

the Secretary of War the bridge as constructed provides suitable and proper facilities for present and prospective navigation.

Right to sell, etc.,
conferred.

SEC. 2. The right to sell, assign, transfer, and mortgage all the rights, powers, and privileges conferred by this Act is hereby granted to the Chicago and North Western Railway Company, its successors and assigns, and any corporation to which such rights, powers, and privileges may be sold, assigned, or transferred, or which shall acquire the same by mortgage foreclosure or otherwise is hereby authorized to exercise the same as fully as though conferred herein directly upon such corporation.

Amendment.

SEC. 3. The right to alter, amend, or repeal this Act is hereby expressly reserved.

Approved, January 21, 1927.

January 21, 1927.

[H. R. 14236.]

[Public, No. 559.]

CHAP. 46.—An Act Granting the consent of Congress to the police jury of Rapides Parish, Louisiana, to construct a bridge across Red River at or near Boyce, Louisiana.

Red River.
Rapides Parish, La.,
may bridge, at Boyce.

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled, That the consent of Congress is hereby granted to the police jury of Rapides Parish, Louisiana, its successors and assigns, to construct, maintain, and operate a bridge and approaches thereto across the Red River at a point suitable to the interests of navigation at or near Boyce, Louisiana, in the parish of Rapides, in the State of Louisiana, in accordance with the provisions of an Act entitled, "An Act to regulate the construction of bridges over navigable waters," approved March 23, 1906, and subject to the conditions and limitations contained in this Act.

Construction.

Vol. 34, p. 84.

Rates of toll to pro-
vide sinking fund, etc.

SEC. 2. If tolls are charged for the use of such bridge, the rates of toll shall be so adjusted as to provide a fund sufficient to pay the cost of maintaining, repairing, and operating the bridge and its approaches, and to provide a sinking fund sufficient to amortize the cost of the bridge and its approaches as soon as possible under reasonable charges, but within a period of not to exceed thirty years from the completion thereof. After a sinking fund sufficient to pay the cost of constructing the bridge and its approaches shall have been provided, such bridge shall thereafter be maintained and operated free of tolls, or the rates of tolls shall thereafter be so adjusted as to provide a fund of not to exceed the amount necessary for the proper care, repair, maintenance, and operation of the bridge and its approaches. An accurate record of the cost of the bridge and its approaches, the expenditures for operating, repairing, and maintaining the same, and of the daily tolls collected shall be kept, and shall be available for the information of all persons interested.

Operation as free
bridge, etc., after pay-
ment of construction of
cost.

Record of expendi-
tures and receipts.

Amendment.

SEC. 3. The right to alter, amend, or repeal this Act is hereby expressly reserved.

Approved, January 21, 1927.

January 21, 1927.

[H. R. 11618.]

[Public, No. 560.]

CHAP. 47.—An Act Authorizing the construction, repair, and preservation of certain public works on rivers and harbors, and for other purposes.

Rivers and harbors
improvements.
Work authorized.

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

Thames River, Connecticut, in accordance with the report submitted in House Document Numbered 107, Sixty-ninth Congress, first session.

Thames River,
Conn.

Waterway connecting Gravesend Bay with Jamaica Bay, New York, in accordance with the report submitted in House Document Numbered 111, Sixty-eighth Congress, first session, and subject to the conditions set forth in said document.

Waterway, Grave-
send and Jamaica
Bays, N. Y.

Great Kills, Staten Island, New York, in accordance with the report submitted in House Document Numbered 252, Sixty-ninth Congress, first session, and subject to the conditions set forth in said document.

Great Kills, Staten
Island, N. Y.

The Secretary of War is hereby authorized to modify an existing project adopted by an Act entitled "Authorizing the construction, repair, and preservation of certain public works on rivers and harbors, and for other purposes," approved on March 5, 1925, for the improvement of Hudson River Channel at Weehawken and Edgewater, New Jersey, by omitting the first condition on page 17, of House Document Numbered 313.

Hudson River.
Channel, Weehaw-
ken and Edgewater,
N. J., modified.
Vol. 43, p. 1186.

Passaic River, New Jersey, in accordance with the report submitted in House Document Numbered 284, Sixty-ninth Congress, first session, and subject to the conditions set forth in said document.

Passaic River, N. J.

Hackensack River, New Jersey, in accordance with the report submitted in House Document Numbered 429, Sixty-ninth Congress, first session, and subject to the conditions set forth in said document.

Hackensack River,
N. J.

Baltimore Harbor, Maryland: The Secretary of War and the Chief of Engineers are hereby authorized to modify the existing project with reference to the anchorage area at the intersection of the Fort McHenry Channel with the Ferry Bar Channel by the selection of a new location at such point as may be found, after full consideration, to be most advantageous to shipping interests.

Baltimore, Md.
New location of har-
bor anchorage.

Appomattox River, Virginia, in accordance with the report submitted in House Document Numbered 215, Sixty-ninth Congress, first session, and subject to the conditions set forth in said document.

Appomattox River,
Va.

Channel to Newport News, Virginia, in accordance with the report submitted in House Document Numbered 486, Sixty-seventh Congress, fourth session.

Newport News, Va.,
channel.

Mulberry Creek, Lancaster County, Virginia, in accordance with report submitted in House Document Numbered 482, Sixty-eighth Congress, second session.

Mulberry Creek, Va.

Shallotte River, North Carolina, in accordance with the report submitted in House Document Numbered 273, Sixty-ninth Congress, first session.

Shallotte River, N.
C.

Neuse and Trent Rivers, North Carolina, in accordance with the report submitted in House Document Numbered 299, Sixty-seventh Congress, second session, and subject to the condition set forth in said document.

Neuse and Trent
Rivers, N. C.

Intracoastal waterway from Beaufort, North Carolina, to Cape Fear River, North Carolina, in accordance with the report submitted in House Document Numbered 450, Sixty-ninth Congress, first session, and subject to the conditions set forth in said document: *Provided, however,* That the dimensions of the channel shall be a depth of twelve feet at mean low water and a bottom width of ninety feet, at a total estimated cost of \$5,800,000, with \$150,000 annually for maintenance.

Waterway, Beaufort
to Cape Fear River,
N. C.

Charleston Harbor, South Carolina, in accordance with the report submitted in House Document Numbered 249, Sixty-ninth Congress, first session, and subject to the condition set forth in said document. The existing project for a forty-foot channel is hereby modified in accordance with the recommendations in said document.

Proviso.
Channel depth.

Charleston, S. C.

- Waccamaw River, S. C. That a survey be made of the shoals near Red Bluff, on the Waccamaw River near Conway, South Carolina, by the War Department, for the purpose of removing said shoals, and that such survey and report thereon be made to the Secretary of War not later than April 1, 1927.
- Savannah, Ga. Savannah Harbor, Georgia, in accordance with the reports submitted in House Documents Numbered 261 and 262, Sixty-ninth Congress, first session, and subject to the conditions set forth in said documents.
- Apalachicola Bay, Fla. Apalachicola Bay, Florida: The modification of the existing project recommended in House Document Numbered 106, Sixty-ninth Congress, first session, is hereby authorized.
- Inland waterway, Jacksonville to Miami, Fla. Inland waterway in general seventy-five feet wide and eight feet deep at local mean low water following the coastal route from Jacksonville, Florida, to Miami, Florida, in accordance with the report submitted December 14, 1926, in House Document Numbered 586, Sixty-ninth Congress, second session, and subject to the conditions set forth in said document.
- Anclote River, Fla. Anclote River, Florida, in accordance with House Document Numbered 18, Sixty-third Congress, first session.
- Gulfport and Ship Island Pass, Miss. Relocation of channel. Gulfport Harbor and Ship Island Pass, Mississippi: The present adopted project may be modified by relocation of the channel across Ship Island Bar at such point as the Chief of Engineers, United States Army, may deem most desirable in the interest of navigation and economy.
- Amite River and Bayou Manchac, La. Amite River and Bayou Manchac, Louisiana, in accordance with the report submitted in House Document Numbered 473, Sixty-eighth Congress, second session.
- Little Caillou Bayou, La. Little Caillou Bayou, Louisiana, in accordance with the report submitted in Rivers and Harbors Committee Document Numbered 5, Sixty-ninth Congress, first session, and subject to the conditions set forth in said report.
- Bayou Bonfouca, La. Bayou Bonfouca, Louisiana, in accordance with the report submitted in House Document Numbered 474, Sixty-eighth Congress, second session, and subject to the conditions set forth in said document.
- Mississippi River, Cairo to Head of Passes. Project modified. Mississippi River between Cairo and the Head of Passes: The existing project is hereby modified in accordance with the report submitted in House Document Numbered 105, Sixty-ninth Congress, first session.
- Saint. Louis to the Ohio. Project modified. Mississippi River from the northern boundary of the city of Saint Louis to the mouth of the Ohio. The existing project is hereby modified in accordance with the recommendations submitted by the Chief of Engineers in letter to the chairman of the Rivers and Harbors Committee of the House of Representatives, dated December 17, 1926, contained in House Document Numbered 9, Sixty-ninth Congress, second session.
- Louisiana and Texas Intra-coastal Waterway. New Orleans, La., to Corpus Christi, Tex. The Louisiana and Texas Intra-coastal Waterway, from the Mississippi River at or near New Orleans, Louisiana, to Corpus Christi, Texas, in accordance with the report submitted in House Document Numbered 238, Sixty-eighth Congress, first session, and subject to the conditions set forth in said document: *Provided however*, That the section from Galveston to the vicinity of Gulf, Texas, shall be constructed as recommended by the Board of Engineers for Rivers and Harbors in its report contained in the said document: *Provided further*, That not more than two Government dredges shall be constructed for use in prosecuting this project: *And provided further*, That no expense shall be incurred by the United States for the acquiring of any lands required for the purpose of this improvement.
- Protinas, Galveston to Gulf, Tex.
- Dredges limited.
- No expense for lands.

Sabine-Neches Waterway, Texas, in accordance with the report submitted in House Document Numbered 287, Sixty-ninth Congress, first session, and subject to the conditions set forth in said document: *Provided*, That no expense shall be incurred by the United States for the acquiring of any lands required for this improvement.

Sabine-Neches Waterway, Tex.

Proviso.
No expense for lands.

Galveston Channel, Texas, in accordance with the report submitted in House Document Numbered 307, Sixty-ninth Congress, first session.

Galveston Channel, Tex.

Mississippi River between Missouri River and Minneapolis: The existing project for improvement at and in the vicinity of Moline, Illinois, is hereby modified in accordance with the report submitted in House Document Numbered 263, Sixty-ninth Congress, first session: *Provided*, That the number of water wheels now installed in the dams at the lower end of the Moline pool shall not be increased except by the consent of the Secretary of War.

Mississippi River, between the Missouri and Minneapolis, Minn.
Moline, Ill., project modified.

Proviso.
Water wheels restricted.

Project modified.

Mississippi River, between Missouri River and Minneapolis: The existing project for improvement is hereby modified in accordance with the report submitted in House Document Numbered 583, Sixty-ninth Congress, second session.

Saint Croix River, Minn. and Wis.

Saint Croix River, Minnesota and Wisconsin, in accordance with the report submitted in House Document Numbered 378, Sixty-ninth Congress, first session.

Missouri River, between Kansas City, from the upper end of Quindaro Bend, and Sioux City, Iowa, in accordance with the report of the Board of Engineers for Rivers and Harbors submitted in House Document Numbered 1120, Sixtieth Congress, second session, with a view to securing a permanent navigable channel six feet in depth and to conform to the character and methods of improvement of said river, now defined and proceeding under existing law, on the reach between point first named and the mouth thereof and the sum of \$12,000,000 is hereby authorized to be appropriated for the prosecution of this project.

Missouri River, Kansas City to Sioux City, Iowa.
Permanent channel, etc.

Amount authorized.

Mill Creek, etc., Ill.

Mill Creek and South Slough at Milan, Illinois, in accordance with the report submitted in House Document Numbered 148, Sixty-ninth Congress, first session, and subject to the conditions set forth in said document.

Ohio River: The project for general open-channel work is hereby modified in accordance with the report submitted in House Document Numbered 187, Sixty-seventh Congress, second session, and subject to the conditions set forth in the report of the Board of Engineers for Rivers and Harbors in said document.

Ohio River.
Open channel work modified.

Youghiogheny River, Pennsylvania, in accordance with the report submitted in House Document Numbered 253, Sixty-ninth Congress, first session.

Youghiogheny River, Pa.

Duluth-Superior Harbor, Minnesota and Wisconsin, in accordance with the report submitted in House Document Numbered 245, Sixty-ninth Congress, first session.

Duluth-Superior Harbor, Minn. and Wis.

Sheboygan Harbor, Wisconsin: The modification of the existing project recommended in House Document 475, Sixty-eighth Congress, second session, is hereby authorized.

Sheboygan, Wis.
Project modified.

Illinois River, Illinois: Modification of existing project so as to provide a channel with least dimensions of nine feet in depth and two hundred feet in width from the mouth to Utica: *Provided*, That the State of Illinois transfers to the United States without cost all rights and titles in the two State-owned dams on the Illinois River; and that local interests furnish the United States without cost all necessary areas for the economical disposal of material dredged in creating and maintaining the channel herein and hereby authorized: *Provided further*, That nothing in this Act shall be construed as authorizing any diversion of water from Lake Michigan: *Provided*

Illinois River, Ill.
Channel to Utica, modified.

Provisos.
State-owned dams, etc., to be transferred.

No diversion of Lake Michigan water.

- Amount authorized. *further*, That there is hereby authorized to be appropriated for this project a sum not to exceed \$3,500,000.
- Michigan City, Ind.
Project modified. Michigan City Harbor, Indiana: The modification of the existing project recommended in House Document Numbered 279, Sixty-ninth Congress, first session, is hereby authorized.
- Sandusky, Ohio. Sandusky Harbor, Ohio, in accordance with the report submitted in House Document Numbered 584, Sixty-ninth Congress, second session, and subject to the conditions set forth in said document.
- Saint Marys River,
Mich. Saint Marys River, Michigan, in accordance with the report submitted in House Document Numbered 270, Sixty-ninth Congress, first session.
- Fairport, Ohio. Fairport Harbor, Ohio, in accordance with the report submitted in House Document Numbered 592, Sixty-ninth Congress, second session, and subject to the conditions set forth in said document.
- Buffalo, N. Y. Buffalo Harbor, New York, in accordance with the report submitted in House Document Numbered 481, Sixty-eighth Congress, second session, and subject to the conditions set forth in said document.
- Morristown, N. Y. Morristown Harbor, New York, in accordance with the report submitted in House Document Numbered 371, Sixty-ninth Congress, first session.
- San Joaquin River
and Stockton Channel,
Calif. San Joaquin River and Stockton Channel, California, in accordance with the report submitted in House Document Numbered 554, Sixty-eighth Congress, second session, and subject to the conditions set forth in said document: *Provided*, That no expense shall be incurred by the United States for the acquiring of any lands required for the purpose of this improvement: *Provided further*, That in connection with this project the existing project for the improvement of Suisun Bay is modified so as to include authorization for a channel three hundred feet wide from the western end of that bay to the mouth of the San Joaquin, with a depth of twenty-six feet at mean lower low water over all or any part of this width.
- Proviso.*
No expense for lands.
- Suisun Bay project
modified.
- Sacramento River,
Calif. Sacramento River, California, in accordance with the report submitted in House Document Numbered 123, Sixty-ninth Congress, first session.
- San Pablo Bay and
Mare Island Strait,
Calif. San Pablo Bay and Mare Island Strait, California: The existing project is hereby modified in accordance with the report submitted in House Document Numbered 104, Sixty-ninth Congress, first session.
- Feather River, Calif. Feather River, California, in accordance with the report submitted in Rivers and Harbors Committee Document Numbered 1, Sixty-ninth Congress, first session, and subject to the condition set forth in said report.
- Oakland, Calif. Oakland Harbor, California, in accordance with the report submitted in House Document Numbered 407, Sixty-ninth Congress, first session, and subject to the conditions set forth in said report.
- San Francisco, Calif. San Francisco Harbor, California, in accordance with the report submitted in House Document Numbered 337, Sixty-ninth Congress, first session, and subject to the conditions set forth in said document.
- Crescent City, Calif. Crescent City Harbor, California, in accordance with the report submitted in House Document Numbered 595, Sixty-ninth Congress, second session, and subject to the conditions set forth in said document.
- Umpqua Harbor and
River, Oreg. Umpqua Harbor and River, Oregon, in accordance with the report submitted in House Document Numbered 320, Sixty-ninth Congress, first session, and subject to the conditions set forth in said document: *Provided*, That if in the opinion of the Chief of Engineers dredging shall be considered desirable, such work is hereby authorized.
- Proviso.*
Dredging authorized.
- Coos Bay, Oreg.
Extension of jetties.
Vol. 41, p. 1013. Coos Bay Harbor, Oregon: The project adopted by the Rivers and Harbors Act of September 22, 1922, in accordance with the

report submitted in House Document Numbered 150, Sixty-seventh Congress, second session, is hereby modified to authorize the extension of the jetties to such lengths as may be practicable within the estimate of the total cost of the jetties as given in the above document. Funds heretofore or hereafter appropriated for the maintenance and improvement of rivers and harbors shall be available for such project as hereby modified.

Funds available.

Olympia Harbor, Washington, in accordance with the report submitted in House Document Numbered 244, Sixty-ninth Congress, first session.

Olympia, Wash.

Willapa Harbor, Washington, in accordance with the report submitted in House Document Numbered 565, Sixty-ninth Congress, second session.

Willapa, Wash.

Grays Harbor, Washington, to be modified and the improvement continued in accordance with the report submitted in House Report 582, Sixty-ninth Congress, second session.

Grays Harbor, Wash.

Tolovana River, Alaska, in accordance with the report submitted in House Document Numbered 193, Sixty-eighth Congress, first session, and subject to the condition set forth in said document.

Tolovana River, Alaska.

Kahului Harbor, Hawaii, in accordance with the report submitted in House Document Numbered 235, Sixty-ninth Congress, first session.

Kahului, Hawaii.

Green Bay Harbor, Wisconsin, in accordance with the report submitted in House Document Numbered 585, Sixty-ninth Congress, second session.

Green Bay, Wis.

Harbor of Refuge, Harbor Beach, Michigan: The Secretary of War, in his discretion, is hereby authorized to remove such portion of the breakwater, in the interest of sanitation, as will not be detrimental to purposes of navigation.

Harbor Beach, Mich.
Breakwater of Harbor of Refuge.

Surveys in accordance with House Document Numbered 308, Sixty-ninth Congress, first session, and including in the streams mentioned in said documents the following streams:

Additional surveys directed.

Red River, Louisiana, Arkansas, Oklahoma, and Texas.

Yazoo River and tributaries, Mississippi.

Pearl River, Mississippi and Louisiana.

Altamaha and tributaries.

Tributaries of the Warrior, Coosa and Tombigbee Rivers.

SEC. 2. (a) The contract dated July 29, 1921, executed by the Boston, Cape Cod and New York Canal Company, and transmitted to Congress by the Secretary of War and printed in House Document Numbered 139, Sixty-seventh Congress, second session, is hereby ratified on condition that such company files with the Secretary of War its consent in writing that such contract be modified so as to provide that the United States shall assume the payment of interest on the bonds, payment of which is assumed by the United States under such contract, only from the date upon which the title to the property referred to in paragraph 1 of such contract passes to the United States; that such company files with the Secretary of War its consent in writing that paragraph 8 of such contract be amended to read as follows:

Cape Cod Canal.
Conditional ratification of contract for purchase of.

Vol. 40, p. 262.

Date for payment of interest on assumed bonds.

Waiver of all claims growing out of Federal control.

Vol. 40, p. 1808.

"8. The payment of the amount herein agreed to be paid, or any part of same, to the said canal company is to be upon the express condition that the Boston, Cape Cod and New York Canal Company waives, in writing, any and all claims of any nature whatsoever that it may have against the President, the Director General of Railroads, or the United States, and upon such release the Director General of Railroads shall release the company from any claim or demand against the company, growing out of Federal control."

(b) The sum of \$5,500,000 is hereby authorized to be appropriated, out of any money in the Treasury not otherwise appropriated,

Amount authorized for purchase under modified contract.

to be expended under the direction of the Secretary of War, for the acquisition by purchase, in accordance with the terms of such contract, modified as provided in paragraph "a" of this section, of the Cape Cod Canal and other property referred to in paragraph 1 of such contract.

(c) When the Secretary of War has certified that the company has filed its consent, in writing, to the modification of the contract as provided in paragraph (a) of this section, and when the Attorney General has certified that title to such property has passed to the United States, the Secretary of the Treasury is authorized to pay at maturity the principal of the bonds referred to in such contract, and to pay the interest coupons thereon as they fall due each year after the passage of this Act except as herein provided until the bonds are retired. The Secretary of the Treasury may, in his discretion, pay before maturity, as stipulated in the contract, the principal sum of \$6,000,000 or any part thereof to the holders of the bonds. Nothing in the contract or in this Act shall exempt or release the bonds or the income therefrom from any taxation, national, State, or municipal, to which otherwise they would be subject. The amount necessary to make the several payments in this section provided is hereby authorized to be appropriated out of any money in the Treasury not otherwise appropriated.

SEC. 3. The Secretary of War is hereby authorized to modify the existing project adopted by the river and harbor Act of March 2, 1919, for improvement of the Inland Waterway from Delaware River to Chesapeake Bay, Delaware and Maryland, so as to include the construction of a suitable roadway from Chesapeake City, Maryland, to the Bethel Road on the north of said waterway, of a suitable roadway from Back Creek, Chesapeake City, Maryland, to Bethel on the south of said waterway and of a bridge in continuation of the southern roadway at Chesapeake City, across Back Creek, Maryland, and the construction and maintenance of a ferry across the waterway at the present site of the Pivot Bridge, the said roadways, bridge, and ferry to be in lieu of the reconstruction of the bridge known as the Pivot Bridge at the intersection of Bethel Road with said waterway: *Provided*, That the proper authorities of the State of Maryland and of Cecil County, Maryland, shall release the United States from all obligation to reconstruct or maintain the said Pivot Bridge or to operate the bridge or to maintain the roads and bridge whose construction are hereby authorized.

SEC. 4. The Secretary of War is hereby authorized and directed to cause preliminary examinations and surveys to be made at the following-named localities, the cost thereof to be paid from appropriations heretofore or hereafter made for such purposes: *Provided*, That no preliminary examination, survey, project, or estimate for new works other than those designated in this or some prior Act or joint resolution shall be made: *Provided further*, That after the regular or formal reports made as required by law on any examination, survey, project, or work under way or proposed are submitted no supplemental or additional report or estimate shall be made unless authorized by law: *And provided further*, That the Government shall not be deemed to have entered upon any project for the improvement of any waterway or harbor mentioned in this Act until funds for the commencement of the proposed work shall have been actually appropriated by law:

- Parker Head Harbor and Channel, Kennebec River, Maine.
- Channel way of the Moosebec Reach, Maine.
- Camden Harbor, Maine.
- Hendricks Harbor, Maine.
- Merrimack River, New Hampshire and Massachusetts.

Payment of bonds and interest when title vests in United States.

Discretionary payment of bonds before maturity.

No exemption from taxation.

Payments authorized.

Waterway Delaware River to Chesapeake Bay, Del. and Md.

Project modified by constructing roadways, bridges, etc.

Proviso. Obligations, etc., to be released.

Preliminary examination, etc., authorized.

Provisos. Specific authority required.

Supplementary reports restricted.

No project authorized until funds provided therefor.

Maine.

New Hampshire and Massachusetts.

- Fall River Harbor, Massachusetts. Massachusetts.
 Taunton River, Massachusetts.
 Inner Oak Bluffs Harbor, Marthas Vineyard, Massachusetts, with
 a view to the removal of Steamboat Rock.
 Danvers River, Massachusetts.
 Broad Sound, Massachusetts, with a view to the construction of
 a breakwater in the vicinity of Winthrop.
 Vineyard Haven Harbor, Massachusetts.
 New Bedford Harbor, Massachusetts, and the approaches thereto.
 Nantucket, Massachusetts.
 Bristol Harbor, Rhode Island, with a view to removing rock
 obstruction off steamboat wharf. Rhode Island.
 Sakonnet Harbor, Rhode Island, with a view to constructing an
 extension to the breakwater.
 Bridgeport Harbor, Connecticut. Connecticut.
 Little Neck Bay, New York. New York.
 Hudson River Channel, New York, from the Battery to Twentieth
 Street, with a view to securing a depth of forty feet from shore to
 shore.
 East River, New York, from English Place, Long Island City, to
 Pierce Avenue, with a view to securing a clear channel with depth
 of twenty feet two hundred feet channelward of the Brooklyn shore.
 Newtown Creek and Maspeth Creek, New York.
 Waddington Harbor, New York.
 Port Jefferson, New York.
 Passaic River, New Jersey, from the Port Newark Terminal to
 Jackson Street Bridge in the city of Newark. New Jersey.
 Delaware River, Pennsylvania, New Jersey, and Delaware, with
 a view to deepening the channel between Allegheny Avenue, Phila-
 delphia, and the sea to a depth of forty feet, with suitable widths. Delaware River, Pa.,
N. J., and Del.
 Schuylkill River, Pennsylvania, with a view to devising methods
 whereby the source of pollution caused by the settling of coal dust
 or culm may be removed.
 Manasquan River and Inlet, New Jersey. New Jersey.
 Shrewsbury River, at Highlands, New Jersey.
 Cold Spring Inlet, New Jersey.
 Dennis Creek, New Jersey.
 Waterway connecting Cooper River and Newton Creek, New
 Jersey.
 Mantua Creek, New Jersey.
 Raritan River, from Washington Channel to the lower lock of
 the Delaware and Raritan Canal at New Brunswick, with the view
 of having the present channel increased to a depth of fifteen feet
 below low water.
 Washington Canal and South River, from the Raritan River at
 Old Bridge, with a view to eliminating curves and increasing the
 depth to twelve feet below low-water mark.
 Woodbridge Creek, for a ten-foot channel. Delaware.
 Broadkill River, Delaware.
 Mispillion River, Delaware.
 Indian River, Delaware.
 Annapolis Harbor, Maryland. Maryland.
 Smith Creek, Maryland.
 Ocean City Harbor and Inlet, Maryland.
 Kent Island Narrows, Maryland.
 Sinepuxent Bay, Maryland, from the inlet north to Ocean City.
 Waterway from Tangier Sound to Chesapeake Bay via Ewell,
 Maryland.
 Miles River and Oak Creek, Maryland.
 Jenkins Creek, near Crisfield, Maryland.

Virginia.

Norfolk Harbor, Virginia, with a view to enlarging the channel in the Eastern Branch of the Elizabeth River, Virginia.

Chuckatuck River, Counties of Isle of Wight and Nansemond, Virginia.

James River, Virginia.

Little Machipongo River, Northampton County, Virginia.

Mathews Creek, Mathews County, Virginia, and channel connecting said creek with East River.

Nomini Bay and Creek, Virginia.

Tangier Sound, Virginia, with a view to securing a channel to the foot of County Road on the south end of Tangier Island.

Mill Creek, Middlesex County, Virginia, and channel connecting said creek with Rappahannock River.

Entrance to Willoughby Channel, Virginia.

Carters Creek, Lancaster County, Virginia.

Starlings Creek, Accomac County, Virginia.

Channel leading from Oyster, Virginia, to the Atlantic Ocean.

Northwest River, Virginia.

Channel from the mouth of Link Horn River or Bay through The Narrows, Broad Bay, Long Creek, Lynn Haven River, and Lynn Haven Inlet, Virginia.

Beach Creek, Virginia.

North Carolina.

Channel from Maple, North Carolina, to the inland waterway, between Norfolk, Virginia, and Beaufort Inlet, North Carolina.

Channel from the inland waterway through Currituck Sound to Currituck Court House, North Carolina.

Intracoastal waterway from Cape Fear River, North Carolina, to Georgetown, South Carolina.

Channel from Albemarle Sound to Point Harbor, North Carolina.

Douglas Bay, Hyde County, North Carolina.

Far Creek, North Carolina, from Pamlico Sound to Engelhard.

Gardiners Creek and Devils Gut, North Carolina.

Runyon Creek, North Carolina.

Channel from North River, via Back Sound, to Lighthouse Bay, North Carolina.

Smiths Creek, in the vicinity of Wilmington, North Carolina.

Deep Creek, Washington County, North Carolina.

Waterway, Cape Fear River to Saint Johns River.

Intracoastal Waterway from Cape Fear River, North Carolina, to Saint Johns River, Florida.

Waterway, Charleston to Saint Johns River, Fla.

Channel from the inland waterway between Charleston, South Carolina, and Saint Johns River, Florida, to Bluffton, South Carolina, from head waters of the Wando River through Wambaw Creek to the Santee River, South Carolina.

South Carolina.

Shem Creek, from Hog Island Channel to point beyond city limits of Mount Pleasant, South Carolina.

Georgia.

Thunderbolt Harbor, Georgia.

Darien Harbor and Rifle Cut.

Back River, Georgia, from old plant site of Savannah River Lumber Company to Saint Simons Sound, with a view to securing a channel twenty feet deep at mean low tide with suitable widths.

East River channel, Brunswick, Georgia, with a view to deepening the channel to a depth of thirty feet, with suitable widths.

Jekyl and Saint Simons Islands, Georgia, with a view to determining the cause of erosions from said islands, the effect of said erosions on the shoaling of dredged channels leading to Brunswick, and with a view to presenting a plan for the prevention of said erosions.

Ogeechee River, Georgia, from its mouth to Jencks Bridge.

Tybee Island, Georgia, with a view to determining the cause of the erosions from said island, the effect of said erosions on the

shoaling of dredged channels leading to Savannah, and with a view to presenting a plan for the prevention of said erosions.

Saint Marys and Satilla Rivers, Georgia, to determine the feasibility and advisability of (1) constructing a canal with a depth and width sufficient to accommodate the ordinary river boats, to connect the waters of such streams by the shortest possible route in Camden and Charlton Counties, Georgia, and (2) dredging the Satilla River from its mouth up to the railroad bridge at Waycross, and the Saint Marys River from its mouth to the point where it is nearest to the Satilla River, with a view to opening a navigable channel for the ordinary river boats.

Waterway from Cumberland Sound, Georgia and Florida, to the Mississippi River. Georgia and Florida.

Hollywood Harbor, Florida. Florida.

Saint Marks River, Florida.

Clearwater Harbor, Florida.

Channel from Clearwater Harbor, through Boca Ceiga Bay, to Tampa Bay, Florida.

Channel from Sanford to Indian River, near Titusville, to connect Saint Johns River, with Indian River, Florida.

Channel from Gulf of Mexico, through Passage Kay Inlet, to northern end of Anna Maria Key and into Sarasota Bay, Florida.

Channel of suitable dimensions from southern terminus of the Florida East Coast Canal at Miami into Florida Bay.

Saint Andrews Bay, Florida, with a view to increasing the dimensions of the channel between the Gulf of Mexico and Saint Andrews Bay.

East Pass channel from the Gulf of Mexico into Choctawhatchee Bay, Florida.

For examinations and surveys of Lake Okeechobee, Florida, with a view to flood control, under the provisions of section 3, Act approved March 1, 1917. Lake Okeechobee. Vol. 39, p. 950.

Tombigbee River, Mississippi. Mississippi.

Soldier Creek, Alabama. Alabama.

Three Mile Creek from Mobile River to the Industrial Canal, Alabama.

Fowl River, Alabama, with a view to securing a navigable channel of 8 feet depth and suitable width from Mobile Bay to a point about one mile above the highway bridge on the Cedar Point Road.

Bayou Castaigne, Louisiana. Louisiana.

Bayou St. John, Louisiana.

Amite River, Louisiana, above the mouth of Bayou Manchac to its confluence with the Comite River.

New Basin Canal, Louisiana, at its junction with Lake Pontchartrain.

Houston Ship Channel, Texas. Texas.

Baffins Bay, Texas.

Brazos River, Texas, up to Rosenberg.

Port Aransas, Texas.

Intracoastal waterway in Texas from Corpus Christi to Point Isabel, including Arroyo Colorado to Missouri Pacific Bridge near Harlingen.

Cache River, Arkansas. Arkansas.

Arkansas River and its tributaries, Arkansas and Oklahoma. Arkansas and Oklahoma.

Illinois and Mississippi Canal, in the vicinity of Mud Creek, Illinois. Illinois.

Galena River, Illinois, with a view to straightening the channel in the vicinity of Galena.

- Mississippi River.** Mississippi River, between Missouri River and Minneapolis, with a view to securing a channel depth of nine feet at low water with suitable widths.
Headwaters of the Mississippi River, with a view to maintaining a minimum fixed head of water in all of the channels of this system at all times.
- Missouri River.** Missouri River, from the upper end of Quindaro Bend to its mouth, with a view to securing a channel depth of nine feet at low water with suitable widths.
- Ohio River.** Ohio River, at and in the vicinity of Shawneetown, Illinois.
- Pennsylvania.** Youghiogheny River, Pennsylvania, from Fifteenth Street, McKeesport, to West Newton.
Kiskiminitas and Conemaugh Rivers, Pennsylvania.
- West Virginia.** Little Kanawha River, West Virginia.
Kanawha River, West Virginia, from Lock Numbered 5 to its mouth.
Guyandotte River with a view of preventing the said River from farther encroaching upon the public streets of and private property in the village of Barboursville, West Virginia.
- Minnesota and Wisconsin.** Duluth-Superior Harbor, Minnesota and Wisconsin, with a view to extending the deep-water channel up the Saint Louis River to Fond du Lac, Minnesota.
- Michigan and Wisconsin.** Menominee Harbor and River, Michigan and Wisconsin.
- Michigan.** South Haven Harbor, Michigan, with a view to extending the breakwater.
Black River at Port Huron, Michigan.
- Great Lakes, for ship channels.** Great Lakes: With a view to providing ship channels with sufficient depth and width to accommodate the present and prospective commerce at low water datum for the Great Lakes and their connecting waters, and their principal harbors and river channels, either by means of compensation or regulatory works or by dredging and rock removal in the separate localities, or by both methods.
- Michigan.** Saginaw River, Michigan, and entrance thereto.
Harbor at Mackinaw City, Michigan.
Channel on the northeasterly side of Marquette Island, Michigan, between Mackinac Bay and Muscallonge Bay.
Black River, Michigan.
Port Crescent Harbor, Michigan.
- Toledo Harbor, Ohio.** Toledo Harbor, Ohio, with a view to the construction of a breakwater and to securing a depth of twenty-three feet in the harbor and channel.
- Harlem River, N. Y.** That the Secretary of War is hereby authorized to cause a preliminary examination and survey to be made of Harlem River, New York, with a view to determining and reporting to Congress whether fixed bridges should be permitted across said river and, if such bridges are deemed permissible, what clearances should be required in the interest of navigation.
- Niagara River, N. Y.** Niagara River, New York: The east channel, from the end of the present twenty-three-foot channel to the westerly boundary of Sugar Street, Niagara Falls.
- California.** Hueneme Harbor, California.
Alameda Harbor, California.
San Francisco Harbor, California: The south entrance channel, with a view to removing obstructions.
Middle River and Empire Cut, in the vicinity of the Henning tract and Mildred Island, San Joaquin County, California.
- Oregon.** Coquille River, Oregon, from the entrance to Bullards.
Yaquina River, Oregon, from Toledo to Yaquina Bay.
Clatskanie River, Oregon, from Clatskanie to the channel in Columbia River.

Willamette River, Oregon, between Portland and Salem.
 Tillamook Bay and Entrance, Oregon.
 Umpqua River and entrance.

Bellingham Harbor, Washington, with a view to improving the Squalicum Creek waterway. Washington.

Columbia River, Washington, with a view to securing an adequate channel to the town of Ilwaco.

Columbia River, Washington, between Ilwaco and the town of Chinook with a view to bank protection from floods and erosion.

Skamokawa Slough, Washington.

Stillaguamish River, Washington.

That there is hereby authorized to be appropriated, out of any moneys in the Treasury of the United States not otherwise appropriated, for the fiscal year ending June 30, 1928, and annually thereafter, the sum of \$100,000, or so much thereof as may be necessary, to be spent by the Reclamation Bureau under the direction of the Secretary of the Interior, to defray the cost of operating and maintaining the Colorado River front work and levee system adjacent to the Yuma Federal irrigation project in Arizona and California.

Colorado River.
 Annual authorization for front work on, adjacent to Yuma irrigation project, Ariz. and Calif.
Ante, p. 961.

Section 16 (c), Act approved March 3, 1925 (Forty-third Statutes at Large, page 1198), is hereby repealed.

Former provisions repealed.
 Vol. 43, p. 1198.
 Alaska.

Ocean frontage of Afognak, Alaska, with a view to providing a harbor.

Nome Harbor, Alaska.

Sitka Harbor, Alaska.

Cordova Harbor, Alaska.

Anchorage Harbor, Alaska.

Dry Pass, Alaska.

Portage Bay, Alaska, and adjacent bays, with a view to providing a practicable harbor accessible to the Cold Bay oil fields.

Gastineau Channel, Alaska.

Port Frederick, Alaska.

William Henry Bay, Alaska.

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

Experts, etc.
 Agreements for employing, on terms in excess of Classification Act, validated.

Vol. 42, p. 1488.

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

Funds available for essential personal equipment of employees.

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

Payments of subsistence expenses incurred for daytime official journeys to be allowed by General Accounting Office.

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

Household effects of employees.
 Payment directed for transporting, etc.

Approved, January 21, 1927.