

**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.

Whereas the dumping of this oil refuse is not only ruining the bathing beaches situate on the territorial waters of the various countries, which during the summer attract hundreds of thousands of people to the seashore resorts, but the depreciation in value of millions of dollars of seashore property is most alarming; and

Whereas this pollution takes place on the high seas as well as within territorial waters: Now, therefore, be it

*Resolved by the Senate and House of Representatives of the United States of America in Congress assembled,* That the President is requested to call a conference of maritime nations with a view to the adoption of effective means for the prevention of pollution of navigable waters.

Approved, July 1, 1922.

Conference of maritime nations authorized to prevent.

July 1, 1922.  
[H. J. Res. 337.]  
[Pub. Res., No. 66.]

**CHAP. 277.**—Joint Resolution Granting consent of Congress and authority to the Port of New York Authority to execute the comprehensive plan approved by the States of New York and New Jersey by chapter 43, Laws of New York, 1922, and chapter 9, Laws of New Jersey, 1922.

Port of New York authority.

*Ante*, p. 174.

Whereas pursuant to the agreement or compact entered into by the States of New York and New Jersey under date of April 30, 1921, and consented to by the Congress of the United States by resolution signed by the President on the 23d day of August, 1921, the two States have agreed upon a comprehensive plan for the development of the port of New York; and

Whereas the carrying out and executing of the said plan will the better promote and facilitate commerce between the States and between the States and foreign nations and provide better and cheaper transportation of property and aid in providing better postal, military, and other services of value to the Nation: Therefore be it

*Resolved by the Senate and House of Representatives of the United States of America in Congress assembled,* That, subject always to the approval of the officers and agents of the United States as required by Acts of Congress touching the jurisdiction and control of the United States over the matters, or any part thereof, covered by this resolution, the consent of Congress is hereby given to the supplemental agreement between the States of New York and New Jersey evidenced by chapter 43, Laws of New York, 1922, and chapter 9, Laws of New Jersey, 1922, covering the comprehensive plan for the development of the port of New York embraced in said statutes in form following, that is to say:

Development of port of New York.  
Consent of Congress to supplemental agreement for.

Terms of agreement.

Principles governing development.

"SECTION 1. Principles to govern the development:

"First. That terminal operations within the port district, so far as economically practicable, should be unified.

"Second. That there should be consolidation of shipments at proper classification points so as to eliminate duplication of effort, inefficient loading of equipment, and realize reduction in expenses.

"Third. That there should be the most direct routing of all commodities so as to avoid centers of congestion, conflicting currents, and long truck hauls.

"Fourth. That terminal stations established under the comprehensive plan should be union stations, so far as practicable.

"Fifth. That the process of coordinating facilities should, so far as practicable, adopt existing facilities as integral parts of the new system, so as to avoid needless destruction of existing capital investment and reduce so far as may be possible the requirements for new capital; and endeavor should be made to obtain the consent of local municipalities within the port district for the coordination of their present and contemplated port and terminal facilities with the whole plan.