

National Forest for privately owned lands lying within the exterior limits of the said national forest: *Provided*, That the lands so exchanged shall be equal in area and substantially equal in value: *And provided further*, That upon the consummation of such exchange the land deeded to the United States thereunder shall become a part of the Paulina (Oregon) National Forest.

Approved, July 25, 1912.

Previous Condition.
Addition to National Forest.

CHAP. 253.—An Act Making appropriations for the construction, repair, and preservation of certain public works on rivers and harbors, and for other purposes.

July 26, 1912.
[H. R. 21477.]

[Public, No. 241.]

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled, That the following sums of money be, and are hereby, appropriated, to be paid out of any money in the Treasury not otherwise appropriated, to be immediately available, and to be expended under the direction of the Secretary of War and the supervision of the Chief of Engineers, for the construction, completion, repair, and preservation of the public works hereinafter named:

River and harbor appropriations.

Improving Boothbay Harbor, Maine: Completing improvement in accordance with the report submitted in House Document Numbered Eighty-two, Sixty-second Congress, first session, eighteen thousand dollars.

Boothbay Harbor, Me.

Improving harbor at Portland, Maine, in accordance with the report submitted in House Document Numbered Four hundred and eighty-nine, Sixty-second Congress, second session, one hundred thousand dollars.

Portland, Me.

Improving South Bristol Harbor, Maine, completing improvement in accordance with report submitted in House Document Numbered Three hundred and sixty-four, Sixty-second Congress, second session, three thousand five hundred dollars.

South Bristol Harbor, Me.

Improving harbor at Sullivan Falls, Maine: Continuing improvement, five thousand dollars.

Sullivan Falls, Me.

Improving harbor at Burlington, Vermont: For maintenance and repair of breakwater, two thousand dollars.

Burlington, Vt.

Improving Narrows of Lake Champlain, New York and Vermont: For maintenance, six thousand dollars.

Lake Champlain, N. Y. and Vt.

Improving Pollock Rip Channel through the shoals lying near the entrance to Nantucket Sound, Massachusetts, in accordance with the report submitted in House Document Numbered Five hundred and thirty-six, Sixty-second Congress, second session, one hundred and twenty-five thousand dollars.

Nantucket Sound, Mass.

Improving harbor at Boston, Massachusetts, by dredging the channel of Chelsea Creek in accordance with the report submitted in House Document Numbered Two hundred and seventy-two, Sixty-second Congress, second session, and subject to the conditions set forth in said document, eighty-five thousand dollars.

Boston, Mass.

Improving harbor at Lynn, Massachusetts: Continuing improvement, thirty-five thousand dollars.

Lynn, Mass.

Improving Malden River, Massachusetts: Completing improvement in accordance with the report submitted in House Document Numbered Seventy-seven, Sixty-second Congress, first session, and subject to the conditions set forth in said document, eighty thousand dollars.

Malden River, Mass.

Improving harbor at New Bedford and Fairhaven, Massachusetts, in accordance with the report submitted in House Document Numbered Four hundred and forty-two, Sixty-second Congress, second session, and upon the conditions therein prescribed, fifty-six thousand six hundred and ten dollars.

New Bedford and Fairhaven, Mass.

- Mystic River, Mass.** Improving Mystic River, Massachusetts: Continuing improvement below the mouth of Island End River, fifty thousand dollars.
- Block Island, R. I.** Improving the harbor of refuge, Block Island, Rhode Island, in accordance with the report submitted in House Document Numbered Eight hundred and twenty-eight, Sixtieth Congress, first session, thirty thousand dollars.
- Block Island, R. I.** Harbor of refuge.
- Branford, Conn.** Improving harbor at Branford, Connecticut: For maintenance, three thousand dollars.
- West River, Conn.** Improving West River (New Haven Harbor), Connecticut: For construction and maintenance in accordance with the report submitted in House Document Numbered Five hundred and thirty-five, Sixty-second Congress, second session, fifty-four thousand dollars.
- New Haven, Conn.** Improving harbor at New Haven, Connecticut: Completing improvement of channels in Mill and Quinnipiac Rivers, in accordance with the report submitted in House Document Numbered Twenty-six, Sixty-second Congress, first session, nineteen thousand two hundred dollars.
- Southport, Conn.** Improving harbor at Southport, Connecticut: Completing improvement in accordance with the modified project recommended in the Annual Report of the Chief of Engineers for nineteen hundred and eleven, fifteen thousand dollars.
- Connecticut River, Conn.** Improving Connecticut River, Connecticut: For maintenance of improvement above Hartford, twenty-five thousand dollars.
- Housatonic River, Conn.** Improving Housatonic River, Connecticut: Continuing improvement and for maintenance, ten thousand dollars.
- Mystic River, Conn.** Improving Mystic River, Connecticut: For maintenance, in accordance with the report submitted in House Document Numbered Eight hundred and fifty-eight, Sixty-first Congress, second session, three thousand five hundred dollars.
- Buffalo, N. Y.** Improving harbor at Buffalo, New York, in accordance with the report submitted in House Document Numbered Five hundred and fifty, Sixty-second Congress, second session, two hundred and ninety thousand dollars.
- Flushing Bay, N. Y.** Improving harbor at Flushing Bay, New York: For maintenance, four thousand dollars.
- Mattituck, N. Y.** Improving harbor at Mattituck, New York: Continuing improvement, ten thousand dollars.
- New York Harbor, N. Y.** Improving New York Harbor, New York: For maintenance, including Ambrose Channel, two hundred thousand dollars.
- Ambrose Channel, N. Y.**
- Ogdensburg, N. Y.** Improving harbor at Ogdensburg, New York: Continuing improvement, twenty thousand dollars.
- Oswego, N. Y.** Improving harbor at Oswego, New York: Continuing improvement in accordance with plan A and for maintenance, eighty-five thousand dollars.
- Port Chester, N. Y.** Improving harbor at Port Chester, New York: Continuing improvement, ten thousand dollars.
- Port Jefferson, N. Y.** Improving harbor at Port Jefferson, New York: Continuing improvement and for maintenance, five thousand dollars.
- Rondout, N. Y.** Improving harbor at Rondout, New York: For maintenance, eleven thousand dollars.
- Saugerties, N. Y.** Improving harbor at Saugerties, New York: Continuing improvement and for maintenance, two thousand five hundred dollars.
- Mamaroneck, N. Y.** Improving harbor at Mamaroneck, New York, in accordance with the report submitted in House Document Numbered Ten hundred and eighty-seven, Sixty-first Congress, third session, twenty-nine thousand five hundred dollars: *Provided*, That any necessary easements for right of way and for the disposition of dredged material on Harbor Island be furnished by local interests free of cost to the United States.
- Proviso, Right of way, etc.**
- Sheepshead Bay, N. Y.** Improving Sheepshead Bay, New York: Completing improvement in accordance with the report submitted in House Document Num-

bered Nine hundred and fifty-nine, Sixty-first Congress, second session, thirteen thousand six hundred dollars.

Improving East Chester Creek, New York: Continuing improvement, ten thousand dollars. East Chester Creek, N. Y.

Removing obstructions in East River and Hell Gate, New York: Continuing improvement, including work at the Middle Ground and in the channel between North Brother and South Brother Islands, one hundred thousand dollars. East River and Hell Gate, N. Y.

Improving Harlem River, New York: Continuing improvement, twenty-five thousand dollars. Harlem River, N. Y.

Improving Newtown Creek, New York: For maintenance, fifteen thousand dollars. Newtown Creek, N. Y.

Improving Niagara River, New York: Completing improvement in accordance with the report submitted in House Document Numbered Five hundred and forty-nine, Sixty-second Congress, second session, and subject to the conditions set forth in said document, twenty-seven thousand five hundred and sixty-two dollars and fifty cents. Niagara River, N. Y.

Improving Jamaica Bay, New York, and entrance thereto in accordance with the report submitted in House Document Numbered Fourteen hundred and eighty-eight, Sixtieth Congress, second session, three hundred thousand dollars, from which amount the Secretary of War may reimburse the city of New York each month for the dredging and the disposition of dredged material of the preceding month at the actual unit price per cubic yard, place measurement: *Provided*, That such cost does not exceed eight cents per cubic yard. Jamaica Bay, N. Y.

Improving Arthur Kill, New York and New Jersey: For maintenance of improvement of Arthur Kill and the waters connecting Raritan Bay with New York Harbor, including channel north of Shooters Island, twenty thousand dollars. Payment to New York City for dredging.

Improving Absecon Inlet, New Jersey, in accordance with the report submitted in House Document Numbered Thirteen hundred and ninety-five, Sixty-first Congress, third session, one hundred and ninety thousand dollars, of which amount so much as may be necessary may be used for the construction of a dredge: *Provided*, That if, in the opinion of the Secretary of War, dredges of a suitable character to do the work at Absecon Inlet are readily obtainable for doing the work by contract at reasonable rates, the amount herein appropriated shall become immediately available for the prosecution of such work. Proviso. Limit.

Improving Keyport Harbor, Matawan Creek, Raritan and South Rivers, Shoal Harbor and Compton Creek, and Cheesequake Creek, New Jersey: For maintenance, twenty-three thousand five hundred dollars; completing improvement of South River, New Jersey, between Bissetts and Old Bridge, in accordance with the report submitted in House Document Numbered Five hundred and twenty, Sixty-second Congress, second session, eighty-seven thousand dollars; in all, one hundred and ten thousand five hundred dollars. Arthur Kill, N. Y. and N. J.

Improving Raritan Bay, New Jersey: For maintenance, ten thousand dollars. Absecon Inlet, N. J.

Improving Absecon Creek, New Jersey: Completing improvement in accordance with the report submitted in House Document Numbered Seventy-one, Sixty-second Congress, first session, fifteen thousand dollars. Dredge. Proviso. Contract.

Improving Alloway Creek, New Jersey: For maintenance, three thousand dollars. Keyport Harbor etc., N. J.

Improving Cohansey River, New Jersey: For maintenance, three thousand five hundred dollars. Raritan Bay, N. J.

Improving Cooper River (Creek), New Jersey: Continuing improvement and for maintenance, five thousand dollars. Absecon Creek, N. J.

Improving Alloway Creek, New Jersey: For maintenance, three thousand dollars. Alloway Creek, N. J.

Improving Cohansey River, New Jersey: For maintenance, three thousand five hundred dollars. Cohansey River, N. J.

Improving Cooper River (Creek), New Jersey: Continuing improvement and for maintenance, five thousand dollars. Cooper River, N. J.

- Hackensack River, N. J. Improving Hackensack River, New Jersey, in accordance with the report submitted in House Document Numbered Six hundred and forty-three, Sixty-first Congress, second session, fifty thousand dollars.
- Mantua Creek, N. J. Improving Mantua Creek, New Jersey: Continuing improvement and for maintenance, three thousand dollars.
- Maurice River, N. J. Improving Maurice River, New Jersey: Continuing improvement, twenty thousand dollars.
- Newark Bay and Passaic River, N. J. Improving Newark Bay and Passaic River, New Jersey, in accordance with the report submitted in House Document Numbered Seven hundred and seven, Sixty-second Congress, second session, five thousand dollars.
- Passaic River, N. J. Improving Passaic River, New Jersey: For maintenance of improvement above the Montclair and Greenwood Lake Railroad bridge, five thousand dollars.
- Raccoon Creek, N. J. Improving Raccoon Creek, New Jersey: Continuing improvement and for maintenance, four thousand dollars.
- Salem River, N. J. Improving Salem River, New Jersey: For maintenance, five thousand dollars.
- Shrewsbury River, N. J. Improving Shrewsbury River, New Jersey: For maintenance, ten thousand dollars.
- Toms River, N. J. Improving Toms River, New Jersey: For maintenance, one thousand dollars.
- Woodbridge Creek, N. J. Improving Woodbridge Creek, New Jersey: For maintenance, six thousand dollars.
- Delaware River, Trenton, N. J. Improving Delaware River at Trenton, New Jersey, in accordance with the report submitted in House Document Numbered Eight hundred and thirty-nine, Sixty-first Congress, second session, and subject to the conditions recommended by the Chief of Engineers on page two of said document, fifty thousand dollars.
- Philadelphia to the sea. Improving Delaware River, Pennsylvania, New Jersey, and Delaware: Continuing improvement and for maintenance from Allegheny Avenue, Philadelphia, to the sea, one million three hundred thousand dollars.
- Leipsic River, Del. Improving Leipsic River, Delaware, in accordance with the report submitted in House Document Numbered Five hundred and seventy-four, Sixty-first Congress, second session. Any unexpended balance of appropriation heretofore made for the improvement of Leipsic River, or so much thereof as may be required, may be expended for making cut-offs numbered one and five: *Provided*, That the land required for making said cut-offs, or easements therein, shall be furnished free of cost to the United States, and the United States shall be released from all claims for damages arising from the proposed diversion of the stream.
- Proviso. Land for cut-offs, etc. Improving Leipsic River, Delaware, in accordance with report submitted in House Document Numbered Six hundred and forty-seven, Sixty-second Congress, second session, and upon the condition specified in said report, nineteen thousand six hundred dollars.
- Leipsic River, Del. Improving Little River, Delaware, in accordance with the report submitted in House Document Numbered Six hundred and twenty-six, Sixty-second Congress, second session, and upon the condition specified in said report, fourteen thousand dollars.
- Little River, Del. Improving harbor at Wilmington, Delaware, in accordance with the report submitted in House Document Numbered three hundred and fifty-nine, Sixty-second Congress, second session, two hundred and fifty thousand dollars, of which amount so much as may be necessary may be used for the purchase or construction of a dredging plant to be used in connection with the work of improving and maintaining the harbor at Wilmington, Delaware, and at other places in the engineer district, with headquarters at Wilmington: *Provided*, That if, in the opinion of the Secretary of War, dredges of a suitable char-
- Wilmington, Del.
- Dredging plant.
- Proviso. Contract.

acter to do the work at Wilmington, Delaware, are readily obtainable for doing the work by contract at reasonable rates, the amount herein appropriated shall become immediately available for the prosecution of such work.

Improving harbor at Pittsburgh, Pennsylvania: For maintenance, five thousand dollars. Pittsburgh, Pa.

Improving Appoquinimink, Murderkill, and Mispillion Rivers, Delaware: Continuing improvement and for maintenance in accordance with the existing approved projects, twelve thousand five hundred dollars. Appoquinimink, etc., rivers, Del.

Improving Broad Creek River, Delaware: Completing improvement in accordance with the report submitted in House Document Numbered Six hundred and one, Sixty-first Congress, second session, fourteen thousand five hundred and twenty dollars. Broad Creek River, Del.

Improving Broadkill River, Delaware: For maintenance, five thousand dollars. Broadkill River, Del.

Improving inland waterway between Rehoboth Bay and Delaware Bay, Delaware, in accordance with the reports submitted in House Document Numbered Eight hundred and twenty-three, Sixtieth Congress, first session, and in Rivers and Harbors Committee Document Numbered Fifty-one, Sixty-first Congress, third session, and subject to the condition that the land needed for right of way, or easements therein, shall be furnished free of cost to the United States, fifty thousand dollars. Waterway, Rehoboth and Delaware Bays, Del.

Right of way.

Improving Nanticoke River, Delaware and Maryland: For maintenance of improvement of Nanticoke River and Northwest Fork of Nanticoke River (Marshyhope Creek), Maryland, five thousand dollars. Nanticoke River, Del. and Md.

Marshyhope Creek, Md.

Improving harbor at Baltimore, Maryland: For maintenance of improvement of Patapsco River and channel to Baltimore, including channel of approach at York Spit, Chesapeake Bay, fifty thousand dollars. Baltimore, Md. Patapsco River, etc.

Improving Elk and Little Elk Rivers, Maryland: Completing improvement in accordance with the report submitted in House Document Numbered Seven hundred and seventy, Sixty-second Congress, second session, and subject to the conditions set forth in said document, four thousand and forty dollars. Elk and Little Elk Rivers, Md.

Crisfield, Md.

Improving harbor at Crisfield, Maryland: Completing improvement and for maintenance, five thousand dollars.

Improving Lower Thoroughfare, Deal Island, Maryland: Completing improvement and for maintenance, two thousand dollars. Lower Thoroughfare, Md.

Improving harbors at Rockhall, Queenstown, Claiborne, and Cambridge, and Chester, Choptank, Warwick, Wicomico, Pocomoke, La Trappe, and Manokin Rivers, and Tyaskin Creek, Maryland: For maintenance, thirty-four thousand dollars. Chesapeake Bay, etc., Md. Eastern shore harbors, etc.

Improving Tilghman Island Harbor, Maryland: Completing improvement in accordance with the report submitted in House Document Numbered Four hundred, Sixty-second Congress, second session, seven thousand eight hundred and twenty dollars. Tilghman Island Harbor, Md.

Improving Twitch Cove and Big Thoroughfare River connecting Tylers River with Tangier Sound, Maryland: Completing improvement in accordance with the report submitted in House Document Numbered Two hundred and eighty-five, Sixty-second Congress, second session, two thousand nine hundred dollars. Twitch Cove, etc., Md.

Improving Broad Creek, Maryland: Completing improvement in accordance with the report submitted in House Document Numbered Two hundred and sixty-nine, Sixty-second Congress, second session, and subject to the conditions set forth in said document, fifty-seven thousand two hundred dollars. Broad Creek, Md.

Improving Corsica River, Maryland: Completing improvement in accordance with the report submitted in House Document Numbered

Corsica River, Md.

Five hundred and thirty-seven, Sixty-first Congress, second session, five thousand three hundred and sixty-eight dollars.

- SlaughterCreek, Md.** Improving Slaughter Creek, Maryland: Completing improvement in accordance with the report submitted in House Document Numbered Eighty-seven, Sixty-second Congress, first session, four thousand one hundred and forty dollars.
- Tred Avon River, Md.** Improving Tred Avon River, Maryland: Completing improvement in accordance with the report submitted in House Document Numbered Three hundred and ninety-nine, Sixty-second Congress, second session, nine thousand two hundred dollars.
- Tuckahoe River, Md.** Improving Tuckahoe River, Maryland: Completing improvement in accordance with the report submitted in House Document Numbered Eleven hundred and sixty, Sixtieth Congress, second session, fifteen thousand six hundred dollars.
- Anacostia River, D. C.** Improving Anacostia River, District of Columbia: Continuing improvement and for maintenance, fifty thousand dollars.
- Potomac River, D. C.** Improving Potomac River: Continuing improvement and for maintenance at Washington, District of Columbia, forty thousand dollars: *Provided*, That the provisions of section eleven of the river and harbor act of March third, eighteen hundred and ninety-nine, are hereby made applicable to the Potomac and Anacostia Rivers, and hereafter harbor lines in the District of Columbia, or elsewhere on said rivers, shall be established or modified as therein provided; and all laws or parts of laws inconsistent with this proviso are hereby repealed: *Provided further*, That hereafter the officer in local charge of the improvement shall have authority, with approval of the Chief of Engineers, United States Army, when no public building is available, to rent suitable offices, to be paid for pro rata from the appropriations for works in his charge: *And provided further*, That the proviso in the Act of June third, eighteen hundred and ninety-six, entitled "An Act making appropriations for the construction, repair, and preservation of certain public works on rivers and harbors, and for other purposes," under the item "Improving Potomac River, Washington, District of Columbia," is hereby repealed.
- Rent of offices.**
- Limitation repealed.**
Vol. 29, p. 219.
- Milford Haven, Va.** Improving harbor at Milford Haven, Virginia: For maintenance, five thousand dollars.
- Norfolk, Va.** Improving harbor at Norfolk, Virginia: For maintenance of improvement, including channel at Hospital Point, four thousand dollars.
- James River, Va.** Improving James River, Virginia: Continuing improvement and for maintenance, seventy thousand dollars.
- Mattaponi River, Va.** Improving Mattaponi River, Virginia: Continuing improvement and for maintenance, ten thousand dollars.
- Pagan River, Va.** Improving Pagan River, Virginia: For maintenance, one thousand dollars.
- Rappahannock River, Va.** Improving Rappahannock River, Virginia: For maintenance, five thousand dollars.
- Aquia Creek, Va.** Improving Aquia Creek, Virginia, in accordance with the report submitted in House Document Numbered Five hundred and seventy-nine, Sixty-second Congress, second session, twenty-one thousand four hundred dollars.
- Inland waterways, Norfolk to Albemarle Sound.** Improving waterway from Norfolk Harbor, Virginia, to Albermarle Sound, North Carolina: For maintenance of improvement of inland water route from Norfolk, Virginia, to Albermarle Sound, North Carolina, through Currituck Sound, three thousand dollars.
- Norfolk to Beaufort Inlet.** Improving inland waterway from Norfolk, Virginia, to Beaufort Inlet, North Carolina, in accordance with the report printed in House Document Numbered Three hundred and ninety-one, Sixty-second Congress, second session, five hundred thousand dollars. And the Secretary of War is hereby authorized to purchase from the Chesapeake and Albemarle Canal Company the canal and appurtenant
- Purchase of Chesapeake and Albemarle Canal.**

property belonging to said company in accordance with the agreement entered into between the Secretary of War and said company under date of February seventeenth, nineteen hundred and twelve, printed in House Document Numbered Five hundred and eighty-nine, Sixty-second Congress, second session, and the foregoing appropriation shall be devoted to that purpose; for the improvement and maintenance of said inland waterway, one hundred thousand dollars; in all, six hundred thousand dollars.	Maintenance.
Improving harbor at Beaufort, North Carolina: For maintenance, five thousand dollars.	Beaufort, N. C.
Improving Beaufort Inlet, North Carolina: For maintenance, ten thousand dollars.	Beaufort Inlet, N. C.
Improving harbor at Morehead City, North Carolina: For maintenance, one thousand dollars.	Morehead City, N. C.
For the construction of a harbor of refuge at Cape Lookout, North Carolina, in accordance with the report submitted in House Document Numbered Five hundred and twenty-eight, Sixty-second Congress, second session, or such modification of the plan contained in said report as may be deemed advisable after examination and survey, three hundred thousand dollars.	Cape Lookout, N. C., harbor of refuge.
Improving Shallowbag Bay, North Carolina: For maintenance, one thousand dollars.	Shallowbag Bay, N. C.
Improving Bay River, North Carolina: Completing improvement and for maintenance, one thousand dollars.	Bay River, N. C.
Improving Contentnia Creek, North Carolina: For maintenance, two thousand dollars.	Contentnia Creek, N. C.
Improving Fishing Creek, North Carolina: For maintenance, one thousand five hundred dollars.	Fishing Creek, N. C.
Improving Neuse and Trent Rivers, North Carolina: Continuing improvement and for maintenance, ten thousand dollars.	Neuse and Trent Rivers, N. C.
Improving New River and waterways to Beaufort, North Carolina: Continuing improvement and for maintenance of New River and of inland waterways between Beaufort Harbor and New River and between New River and Swansboro, seven thousand five hundred dollars.	New River, and waterways to Beaufort, N. C.
Improving Northeast, Black, and Cape Fear Rivers, North Carolina: For maintenance of improvement of Northeast and Black Rivers and Cape Fear River above Wilmington, North Carolina, twelve thousand dollars.	Northeast, etc., rivers, N. C.
Improving Cape Fear River at and below Wilmington, North Carolina, in accordance with the report submitted in House Document Numbered Two hundred and eighty-seven, Sixty-second Congress, second session, three hundred thousand dollars.	Cape Fear River, N. C.
Improving Pamlico and Tar Rivers, North Carolina: Completing improvement up to Greenville and for maintenance of improvement above Greenville, in accordance with the report submitted in House Document Numbered Two hundred and seventy, Sixty-second Congress, second session, one hundred thousand dollars.	Pamlico and Tar Rivers, N. C.
Improving Scuppernong River, North Carolina: For maintenance, two thousand dollars.	Scuppernong River, N. C.
Improving Swift Creek, North Carolina: For maintenance, five hundred dollars.	Swift Creek, N. C.
Improving waterway from Pamlico Sound to Beaufort Inlet, North Carolina: For maintenance, two thousand dollars.	Waterway, Pamlico Sound to Beaufort Inlet, N. C.
Improving Waccamaw River, North Carolina and South Carolina: Continuing improvement and for maintenance, twenty-five thousand dollars.	Waccamaw River, N. C. and S. C.
Improving harbor at Charleston, South Carolina: Continuing improvement of the twenty-eight-foot channel to the sea, fifty thousand dollars; completing improvement of a twenty-foot channel in Ashley River up to Standard Wharf, in accordance with the report printed	Charleston, S. C. Channels.

- in Rivers and Harbors Committee Document Numbered Four, Sixty-second Congress, second session, fifty-one thousand one hundred and fifty dollars; completing improvement of Shipyard Creek in accordance with the report of the Board of Engineers for Rivers and Harbors submitted in Senate Document Numbered Three hundred and fifty, Sixty-second Congress, second session, and upon the conditions set forth therein, five thousand dollars; in all, one hundred and six thousand one hundred and fifty dollars.
- Shipyard Creek.**
- Winyah Bay, S. C.** Improving Winyah Bay, South Carolina: Continuing improvement and for maintenance, one hundred and sixty-two thousand dollars.
- Archers Creek, S. C.** Improving Archers Creek, South Carolina: Completing improvement in accordance with the report submitted in House Document Numbered Five hundred and thirteen, Sixty-second Congress, second session, and subject to the conditions set forth in said document, twenty-five thousand dollars.
Post, p. 808.
- Great Pedee River, S. C.** Improving Great Pedee River, South Carolina: For maintenance, ten thousand dollars.
- Mingo Creek, S. C.** Improving Mingo Creek, South Carolina: Completing improvement in accordance with the report submitted in House Document Numbered Seven hundred and eighty-two, Sixty-first Congress, second session, and subject to the conditions set forth in said document, twenty-two thousand dollars.
- Santee, etc., rivers, S. C.** Improving Santee, Wateree, and Congaree Rivers, South Carolina: Continuing improvement and for maintenance, including the Estherville-Minim Creek Canal and the Congaree River as far up as the Gervais Street Bridge, Columbia, sixty-four thousand dollars.
- Waterways, Charleston and McClellanville, S. C.** Improving waterways between Charleston and Alligator Creek, South Carolina: For maintenance of improvement of inland waterways between Charleston Harbor and McClellanville, including branch to Morrisons Landing, fifteen thousand dollars.
- Brunswick, Ga.** Improving harbor at Brunswick, Georgia: For maintenance, thirty-three thousand two hundred and fifty dollars.
- Savannah, Ga.** Improving harbor at Savannah, Georgia: Continuing improvement of the twenty-six-foot channel to the sea, four hundred thousand dollars; completing improvement of the twenty-one-foot channel from the upper limits of the present project to the foot of Kings Island, in accordance with the report submitted in House Document Numbered Five hundred and sixty-three, Sixty-second Congress, second session, and subject to the conditions set forth in said document, one hundred and forty thousand dollars; in all, five hundred and forty thousand dollars.
- Altamaha, etc., rivers, Ga.** Improving Altamaha, Oconee, and Ocmulgee Rivers, Georgia, in accordance with the report submitted in House Document Numbered Four hundred and forty-three, Sixty-second Congress, second session, forty thousand dollars.
- Cowhead River, Ga.** Improving Cowhead River, Georgia: Completing improvement in accordance with the report submitted in House Document Numbered One hundred and nine, Sixty-second Congress, first session, and subject to the conditions set forth in said document, three thousand dollars.
- Flint River, Ga.** Improving Flint River, Georgia: Continuing improvement and for maintenance, ten thousand dollars.
- Satilla River, Ga.** Improving Satilla River, Georgia: Completing improvement and for maintenance in accordance with the report submitted in House Document Numbered Forty-one, Sixty-second Congress, first session, ten thousand dollars.
- Saint Marys River, Ga. and Fla.** Improving Saint Marys River, Georgia and Florida, in accordance with the report submitted in House Document Numbered Six hundred and ninety-seven, Sixty-second Congress, second session, nineteen thousand four hundred and fifty dollars.

Improving Savannah River, Georgia: Continuing improvement and for maintenance above Augusta, three thousand dollars; continuing improvement and for maintenance below Augusta, one hundred and five thousand dollars; in all, one hundred and eight thousand dollars.

Savannah River.

Improving Chattahoochee River, Georgia and Alabama: Continuing improvement below Columbus, Georgia, and for maintenance, fifty thousand dollars.

Chattahoochee River, Ga. and Ala.

Improving Coosa River, Georgia and Alabama: Continuing improvement and for maintenance between Rome, Georgia, and Dam Numbered Four, Alabama, twenty thousand dollars; continuing improvement by the construction of a lock in Dam Numbered Four, and by the construction of Dam Numbered Five, in the State of Alabama, one hundred and twenty-four thousand dollars; in all, one hundred and forty-four thousand dollars; and that the provision in the river and harbor Act approved February twenty-seventh, nineteen hundred and eleven, authorizing and empowering the Secretary of War to enter into contract with the Ragland Water Power Company to complete the dam partially built by the United States at Lock Numbered Four, on the Coosa River, is hereby reenacted, and the time fixed therein for making said contract and for beginning said work is hereby extended one year from February twenty-seventh, nineteen hundred and twelve.

Coosa River, Ga. and Ala.

Contract with Ragland Water Power Company continued. Vol. 36, p. 539.

Time extended.

Improving waterway between Savannah, Georgia, and Fernandina, Florida, as recommended in the reports submitted in House Document Numbered Twelve hundred and thirty-six, Sixtieth Congress, second session, and in the Annual Report of the Chief of Engineers for nineteen hundred and eleven, forty thousand dollars: *Provided*, That of this amount so much as shall be necessary may, in the discretion of the Secretary of War, be expended for maintenance of harbor at Darien, Georgia.

Waterway, Savannah and Fernandina.

Provided. Darien, Ga., harbor.

Improving channel from Clearwater Harbor through Boca Ceiga Bay to Tampa Bay, Florida: Completing improvement and for maintenance, twenty thousand dollars.

Channel, Clearwater Harbor to Tampa Bay, Fla.

Improving harbor at Fernandina, Florida: For maintenance, including the entrance channel through Cumberland Sound, Georgia and Florida, fifteen thousand dollars.

Fernandina, Fla.

Improving Hillsboro Bay, Florida: Continuing improvement in accordance with the report submitted in House Document Numbered Six hundred and thirty-four, Sixty-first Congress, second session, and subject to the conditions recommended by the Chief of Engineers, United States Army, on page two of said document, two hundred and fifty thousand dollars.

Hillsboro Bay, Fla.

Improvement at Key West, Florida: Deepening and widening the main ship channel at the entrance and at Triangle Shoals, so as to afford a channel thirty feet deep and three hundred feet wide, and removing shoals in the anchorage in accordance with the report submitted in House Document Numbered Seven hundred and six, Sixty-second Congress, second session, forty-eight thousand dollars; for maintenance of improvement of the northwest entrance channel, fifteen thousand dollars; in all, sixty-three thousand dollars.

Key West, Fla. Channels, etc.

Improving harbor at Miami (Biscayne Bay), Florida, in accordance with the report submitted in House Document Numbered Five hundred and fifty-four, Sixty-second Congress, second session, one hundred thousand dollars: *Provided*, That no work shall be done by the United States on said project until the Secretary of War is satisfied that the portion of the work contemplated in this project to be done by the Florida East Coast Railway Company will be promptly completed, nor until the Secretary of War is satisfied that suitable terminal facilities will be provided as contemplated by paragraph eight of the report of the Board of Engineers for Rivers and Harbors

Miami, Fla.

Provided. Work by Florida East Coast Railway Company.

Terminal facilities.

as set forth on page fifteen of said document Numbered Five hundred and fifty-four.

- Saint Petersburg, Fla.** Improving harbor at Saint Petersburg, Florida: Completing improvement in accordance with the report submitted in House Document Numbered Five hundred and twelve, Sixty-second Congress, second session, and subject to the conditions set forth in said document, thirty-two thousand dollars.
- Sarasota Bay, Fla.** Improving Sarasota Bay, Florida: Continuing improvement and for maintenance, thirteen thousand dollars.
- Tampa Bay, Fla.** Improving Tampa Bay, Florida: For maintenance, nine thousand dollars.
- Channel Apalachicola River to Saint Andrews Bay, Fla.** Improving channel from Apalachicola River to Saint Andrews Bay, Florida: Continuing improvement, seventy thousand dollars.
- Apalachicola River, Fla.** Improving Apalachicola River, Florida: Continuing improvement and for maintenance, including the cut-off, Lee Slough, lower Chipola River, and upper Chipola River from Marianna to its mouth, twelve thousand dollars.
- Caloosahatchee River, Fla.** Improving Caloosahatchee River, Florida: For maintenance, five thousand dollars.
- Crystal River, Fla.** Improving Crystal River, Florida: For maintenance, two thousand dollars.
- Holmes River, Fla.** Improving Holmes River, Florida: For maintenance of improvement from Vernon to the mouth, two thousand dollars.
- Manatee River, Fla.** Improving Manatee River, Florida: For maintenance, five thousand dollars.
- Oklawaha River, Fla.** Improving Oklawaha River, Florida: Continuing improvement and for maintenance from the mouth to Leesburg, including Silver Springs Run, fifteen thousand dollars: *Provided*, That such part of this sum and of the amount now available as is necessary may be expended for maintenance of levels in the lakes at the head of the stream as provided for by the Act approved June twenty-fifth, nineteen hundred and ten, or in such further improvement of the stream as may be recommended by the Chief of Engineers.
- Saint Johns River, Fla. Distribution.** Improving Saint Johns River, Florida: Continuing improvement and for maintenance from Jacksonville to the ocean, three hundred thousand dollars; continuing improvement and for maintenance from Jacksonville to Palatka, fifteen thousand dollars; continuing improvement and for maintenance from Palatka to Lake Harney, twenty-five thousand dollars; in all, three hundred and forty thousand dollars.
- Charlotte Harbor, Fla.** Improving the entrance of Charlotte Harbor, Florida, in accordance with the report submitted in House Document Numbered Six hundred and ninety-nine, Sixty-second Congress, second session, twenty thousand dollars, upon the condition that local interests contribute one-half of the estimated original cost of said improvement.
- Withlacoochee River, Fla.** Improving Withlacoochee River, Florida: Completing improvement and for maintenance, thirty-eight thousand dollars.
- Saint Josephs Bay, Fla.** Improving the entrance to Saint Josephs Bay, Florida, so as to secure and provide an available channel twenty-four feet deep at mean low water and three hundred feet wide through the bar, twenty thousand dollars, the work to be done by the Government plant: *Provided*, That local interests will contribute an equal sum toward the execution of the project, in accordance with the report submitted in House Document Numbered Six hundred and sixty, Sixty-second Congress, second session.
- Choctawhatchee River, Fla. and Ala.** Improving Choctawhatchee River, Florida and Alabama: For maintenance of improvement, including Cypress Top outlet, eight thousand dollars.
- Escambia and Conecuh Rivers, Fla.** Improving Escambia and Conecuh Rivers, Florida and Alabama: For maintenance, five thousand dollars.

Proviso.
Maintenance of lake levels.
Vol. 36, p. 645.

Improving Mobile bar, Alabama: Continuing improvement and for maintenance, ten thousand dollars.

Mobile, Ala.
Bar.

Improving harbor at Mobile, Alabama: Continuing improvement and for maintenance, four hundred and three thousand dollars, of which amount three thousand dollars may be used in the removal of sunken logs, deadheads, and other obstructions.

Harbor.

Improving Alabama River, Alabama: Continuing improvement and for maintenance, including the Alabama and Coosa Rivers between Montgomery and Wetumpka, seventy-five thousand dollars.

Alabama, etc., riv-
ers, Ala.

Improving Tombigbee River, Alabama and Mississippi: For maintenance, from the mouth to Demopolis, Alabama, ten thousand dollars, and from Demopolis, Alabama, to Walkers Bridge, Mississippi, eight thousand dollars; in all, eighteen thousand dollars.

Tombigbee River,
Ala. and Miss.

Improving channel connecting Mobile Bay and Mississippi Sound, Alabama: Completing improvement in accordance with the report submitted in House Document Numbered Nine hundred and sixty-seven, Sixtieth Congress, first session, fifty thousand dollars.

Mobile Bay, Ala.
Channel to Missis-
sippi Sound.

That the provision in the river and harbor act approved March third, nineteen hundred and five (Thirty-third Statutes, page eleven hundred and twenty-eight), granting Louis M. Tisdale the right and authority to construct and operate a channel through Mobile Bay, and to construct and maintain wharves, piers, anchorage and turning basins, and other similar structures in said bay, is hereby revived and reenacted: *Provided*, That the said provision is hereby so amended as to vest in the South Mobile Terminal Company, its successors and assigns, all the rights, privileges, and authority thereby granted to the said Louis M. Tisdale, subject to all the terms and conditions of said Act, upon full and complete assignment and transfer of all such rights, privileges, and authority of said Tisdale to the said South Mobile Terminal Company: *Provided also*, That the said provision is hereby further amended so as to extend the time for completing the work therein authorized for a period of five years from the approval of this Act: *And provided also*, That the right to alter, amend, or repeal this Act, in so far as it relates to this franchise, is hereby expressly reserved.

Louis M. Tisdale.
Right to construct
channel, etc., revived.
Vol. 33, p. 1123.

Proviso.
Transfer to South
Mobile Terminal Com-
pany.

Time extended.

Right to alter, etc.

Improving harbor at Biloxi, Mississippi: For maintenance, four thousand dollars.

Biloxi, Miss.

Improving harbor at Gulfport, Mississippi: Continuing improvement and for maintenance of anchorage basin at Gulfport and channel therefrom to the anchorage or roadstead at Ship Island, and for the improvement and maintenance of channel at Ship Island Pass, two hundred thousand dollars, of which amount one hundred and twenty thousand dollars may be applied to the purchase or construction of a suitable dredging plant: *Provided*, That the United States dredge Barnard may be transferred back to the improvement from which it was transferred by Act approved February twenty-seventh, nineteen hundred and eleven, and the balance remaining on hand of the sixty thousand dollars authorized by the Act of February twenty-seventh, nineteen hundred and eleven, to be expended for the repair and modification of the United States dredge Barnard, may be expended for the purchase or construction of the dredging plant herein authorized.

Gulfport, Miss.

Dredging plant.

Proviso.
Transfer of dredge
"Barnard."

Use of balance.
Vol. 36, p. 942.

Improving Horn Island Pass, Mississippi: For maintenance, two thousand dollars.

Horn Island Pass,
Miss.

Improving Big Sunflower River, Mississippi, in accordance with the report submitted in Rivers and Harbors Committee Document Numbered Two, Sixty-second Congress, second session, seventy-five thousand dollars.

Big Sunflower River,
Miss.

Improving Pascagoula River, Mississippi: Continuing improvement and for maintenance, including channel up Dog River, twenty thousand dollars.

Pascagoula River,
Miss.

- Pearl River, Miss. Improving Pearl River, Mississippi: Continuing improvement and for maintenance below Rockport, fifteen thousand dollars.
- Wolf and Jordan Rivers, Miss. Improving Wolf and Jordan Rivers, Mississippi: For maintenance, five thousand dollars.
- Yazoo River, Miss. Improving Yazoo River, Mississippi: For maintenance of improvement of mouth of Yazoo River and harbor of Vicksburg, five thousand dollars.
- And tributaries. Improving Yazoo River and tributaries, Mississippi: Continuing improvement and for maintenance, including Yazoo, Tallahatchie, Big Sunflower, and Coldwater Rivers, Tchula Lake, Steele and Washington Bayous, Lake Washington, and Bear Creek, twenty-five thousand dollars.
- Water hyacinth. Removal from Mississippi waters. Vol. 36, p. 943. Removing the water hyacinth, Florida, Texas, and Louisiana: Of the unexpended balance of appropriations heretofore made for the removal of the water hyacinth from the navigable waters in the States of Louisiana and Texas so much as shall be necessary may, in the discretion of the Secretary of War, be expended for their removal from the navigable waters in the State of Mississippi, and the operating plant pertaining to the work in Louisiana is hereby made available for use in Mississippi in the discretion of the Secretary of War.
- Bayous Bartholomew, etc., La. Improving Bayous Bartholomew, Maçon, D'Arbonne, and Corney, and Boeuf and Tensas Rivers, Louisiana: For maintenance, twelve thousand dollars.
- Bayou Grossetete, La. Improving Bayou Grossetete, Louisiana: Completing improvement in accordance with the report submitted in House Document Numbered Three hundred and forty-eight, Sixty-second Congress, second session, eighteen thousand dollars.
- Johnsons Bayou, La. Improving Johnsons Bayou, Louisiana: For maintenance, two thousand five hundred dollars.
- Bayou Queue de Tortue, La. Improving Bayou Queue de Tortue, Louisiana: Completing improvement in accordance with the report submitted in House Document Numbered Six hundred and nine, Sixty-first Congress, second session, and subject to the conditions set forth in said document, twenty-five thousand dollars.
- Southwest Pass, Mississippi River. Improving Southwest Pass, Mississippi River: Continuing improvement and for maintenance, four hundred and fifty thousand dollars.
- Bayou Teche, La. Improving Bayou Teche, Louisiana: Continuing improvement and for maintenance, sixty thousand dollars.
- Bayou Terrebonne. Vol. 36, p. 647. Bayou Terrebonne, Louisiana: That the proviso in the River and Harbor Act of June twenty-fifth, nineteen hundred and ten, making appropriation for improving Bayou Terrebonne, Louisiana, be, and the same is hereby, amended to read as follows: "*Provided*, That before any expenditures are made the right of way for the additional width required for excavation and for depositing dredged material be given by local interests free of cost to the United States."
- Proviso.* Additional right of way. *Post*, p. 812.
- Bayou Vermilion and Mermentau River. Improving Bayou Vermilion and Mermentau River, Louisiana: For maintenance of improvement of channel, bay, and passes of Bayou Vermilion and Mermentau River and tributaries, and continuing improvement and maintenance of Bayou Plaquemine Brule, five thousand dollars.
- Waterway. Franklin to Mermentau, La. Improving waterway from Franklin to Mermentau, Louisiana: The Secretary of War is hereby authorized to purchase, for use as a part of said waterway, the so-called Hanson Canal, in accordance with the recommendation made by the Chief of Engineers, at a cost not to exceed sixty-five thousand dollars, to be paid out of funds heretofore appropriated for this project.
- Purchase of Hanson Canal. Inland waterway from Mermentau River to Sabine River, Louisiana and Texas: Continuing improvement, one hundred thousand dollars: *Provided*, That this amount may be applied to any modified plan for this section of the waterway that may be recommended by the Chief of Engineers and approved by the Secretary of War.
- Waterway, Mermentau and Sabine Rivers. *Proviso.* Modified plans.

Improving Red River, Louisiana, Arkansas, Texas, and Oklahoma: Continuing improvement and for maintenance below Fulton, Arkansas, fifty thousand dollars; for maintenance and continuing improvement between Fulton, Arkansas, and the mouth of the Washita River, in accordance with the report submitted in House Document Numbered Seventy-one, Sixty-first Congress, first session, seventy-five thousand dollars; in all, one hundred and twenty-five thousand dollars.

Red River, La., Ark. Tex., and Okla.

Improving Galveston Channel, Texas: Continuing improvement under the existing project, which contemplates the excavation of a channel thirty feet deep and one thousand two hundred feet wide from the inner bar to Fifty-first Street and seven hundred feet wide from Fifty-first to Fifty-sixth Street, one hundred thousand dollars: *Provided*, That at such time as in the discretion of the Secretary of War the same may be required in the interests of navigation and commerce the western terminus of said channel may be extended to Fifty-seventh Street, with a width of one thousand feet between Fifty-first and Fifty-seventh Streets, as recommended in the report submitted in House Document Numbered Three hundred and twenty-eight, Sixty-first Congress, second session.

Galveston Channel, Tex.

Provido.
Extension.

Improving harbor at Galveston, Texas: For maintenance, by dredging and repair of the jetties, seventy-five thousand dollars.

Galveston, Tex.

The Secretary of War may appoint a board of three Engineer officers whose duty it shall be to examine and report upon the following harbors and channels in Texas, at or near Galveston, to wit: Galveston Harbor and Channel, Texas City Harbor and Channel, Port Bolivar Harbor and Port Bolivar Channel leading thereto, all with a view to securing a depth of thirty-five feet. The said board shall also make an investigation as to the advisability of constructing a dike or dikes along the Houston Ship Channel and report whether or not such dike or dikes will operate in lieu of the dike recommended in the report for Greater Galveston to be built east of the Texas City Channel for the purpose of protecting the Texas City Channel and Galveston Channel.

Texas harbors, etc.
Board of officers to examine for 25-foot channel, etc.

Dikes, etc.

The Secretary of War may appoint a board of three engineer officers, whose duty it shall be to examine Port Aransas (Aransas Pass and the Harbor Island basin), Texas, and make an estimate of the cost of securing a depth of twenty-five feet, or such depth as may be considered advisable in the interest of commerce. And said board shall report fully upon all matters pertaining to the creation of a deep-water harbor of the first class, including the dike on Saint Joseph Island and harbor facilities at the northern end of Mustang Island. And the said board shall also report whether the waters lying between Harbor Island and the mainland may be exempted from the operation of the laws relating to navigable waterways of the United States.

Port Aransas.
Board of officers to report on 25-foot basin.

Scope of report.

Improving channel from Galveston Harbor to Texas City, Texas: Continuing improvement and for maintenance by dredging within the limits recommended in the report submitted in House Document Numbered Three hundred and twenty-eight, Sixty-first Congress, second session, one hundred thousand dollars.

Channel, Galveston to Texas City, Tex.

Improving channel to Port Bolivar, Texas: For maintenance, twenty-five thousand dollars.

Port Bolivar, Tex.

Improving Sabine Pass, Texas: For maintenance, and continuing improvement of Sabine Pass and Port Arthur Canal in accordance with the report submitted in House Document Numbered Seven hundred and seventy-three, Sixty-first Congress, second session, and subject to the conditions set forth in said document, four hundred and thirty-three thousand eight hundred dollars.

Sabine Pass, Tex.

Improving the Sabine-Neches Canal, Texas, from the Port Arthur Ship Canal to the mouth of the Sabine River, the Neches River up to the town of Beaumont, and the Sabine River up to the town of

Sabine-Neches Canal, Tex.

- Extension of improvement.** Vol. 36, p. 943. **Orange:** The authorization for the improvement adopted by the river and harbor Act of February twenty-seventh, nineteen hundred and eleven (Thirty-sixth Statutes, page nine hundred and forty-three), is hereby extended so as to include the cutting off of bends or the widening of the channels to such extent as may be recommended by the Chief of Engineers and approved by the Secretary of War: *Provided*, That the total cost shall not be increased beyond that specified in the Act of February twenty-seventh, nineteen hundred and eleven: *Provided further*, That nothing herein contained shall change the terms of cooperation specified in said Act.
- Proviso.** Limit of cost. **Improving West Galveston Bay Channel, Trinity River, Anahuac Channel, Oyster Creek, and Cedar, Chocolate, Turtle, Bastrop, Dickinson, Double, and East Bay Bayous, Texas:** Continuing improvement and for maintenance, including mouths of adjacent streams, twenty-five thousand dollars.
- Local cooperation.** **West Galveston Bay channel, etc., Tex.** **Improving West Galveston Bay Channel, Trinity River, Anahuac Channel, Oyster Creek, and Cedar, Chocolate, Turtle, Bastrop, Dickinson, Double, and East Bay Bayous, Texas:** Continuing improvement and for maintenance, including mouths of adjacent streams, twenty-five thousand dollars.
- Brazos River, Tex. Distribution.** **Improving Brazos River, Texas:** Continuing improvement from Old Washington to Waco by the construction of Lock and Dam Numbered Eight and commencing the construction of two additional locks and dams, two hundred thousand dollars; continuing improvement and for maintenance by open-channel work from Velasco to Old Washington, fifteen thousand dollars; in all, two hundred and fifteen thousand dollars.
- Mouth.** **Improving mouth of Brazos River, Texas:** For maintenance, twenty-five thousand dollars.
- Trinity River, Tex.** **Improving Trinity River, Texas:** Continuing improvement with a view to obtaining a depth of six feet between the mouth and Dallas by the construction of locks and dams heretofore authorized, and for an accurate instrumental survey of the river as recommended in the Annual Report of the Chief of Engineers for nineteen hundred and eleven, four hundred and twenty-five thousand dollars; continuing improvement and for maintenance by open-channel work, fifteen thousand dollars; in all, four hundred and forty thousand dollars.
- Locks and dams.** **Improving inland waterway on coast of Texas:** For maintenance of improvement of that section of the waterway between West Galveston Bay and Brazos River, ten thousand dollars; continuing improvement between Brazos River and Matagorda Bay, sixty-two thousand dollars, of which amount twelve thousand dollars or so much thereof as may be necessary may be expended in the construction of highway bridges at points where the said waterway will intersect existing county roads; and completing improvement of the Guadalupe River up to Victoria, forty thousand dollars; in all, one hundred and twelve thousand dollars.
- Open-channel work.** **Improving inland waterway on coast of Texas:** For maintenance of improvement of that section of the waterway between West Galveston Bay and Brazos River, ten thousand dollars; continuing improvement between Brazos River and Matagorda Bay, sixty-two thousand dollars, of which amount twelve thousand dollars or so much thereof as may be necessary may be expended in the construction of highway bridges at points where the said waterway will intersect existing county roads; and completing improvement of the Guadalupe River up to Victoria, forty thousand dollars; in all, one hundred and twelve thousand dollars.
- Texas inland waterways.** **Improving inland waterway on coast of Texas:** For maintenance of improvement of that section of the waterway between West Galveston Bay and Brazos River, ten thousand dollars; continuing improvement between Brazos River and Matagorda Bay, sixty-two thousand dollars, of which amount twelve thousand dollars or so much thereof as may be necessary may be expended in the construction of highway bridges at points where the said waterway will intersect existing county roads; and completing improvement of the Guadalupe River up to Victoria, forty thousand dollars; in all, one hundred and twelve thousand dollars.
- Bridges.** **Improving inland waterway on coast of Texas:** For maintenance of improvement of that section of the waterway between West Galveston Bay and Brazos River, ten thousand dollars; continuing improvement between Brazos River and Matagorda Bay, sixty-two thousand dollars, of which amount twelve thousand dollars or so much thereof as may be necessary may be expended in the construction of highway bridges at points where the said waterway will intersect existing county roads; and completing improvement of the Guadalupe River up to Victoria, forty thousand dollars; in all, one hundred and twelve thousand dollars.
- Port O'Connor, Tex.** **The Secretary of War is authorized to change the route of the channel from Aransas Pass to Pass Cavallo so as to pass by the town of Port O'Connor, Texas, and to expend available funds for this work instead of maintaining the channel along its present route, in accordance with the report of the Chief of Engineers, nineteen hundred and eleven.**
- Cypress Bayou, Tex.** **Improving Cypress Bayou, Texas and Louisiana:** For maintenance, five thousand dollars.
- Ouachita River, Ark. and La.** **Improving Ouachita River, Arkansas and Louisiana:** Continuing improvement by the construction of Locks and Dams Numbered Three and Seven, one hundred thousand dollars; for maintenance of improvement by open-channel work up to Camden, fifteen thousand dollars, and from Camden to Arkadelphia, two thousand five hundred dollars; in all, one hundred and seventeen thousand five hundred dollars.
- Arkansas River, Pine Bluff, Ark.** **Improving Arkansas River, Arkansas:** For maintenance of improvement, including works at Pine Bluff and the operation of dredging plant, thirty thousand dollars.

For improving the Arkansas River, in Arkansas: For protecting the north bank thereof, in the bend in front of the Crawford County Levee, south of Van Buren, in sections eight, nine, and ten in township eight north, range thirty west, which shall be considered extraordinary emergency work, thirty thousand dollars. This appropriation shall be expended as soon as practicable in accordance with plans to be prepared by the Chief of Engineers of the War Department.

Protecting banks.

Improving Cache River, Arkansas: For maintenance, three thousand dollars.

Cache River, Ark.

Improving Saint Francis River, Arkansas: For maintenance of improvement of Saint Francis and L'Anguille Rivers and Blackfish Bayou, nine thousand dollars.

Saint Francis, etc., Rivers, Ark.

Improving Saline River, Arkansas: For maintenance, three thousand dollars.

Saline River, Ark.

Improving White River, Arkansas: For maintenance, eighteen thousand dollars.

White River, Ark.

Improving Black and Current Rivers, Arkansas and Missouri: For maintenance, fifteen thousand dollars.

Black and Current Rivers, Ark. and Mo.

Improving Cumberland River above Nashville, Tennessee: For maintenance of improvement by open-channel work, five thousand dollars; for the purchase of flowage rights over lands submerged as a result of the construction, operation, and maintenance of Dams Numbered Six and Seven, two thousand five hundred dollars; in all, seven thousand five hundred dollars.

Cumberland River. Above Nashville, Tenn.

Improving Cumberland River below Nashville, Tennessee: Continuing improvement by the construction of Locks and Dams B, C, and D, three hundred thousand dollars; for maintenance of improvement by open-channel work, five thousand dollars; in all, three hundred and five thousand dollars.

Below Nashville, Tenn.

Improving French Broad River, Tennessee: Continuing improvement and for maintenance of French Broad and Little Pigeon Rivers, fifteen thousand dollars.

French Broad, etc., rivers, Tenn.

Improving Clinch River, Tennessee and Virginia: The sum of two thousand dollars authorized by the river and harbor act approved June twenty-fifth, nineteen hundred and ten, to be expended on Clinch River in the State of Virginia, is hereby made available for improving said river in the State of Tennessee as recommended on page seven hundred and thirty of the Annual Report of the Chief of Engineers for nineteen hundred and eleven.

Clinch River. Tenn. and Va.

Balance available. Vol. 36, p. 652.

Improving Hiwassee River, Tennessee: For maintenance, five thousand dollars.

Hiwassee River. Tenn.

Improving Tennessee River, Tennessee, Alabama, and Kentucky: For maintenance, and continuing improvement in accordance with the report submitted in House Document Numbered Three hundred and sixty, Sixty-second Congress, second session, as follows: Above Chattanooga, Tennessee, one hundred and five thousand dollars; between Chattanooga, Tennessee, and Browns Island, Alabama, ten thousand dollars; between Florence and Riverton, Alabama, one hundred and twenty thousand dollars; below Riverton, Alabama, one hundred and ten thousand dollars; in all, three hundred and forty-five thousand dollars.

Tennessee River.

Distribution.

That the item in the river and harbor Act of June twenty-fifth, nineteen hundred and ten, making appropriation for improving Kentucky River, and providing that, of the amount appropriated, "the sum of six thousand dollars may be expended for the construction of a bridge across Tates Creek and the restoration of the county road near Otter Creek," be, and is hereby, so amended as to authorize the Secretary of War to use so much of said sum as may be necessary (not exceeding one thousand five hundred dollars), for reimbursing the county of Madison, in the State of Kentucky, the moneys ex-

Madison County. Tenn. Reimbursement to. Vol. 36, p. 652.

pended by said county for the restoration of the said county road near Otter Creek.

- Port Clinton, Ohio. Improving harbor at Port Clinton, Ohio: For maintenance, five hundred dollars.
- Toledo, Ohio. Improving harbor at Toledo, Ohio: Continuing improvement, seventy-five thousand dollars.
- Ohio River. Improving Ohio River: Continuing improvement by the construction of locks and dams with a view to securing a navigable depth of nine feet, three million two hundred thousand dollars: *Provided*, That the Secretary of War may enter into a contract or contracts for such materials and work as may be necessary to prosecute the said project, to be paid for as appropriations may from time to time be made by law, not to exceed in the aggregate two million two hundred thousand dollars, exclusive of the amounts herein and heretofore appropriated.
- Locks and dams. *Provided*.
Contracts.
- Open channel work. Improving Ohio River: Continuing improvement and for maintenance by open-channel work, two hundred thousand dollars.
- Levees. Improving Ohio River: For the raising and strengthening of the levees in the city of Cairo, Illinois, on the Ohio and Mississippi Rivers, and in the Cairo drainage district, which shall be considered extraordinary emergency work, two hundred and fifty thousand dollars: *Provided*, That the city of Cairo shall expend, or cause to be expended, the same amount for the same purpose.
- Cairo, Ill. *Provided*.
Part by City.
- Mound City, Ill. For the raising and strengthening of the levees in the city of Mound City, Illinois, on the Ohio River, which shall be considered extraordinary emergency work, twenty thousand dollars, on the condition that the city of Mound City shall furnish an equal amount for the same purpose.
- Part by City.
- Allegheny River, Pa. Improving the Allegheny River, Pennsylvania, in accordance with the report submitted in House Document Numbered Five hundred and forty, Sixty-second Congress, second session, three hundred thousand dollars: *Provided*, That local interests contribute an equal amount.
- Provided*.
Local contribution.
Fest, p. 808.
Ludington, Mich.
- Improving harbor at Ludington, Michigan: Completing improvement, fifty-one thousand five hundred dollars.
- Manistee, Mich. Improving the harbor at Manistee, Michigan, in accordance with the report submitted in House Document Numbered Five hundred and ninety-nine, Sixty-second Congress, second session, and subject to the conditions set forth in said document, one hundred and fifty thousand dollars.
- Arcadia, Mich. Improving harbor at Arcadia, Michigan: Continuing improvement and for maintenance, fifteen thousand dollars.
- Portage Lake, Mich. Harbor of refuge at Portage Lake, Manistee County, Michigan: For maintenance, three thousand dollars.
- Saint Joseph Harbor and River, Mich. Improving Saint Joseph Harbor and River, Michigan: For maintenance, fifteen thousand five hundred dollars.
- Saugatuck, and Kalamazoo River, Mich. Improving harbor at Saugatuck, and Kalamazoo River, Michigan: For maintenance, nine thousand dollars.
- South Haven, Mich. Improving harbor at South Haven, Michigan: For maintenance, three thousand dollars.
- Black River, Mich. Improving Black River at Port Huron, Michigan: For maintenance, one thousand five hundred dollars.
- Clinton River, Mich. Improving Clinton River, Michigan: For maintenance, two thousand dollars.
- Saint Marys River, Mich. Improving Saint Marys River at the falls, Michigan, by the construction of a fourth lock, in accordance with the report submitted in House Document Numbered Sixty-four, Sixty-second Congress, first session, three hundred thousand dollars.
- New lock.
- Menominee, Mich. and Wis. Improving Menominee Harbor and River, Michigan and Wisconsin: For maintenance, nine thousand dollars.

Improving harbor at Ashland, Wisconsin: Continuing improvement and for maintenance, twenty thousand dollars.

Ashland, Wis.

Improving harbor at Green Bay, Wisconsin: For maintenance, thirty-two thousand dollars.

Green Bay, Wis.

Improving harbor at Kenosha, Wisconsin: For maintenance, fifteen thousand dollars.

Kenosha, Wis.

Improving harbor at Kewaunee, Wisconsin: For maintenance, ten thousand dollars: *Provided*, That the third condition imposed upon the city of Kewaunee, Wisconsin, as set forth in House Document Numbered Three hundred and twenty-four, Sixtieth Congress, first session, and authorized by the river and harbor act of June twenty-fifth, nineteen hundred and ten (Thirty-sixth Statutes, page six hundred and fifty-six), be, and the same hereby is, waived in accordance with the report of the Board of Engineers for Rivers and Harbors, dated February twenty-sixth, nineteen hundred and twelve. (House Rivers and Harbors Committee Document Numbered Seven, Sixty-second Congress, second session.)

Kewaunee, Wis.
Provided.
Condition waived.

Vol. 36, p. 666.

Improving harbor at Port Washington, Wisconsin: For maintenance, two thousand five hundred dollars.

Port Washington,
Wis.

Improving harbor at Port Wing, Wisconsin: Continuing improvement and for maintenance, ten thousand dollars.

Port Wing, Wis.

Improving harbor at Sheboygan, Wisconsin, in accordance with the modified project recommended in the Annual Report of the Chief of Engineers for nineteen hundred and eleven, one hundred and twenty-five thousand dollars; for maintenance of improvement, two thousand dollars; in all, one hundred and twenty-seven thousand dollars.

Sheboygan, Wis.

Improving harbor at Two Rivers, Wisconsin: For maintenance, seven thousand five hundred dollars.

Two Rivers, Wis.

Improving harbor at Duluth, Minnesota, and Superior, Wisconsin: Continuing improvement and for maintenance, one hundred and fifty thousand dollars.

Duluth, Minn., and
Superior, Wis.

Improving Warroad Harbor, Minnesota: For improving and deepening channel to secure and maintain a depth of eight feet, thirteen thousand two hundred dollars.

Warroad Harbor,
Minn.

Improving Red River of the North, Minnesota and North Dakota: For maintenance, seventeen thousand dollars.

Red River of the
North, Minn. and N.
Dak.

Improving Lake Traverse, Minnesota and South Dakota: Completing improvement in accordance with the report submitted in House Document Numbered Thirteen hundred and ninety-one, Sixty-first Congress, third session, and subject to the conditions set forth in said document, seven thousand five hundred and ten dollars.

Lake Traverse,
Minn. and S. Dak.

Improving Indiana Harbor, Indiana: Continuing improvement and for maintenance, twenty-five thousand dollars.

Indiana Harbor, Ind.

Improving harbor at Michigan City, Indiana: For maintenance, including repair and maintenance of the east breakwater, ten thousand dollars.

Michigan City, Ind.

Improving harbor at Chicago, Illinois, by the construction of a breakwater to form an outer harbor, in accordance with the report submitted in House Document Numbered Seven hundred and ten, Sixty-second Congress, second session, three hundred and fifty thousand dollars: *Provided*, That the work hereby contemplated shall not be commenced until assurances satisfactory to the Secretary of War shall have been received that the work contemplated by the city of Chicago as a part of said improvement will be actually undertaken and completed by said city.

Chicago, Ill.
Outer Harbor.

Provided.
Work by city re-
quired.

Improving harbor at Waukegan, Illinois: For maintenance, five thousand dollars.

Waukegan, Ill.

Improving Illinois River, Illinois: Continuing improvement and for maintenance below Copperas Creek, twenty thousand dollars.

Illinois River, Ill.

Mississippi River
Commission.
Mississippi River.

Nine-foot channel
Head of Passes to the
Ohio.

Levees.

Surveys.

Proviso.
Emergencies.
Post, p. 633.

Dredges, etc.

Connecting water
courses.
Allotments.

Repairs, Arkansas
River levees.

Allotment.

Travel, civilian
members and assist-
ant engineer of
board.

Survey, etc., of east
bank, Brunswick,
Miss., to Baton Rouge,
La., and Bessie, to
Memphis, Tenn.

Maps, etc.

Improving Mississippi River from Head of Passes to the mouth of the Ohio River, including salaries, clerical, office, traveling, and miscellaneous expenses of the Mississippi River Commission: Continuing improvement with a view to securing a permanent channel depth of nine feet, six million dollars, which sum shall be expended under the direction of the Secretary of War in accordance with the plans, specifications, and recommendations of the Mississippi River Commission, as approved by the Chief of Engineers, for the general improvement of the river, for the building of levees, which shall be considered extraordinary emergency work, between the Head of Passes and Cape Girardeau, Missouri, and for surveys, including the survey from the Head of Passes to the headwaters of the river, in such manner as in their opinion shall best improve navigation and promote the interests of commerce at all stages of the river: *Provided*, That in view of the existing emergency four million dollars of the money hereby appropriated is set apart for the repair and construction of levees: *Provided further*, That of the residue of the money hereby appropriated so much as may be necessary shall be expended in the construction of suitable and necessary dredge boats and other devices and appliances and in the maintenance and operation of the same: *Provided further*, That the water courses connected with said river and the harbors upon it, now under the control of the Mississippi River Commission and under improvement, may, in the discretion of said commission, upon approval by the Chief of Engineers, receive allotments for improvements now under way or hereafter to be undertaken, to be paid for from the amount herein appropriated: *Provided further*, That the sum of fifty thousand dollars, or so much thereof as may be necessary, shall be allotted, from the appropriation made in this paragraph, to the Auburn and Linwood levee districts on the Arkansas River, in the counties of Lincoln and Desha, in the State of Arkansas, for the purpose of repairing or rebuilding the levees under the control of said districts, respectively, damaged or destroyed during the overflow of the waters of the Mississippi River during the present year of nineteen hundred and twelve or by protecting the bank in front of said levees; the proportion in which said sum shall be allotted to said districts, and the specific work for which the same shall be expended therein, shall be made as the Mississippi River Commission shall direct.

The traveling expenses of the civilian members of the Mississippi River Commission, and of the Assistant Engineer of the Board of Engineers for Rivers and Harbors, when on duty, shall be computed and paid in the same way as the traveling expenses of the Army members of said commission and of said board.

The Mississippi River Commission is hereby authorized and directed to make an examination and survey of all the lands, subject to overflow from the Mississippi River, situate on the east bank of the river between Brunswick, Warren County, Mississippi, and Baton Rouge, Louisiana, and between Bessie, Lake County, Tennessee, and Memphis, Tennessee, for the purpose of ascertaining the location, quantity, character, and value of such lands, and for the purpose of ascertaining what portions of such lands, if any, it would be advisable to protect from overflow by levee construction, and the cost of such construction, and for the purpose of ascertaining the cost of acquiring such portions of said lands as it would not be advisable to protect from overflow by levee protection. The commission is further directed to prepare topographic maps of the lands so examined and surveyed, and to make its report on such examination and survey, with its recommendation thereon, to the Chief of Engineers before the first of November, nineteen hundred and twelve, and the Chief of Engineers shall transmit the said report

to Congress on or before the first Monday of December, nineteen hundred and twelve. The sum of thirty thousand dollars, or so much thereof as may be necessary, is hereby appropriated for the purpose of making and reporting the foregoing prescribed examination and survey.

Improving Mississippi River from the mouth of the Ohio River to and including the mouth of the Missouri River: Continuing improvement and for maintenance, one million dollars.

From the Ohio to the Missouri.

Improving Mississippi River from the mouth of the Missouri River to Minneapolis, Minnesota: Continuing improvement and for maintenance, one million two hundred and fifty thousand dollars: *Provided*, That of this amount twenty-five thousand dollars may be expended for the repair and maintenance of existing levees constructed by the United States.

To Minneapolis.

Proviso.
Levees.

Improving Mississippi River from Saint Paul to Minneapolis, Minnesota: Continuing improvement, two hundred thousand dollars.

Saint Paul to Minneapolis.

Reservoirs at headwaters of Mississippi River: For completing construction of low reservoir dam at Gull Lake, Minnesota, provided for in the river and harbor act of March second, nineteen hundred and seven (Thirty-fourth Statutes, page eleven hundred and five), fifteen thousand dollars, of which sum so much as may be necessary may be applied to the erection of dam-tender's dwelling and to the digging of necessary ditches between Gull Lake and Round Lake, and between Round Lake and Long Lake, including purchase of the rights of way needed in connection therewith, and construction of necessary bridges.

Reservoirs at headwaters.
Gull Lake dam.

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Improving Missouri River, with a view to securing a permanent six-foot channel between Kansas City and the mouth of the river, in accordance with the report submitted in House Document Numbered Twelve hundred and eighty-seven, Sixty-first Congress, third session, and with a view to the completion of such improvement within a period of ten years, eight hundred thousand dollars: *Provided*, That cooperation from the localities benefited may be required in the prosecution of the said project in case any comprehensive plan is hereafter adopted by Congress for an apportionment of expense generally applicable to river and other projects in which any improvement now or hereafter adopted confers special or exceptional benefit upon the localities affected: *Provided further*, That nothing herein contained shall postpone the expenditure of the amount hereby appropriated or any further appropriation for said project without action by Congress.

Missouri River.
Kansas City to mouth.
Six-foot channel.

Proviso.
Local cooperation.

No postponement of expenditure.

Improving Missouri River: For improvement and maintenance from Kansas City to Sioux City, seventy-five thousand dollars; for improvement and maintenance from Sioux City to Fort Benton in accordance with the report submitted in House Document Numbered Ninety-one, Sixty-second Congress, first session, one hundred and fifty thousand dollars; in all, two hundred and twenty-five thousand dollars.

Kansas City to Fort Benton.

Improving Gasconade River, Missouri: Continuing improvement and for maintenance, ten thousand dollars.

Gasconade River, Mo.

Improving Osage River, Missouri: Continuing improvement and for maintenance, fifteen thousand dollars.

Osage River, Mo.

Improving Kansas River, Kansas: For improvement of Kansas River up to Argentine, Kansas, in accordance with the report submitted in House Document Numbered Ninety-four, Sixty-second Congress, first session, four thousand dollars.

Kansas River, Kans.

Improving Los Angeles Harbor, California: Continuing improvement of the thirty-foot channel by dredging, twenty-five thousand dollars.

Los Angeles, Cal.
Thirty-foot channel.

- Outer harbor. Improving Los Angeles outer harbor in accordance with the report submitted in House Rivers and Harbors Committee Document Numbered Eight, Sixty-second Congress, second session, three hundred and twenty-seven thousand two hundred and fifty dollars.
- Exchange of lands with City. Description. That the Secretary of War be, and he is hereby, authorized to grant to the city of Los Angeles, California, all the right, title, and interest of the United States in and to that portion of the submerged land around the military reservation of Deadmans Island, acquired under act of the Legislature of the State of California approved March ninth, eighteen hundred and ninety-seven, which lies west of the westerly pierhead line of Los Angeles Harbor between station fifteen, as established by the Secretary of War July twenty-ninth, nineteen hundred and eight, and station twelve, as established May thirty-first, nineteen hundred and eleven, containing an area of nine and seventy-five one-hundredths acres, more or less, in exchange for the grant by said city to the United States, for use for public purposes, of an approximately equal area of submerged land of said city in that portion of Los Angeles Harbor known as the outer harbor, having a frontage of nine hundred and fifty and fifty-three one-hundredths feet on West Channel, and lying adjacent to and southerly of the submerged lands in front of the San Pedro Military Reservation.
- Monterey, Cal. Improving harbor at Monterey, California, in accordance with the report submitted in House Document Numbered Ten hundred and eighty-four, Sixty-first Congress, third session, and subject to the conditions set forth in said document, two hundred thousand dollars.
- Oakland, Cal. Improving harbor at Oakland, California: Continuing improvement, one hundred and thirty thousand dollars: *Provided*, That if in the judgment of the Secretary of War the prices received in response to advertisement for bids for dredging are not reasonable, so much of the amount herein appropriated as shall be necessary may be expended for the purchase or construction of a suitable dredging plant.
- Petaluma Creek and Napa River, Cal. Improving Petaluma Creek and Napa River, California: For maintenance, nine thousand dollars.
- Sacramento and Feather Rivers, Cal. Improving Sacramento and Feather Rivers, California: Continuing improvement and for maintenance, including improvement above Sacramento to Red Bluff in accordance with the report submitted in House Document Numbered Seventy-six, Sixty-second Congress, first session, sixty-five thousand dollars.
- San Joaquin River, Cal. Improving San Joaquin River, California: For maintenance, including Stockton and Mormon Channels, forty thousand dollars.
- Stockton Harbor, Cal. Improving Stockton Harbor, San Joaquin River, California, by dredging McLeod Lake and Fremont Channel, with a view to securing a permanent channel depth of nine feet, in accordance with the report submitted in House Document Numbered Five hundred and eighty-one, Sixty-second Congress, second session, and subject to the conditions set forth in said document, eleven thousand dollars.
- Tillamook Bay and Bar, Oreg. Improving Tillamook Bay and Bar, Oregon: For maintenance, five thousand dollars.
- Improving Tillamook Bay and Bar, Oregon, in accordance with the report submitted in House Document Numbered Three hundred and forty-nine, Sixty-second Congress, second session, and subject to the conditions set forth in said document, one hundred thousand dollars.
- Nehalem Bar and Bay, Oreg. Improving Nehalem Bar and entrance to Nehalem Bay, Oregon, in accordance with report submitted in House Document Numbered Six hundred and twenty-three, Sixty-second Congress, second session, and subject to conditions set forth in said document, one hundred thousand dollars.

- Improving Clatskanie River, Oregon: For maintenance, one thousand dollars. Clatskanie River, Oreg.
- Improving Coos River, Oregon: For maintenance, three thousand dollars. Coos River, Oreg.
- Improving Siuslaw River, Oregon: For maintenance, five thousand dollars. Siuslaw River, Oreg.
- Improving Willamette and Yamhill Rivers, Oregon: For maintenance of improvement of Yamhill River and of Willamette River above Oregon City, twenty thousand dollars; improving Willamette River from Portland to Oregon City in accordance with the report submitted in House Document Numbered Four hundred and thirty-eight, Sixty-second Congress, second session, twelve thousand dollars; in all, thirty-two thousand dollars. Willamette and Yamhill Rivers, Oreg.
- Improving Columbia and Lower Willamette Rivers below Portland: Continuing improvement in accordance with the report submitted in House Document Numbered Twelve hundred and seventy-eight, Sixty-first Congress, third session, one hundred and eighty-thousand dollars. Columbia and Willamette Rivers, below Portland.
- Improving mouth of Columbia River, Oregon and Washington: Continuing improvement and for maintenance, including repairs and operation of dredge, one million dollars. Columbia River, Oreg. and Wash. At the mouth.
- For gauging waters of Columbia River and measuring tidal and river volumes, one thousand dollars. Gauging.
- Improving Oregon Slough, Oregon, in accordance with the report submitted in House Document Numbered Seven hundred and twelve, Sixty-second Congress, second session, and subject to the conditions set forth in said document, fifty thousand dollars. Oregon Slough, Oreg.
- Improving Columbia River between the foot of The Dalles Rapids and the head of Celilo Falls, Oregon and Washington: Continuing improvement, seven hundred thousand dollars. And the Secretary of War shall submit a report whether any saving can be effected, and if so, how much, by a more rapid prosecution of this improvement. The Dalles Rapids to Celilo Falls.
- Improving Columbia River and tributaries above Celilo Falls to the mouth of Snake River, Oregon and Washington: Continuing improvement, fifty thousand dollars. Celilo Falls to Snake River.
- Improving Snake River, Oregon, Washington, and Idaho: Continuing improvement and for maintenance up to Pittsburg Landing, Oregon, twenty-five thousand dollars. Snake River, Oreg., Wash., and Idaho.
- Improving Columbia River between Bridgeport and Kettle Falls, Washington: Continuing improvement, twenty-five thousand dollars. Columbia River, Wash.
- Improving Cowlitz and Lewis Rivers, Washington: For maintenance, including North Fork of Lewis River, five thousand five hundred dollars. North Fork of Lewis River, Wash.
- Improving Cowlitz, Lewis, and Clatskanie Rivers, Washington and Oregon: For the construction of a combined dredge and snag boat for use in connection with the improvement and maintenance of the Cowlitz, Lewis, and Clatskanie Rivers, in accordance with the report submitted in House Document Numbered Twenty-eight, Sixty-second Congress, first session, fifty-five thousand dollars. Cowlitz, etc., rivers, Wash. and Oreg.
- Improving Hoquiam River, Washington: Completing improvement in accordance with the report submitted in House Document Numbered Two hundred and sixty-eight, Sixty-second Congress, second session, and subject to the conditions set forth in said document, twelve thousand dollars. Hoquiam River, Wash.
- Improving Skagit River, Washington: For maintenance, fifteen thousand dollars. Skagit River, Wash.
- Improving Puget Sound, Washington: Continuing improvement and for maintenance of Puget Sound and its tributary waters, including Stilaquamish River in accordance with the report submitted in House Document Numbered Nineteen, Sixty-second Congress, first session, twenty-five thousand dollars. Puget Sound, etc., Wash.

- Yukon River, Alaska.** Improving Apoon mouth of Yukon River, Alaska, in accordance with the report submitted in House Document Numbered Five hundred and fifty-six, Sixty-second Congress, second session, one hundred and thirty thousand dollars.
- Hilo, Hawaii.** Improving harbor at Hilo, Hawaii: Completing improvement by dredging in accordance with the report submitted in House Document Numbered Four hundred and seventeen, Sixty-second Congress, second session, seventy-six thousand dollars.
- Kahului Harbor, Hawaii.** Improving Kahului Harbor, Hawaii: Completing improvement, one hundred thousand dollars: *Provided*, That the Secretary of War is authorized and directed to report to Congress as to the advisability of providing for the west breakwater referred to under project numbered two in House Document Numbered Five hundred and ninety-three, Sixty-first Congress, second session.
- National Waterways Commission.** That the Secretary of the Treasury be, and is hereby, authorized and directed to pay, upon vouchers approved by the former chairman of the National Waterways Commission, from any moneys in the Treasury not otherwise appropriated, the sum of four thousand dollars, or so much thereof as may be necessary, for the expenses of the National Waterways Commission necessarily incurred for clerical and stenographic services in publishing hearings (Senate Document Numbered Two hundred and seventy-four) and completing the final report (Senate Document Numbered Four hundred and sixty-nine); and the books, maps, charts, and other material relating to waterways remaining in possession of the National Waterways Commission shall be turned over to the Engineer School, Washington Barracks, District of Columbia, under the direction of the Chairman of the Committee on Commerce of the Senate and the Chairman of the Committee on Rivers and Harbors of the House of Representatives; and all similar material relating to railways shall be turned over to the Interstate Commerce Commission.
- Disposal of books, charts, etc.** Appropriations made for the respective works herein named, or so much thereof as shall be necessary, may, in the discretion of the Secretary of War, be used for maintenance and for the repair and restoration of said works whenever from any cause they have become seriously impaired, as well as for the further improvement of said works.
- Maintenance of existing works.** 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 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 the appropriations for the adjoining waterways: *Provided*, That the cost of such work in any single year shall not exceed five hundred dollars per tributary.
- Removal of temporary obstructions.** Surveys and examinations provided for in this section shall, unless otherwise expressed, be paid for from the appropriations made for the respective improvements or projects to which they pertain or in connection with which they are mentioned.
- Proviso.* Limit. All works of improvement herein or hereafter authorized to be prosecuted or completed under contracts may, in the discretion of the Secretary of War, be carried on by contract or otherwise, as may be most economical or advantageous to the United States.
- Surveys, etc., paid for or from amount for projects. Where separate works or items are consolidated in this Act and an aggregate amount is appropriated therefor, the amounts herein appropriated shall, unless otherwise expressed, be expended in securing maintenance and improvement according to the respective projects herein or heretofore adopted by Congress, after giving due regard to the respective needs of traffic. The allotments to the respective works herein consolidated shall be made by the Secretary of War
- Work by contract or otherwise.**
- Allotment of consolidated works.**

upon recommendations by the Chief of Engineers. In case such works or items are consolidated and separate amounts are given with each project, the amounts so named shall be expended upon such separate projects unless, in the discretion of the Secretary of War, another allotment or division should be made of the same. Any balances now remaining to the credit of the consolidated items in this Act shall be carried to the credit of the respective aggregate amounts appropriated for the consolidated items herein contained.

Balances carried to authorized works.

In the collection of statistics relating to traffic, the Corps of Engineers is directed to adopt a uniform system of classification for freight, and upon rivers or inland waterways to collate ton-mileage statistics as far as practicable.

Classification of freight statistics.

SEC. 2. That for examinations, surveys, and contingencies for rivers and harbors, for which there may be no special appropriation, the sum of not to exceed three hundred thousand dollars shall be allotted from the unexpended balance of the amounts heretofore appropriated for emergencies in the river and harbor Acts approved March third, nineteen hundred and five, March second, nineteen hundred and seven, and June twenty-fifth, nineteen hundred and ten: *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 ordered by a concurrent resolution of Congress: *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 funds for the commencement of the proposed work shall have been actually appropriated by law.

Examinations, surveys, etc. Allotment from unexpended balances.

Vol. 33, p. 1146.

Vol. 34, p. 1110.

Vol. 36, p. 667.

Prorisos. Specific authority required. Supplementary reports restricted.

Special authority to begin work required.

The Secretary of War is hereby authorized and directed to cause preliminary examinations and surveys to be made at the following-named localities, and a sufficient sum to pay the cost thereof may be allotted from the amount provided in this section:

Allotment of preliminary examinations.

Wills Strait between Orrs and Bailey Islands, Casco Bay, Maine. Harbor at Criehaven, Maine.

Maine.

Wessaweskeag River, South Thomaston, Maine.

Massachusetts.

Beverly Harbor, Massachusetts, with a view to securing a channel depth of twenty-four feet and of widening the channel on the northern side by the removal of the ledge near the Essex Bridge.

Boston Harbor, Massachusetts, with a view to securing increased width and depth in the channel from President Roads to the sea; also with a view to providing deep-water connection with such suitable terminals as may be established by the directors of the port of Boston.

Gloucester Harbor, Massachusetts, with a view to removing certain ledges in Harbor Cove and securing a depth of fifteen feet.

Merrimac River, Massachusetts, with a view to securing increased depth from Lowell to the sea or in any part of this section of the river.

Harbor of refuge at or near Scituate, Massachusetts.

Harbor at Great Salt Pond, Block Island, Rhode Island.

Rhode Island.

Narragansett Pier, Rhode Island, with a view to the construction of a breakwater at or near the life-saving station.

Dutch Island Harbor, Rhode Island, with a view to the removal of rocks now obstructing the approach channel.

Bridgeport Harbor, Connecticut.

Connecticut.

Greenwich Harbor, Connecticut.

Milford Harbor, Connecticut.

New Haven Harbor, Connecticut.

New London Harbor, Connecticut, with a view to securing increased depth of channel and for report upon the question of cooperation on the part of the State of Connecticut in the improvement of said harbor and its approaches.

Norwalk Harbor, Connecticut.

Westport Harbor and Saugatuck River, Connecticut.

Wethersfield Cove, Connecticut River, Connecticut, with a view to securing a navigable channel from said river into said cove.

New York.

Buffalo Harbor, New York, with a view to increasing the width of the entrance of the inner harbor to four hundred feet by removing the Government south pier at the mouth of Buffalo River; also with a view to increasing the width of Black Rock Harbor and the entrances thereto.

Charlotte Harbor, New York, with a view to deepening and widening the channel, to an extension of the jetties, and to providing a turning basin.

Great Chazy River, New York, from the village of Champlain, New York, to the mouth thereof.

Salmon River, New York, at and below Fort Covington.

East Rockaway Inlet, Long Island, New York.

Glencove Creek, Long Island, New York.

Gravesend Bay, New York, with a view to the construction of a breakwater.

Channel between Great Peconic Bay and Little Peconic Bay, Long Island, New York.

Newtown Creek, New York.

Westchester Creek, New York.

New Jersey.

Alloway Creek, New Jersey, above Quinton.

Cedar Creek, Cumberland County, New Jersey, with a view to deepening and straightening the channel.

Matawan Creek, New Jersey.

Rahway River, New Jersey, including the construction of the necessary cut-offs, and with a view to the consideration of any proposition for cooperation on the part of local interests.

Salem River, New Jersey, with a view to the construction of a cut-off at the mouth.

Shoal Harbor and Compton Creek, New Jersey.

Shrewsbury River, New Jersey, including the north and south branches.

Pennsylvania.

Monongahela River, Pennsylvania, with a view to the reconstruction of Locks and Dams Numbered Four and Six.

Impounding Allegheny, Monongahela, and Ohio Rivers.

That a preliminary investigation be made to determine whether a system of impounding reservoirs at the headwaters of the Allegheny, Monongahela, and Ohio Rivers and their tributaries is needed and practicable to provide sufficient water during dry seasons to operate the present and proposed system of locks and dams in these rivers, and to what extent the Federal Government, on the basis of their benefit to navigation, is justified in cooperating with local communities which may be interested in the construction of such reservoirs primarily for the purpose of flood prevention, and the feasibility of operating such reservoirs for the double purpose of flood prevention and improving navigation; and that this investigation be conducted by a board of three Engineer officers, to be designated by the Chief of Engineers, United States Army; and that the results of this investigation be reported to Congress, with such additions as may be made thereto by the said Chief of Engineers, not later than December seventh, nineteen hundred and twelve; and that for this purpose the sum of five thousand dollars, or so much thereof as may be needed, be, and the same is hereby, appropriated.

Board of Engineer officers.

Appropriation.

Delaware.

Indian River Inlet, Delaware.

Baltimore Harbor, Maryland, with a view to securing greater width in the channel of approach at York Spit, Chesapeake Bay.

Maryland.

Channel in Curtis Bay, and in Patapsco River, Baltimore Harbor, Maryland, with a view to securing a channel depth of thirty-four feet, or such increased depth over the completed project as may be deemed advisable.

Cabin Branch and Curtis Creek, Maryland, to connect with the main channel from the Patapsco River to the pier of the Baltimore and Ohio Railroad.

Chester River, Maryland; from Crumpton to Millington.

Fox Creek, Dorchester County, Maryland.

Herring Bay and Rockhole Creek, Fairhaven, Maryland.

North and south forks of Tred Avon River, Maryland.

Pocomoke River, Maryland.

Southeast River, Maryland.

Warwick River, Maryland.

Hunting Field Creek, Maryland.

Rock Hall Harbor, Maryland, with a view to extending navigation beyond its present head.

Breton Bay, Maryland.

Chesapeake Bay, Maryland, off Pooles Island, on the route between Baltimore and Philadelphia, between the southwest bar and the northeast bar.

Potomac River from Washington, District of Columbia, to Cumberland, Maryland.

Locklies Creek, Virginia.

Virginia.

Lynnhaven River, Virginia, with a view to securing increased depth.

Mill Creek, Middlesex County, Virginia.

Nansemond River, Virginia, for the purpose of ascertaining the cost of repairing and replacing the dikes at or near the western branch.

Channel from Tangier Island, Virginia, to the mainland.

Roanoke River, from Clarksville, Virginia, to the present head of steamboat navigation, below Weldon, North Carolina.

From deep water to Oyster, Virginia, to provide a channel one hundred feet wide and six feet deep, with a suitable anchorage for small boats.

Chesapeake Bay, with a view to providing a suitable channel at Tangier, Virginia.

Jackson Creek Bar, Virginia, with a view of cutting through same to provide a harbor at Deltaville.

Nassawadox Creek, Virginia, with a view to the removal of the bar at its mouth so as to connect with the bay and provide a suitable channel.

Chesapeake Bay, with a view to straightening the north side of the channel at the entrance of the harbor at Cape Charles City, Virginia, and to increasing the width of the channel two hundred feet.

Hampton Creek, Virginia, for purpose of making this river deeper and more suitable for anchorage and use of boats and vessels.

Savages Creek, Virginia, with a view to providing a suitable channel from Chesapeake Bay to Eastville.

Eastern Branch of Elizabeth River, Virginia, from Norfolk and Western Railway Bridge to Broad Creek.

Bennett River, North Carolina, up to Gatesville and above to the head of navigation.

North Carolina.

Cape Channel, including the inner and outer approaches thereto, on the east side of Pamlico Sound, North Carolina.

Harbor at Morehead City, North Carolina, with a view to extending the present project westerly to the main channel of Bogue Sound.

and to widening the channel in front of the wharves so as to provide a turning basin of adequate area.

Newbegun Creek, North Carolina.

New River, North Carolina, from Jacksonville as far up as practicable.

Shelter River, North Carolina.

Harbor at Silver Lake, Ocracoke Island, and entrance thereto from Pamlico Sound, North Carolina.

Inland waterway from Pamlico River through Goose Creek to Jones Bay, Pamlico County, North Carolina.

Lumber River, North Carolina and South Carolina, from its mouth to the turnpike bridge over said river in Hoke and Scotland Counties, North Carolina.

Northwest prong Bay River to public wharf at dam in town of Bayboro, North Carolina.

Meherrin River, North Carolina, from its mouth to the head of navigation.

Trent River from Newbern to Pollocksville, North Carolina, for a depth of ten feet.

Cape Fear River, below Wilmington, North Carolina, with a view to securing a depth of twenty feet to quarantine station.

South Carolina.

Black River, South Carolina, up to Kingstree.

Congaree River, South Carolina.

Inland waterway between McClellanville and Winyah Bay, South Carolina, and inland waterway between Charleston and McClellanville by way of Alligator Creek and Sewee Bay.

Savannah River at North Augusta, South Carolina, with a view to determining what improvements are necessary in the interest of navigation.

Tugalo River, Georgia and South Carolina, from the mouth of Panther Creek to the head of Chandlers Shoals, with a view to its improvement by means of open-channel work.

Georgia.

Darien Harbor, Georgia, with a view to securing the best channel to the sea.

Fancy Bluff Creek, connecting Turtle River and Brunswick Harbor with Little Satilla River, Georgia.

Savannah River at Augusta, Georgia, with a view to determining what improvements are necessary in the interest of navigation by way of enlarging and extending the project authorized by the river and harbor Act approved June twenty-fifth, nineteen hundred and ten.

Terry Creek and Back River from the mouth to its junction with Mackeys River, tributary to Brunswick Harbor, Georgia.

Florida.

Anclote River, Florida.

Big Marco Pass and harbor at Marco, Florida.

Boca Ceiga Bay, Florida, with a view to securing a channel from the eight-foot contour near Point Pinelos and Maximo Point to the existing channel to Clearwater Harbor at a point near Gulfport for the purpose of shortening said channel to Clearwater Harbor.

Caloosahatchee River, Florida.

Harbor at Cedar Keys, Florida.

Deep Creek, Saint John County, Florida.

Fenholloway River, Florida.

Hillsboro River, Florida.

Holmes River, Florida.

Lake Worth Inlet, Florida.

Little Manatee River, Florida.

New River, Dade County, Florida, from the head of navigation to its outlet in the Atlantic Ocean, with a view to creating a deep-water harbor for seagoing vessels.

Sarasota Bay, Florida, including Little Sarasota Bay and Big Sarasota Pass.

Sixmile Creek, including channel at the mouth in Hillsboro Bay, Florida.

Steinhatchee River, Florida.

Stuwanee River, Florida.

Channel from Pineland, on Pine Island, Lee County, Florida, running westerly to deep water at a point in Pine Island Sound, about one mile in length, such channel to be not less than five feet deep and of sufficient width.

Inland waterway connecting Haw Creek and Tomoka River, Florida.

Withlacoochee River, Florida, including channel from Port Inglis to the anchorage in the Gulf of Mexico, and between Stokes Ferry and Panasoffkee.

Yellow River, Florida.

Saint Johns River, Florida, from outlet of Lake Harney to Lake Washington, including removal of bars in Lakes Harney and Puzzle.

Charlotte Harbor, Florida, from the twenty-four-foot contour inside Boca Grande Pass to the sixteen-and-one-half-foot contour inside Punta Gorda Point, thence to the town of Punta Gorda, with a view to obtaining a channel twenty feet in depth with suitable width.

Choctawhatchee River, Florida and Alabama, up to Geneva, Florida and Alabama.

Inland waterway from Pensacola Bay through Bay La Launch, to the western shore of Wolf's Bay, Florida and Alabama. Alabama.

Wills Creek, Alabama.

Escambia and Conecuh Rivers, Alabama and Florida, from River Falls to the mouth in the Gulf of Mexico.

Waterway between Black Warrior River and Fivemile Creek, Alabama, by way of Valley River or other practicable route, through or near Bessemer and Birmingham.

Waterway to connect Tennessee River with Tombigbee River, in the State of Mississippi, by way of Big Bear Creek or other practicable route, with a separate report on the improvement of Tombigbee River from Demopolis, Alabama, to Columbus, Mississippi, with a view to securing continuous navigation by means of locks and dams. Mississippi.

Old bed of Tchula Lake, Mississippi, from Marksville to the mouth of Abiacle Creek.

Horse Shoe Lake, which leaves Tchula Lake in Holmes County, Mississippi.

Yalobusha River, Mississippi, from its mouth to the town of Grenada.

Pearl River from Bogalusa, Louisiana, to Columbia, Mississippi. Louisiana.

Choctaw Bayou, Tensas Parish, Louisiana.

Mouth of Bayou Saint John, Orleans Parish, Louisiana.

Lake Pontchartrain, Louisiana, with a view to the removal of the middle ground between the Rigolets and the north draw of the New Orleans and Northeastern Railroad bridge.

Vermilion River, Louisiana, and channel to connect Vermilion River with the inland waterway between Franklin and Mermentau at Schooner Bayou.

Sabine River, Louisiana and Texas, up to Logansport, Louisiana. Texas.

Arroyo Colorado, Texas, up to Harlingen.

Harbor at Brazos Island, Texas.

Colorado River, Texas, with a view to its improvement by means of locks and dams, or otherwise; and to the taking over by the General Government of the artificial cut to Matagorda.

Navidad and Lavaca Rivers, Texas.

Nueces River, Texas.

- New Mexico.** Inland waterway on the coast of Texas from Corpus Christi to a suitable point on Baffins Bay.
- Arkansas.** Rio Grande River, from Velarde, New Mexico, to the sixth standard parallel south New Mexico meridian.
- Petit Jean River, Arkansas.
- Saint Francis River, Arkansas, from its mouth to Madison and the L'Anguille River from its junction with Saint Francis to Marianna, for the purpose of ascertaining the feasibility and cost of providing permanent navigation thereon.
- Red River at or near Fulton, Arkansas, with a view to the prevention of a cut-off.
- Missouri.** Black River, Arkansas, near Buttermilk Bank, with a view of protecting the bank in the interests of navigation.
- Kentucky.** Saint Francis River, Missouri.
- Licking River, Kentucky, for a distance of about ten miles above its mouth.
- West Virginia.** Tradewater River, Kentucky.
- Tug and Levisa Forks of Big Sandy River, Kentucky and West Virginia.
- New River, from Radford, Virginia, to Hinton, West Virginia.
- Coal River, West Virginia, from the mouth to Boone.
- Elk River, West Virginia, from the mouth to Clay.
- Kanawha River, West Virginia, with a view to increasing the height of the locks and dams on said river so as to make a nine-foot stage to the Ohio River.
- Little Kanawha River, West Virginia, from Creston to the head of practicable navigation.
- Illinois.** Hughes River, West Virginia.
- Ohio River at or near Elizabethtown, Illinois.
- Harbor at Spring Bay, on the Illinois River, between Copperas Creek and La Salle, Illinois, with a view of improving it by dredging to a suitable navigable depth.
- Little Wabash River, Illinois.
- Wabash River, at Maunie, Illinois.
- Saline River, Illinois.
- Indiana.** Michigan City Harbor, Indiana.
- Ohio.** Artificial waterway from Lake Erie at or near Toledo, Ohio, to the southerly end of Lake Michigan by way of Maumee River and the city of Fort Wayne, Indiana, or other practicable route.
- Ashtabula Harbor, Ohio, with a view to widening, deepening, and straightening the channel of Ashtabula River.
- Fairport Harbor, Ohio, with a view to enlarging and improving the outer harbor area.
- Huron Harbor, Ohio.
- Lorain Harbor, Ohio, with a view to widening, deepening, and straightening the channel of Black River.
- Mahoning River, Ohio, with a view to snagging that portion between Warren and Levittsburg and five miles farther toward its source.
- Michigan.** Black River, Michigan.
- Harbor at Elk Rapids, Michigan.
- Charlevoix Harbor, Michigan, with a view to an increased depth between Lake Michigan and Pine Lake.
- Survey, for the purpose of charting only, of Crooked Lake, Burt Lake, and Mullett Lake, and their connecting waters, constituting the so-called inland route extending easterly from the vicinity of Petoskey, Michigan.
- Grays Reef Passage, off Waugoahance, in Lake Michigan, with a view to removing shoals and deepening passage.
- Rapid River Harbor, Michigan, with a view to the removal of a bar at the entrance.

Menominee Harbor and River, Michigan and Wisconsin, with a view to securing increased depth and width of channel and to extending the improvement as far as practicable above the Ogden Street Bridge.

Wisconsin.

Sturgeon Bay and Lake Michigan Ship Canal, Wisconsin, with a view to providing a turning basin at or near the western end.

Fox River, Wisconsin, with a view to determining what repairs or extensions, if any, should be made to the levee at Portage, Wisconsin, in the interests of navigation, and to prevent injury to the Government works on Fox River, consideration being also given to the question of cooperation on the part of the State of Wisconsin and other local interests in the repair, extension, and maintenance of such levee.

Wolf River, Wisconsin.

Mouth of the Siskiwit River, Wisconsin, on Lake Superior.

Brule Harbor, Wisconsin, with a view to its improvement for minor lake craft.

Harbor at Duluth, Minnesota, and Superior, Wisconsin, with a view to extending the twenty-foot channel up the Saint Louis River to Commonwealth Avenue, New Duluth, including a channel of the same depth on the south and east sides of Big Island.

Minnesota and Wisconsin.

Waterway from Lake Superior to the Mississippi River by way of Allouez Bay, at the easterly end of the Duluth-Superior Harbor, and the Amnicon, Moose, and Saint Croix Rivers, Minnesota and Wisconsin.

Saint Croix River, Minnesota and Wisconsin, from the mouth to Taylors Falls, with a view to the removal of logs and other obstructions, consideration being also given to the question of cooperation on the part of local interests in the construction of harbors, levees, and terminals at various points along said river.

Reservoirs at headwaters of Mississippi River, with a view to the construction of locks in the dams heretofore built at Pokegama, Winnibigoshish, and Leech Lakes, in the State of Minnesota.

Minnesota.

Baudette Harbor and River, Minnesota.

Mille Lacs Lake and Onamia Lake, Minnesota, with view to improving the navigability of the Mississippi River by constructing a dam across Rum River at or near Onamia and thereby creating a reservoir in said lakes.

Mississippi River at Dresbach and Dakota, Minnesota.

Red River of the North, from Wahpeton, North Dakota, and Breckenridge, Minnesota, to the international boundary line, with a view to its improvement by the construction of locks and dams or otherwise.

The Kansas River, from the mouth to the western limits of Kansas City, Kansas, with a view to removing all obstructions therefrom, dredging and widening the mouth and extending the improvement so as to fit the same for navigation, and to consider propositions for cooperation on the part of local authorities and interests.

Kansas.
Post, p. 825.

Missouri River, from the mouth of the Kansas River to a point at or near the western limits of Kansas City, Kansas.

Missouri River, at Saint Joseph, Missouri, with a view to preventing a diversion of the river through Lake Conrary and contiguous lakes.

San Francisco Bay, California, from the mouth of the Guadalupe River to a point four thousand one hundred and fifty feet northwest therefrom, with a view of securing a permanent channel three hundred feet wide with a depth of eighteen feet at low tide.

California.

Belvedere Harbor, California.

Corte Madera Channel, California.

Los Angeles and Long Beach Harbors, California, and their tributary waters, with a view to the improvement of said harbors and to

their protection from the deposit of silt, consideration being given to the question of cooperation on the part of local interests.

Crescent City Harbor and vicinity, California, with a view to securing a suitable harbor.

Oakland Harbor, California.

Petaluma Creek, California, with a view to securing increased depth at the mouth in San Pablo Bay.

San Diego Harbor, California, including both the inner harbor and the bar-entrance.

Redondo Harbor, California.

San Luis Obispo Harbor, California, with a view to the removal of rocks and other obstructions.

San Rafael Creek, California.

Stockton and Mormon Channels, California, including the diversion canal, with a view to determining what, if anything, may or should be done by the United States, either alone or in conjunction with the city of Stockton and the State of California, or with either of them, in order to increase the capacity of said diversion canal from its upper end in Mormon Channel to the mouth of Calaveras River in the San Joaquin River, so that said canal shall carry the entire flood flow of Mormon Channel and thus prevent the deposit of material in the navigable portions of Stockton and Mormon Channels.

Oregon.

Coos Bay and bar entrance, Oregon, including consideration of any proposition for cooperation on the part of local interests.

Coquille River and bar entrance, Oregon, including consideration of any proposition for cooperation on the part of local interests.

Siuslaw River, Oregon, from Florence to Acme, including consideration of any proposition for cooperation on the part of local interests.

Willamette River, Oregon, with a view to providing a channel six feet deep between Oregon City and Corvallis and between Corvallis and Eugene by means of locks and dams, including consideration of any proposition for cooperation on the part of local interests.

Yaquina Bay and bar entrance, Oregon, including consideration of any proposition for cooperation on the part of local interests.

Port Orford Harbor, Oregon, including consideration of any proposition for cooperation on the part of local interests.

Port Orford Harbor, at Grave Yard Point, Oregon, with a view to improving the same for the establishment of a harbor of refuge.

Youngs Bay and River, Oregon.

Washington.

Anacortes Harbor, Washington, with a view to improving Cap Sante Waterway and constructing a waterway between Fidalgo Bay and Similk Bay.

Columbia River, Washington, between Vancouver and the mouth of the Willamette, with a view to improvement in cooperation with the port of Vancouver.

Columbia River at Cathlamet, Washington.

Columbia River, Washington, from and through Rickey and Grand Rapids to the international boundary line, with a view to open river navigation.

Seattle Harbor, Washington, with a view to the maintenance of the East and West Waterways and to deepening and straightening the lower Duwamish River.

Skagit River, Washington.

Skamokawa Creek, Washington.

Snohomish River, Washington, to the head of navigation.

Swinomish Slough and Padilla Bay, Washington, with a view to improvement in cooperation with local interests.

Waterway connecting Similk Bay with Padilla Bay, Washington.
Padilla Bay, Skagit County, Washington, with a view of ascertaining the desirability of modifying or relocating the navigable channels in said bay.

Willapa Harbor and Willapa River, Washington, from Raymond to the sea, including consideration of any proposition for cooperation on the part of local interests.

Nasel, North, and other streams entering Willapa Harbor, Washington, with a view to snagging the same.

Channel connecting Admiralty Inlet with Crockett Lake, Washington.

Kootenai River, Idaho, between Bonners Ferry and the international boundary line.

Saint Marys and Saint Joe Rivers, Idaho.

Channels from Cataño Bay to San Juan Harbor, Porto Rico.

San Juan Harbor, Porto Rico, with a view to improvement in cooperation with the local government.

In all cases a preliminary examination of the river, harbor, or other proposed improvement mentioned shall first be made, and a report as to the advisability of its improvement shall be submitted, unless a survey or estimate is herein expressly directed. If upon such preliminary examination the proposed improvement is not deemed advisable, no further action shall be taken thereon without the further direction of Congress; but in case the report shall be favorable to such proposed improvement, or that a survey and estimate should be made to determine the advisability of improvement, the Secretary of War is hereby authorized, in his discretion, to cause surveys to be made, and the cost and advisability to be reported to Congress. And such reports containing plans and estimates shall also contain a statement as to the rate at which the work should be prosecuted: *Provided*, That every report submitted to Congress in pursuance of this section, in addition to full information regarding the present and prospective commercial importance of the project covered by the report and the benefit to commerce likely to result from any proposed plan of improvement, shall also contain such data as it may be practicable to secure in regard to the following subjects:

(a) The existence and establishment of both private and public terminal and transfer facilities contiguous to the navigable water proposed to be improved, and, if water terminals have been constructed, the general location, description, and use made of the same, with an opinion as to their adequacy and efficiency whether private or public. If no public terminals have been constructed, or if they are inadequate in number, there shall be included in the report an opinion in general terms as to the necessity, number, and appropriate location of the same, and also the necessary relations of such proposed terminals to the development of commerce.

(b) The development and utilization of water power for industrial and commercial purposes.

(c) Such other subjects as may be properly connected with such project: *Provided*, That in the investigation and study of these questions consideration shall be given only to their bearing upon the improvement of navigation, to the possibility and desirability of their being coordinated in a logical and proper manner with improvements for navigation to lessen the cost of such improvements and to compensate the Government for expenditures made in the interest of navigation, and to their relation to the development and regulation of commerce: *Provided further*, That the investigation and study of these questions as provided herein may, upon review by the Board of Engineers for Rivers and Harbors when called for as now provided by law, be extended to any work of improvement now under way and to any locality, the examination and survey of which has heretofore been, or may hereafter be, authorized by Congress.

All reports on examinations and surveys which may be prepared during the recess of Congress shall, in the discretion of the Secretary

Idaho.

Porto Rico.

Report on advisability.

No further action if report unfavorable.

Survey, etc., if favorable.

Prosecution of work.

Provided. Additional data required in reports.

Terminal and transfer facilities. Adequacy, etc.

Necessity for, etc.

Water power development.

Other subjects. *Provided*. Coordination with navigation essential.

Extension to existing works, etc.

Printing reports during recess.

of War, be printed by the Public Printer as documents of the following session of Congress.

Review of reports by Board of Engineers for Rivers and Harbors. Vol. 32, p. 372.

SEC. 3. That all reports on examinations and surveys authorized in any section of this Act shall be reviewed by the Board of Engineers for Rivers and Harbors as provided for in section three of the river and harbor Act approved June thirteenth, nineteen hundred and two, and all special reports ordered by Congress shall, in the discretion of the Chief of Engineers, be reviewed in like manner by said board; and the said board shall also, on request by resolution of the Committee on Commerce of the Senate or the Committee on Rivers and Harbors of the House of Representatives, submitted to the Chief of Engineers, examine and review the report of any examination or survey made pursuant to any Act or resolution of Congress, and report thereon through the Chief of Engineers, United States Army, who shall submit his conclusions thereon as in other cases: *Provided*, That in no case shall the board, in its report thus called for by committee resolution, extend the scope of the project contemplated in the original report upon which its examination and review has been requested, or in the provision of law authorizing the original examination or survey: *Provided further*, That the Chief of Engineers may, at his discretion, increase to not to exceed nine the number of Engineer officers constituting said board: *And provided further*, That a majority of said board shall be of rank not less than lieutenant colonel.

Examinations on request of Senate or House committees.

Proviso. Limit on scope of reports.

Board increased. Post, p. 827.

Rank of majority.

Water terminals and transfer facilities. Examination, etc., of contiguous to harbor works, etc.

SEC. 4. That the Secretary of War is authorized and directed to have made during the years nineteen hundred and twelve and nineteen hundred and thirteen through the Chief of Engineers, United States Army, so far as practicable, an investigation and examination of all water terminal and transfer facilities contiguous to any harbor, river, or other waters under improvement by the United States, and reports on the same shall be submitted to Congress in annual reports or otherwise. Such examination and report shall include among other things the following:

Data required.

Location, conditions of use, etc.

(a) The general location and description of water terminals and the extent and method of their use by water carriers and their general efficiency, and whether open to use by all water carriers on equal terms, and such information as may be accessible as to the terms and conditions of use;

Conditions for interchange of traffic, etc.

(b) Whether physical connection exists between such water terminals and the railroad or railroads serving the same territory or municipality, and also whether there exists between any of the water carriers operating upon waters under improvement or heretofore improved and any railroad or railroads a mutual contract for interchange of traffic by prorating as to such long-distance traffic as may be desired to be carried partly by rail and partly by water to its destination;

Existence of highways.

Necessity, etc., for, if none exist.

(c) Whether improved and adequate highways have been constructed to each water terminal;

Compilation of river and harbor surveys, appropriations, etc., directed.

Post, p. 827.

(d) If no water terminals exist, there shall be included an opinion in general terms as to the necessity, number, and appropriate location of terminals upon such waters.

Vol. 32, p. 375.

Proviso. To include 1902 to 1912.

SEC. 5. That the Secretary of War is authorized and directed to have prepared and transmitted to Congress at the earliest practicable date 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 June thirteenth, nineteen hundred and two, and printed in House Document Numbered Four hundred and twenty-one, Fifty-seventh Congress, second session: *Provided*, That the report to be prepared in accordance with this provision shall be an extension of the report printed in the document above mentioned

and shall cover the period between July first, nineteen hundred and two, and June thirtieth, nineteen hundred and twelve: *Provided further*, That such changes may be made in the form of the report as may be deemed desirable by the Chief of Engineers.

Changes.

SEC. 6. That there shall be printed three thousand copies of the laws of the United States relating to the improvement of rivers and harbors passed between March fourth, nineteen hundred and seven, until and including the laws of the second session of the Sixty-second Congress, of which six hundred copies shall be for the use of the Senate, one thousand four hundred copies for the use of the House, and one thousand copies for the use of the War Department. Said compilation shall be printed under the direction of the Secretary of War.

Compilation of river and harbor laws 1907-1912, to be printed. *Ante*, p. 827.

Distribution.

There shall also be printed one thousand five hundred copies of the index to the Report of the Chief of Engineers, United States Army, from eighteen hundred and sixty-six to nineteen hundred and twelve, inclusive, to include the reprinting of House Document Numbered Four hundred and thirty-nine, Fifty-seventh Congress, second session, covering the period from eighteen hundred and sixty-six to nineteen hundred, inclusive, authorized by section thirteen of the Act of June thirteenth, nineteen hundred and two; the additional information covering nineteen hundred and one to nineteen hundred and twelve, inclusive, to be furnished by the Secretary of War.

Index to Engineer Reports 1866 to 1912, to be printed.

Vol. 32, p. 375.

SEC. 7. Unless otherwise expressed, the channel depths referred to in this Act shall be understood to signify the depth at mean low water in tidal waters, and the mean depth during the month of lowest water in the navigation season in rivers and non-tidal channels; and the channel widths specified shall be understood to admit of such increase in width at the entrances, bends, sidings, and turning places as may be necessary to allow of the free movement of boats.

Channel depths and widths construed.

SEC. 8. Whenever the appropriations made by Congress for river and harbor works can be more advantageously expended by combining in one contract two or more works, such combinations shall be made. And whenever the appropriations made, or authorized to be made, for the completion of any river and harbor work shall prove insufficient therefor, the Secretary of War may, in his discretion, on the recommendation of the Chief of Engineers, apply the funds so appropriated or authorized to the prosecution of such work.

Combining contracts.

Use of insufficient appropriations.

SEC. 9. In their execution and inspection of river and harbor improvement work, at points beyond easy reach of ordinary regular transportation lines, Engineer officers are authorized to hire and use such transportation as they may consider desirable and advantageous to the progress of work.

Hire of transportation by officers.

SEC. 10. The Chief of Engineers is authorized in case of emergencies during the preparation for and the consideration of river and harbor estimates and bills to employ such additional office force as he may find necessary for that purpose, to be paid from the appropriation for examinations, surveys, and contingencies of rivers and harbors.

Additional office force for emergencies. *Post*, p. 765.

SEC. 11. For the construction at the Engineer School of a building with library accommodations and other facilities for the instruction of officers of the Corps of Engineers in duties pertaining to the improvement of rivers and harbors, one hundred thousand dollars.

Engineer School, D. C. Appropriation for building for river and harbor instruction.

SEC. 12. In order to make possible the economical future development of water power the Secretary of War, upon recommendation of the Chief of Engineers, is hereby authorized, in his discretion, to provide in the permanent parts of any dam authorized at any time by Congress for the improvement of navigation such foundations, sluices, and other works, as may be considered desirable for the future development of its water power.

Dams. To provide for development of water power.

Reports, etc.
Payment for printing.

SEC. 13. The printing of matter relating to river and harbor works, including all reports, compilations, regulations, and so forth, whose preparation is allowable under War Department regulations, may, upon recommendation of the Chief of Engineers and approval by the Secretary of War, be paid for from river and harbor appropriations.
Approved, July 25, 1912.

July 27, 1912.
[H. R. 11628.]
[Public, No. 242.]

CHAP. 254.—An Act Authorizing John T. McCrosson and associates to construct an irrigation ditch on the Island of Hawaii, Territory of Hawaii.

Hilo, Hawaii.
John T. McCrosson
granted right for irrigation ditch, etc.

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled, That the right and power is hereby granted to John T. McCrosson and to his associates and assigns, and to such corporation as may be organized by him or them for the purpose of taking over and exercising the rights, powers, and privileges hereby conferred, hereinafter collectively referred to as the Ditch Company, to construct a ditch, together with the tunnels, dams, water heads, reservoirs, roads, trails, conduits, buildings, machinery, and other structures or appliances necessary or proper for conducting or storing water to flow through said ditch from any point in the district of Hilo (which term shall be held to include both North and South Hilo), Island and Territory of Hawaii, through the said district to and through the districts of Puna and Kau, in said island and Territory, and to any point or points therein: *Provided*, That said ditch shall be constructed at an elevation of not less than two thousand five hundred feet at its nearest point to the land of Hakalau, district of Hilo, and shall have a fall of not more than six feet to the mile within the limits of said district of Hilo.

Proviso.
Construction.

SEC. 2. That the right and power is also granted to the Ditch Company to develop, produce, use, sell, and transmit power produced by water within the district of Kau, but not elsewhere.

Power rights.

Purchase of lands,
etc.

SEC. 3. And also the right and power to buy, take on lease, or otherwise acquire by private purchase, and to hold all land or interests in land necessary, convenient, or proper for the purposes aforesaid, or any of them.

Condemnation, etc.

SEC. 4. And also the right and power to condemn and take any land, or interest in land, necessary or proper for rights of way or for dam or reservoir or building sites for the purposes aforesaid, or any of them, subject, however, in all respects, as near as may be, to the obligations, restrictions, payments, and procedure now or hereafter imposed or prescribed by the laws of the Territory of Hawaii for the exercise of the right of eminent domain by public railroads in the Territory: *And provided, however*, That nothing in this Act contained shall authorize or empower the condemnation of water or water rights nor permit the Ditch Company to take or divert water now used in the said district of Hilo.

Proviso.
Restriction of water rights.

Lease of public lands.

SEC. 5. That the commissioner of public lands for the Territory of Hawaii, hereinafter referred to as the "commissioner," is hereby authorized and directed to execute to the Ditch Company, and the governor of the Territory of Hawaii, hereinafter referred to as the "governor," is authorized and directed to approve a lease of all such public lands in the district of Kau, to be designated by the Ditch Company, as are capable of being economically irrigated from the ditches of the company, together with rights of way for ditch purposes over all Government lands situated in said districts of Hilo, Puna, and Kau. The lease shall provide that if within six months from the date of the first delivery of water in the said district of Kau by the Ditch Company it is ascertained to the satisfaction of the Ditch Company that any of the lands theretofore designated by it are inca-

Surrender of lands incapable of irrigation.