major of Field Artillery was confirmed by the Senate in June, 1916, a major of Field Artillery, to take rank at the foot of the list of majors of Field Artillery, and that no back pay or allowances shall accrue as a result of the passage of this Act, and there shall be no increase in the total number of majors of Field Artillery now authorized by law by reason of the passage of this Act.

Approved, September 22, 1922.

CHAP. 426.—An Act To provide for the applicability of the pension laws to certain classes of persons in the military and naval services not entitled to the benefits of Article III of the War Risk Insurance Act, as amended.

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled, That section 312 of the War Risk Insurance Act, as amended by section 17 of the Act of June 25, 1918 (Fortieth Statutes, page 613), shall not be construed as making the pension laws inapplicable to persons admitted into the military or naval service after six months from the passage of the Act of August 9, 1921, establishing the Veterans’ Bureau and adding section 315 to the War Risk Insurance Act.

Approved, September 22, 1922.

CHAP. 427.—An Act Authorizing the construction, repair, and preservation of certain public works on rivers and harbors, and for other purposes.

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:

Plymouth Harbor, Massachusetts, in accordance with the report submitted in House Document Numbered 996, Sixty-sixth Congress, third session, and subject to the conditions set forth in said document.

Pawtucket River, Rhode Island, in accordance with the report submitted in House Document Numbered 654, Sixty-sixth Congress, second session.

Mamaroneck Harbor, New York, in accordance with the report submitted in House Document Numbered 651, Sixty-sixth Congress, second session, and subject to the conditions set forth in said document.

Harbor of New Rochelle and Echo Bay, New York, in accordance with the report submitted in House Document Numbered 110, Sixty-seventh Congress, first session, and subject to the conditions set forth in said document.

Westchester Creek, New York, in accordance with report submitted in Rivers and Harbors Committee Document Numbered 8, Sixty-seventh Congress, second session, and subject to the conditions set forth in said document.

New York and New Jersey Channels, in accordance with the report submitted in House Document Numbered 653, Sixty-sixth Congress, second session.

Newark Bay, etc., New Jersey, in accordance with the report submitted in House Document Numbered 206, Sixty-seventh Congress, second session, and subject to the conditions set forth in said document.

Absecon Inlet, New Jersey, in accordance with the report submitted in House Document Numbered 375, Sixty-seventh Congress, second session.
Wilmington Harbor, Delaware, in accordance with the report submitted in House Document Numbered 114, Sixty-seventh Congress, first session, and subject to the conditions set forth in said document.

Locklies Creek, Virginia, in accordance with the report submitted in House Document Numbered 612, Sixty-third Congress, second session, and subject to the conditions set forth in said document.

Waterway connecting Core Sound and Beaufort Harbor, North Carolina, in accordance with the report submitted in House Document Numbered 88, Sixty-seventh Congress, first session.

Cape Fear River below Wilmington, North Carolina, in accordance with the report submitted in House Document Numbered 94, Sixty-seventh Congress, first session.

Locklies Creek, Virginia, in accordance with the report submitted in House Document Numbered 114, Sixty-seventh Congress, first session, and subject to the conditions set forth in said document.

Waterway connecting Core Sound and Beaufort Harbor, North Carolina, in accordance with the report submitted in House Document Numbered 88, Sixty-seventh Congress, first session.

Provided, That no expense shall be incurred by the United States for acquiring any lands required for the purpose of this improvement.

Galveston Channel, Texas, in accordance with the report submitted in House Document Numbered 693, Sixty-sixth Congress, second session.

Sabine-Neches Waterway, Texas, in accordance with the report submitted in House Document Numbered 975, Sixty-sixth Congress, third session, and subject to the conditions set forth in said reports: Provided, That no expense shall be incurred by the United States for acquiring any lands required for the purpose of this improvement: Provided further, That before entering upon the prosecution of the improvements herein authorized, local interests shall guarantee, in a manner satisfactory to the Secretary of War, that the United States will be held free from any claim for damages resulting from the execution of the work hereby authorized.

Channel from Aransas Pass to Corpus Christi, Texas, in accordance with the report submitted in House Document Numbered 321, Sixty-seventh Congress, second session, and subject to the conditions set forth in said document.

Tensas River, Louisiana, in accordance with the report submitted in House Document Numbered 95, Sixty-seventh Congress, first session, and subject to the conditions set forth in said document.

Red Lake and Red Lake River, Minnesota, in accordance with the report submitted in House Document Numbered 61, Sixty-sixth Congress, first session, and subject to the conditions set forth in said document.


Green Bay Harbor, Wisconsin, in accordance with the report submitted in House Document Numbered 626, Sixty-fourth Congress, first session.

Milwaukee Harbor, Wisconsin, in accordance with the report submitted in House Document Numbered 804, Sixty-sixth Congress, second session, and subject to the conditions set forth in said document.

Black Rock Channel and Tonawanda Harbor, New York, in accordance with the report submitted in House Document Numbered 981, Sixty-sixth Congress, third session.

San Diego Harbor, California, in accordance with the recommendation of the Board of Engineers for Rivers and Harbors in the report.

Los Angeles Harbor, California, in accordance with the report submitted in House Document Numbered 1013, Sixty-sixth Congress, third session.

San Francisco Harbor, California: The entrance channel, in accordance with the report submitted in House Document Numbered 124, Sixty-seventh Congress, first session.

Noyo River, California, in accordance with the report submitted in House Document Numbered 679, Sixty-sixth Congress, second session, and subject to the conditions set forth in said document.

Oakland Harbor, California, in accordance with the report submitted in House Document Numbered 144, Sixty-seventh 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 acquiring any lands required for the purpose of this improvement: Provided further, That no work shall be done above the Webster Street and Harrison Street Bridges until those bridges have been removed or so altered, in accordance with plans approved by the Secretary of War and the Chief of Engineers, as to provide suitable facilities for navigation.

Coos Bay Harbor, Oregon: Improvement of harbor, including Isthmus Slough, in accordance with the report submitted in House Document Numbered 150, Sixty-seventh Congress, second session.

Columbia and Willamette Rivers, Oregon, in accordance with the report submitted in House Document Numbered 1009, Sixty-sixth Congress, third session, and subject to the conditions set forth in said document.

Clatskanie River, Oregon, in accordance with the report submitted in House Document Numbered 698, Sixty-fourth Congress, first session.

Umpqua River, Bar, and Entrance, Oregon, in accordance with report submitted in House Document Numbered 913, Sixty-fifth Congress, second session.


Tennessee River and tributaries, North Carolina, Tennessee, Alabama, and Kentucky: Survey, at a cost not to exceed $200,000.

Wrangell Harbor, Alaska, in accordance with the report submitted in House Document Numbered 161, Sixty-seventh Congress, second session, and subject to the conditions set forth in said document.

Sec. 2. That the Secretary of War is hereby authorized and directed to modify the plans for the existing works of river and harbor improvement hereinafter set forth and to prosecute the improvement of said projects in the manner herein directed, or as recommended by the Chief of Engineers in the reports hereinafter designated, as follows:

Beverly Harbor, Massachusetts, in accordance with the report submitted in Rivers and Harbors Committee Document Numbered 7, Sixty-sixth Congress, third session, and subject to the conditions set forth in said document.

Jamaica Bay, New York: Any funds heretofore or hereafter appropriated for this improvement may be applied to providing the channels specified in House Document Numbered 1488, Sixtieth Congress, second session, with a depth of thirty feet at mean low water, whenever and to such extent as the city of New York shall construct
or provide for the construction of terminals with facilities suitable to
canals of that depth: Provided, That the city of New York may be
reimbursed for dredging and disposing of the material dredged
from the main interior channel at actual cost: Provided further,
that such reimbursement which may include overdepth allowance not
exceeding one foot shall be made on a cubic yard unit cost and shall
not exceed a rate of 10 cents per cubic yard for dredging and dispos-
ing of the dredged material, including any cost of inspection borne by
the United States.

East River, New York, in accordance with the report submitted in
Rivers and Harbors Committee Document Numbered 3, Sixty-
seventh Congress, second session.

Waterway from the Mississippi River to the Sabine River, Louisi-
a and Texas: The section from Calcasieu River to Sabine River, in
accordance with the report submitted in Senate Document Num-
bered 149, Sixty-seventh Congress, second session.

Mississippi River from the mouth of the Missouri River to Minne-
apolis, Minnesota: Appropriations or allotments heretofore or here-
after made for general improvement or maintenance shall hereafter
be available for the dredging of channels to landing places, whether
on the main river or subsidiary sloughs or former channels: Provided,
that satisfactory evidence is submitted by the localities concerned
that such channels will be used by commerce to an extent commensu-
rate with the cost, and that other landing places are not economically
available to serve the same localities: Provided further, That pre-
fence shall be given to localities that give satisfactory assurances that
they will maintain said channels: And provided further, That not
more than $50,000 shall be expended for dredging of channels to any
one harbor in any one fiscal year.

Alpena Harbor, Thunder Bay River, Michigan: The conditions
precedent to the prosecution of the existing project are hereby modi-
fied in accordance with the report submitted in Rivers and Harbors
Committee Document Numbered 1, Sixty-seventh Congress, first
session.

Saint Marys River at the Falls, Michigan, in accordance with the
report submitted to the Chief of Engineers by the district engineer
under date of October 29, 1920.

Crescent City Harbor, California: The conditions precedent to the
prosecution of the existing project are hereby modified in accordance
with the report submitted in Rivers and Harbors Committee Docu-
ment Numbered 4, Sixty-seventh Congress, second session.

San Juan Harbor, Porto Rico: The Secretary of War is hereby
authorized, in his discretion, to substitute for an area of approxi-
mately sixty-eight acres to be dredged to thirty feet depth along the
easterly and southerly sides of the anchorage basin, forming part of
the project adopted by the River and Harbor Act approved August
8, 1917, an area of approximately twenty-five acres to be dredged to
the same depth, extending easterly from the eastern end of the
approved project in San Antonio Channel.

SEC. 3. That the provisions of river and harbor Acts heretofore
passed providing for the prosecution of work upon the following
projects are hereby repealed, and any unexpended funds from appro-
priations heretofore made for said projects not required for the pay-
ment of outstanding obligations incurred in connection therewith are
hereby made available for expenditure by and under the direction of
the Secretary of War and the supervision of the Chief of Engineers for
the preservation and maintenance of existing river and harbor works
and for the prosecution of such projects heretofore authorized as may
be most desirable in the interests of commerce and navigation, to
wit:

Pearl River below Rockport, Mississippi.
Brazos River, Texas, from Old Washington to Waco, in accordance with the report submitted in House Document Numbered 298, Sixty-sixth Congress, first session.

Trinity River, Texas, from Liberty to Dallas, in accordance with the report submitted in House Document Numbered 989, Sixty-sixth Congress, third session.

Galena River Lock, Illinois.

Projects consolidated.

Tampa and Hillsboro Bays, and Hillsboro River, Florida:

The four projects heretofore authorized for Tampa Bay, Hillsboro Bay, Tampa and Hillsboro Bays, and Hillsboro River are hereby consolidated to form a single project for Tampa Harbor.

Calumet Harbor and River, Illinois and Indiana: The two projects heretofore authorized for Calumet Harbor and Calumet River are hereby consolidated to form a single project for Calumet Harbor and River, Illinois and Indiana.

Black River at Port Huron, and mouth of Black River, Michigan:

The two projects heretofore authorized for Black River at Port Huron, and mouth of Black River, are hereby consolidated in accordance with the report submitted in House Document Numbered 436, Sixty-fourth Congress, first session.

Sec. 4. Tampa and Hillsboro Bays, and Hillsboro River, Florida:

The four projects heretofore authorized for Tampa Bay, Hillsboro Bay, Tampa and Hillsboro Bays, and Hillsboro River are hereby consolidated to form a single project for Tampa Harbor.

Calumet Harbor and River, Illinois and Indiana: The two projects heretofore authorized for Calumet Harbor and Calumet River are hereby consolidated to form a single project for Calumet Harbor and River, Illinois and Indiana.

Black River at Port Huron, and mouth of Black River, Michigan:

The two projects heretofore authorized for Black River at Port Huron, and mouth of Black River, are hereby consolidated in accordance with the report submitted in House Document Numbered 436, Sixty-fourth Congress, first session.

Sec. 5. That the Secretary of War be, and he is hereby, authorized to construct six seagoing hopper dredges for use in improvement and maintenance work on authorized projects on the Atlantic, Pacific, and Gulf coasts, the cost of said dredges to be paid from appropriations heretofore made, or to be hereafter made, for the preservation and maintenance of existing river and harbor works, and for the prosecution of such projects heretofore authorized as may be most desirable in the interests of commerce and navigation: Provided, That the limit of cost of each of the dredges herein authorized shall not exceed the sum of $750,000: Provided further, That no money authorized to be expended for the acquisition of any dredge or dredges shall be so expended for the purchase of any dredge or dredges from private contractors, which at the time of the proposed purchase can be manufactured at any navy yard or other Government owned factory for a sum less than it can be purchased for from such private contractor.

Sec. 6. That funds heretofore appropriated for improvement of rivers and harbors and which remain in the Treasury unexpended because the work or projects for which the same were appropriated have been completed, are hereby made available for expenditure by and under the direction of the Secretary of War and the supervision of the Chief of Engineers for the preservation and maintenance of any existing river and harbor works and for the prosecution of such projects of improvement heretofore adopted and authorized as may be most desirable in the interests of commerce and navigation.

Sec. 7. That hereafter the provisions of section 7 of the Act of August 23, 1912 (Thirty-seventh Statutes at Large, page 414), or any other law, prohibiting the expenditure of public money for telephone services installed in private residences, not applicable to use on locks and dams.

Vol. 37, p. 414.

Telephone service: Restriction on installations in private residences, not applicable to use on locks and dams.

Detroit, Mich.

Quarters for engineer force allowed from moneys for Detroit River.
SEC. 9. That hereafter no project shall be considered by any committee of Congress with a view to its adoption, except with a view to a survey, if five years have elapsed since a report upon a survey of such project has been submitted to Congress pursuant to law.

SEC. 10. That any work of improvement herein adopted, and any public work on canals, rivers, and harbors adopted by Congress may be prosecuted by direct appropriations, by continuing contracts, or by both direct appropriations and continuing contracts.

SEC. 11. That owners, agents, masters, and clerks of vessels and other craft plying upon the navigable waters of the United States, and all individuals and corporations engaged in transporting their own goods upon the navigable waters of the United States, shall furnish such statements relative to vessels, passengers, freight, and tonnage as may be required by the Secretary of War:

Provided, Rafting logs, excepted.

That this provision shall not apply to those rafting logs except upon a direct request upon the owner to furnish specific information.

That every person or persons offending against the provisions of this section shall, for each and every offense, be liable to a fine of $100, or imprisonment not exceeding two months, to be enforced in any district court in the United States within whose territorial jurisdiction such offense may have been committed.

SEC. 12. That 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 appropriations heretofore made, or to be hereafter made, for examinations, surveys, and contingencies for rivers and harbors:

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:

Saco Harbor and River, Maine.
Summer Harbor, Maine.
Dorchester Bay and Neponset River, Massachusetts.
Mystic River, Massachusetts.
New Bedford and Fairhaven Harbor, Massachusetts.
Newport Harbor, Rhode Island: That portion situated east of city wharf.

Thames River, Connecticut.
Guilford Harbor, Connecticut.
Westport Harbor and Saugatuck River, Connecticut.
Great Kills, Staten Island, New York.
Bloomfield Creek, Staten Island, New York.
Fresh Kills, Staten Island, New York.
Murderers Creek, New York.
Hudson River, at and near Stockport, New York.
East Chester Creek, New York, with a view to extending the navigable channel to Sixth Street Bridge in the city of Mount Vernon.

Milton Harbor, New York.
Glencove Creek, New York.
Flushing Bay, New York.
Huntington Harbor, New York.
Gowanus Creek Channel from the foot of Percival Street to Hamilton Avenue, Brooklyn, New York, with a view to deepening the same to twenty-six feet at mean low water.
Hudson River Channel, N. J.

Hudson River Channel, along the water front of Weehawken and Edgewater, New Jersey, with a view to providing a depth of forty feet at mean low water or such lesser depth as may be necessary to serve the interests of navigation and extending in a straight line in front of the dock of Edgewater about three-quarters of a mile farther north.

Delaware River, from Trenton, New Jersey, to Easton, Pennsylvania.

New Jersey.

Essex Channel, New Jersey.

Big Timber Creek, New Jersey.

Oyster Creek, Atlantic County, New Jersey.

Shrewsbury River, New Jersey.

Salem River, New Jersey.

Fortescue Creek, New Jersey.

Hereford Inlet, New Jersey.

West Creek, New Jersey.

Double Creek, New Jersey.

Manasquan Inlet, New Jersey.

Passaic River, New Jersey, above the Montclair and Greenwood Lake Railway Bridge.

Delaware.

Christiana River, Delaware, from Newport to Christiana.

Northeast River, Maryland.

Crisfield Harbor, Maryland.

Herring Bay and Rockhole Creek, Maryland.

Black Walnut Harbor, Maryland.

Cambridge Harbor, Maryland.

Virginia.

Southeast entrance to Milford Haven Harbor, Virginia.

Assateague Anchorage, Virginia, with a view to the establishment of a harbor of refuge.

Hoskins Creek, Essex County, Virginia.

Lewis River, Chincoteague Island, Accomac County, Virginia.

Piscataway Creek, Essex County, Virginia.

Channel connecting York River, Virginia, with Back Creek to Slaight's wharf.

Mattox Creek, Virginia.

Mulberry Creek, Lancaster County, Virginia.

Onancock River, Virginia.

Appomattox River, Virginia, up to Petersburg.

Norfolk Harbor, Virginia, with a view to providing an anchorage basin in the vicinity of Craney Island.

Mattaponi River, Virginia, from Walkerton to Aylett.

Cape Fear River, above Wilmington, North Carolina, with a view to the construction of a lock and dam about fifteen miles below Fayetteville.

Cape Fear River, below Wilmington, North Carolina, and between Wilmington and Nevass.

Pasquotank River, at Elizabeth City, North Carolina.

Yeopim River, Chowan County, North Carolina.

Mill Cut, North Harlowe, Craven County, North Carolina.

Pochahunt Creek, Camden County, North Carolina.

Wanchese Harbor, Roanoke Island, North Carolina.

Shipyard River, South Carolina.

Alligator Creek and Four Mile Creek, South Carolina.

Waccamaw River from Red Bluff, South Carolina, to Pireway, North Carolina, with a view to providing a four-foot channel.

Cooper River, South Carolina, with a view to the removal of a shoal opposite the foot of Calhoun Street, Charleston.

Georgia.

Savannah River, below Augusta, Georgia.

South Carolina.

Alligator Creek and Four Mile Creek, South Carolina.

Waccamaw River from Red Bluff, South Carolina, to Pireway, North Carolina, with a view to providing a four-foot channel.

Cooper River, South Carolina, with a view to the removal of a shoal opposite the foot of Calhoun Street, Charleston.

Savannah River, below Augusta, Georgia.

Saint Johns River, Florida, Jacksonville to Sanford.

Caloosahatchee River, Florida.

Florida.

Saint Lucie Inlet, Florida.
Bayou Chico, Florida.
Blackwater Bay and River, Florida.
Suwanee River, from Branford, Florida, to Channel Numbered Four, near Cedar Key.
Lake Worth Inlet, Florida.
Sarasota Bay, Florida.
Tampa and Hillsboro Bays, Florida.
Choctawhatchee Bay, Florida, and entrance thereto through East Pass.

Channel from the mouth of Dog River, Alabama, to the ship channel in Mobile Bay.

Tombigbee River, Alabama and Mississippi, and canal connecting the Tombigbee and Tennessee Rivers.

Waterway from Bayou Teche, Louisiana, to the Mermentau River.

Waterway from Lake Charles, Louisiana, to the Sabine River, Texas and Louisiana, through the Calcasieu River and the Intracoastal Waterway from Calcasieu River, Louisiana, to Sabine River, Texas and Louisiana.

Bayou Saint John, Louisiana.
Bayou Bienvenue, Louisiana.
Bayou Lacombe, Louisiana.
Chefuncte River and Bogue Favia, Louisiana.
Amite River and Bayou Manchac, Louisiana.
Sabine-Neches Canal, with a view to revetment of north bank from what is known as Blands Bend Road, on the north, through the city to the southern limits of said city.

Lake Fausse Pointe, Louisiana, with a view to securing a navigable channel by constructing and maintaining a canal from Grand Bayou to Sandy Point, or otherwise.

Bayou Bonfouca, Louisiana.
Cedar Bayou, Texas.
Goose Creek, Texas.

Tallahatchie and Coldwater Rivers, Mississippi, and the tributaries of these rivers, with a view to devising plans for flood protection and determining the extent to which the United States should cooperate with the State, and other communities and interests in carrying out such plans, its share being based on the value of protection to navigation.

West side Mississippi River at Saint Paul, Minnesota, with a view of establishing a harbor there.

Arkansas River, in the vicinity of Star Lake, Oklahoma.
Missouri River, between Kansas City, Kansas, from the upper end of Quindaro Bend, and Pierre, South Dakota.
Kanawha River, West Virginia.

Tradeswater River, Kentucky.

Canoe Creek, Henderson County, Kentucky, at its junction with the Ohio River, with a view to dredging and establishing a harbor of refuge.

West Fork of White River, Indiana, up to Martinsville.
Sheboygan Harbor, Wisconsin.
Frankfort Harbor, Michigan.
Escanaba Harbor, Michigan.
Petoskey Harbor, Michigan.
Cheboygan River, Michigan, in the city of Cheboygan, with a view to securing a depth of sixteen feet between the State Street Bridge and Elm Street.
Illinois.

Illinois River and tributaries, from the lower end of Lake Depue to a point opposite Goose Lake; also with a view to controlling the seepage from the Illinois and Mississippi Canal and opening Bureau Creek under said canal.

Illinois River, Illinois, with a view to preparing plans, and estimates of cost, for the prevention and control of floods on said river and its tributaries, and to determining the extent to which the United States and local interests should cooperate in carrying out such plans.

Saginaw River, Michigan, and entrance thereto, with a view to securing a channel depth of twenty-one feet, with suitable width.

Toledo Harbor, Ohio, with a view to the construction of a breakwater and securing a depth of twenty-five feet in the harbor and channel.

Michigan.

Waterway into the Ohio.

New York.

Wilson Harbor, New York.
Oak Orchard Harbor, New York.
Irondequoit Bay, New York.
Cape Vincent Harbor, New York.
Olcott Harbor, New York.
Great Sodus Bay Harbor, New York.
Buffalo Harbor, New York.
Buffalo, outer and inner harbor, and Buffalo Creek, New York.
Black Rock Channel and Tonawanda Harbor, New York.
Niagara River, New York.
Tonawanda Creek, New York.
Los Angeles and Long Beach Harbors, California.
Newport Bay, California.
South San Francisco Harbor, California, and entrance thereto.
Pinole Shoals and Mare Island Channel and turning basin, California.
Sacramento and San Joaquin Rivers, California.

California.

Umpqua River, Oregon.
Tillamook Bay and Entrance, Oregon.
Tillamook River, Oregon.
Siletz River, bar, and entrance, Oregon.
North Portland Harbor (Oregon Slough), Oregon, with a view to securing a channel three hundred feet wide and twenty-five feet deep at lower low water from the Interstate Bridge to the main ship channel of the Columbia River at the mouth of the Willamette River, including consideration of any proposition for cooperation on the part of local interests.

Oregon.

Deep River, Wahkiakum County, Washington, and entrance thereto.

Washington.

Entrance to Port Orchard Bay, Washington.
Skagit River, Washington.
Everett Harbor, Washington.
Puget Sound and tributary waters, Washington, particularly in respect to the condition of the channels and mouths of such rivers, with a view to the clearing of such channels and mouths of sand bars and other obstructions by the use of a suction dredge or otherwise.

Bellingham Harbor, Washington.

The Columbia River between the mouth of the Willamette River and the city of Vancouver, Washington, with a view to determine whether the United States should maintain the channel if it is deepened to twenty-five feet by the Port Commission of Vancouver, Washington.
Cowlitz and Puyallup Rivers, Washington, with a view to preparing plans and estimates of cost for the prevention and control of floods on said rivers and their tributaries and to determining the extent to which the United States and local interests should cooperate in carrying out any plans recommended.

Tolovana River, Alaska.

Yukon-Kuskokwim Portage, Alaska.

English Bay, Saint Paul Island, Alaska.

Gastineau Channel and adjacent waters, Alaska, with a view to improving the connection with existing steamship routes.

Hilo Harbor, Hawaii.

Kahului Harbor, Hawaii.

Sec. 13. That the jurisdiction of the Mississippi River Commission is hereby extended, for the purposes of levee protection and bank protection, to the tributaries and outlets of the Mississippi River between Cairo, Illinois, and the Head of the Passes, in so far as these tributaries and outlets are affected by the flood waters of the Mississippi River.

Sec. 14. That the Secretary of War may, in his discretion, and if he deems it fair and equitable to do so, annul a contract entered into on the twenty-second day of May, 1916, between the United States and the Great Lakes Dredge and Dock Company for the removal of Coenties Reef, East River, New York, and relieve the said company from further obligation thereunder as between the company and the United States.

Approved, September 22, 1922.