Jacksonville to the ocean.	Saint Johns River, Florida, from Jacksonville to the ocean, in accordance with the report submitted in House Document Numbered 483, Seventieth Congress, second session.
Hollywood, Fla.	Hollywood Harbor (Port Everglades), Florida: The maintenance of this harbor is hereby authorized in accordance with the recommendations of the district and division engineers in the report submitted in House Document Numbered 357, Seventy-first Congress, second session.
Waterway, Jackson- ville to Miami, Fla.	Intracoastal waterway from Jacksonville, Florida, to Miami, Florida: The existing project is hereby modified in accordance with the report submitted in Senate Document Numbered 71, Seventy-

first Congress, second session, and subject to the conditions set forth in said document.

Miami Harbor, Florida: The existing project is hereby modified in accordance with the report submitted in House Rivers and Harbors Committee Document Numbered 15, Seventy-first Congress, second session. The sum of \$200,000 is hereby authorized to be expended for the prosecution of the works herein adopted.

Miami, Fla.
Existing project modified.

Miami River, Florida: The Secretary of War is hereby authorized to improve the Miami River with a view to securing a channel one hundred and fifty feet wide and fifteen feet deep for a distance from the mouth of three miles, thence one hundred and twenty-five feet wide and fifteen feet deep to a point four and one-eighth miles from the mouth, thence ninety feet wide and fifteen feet deep to a point five and one-half miles from the mouth; each section to have suitable side slopes; and there is hereby authorized to be appropriated for the prosecution of this work the sum of \$800,000: *Provided*, That no expense shall be incurred by the United States for acquiring any lands needed for the purpose of this improvement: *Provided further*, That local interests shall provide all needed spoil-disposal areas.

Miami River, Fla.
Channel width and depth.

Provisos.
No Federal expense, etc.
Local contribution required.

Caloosahatchee River and Lake Okeechobee drainage areas, Florida, in accordance with the report submitted in Senate Document Numbered 115, Seventy-first Congress, second session, and subject to the conditions set forth in said document, except that the levees proposed along Lake Okeechobee shall be constructed to an elevation of thirty-one feet instead of thirty-four feet above sea level and shall be so built as to be capable of being raised an additional three feet, and that the United States shall perform the work of constructing all levees: *Provided*, That the State of Florida or other local interests shall contribute \$2,000,000 toward the cost of the above improvements, in lieu of the contributions called for in the aforesaid document: *And provided further*, That no expense shall be incurred by the United States for the acquirement of any lands necessary for the purpose of this improvement.

Caloosahatchee River and Lake Okeechobee, Fla.
Improvement of, for navigation and for flood control.
Levee construction.

Provisos.
Contributions required.

No Federal expense, etc.

Tampa Harbor, Florida: The improvement of the Egmont Bar Channel and the Sparkman Bay Channel recommended in the report submitted in House Document Numbered 100, Seventieth Congress, first session, is hereby authorized.

Tampa, Fla.
Egmont Bar and Sparkman Bay Channels.

Charlotte Harbor, Florida, in accordance with the report submitted in Rivers and Harbors Committee Document Numbered 1, Seventieth Congress, first session, and subject to the conditions set forth in said document.

Charlotte, Fla.

Saint Petersburg Harbor, Florida, in accordance with the report submitted in Senate Document Numbered 229, Seventieth Congress, second session.

Saint Petersburg, Fla.

Saint Marks River, Florida, in accordance with the report submitted in House Document Numbered 453, Seventieth Congress, second session.

Saint Marks River, Fla.

East Pass Channel from the Gulf of Mexico into Choctawhatchee Bay, Florida, in accordance with the report submitted in House Document Numbered 209, Seventieth Congress, first session.

East Pass Channel.
Gulf of Mexico into Choctawhatchee Bay.

Intracoastal waterway from Pensacola Bay, Florida, to Mobile Bay, Alabama, in accordance with the report submitted in House Document Numbered 42, Seventy-first Congress, first session, and subject to the conditions set forth in said document: *Provided*, That no expense shall be incurred for any lands required for the purpose of this improvement.

Waterway, Pensacola Bay, Fla., to Mobile Bay, Ala.

Proviso.
No Federal expense, etc.

Mobile Harbor, Alabama, in accordance with the report submitted in Rivers and Harbors Committee Document Numbered 26, Seventy-

Mobile, Ala.

	first Congress, second session, and subject to the conditions set forth in said document.
Channel, Mobile Bay and Mississippi Sound, Ala.	Channel between Mobile Bay and Mississippi Sound, Alabama, in accordance with the report submitted in Rivers and Harbors Committee Document Numbered 4, Seventy-first Congress, first session.
Waterway, Mobile Bay, Ala., to New Orleans, La.	Intracoastal waterway from Mobile Bay, Alabama, to New Orleans, Louisiana, in accordance with the report submitted in House Document Numbered 341, Seventy-first Congress, second session.
Gulfport, Miss.	Gulfport Harbor, Mississippi, in accordance with the report submitted in House Document Numbered 692, Sixty-ninth Congress, second session.
Biloxi, Miss.	Biloxi Harbor, Mississippi, in accordance with the report submitted in House Document Numbered 754, Sixty-ninth Congress, second session, and subject to the conditions set forth in said document.
Chefunctee River and Bogue Falia, La.	Chefunctee River and Bogue Falia, Louisiana: The existing project is hereby modified in accordance with the report submitted in Rivers and Harbors Committee Document Numbered 2, Seventieth Congress, first session.
Port Aransas, Tex.	Port Aransas, Texas, in accordance with the report submitted in House Document Numbered 214, Seventieth Congress, first session, and subject to the condition set forth in said document.
Freeport, Tex. Existing project modified.	Freeport Harbor, Texas: The existing project is hereby modified in accordance with the report submitted in Rivers and Harbors Committee Document Numbered 18, Seventieth Congress, first session.
Channel, Galveston to Texas City, Tex.	Channel from Galveston Harbor to Texas City, Texas, in accordance with the report submitted in House Document Numbered 107, Seventy-first Congress, first session, and subject to the conditions set forth in said document.
Cedar Bayou, Tex.	Cedar Bayou Channel, Texas, in accordance with Senate Document Numbered 107, Seventy-first Congress, second session.
Houston Ship Channel, Tex.	Houston Ship Channel, Texas, in accordance with the report submitted in House Document Numbered 13, Seventy-first Congress, first session, and subject to the conditions set forth in said document:
Proviso. No Federal expense, etc.	<i>Provided</i> , That no expense shall be incurred by the United States for the acquiring of any lands required for the purpose of this improvement.
Channel, Aransas Pass to Corpus Christi, Tex.	Channel from Aransas Pass to Corpus Christi, Texas, in accordance with the report submitted in Rivers and Harbors Committee Document Numbered 9, Seventy-first Congress, first session, and subject to the conditions set forth in said document.
Brazos Island, Tex. Existing project modified.	Brazos Island Harbor, Texas, in accordance with the report submitted in Rivers and Harbors Committee Document Numbered 16, Seventy-first Congress, second session, and subject to the conditions set forth in said document:
Provisos. No Federal expense, etc.	<i>Provided</i> , That no expense shall be incurred for the acquiring of any lands required to be donated to the United States for the purpose of this improvement or for other purposes: <i>Provided further</i> , That the channel from the inner side of the pass to Long Island and thence to the turning basin near Brownsville shall be situated entirely within what is known as the Brownsville Navigation District and shall take the most direct practicable route toward Brownsville: <i>And provided further</i> , That if both the Brownsville and Point Isabel channels and turning basins are constructed the total amount to be contributed in cash by local interests shall be in the sum of \$2,425,000, thus avoiding duplication of the expense of constructing the channel from the inner side of the Pass to Long Island, estimated at \$200,000: <i>And provided also</i> , That the width of any or all inner channels may be
Channel route.	
Local contributions.	
Channel widths.	

widened provided such proposed widening meets the approval of the Chief of Engineers and all expense incident thereto is paid by local interests.

Mississippi River, between Grafton and the northern boundary of the city of Saint Louis, in accordance with the report submitted in Rivers and Harbors Committee Document Numbered 12, Seventieth Congress, first session.

Mississippi River.
Grafton to Saint
Louis.

Illinois and Mississippi Canal, Illinois, in accordance with the report submitted in House Document Numbered 108, Seventieth Congress, first session. The payment of \$8,450.75 to the Mud Creek special drainage district for work accomplished by the said district in reducing the maintenance cost on this canal to the United States is hereby authorized.

Illinois and Missis-
sippi Canal, Ill.

Payment to Mud
Creek drainage dis-
trict.

Mill Creek and South Slough, Illinois, in accordance with the report submitted in Rivers and Harbors Committee Document Numbered 19, Seventy-first Congress, second session.

Mill Creek and
South Slough, Ill.

The Secretary of War is hereby authorized to expend from funds appropriated and available for maintenance and improvement of existing river and harbor works, the sum of \$25,235, as a contribution toward the relocation and reconstruction of the highway bridge across the Illinois and Mississippi Canal at Wyanet, Bureau County, Illinois, known as bridge numbered 10: *Provided*, That the highway authorities of Bureau County, Illinois, furnish assurances satisfactory to the Secretary of War that they will reconstruct and maintain said bridge without further cost to the United States.

Illinois and Missis-
sippi Canal.

Relocation, etc., of
bridge across, Wyanet,
Ill.
Contribution.

Proviso.
Condition.

Mississippi River between Missouri River and Minneapolis: The existing project is hereby modified in accordance with the report submitted in Rivers and Harbors Committee Document Numbered 8, Seventieth Congress, first session: *Provided*, That the sills in the new lock shall be placed at least nine feet below low water of 1864.

Mississippi River.
Missouri River to
Minneapolis.

Proviso.
Sills in new lock.

Mississippi River between mouth of Wisconsin River and Minneapolis, Minnesota, in accordance with the report submitted in Rivers and Harbors Committee Document Numbered 24, Seventieth Congress, second session.

Wisconsin River to
Minneapolis.

Mississippi River between mouth of Illinois River and Minneapolis: The existing project is hereby modified so as to provide a channel depth of nine feet at low water with widths suitable for long-haul common-carrier service, to be prosecuted in accordance with the plan for a comprehensive project to procure a channel of nine-foot depth, submitted in House Document Numbered 290, Seventy-first Congress, second session; and the sum of \$7,500,000 in addition to the amounts authorized under existing projects, is hereby authorized to be appropriated for the prosecution of initial works under the modified project: *Provided*, That all locks below the Twin City Dam shall be of not less than the Ohio River standard dimensions.

Mouth of Illinois
River to Minneapolis.
Existing project mod-
ified.

Channel depth.

Proviso.
Lock construction.

Missouri River between Kansas City, Missouri, and Sioux City, Iowa: There is hereby authorized to be appropriated in the prosecution of the existing project the sum of \$15,000,000, in addition to the unexpended balance of funds previously authorized, and it is intended that said sum be expended within a period of three years: *Provided, however*, That if said sum is not expended within said period said authorization shall not lapse.

Missouri River.
Kansas City, Mo., to
Sioux City, Iowa.

Proviso.
Authorization not to
lapse.

The project for the permanent improvement of the main stream of the Tennessee River for a navigable depth of nine feet in accordance with the recommendations of the Chief of Engineers in House Document Numbered 328 of the Seventy-first Congress, second session, is hereby authorized: *Provided*, That an expenditure of \$5,000,000 shall be authorized to be appropriated for the prosecution

Tennessee River.

Provisos.
Amount to be ex-
pended.

Plans for development of, to be reported to Congress.
Vol. 41, p. 1063.

Cumberland River.
Above Nashville,
Tenn.

Monongahela River,
Pa.
Post, p. 1059.

Youghiogheny River,
Pa.
To West Newton.

Proviso.
Modifications permitted.

Allegheny River, Pa.

Kanawha River, W.
Va.

Proviso.
Dredging.

Ohio River.

Proviso.
No Federal expense,
etc.

Tradewater River,
Ky.

Green and Barren
Rivers, Ky.

Provisos.
Dam construction.

By private, etc., interests.

Contribution to new
structure.

Green and Barren
Rivers and Bear Creek,
Ky.

Duluth-Superior,
Minn.-Wis.

Ashland, Wis.

of work under this project: *Provided further*, That the Chief of Engineers is hereby directed to ascertain and report to Congress on the first day of the first regular session of the Seventy-second Congress, advising the prospective cooperation offered by responsible interests, under the Federal Water Power Act, in the program of construction recommended by the Chief of Engineers, providing for the nine-foot project by means of high dams.

Cumberland River above Nashville, Tennessee, in accordance with the report submitted in Rivers and Harbors Committee Document Numbered 26, Seventieth Congress, second session.

Monongahela River, Pennsylvania, in accordance with the report submitted in Rivers and Harbors Committee Document Numbered 22, Seventieth Congress, second session.

Youghiogheny River, Pennsylvania, up to West Newton, in accordance with the report of the Board of Engineers for Rivers and Harbors submitted in Rivers and Harbors Committee Document Numbered 9, Sixty-first Congress, second session: *Provided*, That the Chief of Engineers is hereby authorized to revise the plans and estimates to meet any changes in conditions.

Allegheny River, Pennsylvania, in accordance with the report submitted in House Document Numbered 356, Seventy-first Congress, second session, and subject to the conditions set forth in said document.

Kanawha River, West Virginia, in accordance with the report submitted in House Document Numbered 190, Seventieth Congress, first session, and with a view to providing a channel nine feet in depth and two hundred feet in width: *Provided*, That the dredging in the section of the river covered by this report shall be prosecuted with a view to securing a depth of nine feet.

Ohio River, in accordance with the report submitted in House Document Numbered 409, Sixty-ninth Congress, first session, and subject to the conditions set forth in said document: *Provided*, That no expense shall be incurred by the United States for the acquiring of any lands required for the purpose of this improvement.

Tradewater River, Kentucky, in accordance with the report submitted in Rivers and Harbors Committee Document Numbered 5, Seventieth Congress, first session.

Green and Barren Rivers, Kentucky, in accordance with the report submitted in Rivers and Harbors Committee Document Numbered 2, Seventy-first Congress, first session: *Provided*, That under the provisions of the Federal Water Power Act, and before work is started on this project, a high dam with locks may be substituted near or below the site of Dam Numbered 4, and built by private interests, municipalities, or the State: *Provided further*, That in the event a high dam is constructed, the United States shall contribute to the cost of the substituted structure an amount equal to the estimated cost of the works of navigation for which substitution is made.

Green and Barren Rivers and Bear Creek, Kentucky, in accordance with the report submitted in House Document Numbered 685, Sixty-ninth Congress, second session, and subject to the conditions set forth in said document.

Duluth-Superior Harbor, Minnesota and Wisconsin, in accordance with the report submitted in Rivers and Harbors Committee Document Numbered 32, Seventy-first Congress, second session.

Ashland Harbor, Wisconsin, in accordance with the report submitted in Senate Document Numbered 133, Seventy-first Congress, second session.

Menominee Harbor and River, Michigan and Wisconsin, in accordance with the report submitted in House Document Numbered 171, Seventieth Congress, first session.

Waukegan Harbor, Illinois, in accordance with the report submitted in Rivers and Harbors Committee Document Numbered 27, Seventy-first Congress, second session, and subject to the condition set forth in said document.

Indiana Harbor, Indiana, in accordance with the report submitted in Rivers and Harbors Committee Document Numbered 21, Seventy-first Congress, second session, and subject to the condition set forth in said document, except that the Calumet River branch of the Indiana Harbor Ship Canal shall be dredged to a depth of twenty-two feet, and a bottom width of one hundred and sixty feet, for a distance of five hundred and fifty feet, immediately south of the south end of the turning basin at the Forks, the original work having been practically completed. The conditions required under the Act of June 25, 1910, are hereby waived.

Illinois River, Illinois, in accordance with the report of the Chief of Engineers, submitted in Senate Document Numbered 126, Seventy-first Congress, second session, and subject to the conditions set forth in his report in said document, but the said project shall be so constructed as to require the smallest flow of water with which said project can be practically accomplished, in the development of a commercially useful waterway: *Provided*, That there is hereby authorized to be appropriated for this project a sum not to exceed \$7,500,000: *Provided further*, That the water authorized at Lockport, Illinois, by the decree of the Supreme Court of the United States, rendered April 21, 1930, and reported in volume 281, United States Reports, in Cases Numbered 7, 11, and 12, Original—October term, 1929, of Wisconsin and others against Illinois, and others, and Michigan against Illinois and others, and New York against Illinois and others, according to the opinion of the court in the cases reported as Wisconsin against Illinois, in volume 281, United States, page 179, is hereby authorized to be used for the navigation of said waterway: *Provided further*, That as soon as practicable after the Illinois waterway shall have been completed in accordance with this Act, the Secretary of War shall cause a study of the amount of water that will be required as an annual average flow to meet the needs of a commercially useful waterway as defined in said Senate document, and shall, on or before January 31, 1938, report to the Congress the results of such study with his recommendations as to the minimum amount of such flow that will be required annually to meet the needs of such waterway and that will not substantially injure the existing navigation on the Great Lakes to the end that Congress may take such action as it may deem advisable.

Grand Haven Harbor and Grand River, Michigan: The modification of the existing projects recommended in the report submitted in Senate Document Numbered 88, Seventy-first Congress, second session, are hereby adopted and authorized, subject to the condition set forth in said document.

Manistee Harbor, Michigan, in accordance with the report submitted in Senate Document Numbered 131, Seventy-first Congress, second session, and subject to the condition set forth in said document.

Holland Harbor and Black Lake, Michigan, in accordance with the report submitted in House Document Numbered 588, Sixty-ninth Congress, second session.

Saginaw River, Michigan, in accordance with the report submitted in Rivers and Harbors Committee Document Numbered 30, Seventy-

Menominee Harbor and River, Mich. and Wis.

Waukegan, Ill.

Indiana Harbor, Ind.

Calumet River branch, dredging.

Conditions waived. Vol. 36, p. 657, amended.

Illinois River, Ill.

Minimum flow required.

Provisos. Sum authorized.

Use of water at Lockport, Ill.

Contribution by Illinois.

On completion, survey of commercial needs to be made.

Recommendations, etc.

Grand Haven Harbor and Grand River, Mich. Existing projects modified.

Manistee, Mich.

Holland Harbor and Black Lake, Mich.

Saginaw River, Mich.

	first Congress, second session, and subject to the conditions set forth in said document.
Black River, Mich.	Black River, Michigan, in accordance with the report submitted in House Document Numbered 162, Seventy-first Congress, second session.
Great Lakes channels. Existing projects modified.	Great Lakes connecting channels: The existing projects are hereby modified so as to provide a channel suitable for vessels of 24-foot draft when the ruling lake is at its datum plane, and including the construction of compensation works, as set forth in paragraphs 30, 31, 48, 67, 69, 70, 71, 76, and 77 of the report of the special board of engineers dated February 14, 1928, and submitted in House Document Numbered 253, Seventieth Congress, first session. The amount hereby authorized to be expended upon said channels is \$29,266,000.
Amount authorized.	
Monroe, Mich.	Monroe Harbor, Michigan, in accordance with the report submitted in Rivers and Harbors Committee Document Numbered 22, Seventy-first Congress, second session, and subject to the conditions set forth in said document: <i>Provided</i> , That no expense shall be incurred by the United States for the acquiring of any lands required for the purpose of this improvement. The Secretary of War and the Chief of Engineers are hereby authorized to maintain to a depth of eighteen feet and a bottom width of eighty feet the existing channel in Lake Erie at Monroe Harbor, Michigan, and up Raisin River, Michigan, to the vicinity of the existing docks of the Newton Steel Company.
<i>Proviso.</i> No expense, etc.	
Channel depth.	
Lorain, Ohio.	Lorain Harbor, Ohio, in accordance with the report submitted in House Document Numbered 587, Sixty-ninth Congress, second session, and subject to the conditions set forth in said document: <i>Provided</i> , That no expense shall be incurred by the United States for the acquiring of any lands required for the purpose of this improvement.
<i>Proviso.</i> No Federal expense, etc.	
Fairport, Ohio. Plans for improving harbor modified. Vol. 44, p. 1014, amended.	Fairport Harbor, Ohio: The paragraph in section 1 of the River and Harbor Act approved January 21, 1927, relating to Fairport Harbor, Ohio, is hereby amended to read as follows: "Fairport Harbor, Ohio: The extension of the east breakwater recommended in the report submitted in Rivers and Harbors Committee Document Numbered 13, Seventieth Congress, first session, is hereby authorized at a limit of cost to the United States of \$715,000: <i>Provided</i> , That local interests shall dredge at their own expense the channel of approach to their terminal."
<i>Proviso.</i> Dredging by local interests.	
Buffalo, N. Y.	Buffalo Harbor, New York, in accordance with the report submitted in Rivers and Harbors Committee Document Numbered 1, Seventy-first Congress, first session.
Niagara River, N. Y.	Niagara River, New York, in accordance with the report submitted in House Document Numbered 289, Seventy-first Congress, second session, and subject to the conditions set forth in said document.
Great Sodus Bay, N. Y.	Great Sodus Bay Harbor, New York, in accordance with the report submitted in Rivers and Harbors Committee Document Numbered 17, Seventieth Congress, first session, and subject to the conditions set forth in said document.
Oswego, N. Y.	Oswego Harbor, New York, in accordance with the report submitted in Rivers and Harbors Committee Document Numbered 24, Seventy-first Congress, second session, and subject to the condition set forth in said document.
Saint Lawrence River. Ogdensburg, N. Y., to Lake Ontario.	Saint Lawrence River between Ogdensburg, New York, and Lake Ontario, in accordance with the report submitted in House Document Numbered 316, Seventieth Congress, first session, except that the depth to be obtained shall be twenty-seven feet.

Waddington Harbor, New York, in accordance with the report submitted in House Document Numbered 322, Seventieth Congress, first session: *Provided*, That the amount hereby authorized to be expended by the United States upon the said project shall not exceed the sum of \$20,000.

Waddington, N. Y.

Proviso.
Limitation.

New York Bay-Delaware River section of the intracoastal waterway, for the sole purpose of finding and recommending the most desirable route for such waterway, with a minimum depth of twenty-five feet and adequate width, with plans, and estimate of cost of same, and with a provision that the State of New Jersey or other local interests shall furnish all necessary rights of way, without cost to the United States.

New York Bay-Delaware River, intracoastal waterway. Survey, etc.

San Diego Harbor, California, in accordance with the report submitted in Senate Document Numbered 81, Seventy-first Congress, second session, and subject to the conditions set forth in said document.

San Diego, Calif.

Los Angeles and Long Beach Harbors, California: The modifications of the existing project recommended in the reports submitted in Senate Document Numbered 130, Seventy-first Congress, second session, and Rivers and Harbors Committee Document Numbered 33, Seventy-first Congress, second session, are hereby adopted and authorized, subject to the conditions set forth in said documents.

Los Angeles and Long Beach, Calif. Existing project modified.

Monterey Harbor, California, in accordance with the report submitted in Rivers and Harbors Committee Document Numbered 12, Seventy-first Congress, first session, and subject to the conditions set forth in said document: *Provided*, That no expense shall be incurred by the United States for any lands required for the purpose of this improvement.

Monterey, Calif.

Proviso.
No Federal expense, etc.

San Francisco Harbor, California, in accordance with the report submitted in House Document Numbered 196, Seventieth Congress, first session.

San Francisco, Calif.

Oakland Harbor, California, in accordance with the report submitted in Rivers and Harbors Committee Document Numbered 43, Seventy-first Congress, second session, and subject to the conditions set forth in said document.

Oakland, Calif.

Richmond Harbor, California: The existing project is hereby modified in accordance with the report submitted in Rivers and Harbors Committee Document Numbered 16, Seventieth Congress, first session, and subject to the condition set forth in said document.

Richmond, Calif. Existing project modified.

Suisun Bay, California, in accordance with the report submitted in Rivers and Harbors Committee Document Numbered 23, Seventy-first Congress, second session, and subject to the condition set forth in said document.

Suisun Bay, Calif.

Redwood Creek, California, in accordance with the report submitted in House Document Numbered 142, Seventieth Congress, first session, and subject to the conditions set forth in said document.

Redwood Creek, Calif.

Petaluma Creek, California, in accordance with the report submitted in House Document Numbered 183, Seventieth Congress, first session, and subject to the conditions set forth in said document: *Provided*, That no expense shall be incurred by the United States for the acquiring of any lands required for the purpose of this improvement.

Petaluma Creek, Calif.

Proviso.
No Federal expense, etc.

Middle River and Empire Cut, California, in accordance with the report submitted in House Document Numbered 481, Seventieth Congress, second session.

Middle River and Empire Cut, Calif.

Noyo River, California, in accordance with the report submitted in Senate Document Numbered 156, Seventy-first Congress, second session, and subject to the conditions set forth in said document:

Noyo River, Calif.

Proviso.
No Federal expense,
etc.

Humboldt Harbor
and Bay, Calif.

Provided, That no expense shall be incurred by the United States for the acquiring of any lands required for the purpose of this improvement.

Humboldt Harbor and Bay, California, in accordance with the report submitted in House Document Numbered 755, Sixty-ninth Congress, second session, and subject to the conditions set forth in said document.

Coos Bay, Oreg.

Coos Bay, Oregon, in accordance with the report submitted in House Document Numbered 110, Seventieth Congress, first session.

Proviso.
No Federal expense,
etc.

Umpqua River,
Oreg.

Skipanon Channel, Oregon, in accordance with the report submitted in House Document Numbered 278, Seventieth Congress, first session, and subject to the conditions set forth in said document: *Provided*, That no expense shall be incurred by the United States for the acquiring of any lands required for the purpose of this improvement.

Umpqua River and entrance, Oregon, in accordance with the report submitted in House Document Numbered 317, Seventieth Congress, first session.

Coquille River, Oreg.
Improving, bar and
entrance.

Coquille River, bar, and entrance, Oregon, in accordance with the report submitted in House Document Numbered 186, Seventieth Congress, first session, and subject to the conditions set forth in said document.

Willamette River.
Oregon City to Port-
land, Oreg.

Willamette River between Oregon City and Portland, Oregon, in accordance with the report submitted in House Document Numbered 372, Seventy-first Congress, second session, and subject to the conditions set forth in said document.

Columbia and Lower
Willamette Rivers,
Oreg.
Below Portland.

Columbia and Lower Willamette Rivers below Portland, Oregon, and the sea, in accordance with the report submitted in House Document Numbered 195, Seventieth Congress, first session, as modified by the recommendation submitted in Rivers and Harbors Committee Document Numbered 8, Seventy-first Congress, first session, and subject to the conditions set forth in the said committee document: *Provided*, That the channel herein authorized shall be dredged to a width of five hundred feet.

Proviso.
Channel depth.

Columbia River.
Modification of ex-
isting plans.
Contribution by
Vancouver.

Columbia River between the mouth of Willamette River and Vancouver, Washington: The existing project is hereby modified so as to provide that the balance of the funds to be contributed by the port of Vancouver shall be made available at the rate of about \$10,000 per year until the work is completed.

Skamokawa Slough,
Wash.

Skamokawa Slough, Washington, in accordance with the report submitted in House Document Numbered 502, Seventieth Congress, second session, and subject to the conditions set forth in said document.

Olympia, Wash.

Olympia Harbor, Washington, in accordance with the report submitted in Rivers and Harbors Document Numbered 5, Seventy-first Congress, first session.

Tacoma, Wash.

Tacoma Harbor, Washington, in accordance with the report submitted in Rivers and Harbors Committee Document Numbered 25, Seventy-first Congress, second session, and subject to the conditions set forth in said document.

Grays Harbor and
Chehalis River, Wash.

Grays Harbor, Inner Portion, and Chehalis River, Washington, in accordance with the report submitted in House Document Numbered 315, Seventieth Congress, first session, and subject to the conditions set forth in said document.

Bellingham, Wash.

Bellingham Harbor, Washington, in accordance with the report submitted in House Document Numbered 187, Seventieth Congress, first session, and subject to the conditions set forth in said document.

Seattle, Wash.

Seattle Harbor, Washington, in accordance with the report submitted in House Document Numbered 126, Seventy-first Congress,

second session, and subject to the conditions set forth in said document.

Quillayute River, Washington, in accordance with the report submitted in House Document Numbered 125, Seventy-first Congress, first session, and subject to the conditions set forth in said document: *Provided*, That no expense shall be incurred by the United States for the acquiring of any lands required for the purpose of this improvement.

Quillayute River,
Wash.

Proviso.
No Federal expense,
etc.

Everett Harbor, Washington, in accordance with the report submitted in House Document Numbered 377, Seventy-first Congress, second session.

Everett, Wash.

Lake River, Washington, in accordance with House Committee Document Numbered 2, Sixty-ninth Congress, first session, as modified by the report of the War Department dated May 10, 1930, pursuant to the Commerce Committee resolution of February 22, 1930.

Lake River, Wash.

Port Alexander, Alaska, in accordance with the report submitted in House Document Numbered 106, Seventieth Congress, first session.

Port Alexander,
Alaska.

Ketchikan Harbor, Alaska, in accordance with the report submitted in House Document Numbered 113, Seventieth Congress, first session.

Ketchikan, Alaska.

Harbor of Refuge, Seward, Alaska, in accordance with the report submitted in House Document Numbered 109, Seventieth Congress, first session.

Seward, Alaska.
Harbor of Refuge.

Honolulu Harbor, Hawaii, in accordance with the report submitted in House Document Numbered 753, Sixty-ninth Congress, second session: *Provided*, That no limit of time shall be set within which the work hereby adopted shall be completed.

Honolulu, Hawaii.

Proviso.
No limitation of
time.

The existing project for the improvement of San Juan Harbor, Porto Rico, is hereby modified in accordance with the report of the Chief of Engineers submitted April 9, 1930, so as to fix the total amount of cash cooperation required from the people of Porto Rico at \$150,000, which amount shall become payable five years from the date of the approval of this Act: *Provided*, That the foregoing modification of the project stated shall be conditional upon the communication by the Government of Porto Rico to the Secretary of War, within one year immediately following the date of approval of this Act, of the acceptance by the Government of Porto Rico of the arrangement hereinbefore outlined.

San Juan, P. R.
Existing project modified.

Contribution by people
of Porto Rico.

Proviso.
Condition.

PRELIMINARY EXAMINATIONS AND SURVEYS

Preliminary examinations
and surveys.

SEC. 2. The Secretary of War is hereby authorized and directed to cause preliminary examinations and surveys to be made at the following-named localities, the cost thereof to be paid from appropriations heretofore or hereafter made for such purposes: *Provided*, That no preliminary examination, survey, project, or estimate for new works other than those designated in this or some prior Act or joint resolution shall be made: *Provided further*, That after the regular or formal reports made as required by law on any examination, survey, project, or work under way or proposed are submitted no supplemental or additional report or estimate shall be made unless authorized by law: *And provided further*, That the Government shall not be deemed to have entered upon any project for the improvement of any waterway or harbor mentioned in this Act until the project for the proposed work shall have been adopted by law:

Projects authorized.

Provisos.
Specific authority required.

No subsequent report
to be made.

No project to begin
until adopted by law.

Portland Harbor, Maine, along the waterfront of South Portland.
Boothbay Harbor, Maine.
Ogunquit Harbor and Perkins Cove, Maine.
Union River, Maine.

Maine.

Maine—Continued.

Camden Harbor, Maine.
 Corea Harbor, Maine.
 Atkins Bay, Maine.
 Monhegan Harbor, Maine.
 Wohoa Bay and Pleasant River, Addison, Washington County, Maine.
 York Harbor, Maine.
 Moussam River at Kennebunkport, Maine.
 Vicinity of Royal River, Maine.
 Criehaven Harbor, Maine.
 Newagen Harbor, Southport, Maine.
 Channel between Isle-au-Haut and Kimballs Island, Maine.
 Mount Desert Narrows, between Western Bay and Eastern Bay, Maine.

New Hampshire.

Coast of New Hampshire between Rye Beach and Fox Head point, with a view to the establishment of a harbor of refuge.
 Rye Harbor, Hampton, Hampton Falls, and Seabrook, New Hampshire.

Massachusetts.

Gloucester Harbor and Annisquam River, Massachusetts.
 Weymouth Back River, Massachusetts.
 Mystic River, Massachusetts, from the Felsway Parkway Bridge at Wellington and East Somerville to the Cradock Bridge Dam at Medford Center.
 Cape Cod Canal, Massachusetts.
 Marion Harbor, Massachusetts.
 Boston Harbor, Massachusetts.
 Weymouth Fore River, Massachusetts, from Hingham Bay to the Weymouth Fore River Bridge.
 Edgartown Harbor, Massachusetts.
 Woods Hole Channel, Massachusetts.
 Nantucket Harbor, Massachusetts.

Rhode Island.

Entrance to Great Salt Pond, Block Island, Rhode Island.
 Old Warwick Cove, town of Warwick, Kent County, Rhode Island.
 Pawtucket River, Rhode Island.
 The East Harbor at Block Island, Rhode Island.
 Entrance to the channel of Salt Pond sometimes called Point Judith Pond.

Connecticut.

Yantic River, Connecticut.
 Clinton Harbor, Connecticut.
 New London Harbor, Connecticut.
 Branford Harbor, Connecticut.
 Connecticut River below Hartford, Connecticut.
 Connecticut River, between Hartford, Connecticut, and Springfield and Holyoke, Massachusetts.
 New Haven Harbor, Connecticut.

New York.

At and near City Island, New York City, New York, with a view to constructing a breakwater.
 East Chester Creek, New York.
 Huntington Harbor, New York.
 New Rochelle Harbor, New York.

New York and New Jersey.

Hudson River Channel, New York and New Jersey, with a view to securing a depth of forty feet for its full width from Fifty-ninth Street to Upper New York Bay.

New York Harbor.

Sparkill Creek, New York.
 New York Harbor, New York: The Brooklyn water front south from a point opposite the lower end of Governors Island to a point near the beginning of the shore road improvement with a view to securing wider channels.

New York Harbor, New York: The Upper Bay, the Narrows, the Lower Bay and Red Hook Flats, with a view to providing additional anchorage areas, the relocation of existing anchorage areas, the construction of a breakwater off Staten Island in the Lower Bay, the construction of a channel connecting the area enclosed by said breakwater with the Ambrose Channel, and additional dredging where needed in the interest of navigation.

New York Harbor—
Continued.

Elizabeth River, New Jersey.

New Jersey.

Newark Bay, New Jersey, with a view to providing anchorage grounds in the vicinity of the Port Newark Terminal.

East Branch of Shrewsbury River, New Jersey, from Highlands to Long Branch.

Rahway River, New Jersey.

Cut-off channel off Perth Amboy, New Jersey, to connect the Raritan River channel with the southerly end of the channel in Arthur Kill.

New York and New Jersey channels, from deep water in the vicinity of Sandy Hook, New Jersey, through Lower New York Bay, Raritan Bay, Arthur Kill, Staten Island Sound, and Kill van Kull, to deep water in Upper New York Bay, including the channel north of Shooters Island, with a view to securing channels of sufficient depth and width and adequate anchorage areas for vessels using such channels.

Compton Creek, New Jersey.

East branch of Shrewsbury River, New Jersey.

Shark River, New Jersey.

Great Egg Harbor River at Mays Landing, New Jersey.

Bidwells Creek, Cape May County, New Jersey.

Darby River, Pennsylvania.

Pennsylvania.

Delaware River at New Castle, Delaware, with a view to removing existing ice breakers.

Delaware.

Parish Creek, Anne Arundel County, Maryland.

Maryland.

Knapps Narrows, Talbot County, Maryland.

Walnut Harbor, Talbot County, Maryland.

Broad Creek, Maryland, from Annemessex River to Pocomoke Sound, Somerset County, Maryland.

Area at the mouth of Pocomoke River, Worcester County, Maryland, known as "The Muds."

Inland waterway from Delaware River to Chesapeake Bay, Delaware and Maryland: The Delaware City branch, with a view to securing a depth of twelve feet.

Delaware and Maryland.

Back River, Bear Creek, Curtis Creek, and Colgate Creek, Maryland.

Maryland.

Channel from Rhodes Point to Tylerton, Smiths Island, Maryland.

Honga River and Tar Bay (Barren Island Gaps), Maryland.

Waterway across Kent Island, Queen Annes County, Maryland, connecting Chesapeake Bay with Eastern Bay in the vicinity of Mattapex.

Channel of the Upper Thoroughfare lying between the steamboat wharf on Deals Island, Maryland, and Maynes Point in the Tangier district.

Corsica River, Queen Annes County, Maryland.

Neales Creek, Charles County, Maryland.

The Southern Branch of the Elizabeth River, Norfolk Harbor, Virginia.

Virginia.

Paradise Creek, Portsmouth, Virginia.

Lafayette River, Virginia.

Blackwater Creek, Virginia.

Totuskey Creek, Richmond County, Virginia.

Windmill Point Creek, Lancaster County, Virginia.

Virginia—Continued

Mosquito Creek, Lancaster County, Virginia.
 Urbanna Creek, Middlesex County, Virginia.
 Hampton Creek, Virginia.
 Deep Creek, Warwick County, Virginia.
 Channels leading from Hog Island, Northampton County, Virginia, to the Great Machipongo Inlet.
 Cape Charles Harbor, Northampton County, Virginia.
 Channel from Phoebus, Virginia, to deep water in Hampton Roads.

Dickersons Bay, Gloucester County, Virginia.
 Chincoteague Bay, Channel, and Inlet, and adjacent waters, Accomac County, Virginia, with a view to the establishment of a harbor of refuge.

The locks at Lake Drummond, Norfolk County, Virginia, with a view to their renewal.

North Carolina.

Waterway from Norfolk, Virginia, to the sounds of North Carolina, including the Dismal Swamp Canal.

Mill Creek, at Pollockville, North Carolina.

Alligator Creek, North Carolina, and channel connecting said creek with the inland waterway.

Rollinson Channel, leading from Pamlico Sound to Hatteras, North Carolina.

Neuse River, North Carolina, from the wharves at New Bern to Goldsboro, North Carolina, with a view to providing a depth of eight feet with suitable width.

Channel from Core Sound to Ocracoke Inlet, North Carolina, by way of Wainwright Channel, or other inside passage.

Channel from Beaufort Inlet, North Carolina, via the inland waterway and Neuse River to New Bern, with a view to securing a depth of twenty feet with suitable width.

Inland waterway from Beaufort, to Jacksonville, North Carolina, leading from Craigs Point and by way of Salliers Bay, Howard Bay, and New River, and a further survey of New River with a view to providing suitable depth for navigation from Jacksonville, North Carolina, by way of Ware Landing to Doctors Bridge to a point near Richlands, North Carolina.

Channel from Pamlico Sound near the mouth of Neuse River to Beaufort, North Carolina, by way of Swan Point, Cedar Island Bay, Thoroughfare Cut, Thoroughfare Bay, Cora Sound, touching at Atlantic Wharves, and to run through Mill Point Shoal by Sealevel, across to Piney Point, and touching the wharves of the various communities through the straits and Taylors Creek Cut with a view of securing a depth of seven feet with suitable width.

Shallowbag Bay, North Carolina.

Section of any canal from Fairfield, North Carolina, to the intersection of said canal with the inland waterway between Alligator and Pungo Rivers, with a view to its acquisition by the United States.

Northeast River, North Carolina.

Waterway connecting Core Sound and Beaufort Harbor, North Carolina.

Channel in Pamlico Sound, North Carolina, to Stumpy Point.

Waterway connecting Swan Quarter Bay with Deep Bay, North Carolina, including the Swan Quarter Canal, with a view to the acquisition of said canal by the United States either through donation or purchase.

Trent River, from Trenton to Tuckahoe Bridge, North Carolina.

Resurvey of Contentnea Creek, a tributary of the Neuse River, North Carolina.

Limestone Creek, Duplin County, North Carolina.

Combahee and Big Salkehatchie Rivers, South Carolina.

South Carolina.

South Edisto River, South Carolina.

Cooper River, South Carolina; from the mouth of Goose Creek to Quimby Creek; also with a view to eliminating the bend about three miles below the junction of the east and west branches of said river.

Upper Sampit River, South Carolina, and waterway from the Upper Sampit River to a point opposite Wambaw Creek on the North Santee River.

Port Royal Harbor, Beaufort River, and adjacent waters, in channel between the Marine Barracks, Parris Island, South Carolina, and the ocean.

Jeremy Creek, South Carolina, from Morrison's Landing to Graham's factory.

Abbapoola Creek, Johns Island, South Carolina.

James Island Creek, Charleston County, South Carolina.

Fenwick's Cut at Ashepoo River to Coosaw River, South Carolina.

Waterway from Ashepoo River, South Carolina, to Coosaw River, by way of Fenwick's Cut.

Jeremy Creek, South Carolina, with a view to providing an approach to McClellanville.

Russell Creek, South Carolina.

Preliminary survey and examination of Shem Creek from Hog Island Channel, South Carolina.

Savannah Harbor, Georgia, from and across the bar to the extreme western limits of said harbor, with a view to securing such increase in depth and width and such other improvements as may be found necessary, including an adequate turning basin in the upper stretches of said harbor.

Georgia.
Post, p. 939.

Darien, Georgia, with a view of giving a channel or route to the sea either by Doboy Sound, Sapelo Sound, or Altamaha Sound, and Brunswick Harbor, and with the further view to improving Darien Harbor for light-draft shipping through the Altamaha River system and by the inland waterway.

Richardson Creek, Georgia, and connecting streams, to and beyond the home of the National Order of Railroad Conductors on Oatland Island, for light-draft boats, and with a view to a connection with the intracoastal waterway.

Inland waterway at Thunderbolt, Georgia, with a view to establishing an anchorage basin or harbor for small boats and for improving the same to meet the demands of present and prospective commerce, and also the river and sound connecting the inland waterway at or near Thunderbolt, Georgia, with the river or sound adjacent to the Oglethorpe Hotel on Wilmington Island, Georgia, with the view of establishing navigation for small boats to a point opposite and at said hotel.

Flint River, Georgia, to Montezuma, Georgia.

Sapelo River, Georgia, both the south and north prongs or channels, to the head of navigation thereon, and to a point at and beyond Baisdens Bluff on the south channel of said river, with the view of connecting up with the inland waterway.

South Newport River, Georgia.

The Altamaha River system, on the Ocmulgee River to Macon, Georgia, and the Oconee River to Milledgeville, Georgia, with the view to connecting said system with the inland waterway for barge and small boat navigation.

The Ogeechee River, Georgia, to a point opposite or near Midville, Georgia, with a view to improving same for barges and small boats and to connect the same with the inland waterway on the coast of Georgia.

Georgia—Continued.

Waterway connecting the Ocmulgee and Flint Rivers, Georgia.

The Satilla River, Georgia, to the Charlton County line, with the view of securing additional depth, width, and such other improvements as may be found advisable in the interest of navigation and commerce and to connect with the inland waterway.

Brunswick Harbor, Georgia, to include Turtle River from Southern Docks to Crispin Island, with a view of securing such depth, width, and other improvements as may be found necessary or advisable in the interest of navigation and commerce, and with a view of consolidating all projects related to or forming a part of said harbor.

Inland waterway from Savannah, Georgia, to Brunswick, by way of Harris Neck Landing.

Savannah River at Augusta, Georgia, with a view of extending the present revetment work to the top of the levee and prevent erosion interfering with the navigation of the improved channel.

From the mouth of the Saint Marys River on the Atlantic Ocean, waterway for barge traffic to connect with the proposed Gulf Intracoastal Waterway by the most practicable route.

Waterway for barge traffic across southern Georgia and northern Florida to connect the Atlantic Intracoastal Waterway with the proposed Gulf Intracoastal Waterway by the most practicable route.

Florida.

Waterway across northern Florida to connect the Atlantic Intracoastal Waterway with the proposed Gulf Intracoastal Waterway by the most practicable route.

Waterway from Pensacola Bay, Florida, to the Caloosahatchee River and for a cross-Florida waterway to connect with the Florida East Coast Canal.

Miami River, Florida.

Alafia River, Florida, to connect Government channel in Hillsboro Bay with said river.

Waterway from Miami, Florida, to Key West, with a view to constructing an extension to the intracoastal waterway from Jacksonville to Miami.

The Saint Johns River, Florida, in the general vicinity of Dames Point and New Berlin, with a view to ascertaining the cause of the erosion of the upland, and with a view to devising remedies to prevent the same, and to protect the upland against any further recession of the shore line.

Lake Worth Inlet, Florida.

Inland waterway from a point at or near Stuart, Florida, to the Gulf of Mexico, by way of the Saint Lucie Canal, Lake Okeechobee, and the Caloosahatchee River.

Inland waterway from Miami, Florida, to the Gulf of Mexico at or near Poinciana, by way of the Miami River, thence westerly along the Tamiami Trail, and thence southwesterly along the State highway.

Channel in Horseshoe Cove, Dixie County, Florida, from the mainland to the Gulf of Mexico.

Lake Worth Inlet, Florida.

Saint Petersburg Harbor, Florida.

Channel from Pensacola Bay, Florida, into Bayou Chico.

Steinhatchee River into Deadman's Bay, Florida.

Wacissa River, Florida.

Pensacola Harbor, Florida.

Channel leading to the town of Santa Rosa, Florida, from deep water in Choctawhatchee Bay.

Waterway from Choctawhatchee Bay to West Bay, Florida.

Inland waterway from Port Everglades at Bay Mabel, Florida, via Clewiston, to the headwaters of the Caloosahatchee River in Lake

Hicpochee, by way of the New River, the North New River Canal, and Lake Okeechobee, with a view to its improvement by the Federal Government for the purposes of navigation together with its incidental effect on flood control.

Florida—Continued.

Upper Saint Johns River, Florida, from Lake Harney to Lake Washington, with a view to securing a navigable channel of suitable depth and width together with its incidental effect on flood control.

Channel in San Carlos Bay, Florida, from Punta Rassa to deep water in the Gulf of Mexico.

Ponce de Leon Inlet at the mouth of Halifax and Indian Rivers near New Smyrna, Florida.

Withlacoochee River, Florida.

Peace River, Florida.

Pithlachascotee River, Florida, from New Port Richey to the Gulf of Mexico.

Barron River, at Everglades, Collier County, Florida, and channel across Chokoloskee Bay to the Gulf of Mexico.

Clearwater Harbor, Florida, including Big Pass and Little Pass.

Anclote River, Florida, from the county bridge at Tarpon Springs to the Gulf of Mexico.

Channel in Little Sarasota Bay, Florida, between Sarasota and Venice, and channel through Caseys Pass.

Kissimmee River, Florida, from Kissimmee to Fort Bassenger; and from Fort Bassenger to Lake Okeechobee, with a view to its improvement for the purposes of navigation together with its effect on flood control.

Channel thirty feet deep at mean low water and five hundred feet wide extending north or northeastwardly from present channel in Pensacola Harbor to a point on the established Government pierhead line opposite the piers of the Saint Louis-San Francisco Railway Company.

Saint Andrews Bay, Florida: Shoal area opposite Davis Point with a view to securing a depth of twenty-four feet at mean low water.

Flint River, Georgia, to Albany, Georgia, or as much farther up as navigation may be found practicable on said river.

Georgia.

The Chattahoochee River, Georgia, and connecting waterways, with such land cuts and locks as may be necessary to a point opposite or near Atlanta, Georgia, with a view of establishing navigation for barges and small boats thereon and to connect the same with the inland waterway.

Gulfport Harbor, Mississippi.

Mississippi.

Sunflower River, Mississippi.

Quiner River, Mississippi.

Steele's Bayou, Mississippi.

Deer Creek, Mississippi.

Pearl River, Mississippi, below Jackson.

Back Bay of Biloxi, Mississippi.

Tombigbee River, Mississippi.

Waterway from the headwaters of Bay John, Alabama, to the Gulf of Mexico.

Alabama.

Three Mile Creek, Alabama.

Mobile River, Alabama.

Bayou Coden, Alabama.

Chickasaw Creek, Mobile County, Alabama.

Bayou La Batre, Bayou Plaquemine Brule, Louisiana.

Louisiana.

Bayou Bienvenue, Louisiana.

Bayou Sennette, Jefferson Parish, Louisiana.

Bayou La Loutre, Louisiana.

Bayou Ysclosky, Louisiana.

Louisiana—Continued.

Bayou Terre aux Boeuf, and Delacroix Island, Louisiana.
Grand Bayou Pass, Louisiana.

Waterway from the Intracoastal Waterway to Lake Chien, Louisiana, following the composite stream which traverses section 48, township 17 south, range 19 east, parish of Lafourche.

Waterway from the New Orleans Industrial Canal, Louisiana, to Mississippi Sound through Lake Borgne, and partly by way of Bayou Bienvenu.

Lake Charles Deep Water Channel, Louisiana, with a view to maintaining said channel to its enlarged dimensions, and to reporting the amount of contributions in land and money heretofore furnished by local interests for such waterway.

Waterway from the Mississippi River to the Intracoastal Waterway by way of Bayou Manchac, Amite River, Lake Maurepas, Pass Manchac, Lake Maurepas, and the Rigolets, Louisiana.

Bayou Grand Caillou, Louisiana.

Bayou Petit Anse, Bayou Tigre, and Bayou Carlin, Louisiana.

Bayou Lafourche, Louisiana.

Waterway from Bayou Teche at New Iberia, Louisiana, to the Intracoastal Waterway, by way of the Iberia Commercial Canal and Bayou Carlin.

Bayou LaCarpe, between Bayou Grand Caillou and the Intracoastal waterway.

Vermilion River, Louisiana.

Bayou Cocodrie, Bayou Courtableau, Bayou Boeuf, and Bayou Teche, Louisiana.

Texas.

Brazos River, Texas, from a point above Rosenberg to its mouth, with a view to controlling the flood waters of said river by a diversion channel or other methods.

Galveston Harbor and Channel, Texas; also including therein the San Jacinto Reservation, with a view to the placing or disposal of dredged or other material in such manner as to improve the said reservation.

Aransas Pass: Corpus Christi Channel, Texas, from Corpus Christi Breakwater to shore line of Corpus Christi Bay.

Houston Ship Channel, examination and survey for further improvement by deepening, widening, or otherwise to meet requirements of present and prospective commerce.

Channel and turning basin between Houston Ship Channel, Texas, and Barbour Terminals.

Greens Bayou, Texas, from the North Shore Railroad bridge to the Houston ship channel.

Guadalupe River, Texas, and channel in San Antonio Bay connecting the Guadalupe River with the intracoastal waterway.

San Bernard River, Texas.

Anahuac Channel, Texas.

Turtle Bayou, Texas.

Sabine-Neches Waterway, Texas, with a view to further enlargement and improvement, and including in the report the amount of lands and moneys heretofore contributed by local interests.

Clear Creek and Clear Lake, Texas, for a greater depth and enlargement of the waterway facilities.

West Galveston Bay, and adjacent waters, Texas, with a view to determining whether the construction of channels through Redfish Reef has caused an increase in the salt-water content in Trinity River, or other waterways, to the injury of rice growing and other interests in Chambers and Liberty Counties, Texas, and report as to what works, if any, are necessary to remedy such conditions.

Dickinson Bayou, Texas.

Offatts Bayou, Texas.	Texas—Continued.
Red River, Arkansas, Oklahoma, and Texas, from Fulton, Arkansas, to mouth of Washita River, Oklahoma.	
Trinity River, Texas.	
Waterways from Harlingen, Texas, to the Gulf of Mexico, by way of Arroyo Colorado, Laguna Madre, and cut across Padre Island or such other route as may be deemed advisable.	
Channel from Port O'Connor, Texas, to the Intracoastal Waterway.	
Channel from Port Lavaca, Texas, to the Intracoastal Waterway.	
Channel from Palacios, Texas, and the Texas National Guard Camp through Tres Palacios and Matagorda Bays to a connection with the Intracoastal Waterway.	
Louisiana and Texas Intracoastal Waterway from Corpus Christi to the Rio Grande Valley.	
Wolf River, and Nonconnah River, Tennessee.	Tennessee.
Mississippi River in the vicinity of Hamilton, Illinois.	Illinois.
Rock River, Illinois, from the water-power dam at Rockford to the dam at the head of the feeder of the Illinois and Mississippi Canal at or near Sterling, thence by way of the canal feeder to the Illinois and Mississippi Canal, with a view to securing a navigable channel nine feet in depth and of suitable width.	
Kaskaskia River, Illinois.	
Illinois and Mississippi Canal, Illinois, from the Illinois River at Bureau Junction to the Mississippi River at Rock Island, with a view to securing a navigable channel nine feet in depth and of suitable width by dredging and enlarging the locks; also with a view to devising a plan which will reduce the number of locks in this waterway.	
Rock River, Illinois and Wisconsin, from Janesville to the water-power dam at Rockford, with a view to securing a navigable channel nine feet in depth and of suitable width.	Illinois and Wisconsin.
Waterway from Colona, Illinois, in a northwesterly direction to the Mississippi River at Moline pool.	Illinois.
Black River, Wisconsin.	Wisconsin.
St. Croix River, Wisconsin and Minnesota, from Stillwater to its mouth.	Wisconsin and Minnesota.
Minnesota River, Minnesota.	Minnesota.
Survey of Lake City Harbor, Minnesota.	
Mississippi River in the vicinity of Minneapolis, Minnesota.	
Mississippi River, from Brainerd to Minneapolis, Minnesota.	
Big Blue River, Missouri, from its confluence with the Missouri River to Fifteenth Street, Kansas City.	Missouri.
Missouri River, from Kansas City, Missouri, to Yankton, South Dakota, with a view to securing a channel nine feet in depth and of suitable width.	Missouri and South Dakota.
Missouri River, from Sioux City, Iowa, to the mouth of the Yellowstone River, North Dakota.	Iowa.
Kansas (Kaw) River, Kansas and Missouri.	Kansas and Missouri.
Flint River, Alabama and Tennessee.	Alabama and Tennessee.
Hatchie River, Tennessee.	Tennessee.
Youghiogheny River, Pennsylvania, from West Newton to Connelville.	Pennsylvania.
Beaver River, Pennsylvania, Shenango River, Pennsylvania, and Mahoning River, Pennsylvania and Ohio.	Pennsylvania and Ohio.
Little Kanawha River, West Virginia.	West Virginia.
Big Sandy River and Tug and Levisa Forks, West Virginia and Kentucky, with a view to completing the slack-water projects on these rivers.	West Virginia and Kentucky.

Kentucky.	Kentucky River, Kentucky.
	Nolin River, Kentucky.
Ohio.	Great Miami River, Ohio.
	Hocking River, Ohio.
	Ohio River, at and in the vicinity of New Richmond, Ohio.
Minnesota.	Baudette Harbor, Minnesota.
	Agate Bay Harbor (Two Harbors), Minnesota.
	Harbor at Grand Marais, Minnesota.
Minnesota and Wisconsin.	Duluth-Superior Harbor, Minnesota and Wisconsin.
Wisconsin.	Siskiwit River, Wisconsin.
	Ashland Harbor, Wisconsin.
	Bayfield Harbor, Wisconsin.
Michigan.	Harbor of Refuge, Marquette Bay, Michigan.
	Harbor at Marquette, Michigan.
	Keweenaw Waterway, Michigan.
	South shore of Lake Superior, in the vicinity of Keweenaw Point, Michigan, with a view to providing a harbor of refuge.
	Escanaba Harbor, Michigan.
Wisconsin.	Milwaukee Harbor, Wisconsin.
	Oconto Harbor, Wisconsin.
	Two Rivers Harbor, Wisconsin.
	Manitowoc Harbor, Wisconsin.
	Green Bay Harbor, Wisconsin, with a view to widening the outer channel to a minimum of five hundred feet; also to removing shoals in the Fox River at the outlet of East River, and providing a turning basin in this locality.
	Port Washington Harbor, Wisconsin.
	Waterway connecting Lake Michigan with the Mississippi River by way of Green Bay Harbor, Fox River and connecting waters, the Portage Canal, and the Wisconsin River, Wisconsin, with a view to providing a nine-foot barge canal.
	Calumet River, Little Calumet River, Lake Calumet, and the Sag Channel, Illinois, with a view to providing a connection with, and terminal transfer harbors for, the waterway from Chicago to the Mississippi River.
	Chicago Harbor, Illinois.
Illinois and Indiana.	Calumet Harbor and River, Illinois and Indiana.
Indiana.	Indiana Harbor and Canal, Indiana.
	Gary Harbor and Canal, Indiana.
	Buffington Harbor, Indiana.
	Burns Ditch Harbor, Indiana.
	Michigan City Harbor, Indiana.
Michigan.	Leland Harbor, Michigan.
	Harbors at Glen Arbor and Glen Haven, Michigan.
	Petoskey Harbor, Michigan.
	Cheboygan River, Michigan.
	Charlevoix Harbor, Michigan.
	Manistee Harbor, Michigan.
	Grand Haven Harbor, Michigan, with a view to constructing suitable breakwaters.
	Saint Marys Falls Canal, Michigan, with a view to the enlargement of the Weitzel Lock.
	Huron River, Michigan.
	Harbor at Mackinac Island, Michigan.
	Tawas River, Michigan.
	Point Lookout, Michigan.
	Calcite Harbor, Michigan.
	Rouge River, Michigan.
Ohio.	Toledo Harbor, Ohio.

Harbor at Saint Ignace, Michigan.

Port Austin Harbor, Michigan.

Lake Saint Clair and Clinton River, Michigan.

Old Channel of the River Rouge, Michigan.

Black River, Alcona County, Michigan.

Au Gres River, Michigan.

Au Sable River, Michigan.

Waterway connecting Lakes Erie and Michigan with the Ohio River by way of the Maumee River, from Toledo, Ohio, to Fort Wayne, Indiana; the Wabash River from the Ohio River to the vicinity of Fort Wayne; the Saint Joseph River from at or near its source to Lake Michigan; waterways connecting the Maumee River with the Wabash River and Saint Joseph River; and the Saint Marys River, Ohio and Indiana, with a view to the development of a water supply sufficient to operate the above-outlined waterway.

Maumee River, from Toledo, Ohio, to Fort Wayne, Indiana.

Huron Harbor, Ohio.

Lorain Harbor, Ohio.

Cleveland Harbor, Ohio.

Fairport Harbor, Ohio.

Ashtabula Harbor, Ohio.

Conneaut Harbor, Ohio.

Harbor at Erie, Pennsylvania.

Erie Harbor, Pennsylvania, with a view to the construction of additional riprap work to prevent a further breach in the neck of the peninsula.

Buffalo Harbor, Buffalo River, and Buffalo Ship Canal, New York.

Black Rock Channel and Tonawanda Harbor, New York.

Olcott Harbor, New York.

Wilson Harbor, New York.

Pultneyville Harbor, New York.

Rochester (Charlotte) Harbor, New York.

Great Sodus Bay Harbor, New York.

Oswego Harbor, New York.

Ogdensburg Harbor, New York.

Tarrytown Harbor, New York.

San Diego Harbor, California.

Trinidad Bay, Humboldt County, California.

Corte Madera Creek, Marin County, California.

Bodega Bay, Sonoma County, California.

Los Angeles Harbor, California.

Alamitos Bay, California.

Albany Harbor, California.

Berkeley Harbor, California.

Emeryville Harbor, California.

Lower San Francisco Bay and Guadalupe River, California.

Latham Slough and Middle River, California.

Port of San Francisco east of Belmont, South San Francisco Bay, California.

Middle River, California, from the Santa Fe Railroad at Middle River to Latham Slough; Latham Slough, from Empire Cut to Middle River; Turner Cut, from San Joaquin River to Whiskey Slough, and Whiskey Slough, from Turner Cut to Empire Cut, so as to provide a depth of nine feet and a width of one hundred feet, and to clear at least fifty feet on both sides of the channel of all sunken vessels, debris, and shoals which might in any way endanger navigation on these streams.

Michigan.

Ohio-Indiana.
Ohio.

Pennsylvania.

New York.

California.

California—Continued.

Mormon Channel section of the San Joaquin River and Stockton Channel project, California.

Point Arena Harbor, California.

Oregon.

Willamette River, Oregon, between Oregon City and Portland, including the locks at Oregon City.

Columbia River, Oregon and Washington, for the protection of banks and dikes to prevent the shoaling of the navigation channel by erosion.

Coos Bay, Oregon: Inner harbor, from the entrance to Smith's mill.

Rogue River, Oregon, upstream from Gold Beach.

Smith River, Oregon.

Siletz River, Oregon, bar and entrance.

Nehalem River, Oregon, bar and entrance.

Beaver Slough, Oregon, from Westport Slough to Wallace Slough.

Youngs Bay and Youngs River, Oregon.

Coquille River, Oregon, with a view to determining the advisability of providing for navigation, in connection with power development, control of floods, and the needs of irrigation.

Yaquina Bay, river and entrance.

The Secretary of War is hereby authorized and directed to cause a preliminary examination and survey to be made of the harbor at Port Orford, Oregon. The cost of such examination and survey shall be paid from appropriations heretofore or hereafter made for examinations and surveys.

Lewis and Clark River, and the lower harbor of Astoria, Oregon.

Channel from Terminal Numbered Four, Willamette River, Oregon, via Columbia Slough, to Kenton.

Channel from Columbia River, via Columbia Slough, Oregon, to Kenton, thence up Columbia Slough to Blue Lake, thence to Columbia River.

Columbia River at Saint Helens, Oregon.

Multnomah Channel, Oregon.

The Secretary of War is hereby authorized and directed to cause a preliminary examination and survey to be made of the Willamette River, Oregon, from Portland to Eugene, with a view to improving the said river to the extent necessary to make it navigable between said points. The cost of such examination and survey shall be paid from appropriations heretofore or hereafter made for examinations and surveys.

Washington.

Intercoastal waterway from the mouth of the Columbia River to Puget Sound by way of Shoal Water Bay, and Grays Harbor, Washington.

Bellingham Harbor, Washington; including the Nooksack River, with a view to determining the effect of the silt carried by this stream on shoaling in Bellingham Harbor; also with a view to the construction of a breakwater.

Cowlitz River, Washington, from the mouth to Ostrander.

Bakers Bay, Columbia River, Washington.

Port Ludlow Harbor, Washington, and vicinity.

Neah Bay, Washington, with a view to the construction of a harbor of refuge.

Lake Washington canal and waterway from the locks to and into Lake Washington, Washington, with a view to widening and deepening the channel.

Channel from Puget Sound into Lake Crockett, Washington.

Anacortes Harbor and Cap Sante Waterway, Washington.

Port Gamble Harbor and vicinity, Washington.

Shilshole Breakwater, Shilshole Bay, Seattle, Washington.
 Columbia River between the mouth of the Willamette River and a point one mile above the city of Vancouver, Washington.
 East waterway, Seattle Harbor, Washington.
 Tacoma Harbor, Washington, including the several waterways at the head of Commencement Bay.

Washington—Continued.

Grays Harbor, Washington.
 Snake River, Idaho, from Pittsburg Landing to Johnsons Bar.
 Egegik River, Alaska.
 Kake Harbor, Alaska.
 Stikine River, Alaska.
 Petersburg Harbor, Alaska.
 Kehku Straits, Alaska.
 Kodiak Harbor, Alaska.
 Tanana River, Alaska, at or near its confluence with the Yukon River.

Idaho.
 Alaska.

Wrangell Harbor, Alaska.
 Craig Harbor, Alaska.
 Isthmus south of Wedge Cape, Nagai Island, Alaska, with a view to dredging a channel from Northeast Bight, East Nagai Strait to Sanborn Harbor, West Nagai Strait.

Kalihi Harbor and Keehi Lagoon, Island of Oahu, Hawaii, with a view to providing a second entrance into Honolulu Harbor, and Pearl Harbor from the Kalihi area.

Hawaii.

The coast of the island of Hawaii, with particular reference to Honuapo, Kailua, Kawaa, and Punaluu, with a view to the establishment of one or more safe and adequate harbors.

Hana Harbor, island of Maui, Hawaii.
 Lahaina Harbor, island of Maui, Hawaii.
 Kaunakakai Harbor, island of Molokai, Hawaii.
 Kaunalapau Harbor, island of Lanai, Hawaii.
 Honolulu Harbor, Hawaii.
 Hilo Harbor, Hawaii.
 Port Allen, Kauai, Hawaii.

The Chief of Engineers of the United States Army, under the direction of the Secretary of War, is authorized and directed to cause investigations and studies to be made in cooperation with the appropriate agencies of various States on the Atlantic, Pacific, and Gulf coasts and on the Great Lakes, and the Territories, with a view to devising effective means of preventing erosion of the shores of coastal and lake waters by waves and currents; and any expenses incident and necessary thereto may be paid from funds appropriated for examinations, Surveys and Contingencies for Rivers and Harbors: *Provided*, That the War Department may release to the appropriate State agencies information obtained by these investigations and studies prior to the formal transmission of reports to Congress: *Provided further*, That no money shall be expended under authority of this section in any State which does not provide for cooperation with the agents of the United States and contribute to the project such funds and/or services as the Secretary of War may deem appropriate and require; that there shall be organized under the Chief of Engineers, United States Army, by detail from time to time from the Corps of Engineers and from the engineers of State agencies charged with beach erosion and shore protection, a board of seven members, of whom four shall be officers of the Corps of Engineers and three shall be selected with regard to their special fitness by the Chief of Engineers from among the State agencies cooperating with the War Department. The board will furnish such technical assistance as may be directed by the Chief of Engineers in the conduct of

Shore erosions, etc.
 Cooperative studies for preventing, authorized.

Funds available.

Provisos.
 Advance information to State agencies.

Contribution, etc., by State required.

Rivers and Harbors board organized.

Composition and duties.

Technical assistance.

Personal examinations of projects.

Salaries of civilian members.

Other expenses.

Temporary obstruction on tributary waters.
Vol. 37, p. 222, amended.

Removal of, preliminary to examinations, permitted.

Proviso.
Cost limitation.

Bass River, Mass. Improvement at mouth of, repealed.

Waterway, Gravesend and Jamaica Bays, N. Y.

Provision for improving, repealed.
Vol. 44, p. 1011.

Friday Harbor Cove, Wash.
Docks of H. H. Davis, etc., in, legalized.

Provisos.
Necessary changes, etc.

Amendment.

Dams and dikes. Oregon, etc., authorized to construct, etc., at places designated, to prevent tidal overflow.

Stock Slough, Coos Bay.
Approval of plans before commencement.

such studies as may be undertaken and will review the reports of the investigations made. In the consideration of such studies as may be referred to the board by the Chief of Engineers, the board shall, when it considers it necessary and with the sanction of the Chief of Engineers, make, as a board or through its members, personal examinations of localities under investigation: *Provided further*, That the salary of the civilian members shall be paid by their respective States, but the traveling and other necessary expenses connected with their duties on the board shall be paid in accordance with the law and regulations governing the payment of such expenses to civilian employees of the Engineer Department.

SEC. 3. That the paragraph in section 1 of the River and Harbor Act approved July 25, 1912, authorizing the removal of temporary obstructions from tributaries of waterways under Federal improvement (37 Stat. L. 222), is hereby amended to read as follows:

"The Chief of Engineers, in his discretion, and after approval by the Secretary of War, is hereby authorized to make preliminary examinations and minor surveys preliminary thereto and to remove snags and other temporary or readily removable obstructions from tributaries of waterways already under Federal improvement or in general use by navigation, to be paid from funds allotted to the adjoining waterways: *Provided*, That the cost of such work in any single year shall not exceed \$1,000 per tributary."

SEC. 4. Bass River, Massachusetts: That the provisions of river and harbor Acts heretofore passed providing for the prosecution of work upon the harbor at the mouth of Bass River, Massachusetts, are hereby repealed.

Waterway connecting Gravesend Bay with Jamaica Bay, New York: That the provision in the River and Harbor Act approved January 22, 1927, adopting the project for the improvement of a waterway connecting Gravesend Bay with Jamaica Bay in the State of New York, in accordance with the report submitted in House Document Numbered 111, Sixty-eighth Congress, first session, is hereby repealed.

SEC. 5. That the dock owned by H. H. Davis in Friday Harbor Cove, San Juan County, Washington, and the dock owned by the Friday Harbor Packing Company in the same cove be, and the same are hereby, legalized to the same extent and with like effect as to all existing or future laws and regulations of the United States as if the permits required by the existing laws of the United States in such cases made and provided had been regularly obtained prior to the erection of said docks: *Provided*, That any changes in said docks which the Secretary of War may deem necessary and may order in the interest of navigation shall be promptly made by the owner thereof, it being understood that the Government assumes no expense, either of construction or of maintenance, of any kind whatsoever in connection with these docks or either of them. The right to alter, amend, or repeal this Act is hereby expressly reserved.

That the consent of Congress is granted to the State of Oregon, acting through its highway department, and to the Stock Slough Drainage District, organized under the laws of the State of Oregon, to construct, maintain, and operate, at a point suitable to the interests of navigation, a dam and dike for preventing the flow of tidal waters into Stock Slough, Coos Bay, Coos County, Oregon. Work shall not be commenced on such dam and dike until the plans therefor, including plans for all accessory works, are submitted to and approved by the Chief of Engineers and the Secretary of War, who may impose such conditions and stipulations as they deem necessary to protect the interests of the United States. The au-

thority granted by this Act shall terminate if the actual construction of the dam and dike hereby authorized is not commenced within one year and completed within three years from the date of the passage of this Act. The right to alter, amend, or repeal this Act is hereby expressly reserved.

Time for construction.

That the consent of Congress is granted to the State of Oregon, acting through its highway department, and to the Larson Slough Drainage District, organized under the laws of the State of Oregon, to construct, maintain, and operate, at a point suitable to the interests of navigation, a dam and dike for preventing the flow of tidal waters into Larson Slough, Coos Bay, Coos County, Oregon. Work shall not be commenced on such dam and dike until the plans therefor, including plans for all accessory works, are submitted to and approved by the Chief of Engineers and the Secretary of War, who may impose such conditions and stipulations as they deem necessary to protect the interests of the United States. The authority granted by this Act shall terminate if the actual construction of the dam and dike hereby authorized is not commenced within one year and completed within three years from the date of the passage of this Act. The right to alter, amend, or repeal this Act is hereby expressly reserved.

Larson Slough, Coos Bay.

Approval of plans for, required.

Time limitation.

That the consent of Congress is granted to the State of Oregon, acting through its highway department: to the Coeledo Drainage District, organized under the laws of the State of Oregon, and to the Beaver Slough Drainage District, organized under the laws of the State of Oregon, to construct, maintain, and operate, at a point suitable to the interests of navigation, a dam and dike for preventing the flow of tidal waters into Beaver Slough, Coquille River, Coos County, Oregon. Work shall not be commenced on such dam and dike until the plans therefor, including plans for all accessory works, are submitted to and approved by the Chief of Engineers and the Secretary of War, who may impose such conditions and stipulations as they deem necessary to protect the interests of the United States. The authority granted by this Act shall terminate if the actual construction of the dam and dike hereby authorized is not commenced within one year and completed within three years from the date of the passage of this Act. The right to alter, amend, or repeal this Act is hereby expressly reserved.

Beaver Slough, Coquille River.

Approval of plans for, required.

Time limitation.

That the consent of Congress is granted to the State of Oregon, acting through its highway department, and to the Haynes Slough Drainage District, organized under the laws of the State of Oregon, to construct, maintain, and operate, at a point suitable to the interests of navigation, a dam and dike for preventing the flow of tidal waters into Haynes Slough, Coos Bay, Coos County, Oregon. Work shall not be commenced on such dam and dike until the plans therefor, including plans for all accessory works, are submitted to and approved by the Secretary of War and the Chief of Engineers, who may impose such conditions and stipulations as they deem necessary to protect the interests of the United States. The authority granted by this Act shall terminate if the actual construction of the dam and dike hereby authorized is not commenced within one year and completed within three years from the date of the passage of this Act. The right to alter, amend, or repeal this Act is hereby expressly reserved.

Haynes Slough, Coos Bay.

Approval of plans required.

Time limitation.

SEC. 6. That hereafter direct allotments from appropriations for maintenance and improvement of existing river and harbor works or other available appropriation may be made by the Secretary of War for the collection and removal of drift in New York Harbor

New York Harbor, etc.
Direct allotments for removal of drift, authorized.

Technical etc., assistance.	and its tributary waters, and this work hereafter shall be carried as a separate and distinct project.
Reporting, etc.	The Chief of Engineers is hereby authorized to engage under agreement, when deemed necessary, expert assistance in the various arts and sciences, including expert stenographic assistance for reporting the proceedings of public hearings held in connection with preliminary examinations, surveys, or improvements of rivers and harbors, 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, as amended by the Act of May 28, 1928; and all agreements heretofore entered into for such purposes are hereby validated to the amount of the current rates charged for such services.
Other personal services.	The Chief of Engineers is hereby authorized to have printed a further edition of the report entitled "Transportation in the Mississippi and Ohio Valleys," prepared by the Board of Engineers for Rivers and Harbors in cooperation with the United States Shipping Board under authority of section 500 of the Transportation Act approved February 28, 1920 (to be brought down as nearly as possible to date), to be paid for from appropriations heretofore or hereafter made by Congress for the improvement of rivers and harbors; and the cost of printing such other reports and data as are prepared in compliance with that law and with section 8 of the Merchant Marine Act, approved June 5, 1920 (not exceeding \$35,000 in any one year), may be paid from similar appropriations.
Vol. 42, p. 1488; Vol. 45, p. 776. U. S. C., p. 65; Supp. IV, p. 25. Post, p. 1003.	Actual expenses hereafter incurred by civilian employees on river and harbor works for travel 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.
"Transportation in the Mississippi and Ohio Valleys." Revised edition of, authorized. Vol. 41, p. 499.	The Comptroller General of the United States be, and he is hereby, authorized and directed to allow credit, in the amounts stated, in the disbursing accounts of the following-named officers of the Corps of Engineers, to wit: Major J. A. O'Connor, \$11.29; Major H. M. Trippe, \$15; Lieutenant Colonel George R. Spalding, \$100; which amounts now stand as disallowances on the books of the General Accounting Office.
Funds available.	SEC. 7. That the Secretary of War may, in his discretion, cancel the bond executed November 22, 1927, by the Brazos River Harbor Navigation District, of Brazoria County, Texas, as principal and the National Surety Company as surety, to insure the payment of the sum of \$100,000, or so much thereof as may be required for carrying out the project for the improvement of Freeport Harbor, Texas, and release the said principal and surety from any obligation thereunder.
Vol. 41, p. 992.	SEC. 8. That the provisions of sections 19 and 20 of the Act of March 3, 1899, entitled "An Act making appropriations for the construction, repair, and preservation of certain public works on rivers and harbors, and for other purposes," are hereby made applicable to the navigable waters of the Virgin Islands.
Expenses of civilian employees making permanent change of station authorized.	SEC. 9. The Secretary of War is authorized to transfer to the permanent jurisdiction of the Secretary of Commerce, for lighthouse purposes, a parcel of land of approximately eight and three one-hundredths acres, located near Hobucken, North Carolina, and being a portion of land acquired for improvement of inland waterway from Norfolk, Virginia, to Beaufort, North Carolina.
Engineer Corps. Credit allowed in accounts of, officers designated.	That the Secretary of War is hereby authorized to quitclaim without charge to the city of Oshkosh, Wisconsin, all the right, title, and interest of the United States in an island located in Lake
Freeport Harbor, Tex. Surety bond for executing improvement of, canceled.	
Virgin Islands. Removal of obstructions to navigation. Vol. 30, p. 1154.	
Hobucken, N. C. Conveyance of land near, for lighthouse purposes.	
Oshkosh, Wis. Island in Lake Winnebago quitclaimed to, for park purposes.	

Winnebago, Wisconsin, which lies northerly and easterly of fractional lot 1, section 19, township 18 north, range 17 east, for park purposes, provided he is convinced that the city has the right under the laws of the State of Wisconsin to occupy and use the island for such purposes.

SEC. 10. That the Secretary of War is authorized and directed to have prepared and transmitted to Congress at the earliest practical date after March 4, 1931, a compilation of preliminary examinations, surveys, and appropriations for works of river and harbor improvement similar in general form and subject matter to that which was prepared in accordance with the Act of March 4, 1913, and printed in House Document Numbered 1491, Sixty-third Congress, third session: *Provided*, That the report to be prepared in accordance with this provision shall be a revised edition of the report printed in the document above mentioned, extended to the end of the Seventy-first Congress.

Examinations, surveys, etc.
Compilation of, to include 71st Congress, ordered.

Proviso.
To be a revised edition, etc.

SEC. 11. Louisiana and Texas Intracoastal Waterway: Whenever the Secretary of War shall approve plans for a bridge authorized by law to be built across said waterway he may, in his discretion, and subject to such terms as in his judgment are equitable, expedient, and just to the public, grant to the person or corporation municipal or private building and owning such bridge a right of way across the lands owned in fee simple by the United States on either side of and adjacent to the said waterway; also the privilege of occupying so much of said lands as may be necessary for the piers, abutments, and other portions of the bridge structure and approaches.

Louisiana and Texas Intracoastal Waterway.
Right of way over, granted.

SEC. 12. Subject to the provisions of section 10 of the River and Harbor Act approved March 3, 1899, authority is hereby granted to dredge, without cost to the United States, in the navigable waters of the United States included within the State of Maryland and outside the limits of projects for improvement of navigation facilities approved by Congress, regardless of rights accruing to the United States as riparian owner under the laws of the State of Maryland: *Provided*, That in the opinion of the Chief of Engineers such dredging will improve facilities for navigation.

Maryland.
Dredging.
Vol. 30, p. 1151.

Proviso.
Condition.

Approved, July 3, 1930.

CHAP. 848.—An Act Making appropriations for the government of the District of Columbia and other activities chargeable in whole or in part against the revenues of such District for the fiscal year ending June 30, 1931, and for other purposes.

July 3, 1930.
[H. R. 10813.]
[Public, No. 521.]

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled, That in order to defray the expenses of the District of Columbia for the fiscal year ending June 30, 1931, any revenue (not including the proportionate share of the United States in any revenue arising as the result of the expenditure of appropriations made for the fiscal year 1924 and prior fiscal years) now required by law to be credited to the District of Columbia and the United States in the same proportion that each contributed to the activity or source from whence such revenue was derived shall be credited wholly to the District of Columbia, and, in addition, \$9,500,000 is appropriated, out of any money in the Treasury not otherwise appropriated, to be advanced July 1, 1930, and all the remainder out of the combined revenues of the District of Columbia, and the tax rate in effect in the fiscal year 1930 on real estate and tangible personal property subject to taxation in the District of Columbia shall not be decreased for the fiscal year

District of Columbia.
Appropriations for expenses of, fiscal year, 1931, from District revenues, and \$9,500,000 from the Treasury.

Advances.

Tax rate not to be decreased.