

Establishing value  
on replacement cost,  
not approved.

Hawaii except upon approval by Congress in accordance with the Organic Act: *Provided further*, That nothing herein shall be construed as an approval by Congress of the theory of establishing value on the actual cost of reproducing or replacing property as contained in section 18 of the said act.

Approved, February 15, 1933.

[CHAPTER 73.]

AN ACT

February 15, 1933.  
[H. R. 11930.]  
[Public, No. 348.]

To provide a preliminary examination of the Green River, Washington, with a view to the control of its floods.

Green River, Wash.  
Preliminary examina-  
tion of, directed.

*Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled*, That the Secretary of War be, and he is hereby, authorized and directed to cause a preliminary examination to be made of the Green River, Washington, with a view to control of its floods, in accordance with the provisions of section 3 of an Act entitled "An Act to provide for control of the floods of the Mississippi River, and of the Sacramento River, California, and for other purposes," approved March 1, 1917.

Vol. 39, p. 950.

Approved, February 15, 1933.

[CHAPTER 74.]

AN ACT

February 15, 1933.  
[H. R. 12329.]  
[Public, No. 349.]

To establish the boundary lines of the Chippewa Indian territory in the State of Minnesota.

Chippewa Indian ter-  
ritory, Minn.  
Boundaries reduced.

*Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled*, That on and after the passage of this Act the territory in Minnesota to be considered as Indian-treaty territory under provisions of article 7 of the treaty of February 22, 1855 (10 Stat. L. 1165-1169), between the United States and the Mississippi Bands of Chippewa Indians shall be reduced to the territory within the boundaries described as follows:

Vol. 10, p. 1169.

Description.

Beginning at the intersection of the range line common to ranges 32 and 33 west, with the common county line of Beltrami and Hubbard Counties of the State of Minnesota. From thence, bearing north following and on said range line to the northwest corner of township 148 north, range 32 west; thence angling to the right on to the north bounds of said township and bearing east on said bounds to the northeast corner thereof; thence continuing east on the said north bounds of said township 148 north, across ranges 31 and 30 west to the county line of Beltrami and Itasca Counties; thence north on said county line to the southwest corner of Koochiching County; thence east on the south bounds of Koochiching County to the corrected range line as between ranges numbered 25 on the west and 27 on the east side thereof; thence north on the last described range line to the northwest corner of township 66 north of the aforesaid range 27; thence east on the north bounds of said township across ranges numbered 27, 26, 25, 24, 23, 22, 21, 20, 19, and part of 18 to the point of intersection of said line with the Vermillion River; thence angling to the right on to a right line that will intersect the south boundary line of township 63 north, range 19 west. This point of intersection is equidistant from the southeast corner of said township 63 and the center of the railroad track of the Duluth, Winnipeg and Pacific Railroad, as measured on and along the said south bounds of said township; thence west on and along the said south bounds of township 63, crossing part of range 19 and the whole of ranges 20

and 21, to the southeast corner of Koochiching County; thence continuing west on the south bounds of said county to its intersection with the common line as between ranges 25 and 26 bearing north into Koochiching County and south into Itasca County; thence south on to the south range line, being also the west bounds of townships 56, 57, 58, 59, 60, 61, and 62 north of range 25 as in Itasca County to the southeast corner of township 56 north, range 26; thence west onto and following the south bounds of said township to its intersection with the corrected range line common to range 25 on the west side and range 27 on the east side thereof; thence angling to the left onto and following the said range line south, from this point being the common division line as between, in part, Itasca and Aitkin Counties, to the southeast corner of township 139 north, range 25 west; thence west on and along the south bounds of said township in range 25 west, crossing ranges 25, 26, 27, 28, 29, 30, and 31 to the southeast corner of Hubbard County; thence north on the east bounds of Hubbard County to the northeast corner of township 140 north, range 32 west; thence west on and along the north bounds of township 140, ranges 32, 33, 34, and 35 to the northwest corner of said township 140 north, range 35 west, as located on county line as between Hubbard and Becker Counties; thence south on the west boundary line of Hubbard County to the northwest corner of township 139 north, range 35 west; being also the northeast corner of township 139 north, range 36 west, as in Becker County; thence west on the north bounds of said township 139 north as said north bounds crosses ranges 36 to 43, both inclusive, to a point where said north bounds intersects with the common line as between Becker and Clay Counties; thence north on and along the west bounds of said Becker County to the north bounds thereof; thence continuing north on and following the range line of ranges 43 and 44 west as it is located between the townships 143 to 146 north in Norman County to the north bounds of the said Norman County; thence east following and along the north bounds of Norman County to the northeast corner thereof, being also the northwest corner of Mahnomen County; thence continuing east following and on the north bounds of Mahnomen County to the northeast corner thereof; thence continuing east following and along the north bounds of township 146 north, range 38 west, in Clearwater County to the northeast corner thereof; thence south following and along the east bounds of said township to the southeast corner thereof; thence east following and along the south bounds of township 146 north, ranges 37 and 36 west, to the intersection of said south bounds with the west bounds of Beltrami County; thence continuing east following and along the common boundary line as between said Beltrami and Hubbard Counties to the place of beginning.

Description—Continued.

Approved, February 15, 1933.

[CHAPTER 75.]

AN ACT

To authorize the Postmaster General to permit railroad and electric-car companies to provide mail transportation by motor vehicle in lieu of service by train.

February 15, 1933.  
[H. R. 9636.]  
[Public, No. 350.]

*Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled, That the Postmaster General is hereby authorized, in his discretion, to permit railroad and electric-car companies to provide mail transportation by motor vehicle over highways in lieu of service by train, the com-*

Postal Service.  
Mail transportation  
by motor vehicle in  
lieu of by train, author-  
ized.

Payment therefor.