

CHAP. 274.—An Act To amend the proviso in paragraph 10 of section 9 of the Federal Reserve Act amended by the Act of June 21, 1917, amending the Federal Reserve Act.

July 1, 1922.

[S. 831.]

[Public, No. 279.]

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled, That the proviso in paragraph 10 of section 9 of the Federal Reserve Act amended by section 3 of the Act of June 21, 1917, amending the Federal Reserve Act be amended to read as follows:

“Provided, however, That no Federal reserve bank shall be permitted to discount for any State bank or trust company notes, drafts, or bills of exchange of any one borrower who is liable for borrowed money to such State bank or trust company in an amount greater than that which could be borrowed lawfully from such State bank or trust company were it a national banking association.”

Approved, July 1, 1922.

Federal Reserve Act amendment.
Vol. 40, p. 234, amended.

Limitation of discounts for State banks by reserve banks modified.

CHAP. 275.—An Act To authorize the Niagara River Bridge Company to reconstruct its present bridge across the Niagara River between the State of New York and the Dominion of Canada, or to remove its present bridge and construct, maintain, and operate a new bridge across the said river.

July 1, 1922.

[S. 3458.]

[Public, No. 280.]

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled, That the Niagara River Bridge Company, a corporation which constructed a cantilever bridge across the Niagara River between the United States and Canada, is hereby authorized to enlarge, change, and alter its present bridge, or to remove its present bridge and construct, maintain, and operate a new bridge and approaches thereto across the Niagara River, at a point suitable to the interests of navigation, upon the present site, or on a new site north of and near the site of the present bridge, in lieu thereof, in accordance with the provisions of the Act entitled “An Act to regulate the construction of bridges over navigable waters,” approved March 23, 1906: *Provided,* That before the construction of the said bridge shall be commenced, all proper and requisite authority therefor shall be obtained from the Government of the Dominion of Canada.

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

Approved, July 1, 1922.

Niagara River. Niagara River Bridge Company may reconstruct present, or build new, bridge across.

Construction.
Vol. 34, p. 84.

Proviso.
Consent of Canada required.

Amendment.

CHAP. 276.—Joint Resolution Requesting the President of the United States to call a conference of maritime nations with a view to the adoption of effective means for the prevention of pollution of navigable waters by oil-burning and oil-carrying steamers by the dumping into such waters of oil waste, fuel oil, oil sludge, oil slop, tar residue, and water ballast.

July 1, 1922.

[H. J. Res. 297.]

[Pub. Res., No. 65.]

Whereas the careless casting of oil refuse into the sea from oil-burning and oil-carrying steamers has become a serious menace to the maritime and the fishing industries of the United States and other countries; and

Whereas the fire hazard created by the accumulation of floating oil on the piles of piers and bulkheads into harbor waters is a growing source of alarm; and

Whereas most serious is the destruction of ocean fisheries resulting from the constant discharge into territorial waters of the waste products of the oil used for fuel on many steamers in place of coal, which threatens to exterminate the food fish, oysters, clams, crabs, and lobsters, which are a vital part of our various national food supplies; and

Pollution of navigable waters.
Preamble.