

"Collector."
"Includes"; "including."

(10) The term "collector" means collector of internal revenue.
(b) The terms "includes" and "including" when used in a definition contained in this Act shall not be deemed to exclude other things otherwise within the meaning of the term defined.

Separability clause.

SEC. 502. SEPARABILITY CLAUSE

If any provision of this Act, or the application thereof to any person or circumstances, is held invalid, the remainder of the Act, and the application of such provisions to other persons or circumstances, shall not be affected thereby.

Effective date.

SEC. 503. EFFECTIVE DATE OF ACT

Except as otherwise provided, this Act shall take effect upon its enactment.

Approved, August 30, 1935, at 6 p. m.

[CHAPTER 830.]

AN ACT

To amend the National Defense Act.

August 30, 1935.
[H. R. 6250.]
[Public, No. 408.]

National Defense Act, amendment.

Annual call, with consent, of designated Reserve officers, for active Army duty, authorized.

Vol. 39, p. 166; U. S. C., p. 229.

Proviso. Existing laws, etc., not affected.

Fifty officers to be commissioned annually in Regular Army.

Provisos. Distribution.

Appointees to have received active training, etc.

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled, That the President is hereby authorized to call annually, with their consent, upon application to and selection by the War Department, for a period of not more than one year for any one officer, not to exceed at any time one thousand Reserve officers of the combatant arms and the Chemical Warfare Service in the grade of second lieutenant, for active duty with the Regular Army: *Provided,* That nothing herein contained shall affect the number of reserve officers that may be called to active duty under existing laws, nor the conditions under and purposes for which they may be so called.

Sec. 2. That, for the period of ten years beginning July 1, 1936, the Secretary of War is authorized to select annually, in addition to the graduates from the United States Military Academy, fifty officers who shall be commissioned in the Regular Army: *Provided,* That the Secretary of War shall determine for each annual increment the number to be allotted among the promotion list branches: *And provided further,* That the number to be appointed in the promotion list branches shall be selected from such reserve officers who have received the training herein authorized or from graduates of the Army Air Corps Training Center.

Approved, August 30, 1935.

[CHAPTER 831.]

AN ACT

Authorizing the construction, repair, and preservation of certain public works on rivers and harbors, and for other purposes.

August 30, 1935.
[H. R. 6732.]
[Public, No. 409.]

River and harbor improvement. Prosecution and supervision of work.

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 of rivers, harbors, and other waterways 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 respective reports hereinafter designated and subject to the conditions set forth in such documents; and that hereafter Federal investigations and improvements of rivers, harbors, and other waterways shall be under the jurisdiction of and shall be prosecuted by the War Department

under the direction of the Secretary of War and the supervision of the Chief of Engineers, except as otherwise specifically provided by Act of Congress:

Criehaven Harbor, Maine; House Document Numbered 310, Seventy-second Congress; Enumeration of projects.

Saco River, Maine; Rivers and Harbors Committee Document Numbered 11, Seventy-fourth Congress;

Corea Harbor, Maine; Rivers and Harbors Committee Document Numbered 27, Seventy-fourth Congress;

Lynn Harbor, Massachusetts; Rivers and Harbors Committee Document Numbered 7, Seventy-first Congress;

Boston Harbor, Massachusetts; House Document Numbered 244, Seventy-second Congress;

Boston Harbor, Massachusetts; Rivers and Harbors Committee Document Numbered 29, Seventy-fourth Congress;

Mystic River, Massachusetts; Rivers and Harbors Committee Document Numbered 33, Seventy-fourth Congress;

Gloucester Harbor and Annisquam River, Massachusetts; Rivers and Harbors Committee Document Numbered 39, Seventy-second Congress;

Weymouth Fore River, Massachusetts; House Document Numbered 207, Seventy-second Congress;

Weymouth Back River, Massachusetts; Rivers and Harbors Committee Document Numbered 32, Seventy-second Congress;

Cape Cod Canal, Massachusetts; Rivers and Harbors Committee Document Numbered 15, Seventy-fourth Congress;

New Bedford Harbor, Massachusetts; Rivers and Harbors Committee Document Numbered 16, Seventy-fourth Congress;

Vineyard Haven Harbor, Massachusetts; Rivers and Harbors Committee Document Numbered 65, Seventy-fourth Congress;

Thames River, Connecticut; Rivers and Harbors Committee Document Numbered 18, Seventy-fourth Congress;

Connecticut River below Hartford, Connecticut; House Document Numbered 49, Seventy-third Congress;

Connecticut River, above Hartford, Connecticut; House Document Numbered 27, Seventy-third Congress;

New Haven Harbor, Connecticut; House Document Numbered 479, Seventy-second Congress;

Southport Harbor, Connecticut; Rivers and Harbors Committee Document Numbered 36, Seventy-fourth Congress;

Stamford Harbor, Connecticut; Rivers and Harbors Committee Document Numbered 8, Seventy-fourth Congress;

Connecticut River, at East Hartford, Connecticut; The Secretary of War is authorized and directed to proceed with the construction of dikes, drainage gates, suitable pumping plants, and other facilities for controlling floods on the Connecticut River at East Hartford, Connecticut, pursuant to a special survey made by the district engineer at Providence, Rhode Island, supplementing the survey in House Document Number 308, Sixty-ninth Congress, First Session, and in conformity with either Plan A or Plan B designated in the report of said supplemental survey; selection of the plan to be executed shall be made by the Secretary of War with the approval of the town of East Hartford: *Provided*, That the cost of such work shall not exceed \$658,000: *Provided further*, That the prosecution of this project shall be subject to approval by the Board of Engineers for Rivers and Harbors;

Mamaroneck Harbor, New York; Rivers and Harbors Committee Document Numbered 4, Seventy-fourth Congress;

Projects—Contd.

Mattituck Harbor, New York; House Document Numbered 8, Seventy-first Congress;

Coney Island Creek, New York; Rivers and Harbors Committee Document Numbered 12, Seventy-third Congress;

Sag Harbor, New York; Rivers and Harbors Committee Document Numbered 32, Seventy-fourth Congress;

Buttermilk Channel, New York Harbor, New York; Rivers and Harbors Committee Document Numbered 55, Seventy-fourth Congress;

New York Harbor, New York; House Document Numbered 183, Seventy-third Congress;

Hudson River Channel at Weehawken and Edgewater, New Jersey: The existing project is hereby modified in accordance with the recommendations in the report submitted in Rivers and Harbors Committee Document Numbered 49, Seventy-second Congress;

Hudson River Channel, New York and New Jersey; House Document Numbered 309, Seventy-second Congress;

Tarrytown Harbor, New York; House Document Numbered 262, Seventy-second Congress;

Rondout Harbor, New York; Rivers and Harbors Committee Document Numbered 17, Seventy-third Congress;

Hudson River between Troy and Waterford, New York; Senate Document Numbered 155, Seventy-second Congress;

Great Lakes-Hudson River Waterway; Rivers and Harbors Committee Document Numbered 20, Seventy-third Congress. All Acts or parts of Acts inconsistent herewith are hereby repealed;

New York and New Jersey Channels; Rivers and Harbors Committee Document Numbered 17, Seventy-first Congress, and House Document Numbered 133, Seventy-fourth Congress;

Cut-off channel between Raritan River and Arthur Kill, New Jersey; House Document Numbered 50, Seventy-third Congress;

Rahway River, New Jersey; House Document Numbered 63, Seventy-third Congress;

Elizabeth River, New Jersey; Rivers and Harbors Committee Document Numbered 24, Seventy-second Congress;

Manasquan River, New Jersey; Commerce Committee Document, Seventy-fourth Congress;

Compton Creek, New Jersey; House Document Numbered 58, Seventy-third Congress;

Shrewsbury River, New Jersey; House Document Numbered 157, Seventy-first Congress, and Rivers and Harbors Committee Document Numbered 31, Seventy-fourth Congress;

Delaware River, between Philadelphia, Pennsylvania, and Trenton, New Jersey; Rivers and Harbors Committee Documents Numbered 11, Seventy-third Congress, and 66, Seventy-fourth Congress;

Delaware River, Pennsylvania, New Jersey, and Delaware; Rivers and Harbors Committee Document Numbered 5, Seventy-third Congress;

Wilmington Harbor, Delaware; Rivers and Harbors Committee Document Numbered 32, Seventy-third Congress;

Inland Waterway from Delaware River to Chesapeake Bay, Delaware and Maryland; House Document Numbered 201, Seventy-second Congress, and Rivers and Harbors Committee Documents Numbered 18 and 24, Seventy-third Congress;

Big Timber Creek, New Jersey; Rivers and Harbors Committee Document Numbered 15, Seventy-third Congress;

Mantua Creek, New Jersey; Rivers and Harbors Committee Document Numbered 14, Seventy-third Congress;

Barnegat Inlet, New Jersey; Rivers and Harbors Committee Document Numbered 19, Seventy-third Congress;

Maurice River, New Jersey; House Document Numbered 275, Seventy-third Congress;

Delaware Bay Harbor of Refuge, Broadkill River, and Inland Waterway between Rehoboth Bay and Delaware Bay, Delaware; Rivers and Harbors Committee Document Numbered 56, Seventy-fourth Congress;

Ocean City Harbor and Inlet, and Sinepuxent Bay, Maryland; Rivers and Harbors Committee Documents Numbered 38, Seventy-second Congress, and 60, Seventy-fourth Congress;

Upper Thoroughfare, Deals Island, Maryland; Rivers and Harbors Committee Document Numbered 37, Seventy-second Congress;

Twitch Cove and Big Thoroughfare River, Maryland; Rivers and Harbors Committee Document Numbered 67, Seventy-fourth Congress;

Knapps Narrows, Maryland; House Document Numbered 308, Seventy-second Congress;

Annapolis Harbor, Maryland; Rivers and Harbors Committee Document Numbered 23, Seventy-third Congress;

Pocomoke River, Maryland; House Document Numbered 227, Seventy-fourth Congress;

Parish Creek, Maryland; House Document Numbered 185, Seventy-second Congress;

Honga River and Tar Bay (Barren Island Gaps), Maryland; Rivers and Harbors Document Numbered 35, Seventy-fourth Congress;

Tangier Channel, Virginia; Rivers and Harbors Committee Document Numbered 51, Seventy-second Congress;

Starlings Creek, Virginia; Rivers and Harbors Committee Document Numbered 46, Seventy-fourth Congress;

Washington Harbor; Rivers and Harbors Committee Document Numbered 22, Seventy-fourth Congress;

Potomac River, north side of Washington Channel, District of Columbia; Rivers and Harbors Committee Document Numbered 13, Seventy-third Congress: *Provided*, That the work recommended in the said document shall be prosecuted in accordance with the recommendations of the Board of Engineers for Rivers and Harbors, except that the District of Columbia shall be required to contribute the sum of \$389,000 to the cost of the improvement;

Horn Harbor, Virginia; Rivers and Harbors Committee Document Numbered 22, Seventy-third Congress;

Nomini Bay and Creek, Virginia; Rivers and Harbors Committee Document Numbered 30, Seventy-second Congress;

Mill Creek, Virginia; Rivers and Harbors Committee Document Numbered 20, Seventy-fourth Congress;

Totuskey Creek, Virginia; House Document Numbered 183, Seventy-second Congress;

Mattaponi River, Virginia; Rivers and Harbors Committee Document Numbered 47, Seventy-third Congress;

Channel connecting York River, Virginia, with Back Creek at Slaughter's Wharf; Rivers and Harbors Committee Document Numbered 6, Seventy-fourth Congress;

Jackson Creek, Virginia; Rivers and Harbors Committee Document Numbered 41, Seventy-third Congress;

Little Wicomico River, Virginia; Rivers and Harbors Committee Document Numbered 24, Seventy-fourth Congress;

Norfolk Harbor, Virginia; House Document Numbered 182, Seventy-third Congress;

Projects—Contd.

Hampton Creek, Virginia; Rivers and Harbors Committee Document Numbered 34, Seventy-second Congress;

Phoebus Channel, Virginia; Rivers and Harbors Committee Document Numbered 33, Seventy-second Congress;

Channel from Pamlico Sound to Beaufort Harbor, North Carolina; House Document Numbered 485, Seventy-second Congress;

Rollinson Channel, North Carolina; House Document Numbered 218, Seventy-second Congress;

Inland waterway from Beaufort, North Carolina, to Cape Fear River, including the waterway to Jacksonville, North Carolina; House Document Numbered 67, Seventy-fourth Congress;

Meherrin River, North Carolina; Rivers and Harbors Committee Document Numbered 43, Seventy-fourth Congress;

Cape Lookout Harbor of Refuge, North Carolina; House Document Numbered 528, Sixty-second Congress; from the shore line to the bell buoy, including the building up of the present breakwater and extension of the same according to said report;

Cape Fear River above Wilmington, North Carolina; House Document Numbered 786, Seventy-first Congress;

Smiths Creek, Wilmington, North Carolina; Senate Document Numbered 23, Seventy-second Congress;

Intracoastal waterway from Cape Fear River, North Carolina, to Saint Johns River, Florida; Rivers and Harbors Committee Documents Numbered 11 and 14, Seventy-second Congress;

Shipyards River, South Carolina; Rivers and Harbors Committee Document Numbered 43, Seventy-third Congress;

Waterway from Charleston to Beaufort, South Carolina; House Document Numbered 129, Seventy-second Congress;

Savannah Harbor, Georgia; House Document Numbered 276, Seventy-third Congress;

Savannah River below Augusta, Georgia; Report of the Chief of Engineers dated June 19, 1933;

Intracoastal waterway from Jacksonville to Key West, Florida; Rivers and Harbors Committee Document Numbered 44, Seventy-second Congress;

Saint Johns River, Florida, Jacksonville to the ocean; Report of the Chief of Engineers dated June 5, 1935;

Lake Worth Inlet, Florida; House Document Numbered 185, Seventy-third Congress, and Rivers and Harbors Committee Document Numbered 42, Seventy-fourth Congress;

Fort Pierce Harbor, Florida; House Document Numbered 252, Seventy-second Congress, and Rivers and Harbors Committee Document Numbered 21, Seventy-fourth Congress;

Port Everglades, Florida; Rivers and Harbors Committee Document Numbered 25, Seventy-fourth Congress;

Miami Harbor, Florida; report of the Chief of Engineers, dated August 30, 1933;

Caloosahatchee River and Lake Okeechobee drainage areas, Florida: The existing project is hereby modified to provide that the United States shall maintain all project works when completed and shall bear the cost of all drainage structures heretofore or hereafter constructed in connection with said project: *Provided*, That the total cash contribution required of local interests toward the cost of the project shall be \$500,000.

Tampa Harbor, Florida; Senate Document Numbered 22, Seventy-second Congress;

Anclote River, Florida; Rivers and Harbors Committee Document Numbered 36, Seventy-third Congress;

La Grange Bayou, Florida; Rivers and Harbors Committee Document Numbered 49, Seventy-fourth Congress;

Homossassa River, Florida; Rivers and Harbors Committee Document Numbered 30, Seventy-fourth Congress;

Caseys Pass, Florida; Report of the Chief of Engineers dated June 5, 1935;

Channel from Apalachicola River to Saint Andrews Bay, Florida; Rivers and Harbors Committee Document Numbered 52, Seventy-second Congress;

Saint Andrews Bay, Florida; House Document Numbered 33, Seventy-third Congress;

Waterway from Choctawhatchee Bay to West Bay, Florida; House Document Numbered 259, Seventy-second Congress;

Intracoastal waterway from Choctawhatchee Bay to Pensacola Bay, Florida; Rivers and Harbors Committee Document Numbered 42, Seventy-third Congress;

Pensacola Harbor, Florida; House Document Numbered 253, Seventy-second Congress;

Chickasaw Creek, Alabama; House Document Numbered 47, Seventy-third Congress: *Provided*, That no expense shall be incurred by the United States for the acquiring of any lands required for the purpose of this improvement;

Black Warrior, Warrior, and Tombigbee Rivers, Alabama; House Documents Numbered 728, Seventy-first Congress, and 56, Seventy-third Congress; and in accordance with the modifications of the recommendation in said Document Numbered 56, submitted in Rivers and Harbors Committee Documents Numbered 45, Seventy-third Congress, and 26, Seventy-fourth Congress;

Pearl River, Mississippi and Louisiana, from Jackson, Mississippi, to a point on the Pearl River between Poplarville, Mississippi, and Bogalusa, Louisiana, and with a view to providing a six-foot channel from the mouth of Pearl River to a point between Poplarville, Mississippi, and Bogalusa, Louisiana, subject to final approval by the Board of Engineers for Rivers and Harbors;

Bayou Lacombe, Louisiana; Rivers and Harbors Committee Document Numbered 53, Seventy-second Congress;

Bayou Lafourche, Louisiana; House Document Numbered 45, Seventy-third Congress: *Provided*, That the Chief of Engineers may in his discretion modify the project with respect to the selection of the outlet pass to be improved;

Waterway from the intracoastal waterway to Bayou Dulac, Louisiana; House Document Numbered 206, Seventy-second Congress;

Bayous Petit Anse and Carlin, Louisiana; House Document Numbered 225, Seventy-second Congress;

Mermentau River, Louisiana; Rivers and Harbors Committee Document Numbered 36, Seventy-second Congress;

Lake Charles Deep Water Channel, Louisiana; House Document Numbered 172, Seventy-second Congress;

Sabine-Neches Waterway, Texas; Rivers and Harbors Committee Documents Numbered 27, Seventy-second Congress, and 12, Seventy-fourth Congress: *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 the Chief of Engineers is authorized and directed to construct all works necessary to prevent the escape into Sabine Lake of dredged material hereafter deposited on the lake frontage owned by the city of Port Arthur, and to construct suitable permanent protective works to prevent the erosion of the material so deposited at a cost not to

Projects—Contd.

exceed \$600,000, the funds necessary for these purposes to be in addition to those provided for the project as set forth in said document;

Galveston Harbor, Texas; Rivers and Harbors Committee Documents Numbered 31, Seventy-second Congress, and 57, Seventy-fourth Congress: *Provided*, That the Chief of Engineers is authorized and directed to construct groins to protect the seawall constructed by the United States and the City of Galveston in accordance with the plans submitted in House Document Numbered 400, Seventy-third Congress, and at a cost not to exceed \$234,000, the funds necessary for this purpose to be in addition to those provided for the project as set forth in said documents;

Galveston Channel, Texas; Rivers and Harbors Committee Document Numbered 61, Seventy-fourth Congress;

Channel from Galveston Harbor to Texas City, Texas; Rivers and Harbors Committee Documents Numbered 4 and 46, Seventy-third Congress, and 62, Seventy-fourth Congress;

Houston Ship Channel, Texas; Rivers and Harbors Committee Documents Numbered 28, Seventy-second Congress, and 58, Seventy-fourth Congress;

Clear Creek and Clear Lake, Texas; House Document Numbered 264, Seventy-third Congress;

Freeport Harbor, Texas; Rivers and Harbors Committee Document Numbered 15, Seventy-second Congress, and in accordance with the modification of the aforesaid report recommended in Rivers and Harbors Committee Document Numbered 29, Seventy-third Congress: *Provided*, That no expense shall be incurred by the United States for the acquiring of any lands required for the purpose of this improvement;

Channel from Aransas Pass to Corpus Christi, Texas; House Document Numbered 130, Seventy-second Congress, and Rivers and Harbors Committee Documents Numbered 13, and 63, Seventy-fourth Congress;

Channel from Pass Cavallo to Port Lavaca, Texas; Rivers and Harbors Committee Document Numbered 28, Seventy-fourth Congress;

Port Aransas, Texas; Rivers and Harbors Committee Documents Numbered 35, Seventy-second Congress, and 40, Seventy-third Congress: *Provided*, That no expense shall be incurred by the United States for the acquiring of any lands required for the purpose of this improvement;

Brazos Island Harbor, Texas: The existing project is hereby modified in accordance with the report submitted in Rivers and Harbors Committee Document Numbered 10, Seventy-second Congress;

Wolf River (Memphis Harbor), Tennessee; Rivers and Harbors Committee Document Numbered 45, Seventy-fourth Congress;

Wolf River, Tennessee; Rivers and Harbors Committee Document Numbered 26, Seventy-second Congress: *Provided*, That no expense shall be incurred by the United States for the acquiring of any lands required for the purpose of this improvement;

Mississippi River between Missouri River and Minneapolis; House Document Numbered 137, Seventy-second Congress, and Rivers and Harbors Committee Document Numbered 44, Seventy-fourth Congress;

Saint Croix River, Wisconsin and Minnesota; House Document Numbered 184, Seventy-second Congress;

Missouri River, completion of improvement from mouth to Sioux City, Iowa, and construction of Fort Peck Dam; House Document Numbered 238, Seventy-third Congress;

Illinois Waterway, Illinois; House Documents Numbered 180 and 184, Seventy-third Congress;

Cumberland River, Kentucky and Tennessee; House Document Numbered 38, Seventy-third Congress;

Monongahela River, Pennsylvania and West Virginia; The Tygart River Reservoir project now being prosecuted by the War Department under the provisions of the National Industrial Recovery Act;

Allegheny River, Pennsylvania; House Document Numbered 721, Seventy-first Congress, and Rivers and Harbors Committee Document Numbered 16, Seventy-second Congress; and in accordance with the modification of the recommendation in said Document Numbered 721, submitted in Rivers and Harbors Committee Document Numbered 27, Seventy-third Congress;

Beaver and Mahoning Rivers, Pennsylvania and Ohio; of the width and depth provided in House Document Numbered 277, Seventy-third Congress, as a Federal project and to continue to Lake Erie at or near Ashtabula, Ohio, subject to the final approval of the whole project from the Ohio River to Lake Erie by the Board of Engineers for Rivers and Harbors;

Kanawha and Ohio Rivers, West Virginia and Ohio; House Document Numbered 31, Seventy-third Congress;

Green and Barren Rivers, Kentucky: The existing project is hereby modified in accordance with the report submitted in House Document Numbered 480, Seventy-second Congress: *Provided*, That no expense shall be incurred by the United States for the acquiring of any lands required for the purpose of this improvement;

Grand Marais Harbor, Minnesota; Rivers and Harbors Committee Document Numbered 22, Seventy-second Congress: *Provided*, That no expense shall be incurred by the United States for the acquiring of any lands required for the purpose of this improvement;

Agate Bay Harbor, Minnesota; Rivers and Harbors Committee Document Numbered 17, Seventy-second Congress: *Provided*, That no expense shall be incurred by the United States for the acquiring of any lands required for the purpose of this improvement;

Duluth-Superior Harbor, Minnesota and Wisconsin; House Document Numbered 482, Seventy-second Congress;

Ashland Harbor, Wisconsin; Rivers and Harbors Committee Document Numbered 46, Seventy-second Congress;

Keweenaw Waterway, Michigan; House Document Numbered 55, Seventy-third Congress;

Presque Isle Harbor, Michigan; House Document Numbered 473, Seventy-second Congress;

Marquette Harbor, Michigan; Rivers and Harbors Committee Document Numbered 20, Seventy-second Congress;

Menominee Harbor and River, Michigan and Wisconsin; Rivers and Harbors Committee Document Numbered 28, Seventy-third Congress;

Green Bay Harbor, Wisconsin; Rivers and Harbors Committee Document Numbered 40, Seventy-second Congress;

Sturgeon Bay and Lake Michigan Ship Canal, Wisconsin; Rivers and Harbors Committee Document Numbered 9, Seventy-fourth Congress;

Kewaunee Harbor, Wisconsin; Rivers and Harbors Committee Document Numbered 43, Seventy-second Congress;

Two Rivers Harbor, Wisconsin; House Document Numbered 727, Seventy-first Congress, and Rivers and Harbors Committee Document Numbered 25, Seventy-third Congress;

Manitowoc Harbor, Wisconsin; Rivers and Harbors Committee Document Numbered 39, Seventy-third Congress;

Projects—Contd.

Sheboygan Harbor, Wisconsin; Rivers and Harbors Committee Document Numbered 47, Seventy-fourth Congress;

Port Washington Harbor, Wisconsin; House Document Numbered 168, Seventy-second Congress: *Provided*, That no expense shall be incurred by the United States for the acquiring of any lands required for the purpose of this improvement;

Port Washington Harbor, Wisconsin; Rivers and Harbors Committee Document Numbered 41, Seventy-fourth Congress;

Milwaukee Harbor, Wisconsin; House Document Numbered 289, Seventy-second Congress;

Kenosha Harbor, Wisconsin; Rivers and Harbors Committee Document Numbered 19, Seventy-fourth Congress;

Calumet Harbor and River, Illinois and Indiana; House Document Numbered 494, Seventy-second Congress: *Provided*, That no expense shall be incurred by the United States for the acquiring of any lands required for the purpose of this improvement;

Indiana Harbor, Indiana; Rivers and Harbors Committee Document Numbered 29, Seventy-second Congress: *Provided*, That no expense shall be incurred by the United States for the acquiring of any lands required for the purpose of this improvement;

Michigan City Harbor, Indiana; Rivers and Harbors Committee Document Numbered 34, Seventy-fourth Congress;

South Haven Harbor, Michigan; Rivers and Harbors Committee Document Numbered 9, Seventy-third Congress, and report of the Chief of Engineers dated December 21, 1934: *Provided*, That no expense shall be incurred by the United States for the acquiring of any lands required for the purpose of this improvement;

Saint Joseph Harbor, Michigan; Rivers and Harbors Committee Document Numbered 52, Seventy-fourth Congress;

Holland Harbor and Black Lake, Michigan; Rivers and Harbors Committee Document Numbered 48, Seventy-fourth Congress;

Grays Reef Passage, Michigan; Rivers and Harbors Committee Document Numbered 5, Seventy-fourth Congress;

Muskegon Harbor, Michigan; Rivers and Harbors Committee Document Numbered 64, Seventy-fourth Congress;

Leland Harbor, Michigan; Rivers and Harbors Committee Document Numbered 23, Seventy-fourth Congress;

Great Lakes—Connecting waters, principal harbors, and river channels; Rivers and Harbors Committee Document Numbered 53, Seventy-fourth Congress: *Provided*, That the project for the down-bound channel across Harsen's Island is not adopted or authorized herein, and the construction of said channel shall not be commenced until it is subsequently authorized by Congress;

Channel between Mackinac Island and Round Island, Michigan; Rivers and Harbors Committee Document Numbered 2, Seventy-second Congress;

Channels in Lake Saint Clair, Michigan; Rivers and Harbors Committee Document Numbered 3, Seventy-second Congress;

Detroit River, Michigan; Rivers and Harbors Committee Document Numbered 1, Seventy-second Congress;

Alpena Harbor, Michigan; Rivers and Harbors Committee Document Numbered 42, Seventy-second Congress;

Black River, Michigan; Rivers and Harbors Committee Document Numbered 54, Seventy-second Congress: *Provided*, That no expense shall be incurred by the United States for the acquiring of any lands required for the purpose of this improvement;

Rouge River, Michigan; Rivers and Harbors Committee Document Numbered 19, Seventy-second Congress, and Commerce Committee Document containing report of the Chief of Engineers dated April

27, 1934: *Provided*, That no expense shall be incurred by the United States for the acquiring of any lands required for the purpose of this improvement;

Toledo Harbor, Ohio; Rivers and Harbors Committee Document Numbered 21, Seventy-second Congress;

Sandusky Harbor, Ohio; Rivers and Harbors Committee Document Numbered 2, Seventy-third Congress;

Huron Harbor, Ohio; House Document Numbered 478, Seventy-second Congress: *Provided*, That no expense shall be incurred by the United States for the acquiring of any lands required for the purpose of this improvement;

Lorain Harbor, Ohio; House Document Numbered 469, Seventy-second Congress, and Rivers and Harbors Committee Document Numbered 51, Seventy-fourth Congress, and Commerce Committee Document containing the report of the Chief of Engineers dated June 8, 1934: *Provided*, That no expense shall be incurred by the United States for the acquiring of any lands required for the purpose of this improvement;

Cleveland Harbor, Ohio; House Document Numbered 477, Seventy-second Congress, and Rivers and Harbors Committee Document Numbered 39, Seventy-fourth Congress;

Fairport Harbor, Ohio; House Document Numbered 472, Seventy-second Congress: *Provided*, That no expense shall be incurred by the United States for the acquiring of any lands required for the purpose of this improvement;

Ashtabula Harbor, Ohio; House Document Numbered 43, Seventy-third Congress;

Conneaut Harbor, Ohio; House Document Numbered 48, Seventy-third Congress;

Erie Harbor, Pennsylvania; House Document Numbered 52, Seventy-third Congress;

Buffalo Harbor, New York; House Document Numbered 46, Seventy-third Congress, and Rivers and Harbors Committee Document Numbered 54, Seventy-fourth Congress;

Black Rock Harbor and Tonawanda Channel, New York; House Document Numbered 28, Seventy-third Congress;

Rochester Harbor, New York; House Document Numbered 484, Seventy-second Congress;

Great Sodus Bay Harbor, New York; Rivers and Harbors Committee Document Numbered 23, Seventy-second Congress;

Oswego Harbor, New York; Rivers and Harbors Committee Document Numbered 7, Seventy-fourth Congress;

Ogdensburg Harbor, New York; House Document Numbered 266, Seventy-second Congress: *Provided*, That no expense shall be incurred by the United States for the acquiring of any lands required for the purpose of this improvement;

Santa Barbara Harbor, California; Commerce Committee Document containing the report of the Chief of Engineers dated September 25, 1934;

San Diego Harbor, California; House Document Numbered 223, Seventy-third Congress;

Los Angeles and Long Beach Harbors, California; Commerce Committee Document containing the report of the Chief of Engineers dated August 18, 1934;

San Francisco Harbor, California; Rivers and Harbors Committee Document Numbered 50, Seventy-second Congress;

Lower San Francisco Bay, California; House Document Numbered 279, Seventy-second Congress, and in accordance with the modification of said report submitted in Rivers and Harbors Committee Document Numbered 8, Seventy-third Congress;

Projects—Contd.

Redwood Creek, California; Rivers and Harbors Committee Document Numbered 10, Seventy-third Congress: *Provided*, That no expense shall be incurred by the United States for the acquiring of any lands required for the purpose of this improvement;

Richmond Harbor, California; Rivers and Harbors Committee Documents Numbered 7, Seventy-third Congress, and 10, Seventy-fourth Congress;

Napa River, California; Rivers and Harbors Committee Document Numbered 6, Seventy-second Congress: *Provided*, That no expense shall be incurred by the United States for the acquiring of any lands required by this improvement;

Monterey Harbor, California; Rivers and Harbors Committee Document Numbered 45, Seventy-second Congress;

Crescent City Harbor, California; Rivers and Harbors Committee Document Numbered 40, Seventy-fourth Congress;

Humboldt Harbor and Bay, California; Rivers and Harbors Committee Document Numbered 14, Seventy-fourth Congress;

San Joaquin River and Stockton Channel, and Suisun Bay, California; Report of the Chief of Engineers dated June 10, 1933;

Sacramento River, California; Rivers and Harbors Committee Document Numbered 35, Seventy-third Congress;

Sacramento River and tributaries, California (debris control); Rivers and Harbors Committee Document Numbered 50, Seventy-fourth Congress;

Middle River and connecting channels, California; Rivers and Harbors Committee Document Numbered 48, Seventy-second Congress: *Provided*, That no expense shall be incurred by the United States for the acquiring of any lands required for the purpose of this improvement;

Coos Bay, Oregon, Inner Harbor; Commerce Committee Document containing the report of the Chief of Engineers dated April 26, 1934;

Coquille River, bar and entrance, Oregon; Commerce Committee Document containing the report of the Chief of Engineers dated December 20, 1934;

Umpqua River, Oregon; Rivers and Harbors Committee Document Numbered 9, Seventy-second Congress;

Columbia and Lower Willamette Rivers, below Portland, Oregon, and Vancouver, Washington: The existing project is hereby modified in accordance with the reports submitted in House Documents Numbered 235 and 249, Seventy-second Congress, and Rivers and Harbors Committee Documents Numbered 6, Seventy-third Congress, and 1, Seventy-fourth Congress;

Columbia River, Oregon; construction of dam, ship lock, and works for the utilization of surplus power, at the site at Bonneville recommended in the report of the Chief of Engineers dated August 21, 1933;

Multnomah Channel, Oregon; Rivers and Harbors Committee Document Numbered 47, Seventy-second Congress;

Youngs Bay and Youngs River, Oregon; House Document Numbered 209, Seventy-second Congress;

Columbia and Snake Rivers, Oregon, Washington, and Idaho; Rivers and Harbors Committee Documents Numbered 25, Seventy-second Congress, and 16, Seventy-third Congress;

Bakers Bay, Washington; House Document Numbered 44, Seventy-third Congress;

Willapa River and Harbor, Washington; Rivers and Harbors Committee Documents Numbered 41, Seventy-second Congress, and 37, Seventy-third Congress;

Grays Haroor and Chehalis River, Washington; House Document Numbered 53, Seventy-third Congress, and Rivers and Harbors Committee Document Numbered 2, Seventy-fourth Congress;

Olympia Harbor, Washington; Rivers and Harbors Committee Document Numbered 21, Seventy-third Congress;

Tacoma Harbor, Washington; Rivers and Harbors Committee Document Numbered 55, Seventy-second Congress;

Seattle Harbor, Washington; House Document Numbered 211, Seventy-second Congress;

Lake Washington Ship Canal, Washington; House Document Numbered 140, Seventy-second Congress;

Port Gamble Harbor, Washington; House Document Numbered 152, Seventy-second Congress;

Swinomish Slough, Washington; Report of the Chief of Engineers, dated May 24, 1933;

Wrangell Harbor, Alaska; House Document Numbered 202, Seventy-second Congress;

Wrangell Narrows, Alaska; House Document Numbered 647, Seventy-first Congress;

Dry Pass, Alaska; House Document Numbered 470, Seventieth Congress;

Stikine River; Alaska; House Document Numbered 210, Seventy-second Congress;

Kodiak Harbor, Alaska; House Document Numbered 208, Seventy-second Congress;

Petersburg Harbor, Alaska; House Document Numbered 483, Seventy-second Congress;

Egegik River, Alaska; House Document Numbered 51, Seventy-third Congress;

Cordova Harbor, Alaska; Rivers and Harbors Committee Document Numbered 33, Seventy-third Congress;

Harbor of refuge at Seward, Alaska; Rivers and Harbors Committee Document Numbered 3, Seventy-fourth Congress;

Nome Harbor, Alaska; House Document Numbered 404, Seventy-first Congress, and Rivers and Harbors Committee Document Numbered 38, Seventy-third Congress;

Sitka Harbor, Alaska; Rivers and Harbors Committee Document Numbered 59, Seventy-fourth Congress;

Honolulu Harbor, Hawaii; House Document Numbered 54, Seventy-third Congress;

Port Allen, Hawaii; House Document Numbered 30, Seventy-third Congress;

Kaunakakai Harbor, Hawaii; House Document Numbered 35, Seventy-third Congress;

San Juan Harbor, Puerto Rico; Rivers and Harbors Committee Document Numbered 38, Seventy-fourth Congress;

Mayaguez Harbor, Puerto Rico; House Document Numbered 215, Seventy-second Congress, and subject to the modification recommended in Rivers and Harbors Committee Document Numbered 1, Seventy-third Congress;

Ponce Harbor, Puerto Rico: The existing project is hereby modified in accordance with the report submitted in Rivers and Harbors Committee Document Numbered 18, Seventy-second Congress;

Arecibo Harbor, Puerto Rico; House Document Numbered 214, Seventy-third Congress.

SEC. 2. That for the purpose of controlling floods, improving navigation, regulating the flow of the streams of the United States, providing for storage and for the delivery of the stored waters thereof, for the reclamation of public lands and Indian reservations,

Projects adopted for controlling floods, etc.

and other beneficial uses, and for the generation of electric energy as a means of financially aiding and assisting such undertakings, the projects known as "Parker Dam" on the Colorado River and "Grand Coulee Dam" on the Columbia River, are hereby authorized and adopted, and all contracts and agreements which have been executed in connection therewith are hereby validated and ratified, and the President, acting through such agents as he may designate, is hereby authorized to construct, operate, and maintain dams, structures, canals, and incidental works necessary to such projects, and in connection therewith to make and enter into any and all necessary contracts including contracts amendatory of or supplemental to those hereby validated and ratified. The construction by the Secretary of the Interior of a dam in and across the Colorado River at or near Head Gate Rock, Arizona, and structures, canals, and incidental works necessary in connection therewith is hereby authorized, and none of the waters, conserved, used, or appropriated under the works hereby authorized shall be charged against the waters allocated to the upper basin by the Colorado River compact, nor shall any priority be established against such upper basin by reason of such conservation, use, or appropriation; nor shall said dam, structures, canals, and works, or any of them, be used as the basis of making any such charge, or establishing any such priority or right, and all contracts between the United States and the users of said water from or by means of said instrumentalities shall provide against the making of any such charge or claim or the establishment of any priority right or claim to any part or share of the water of the Colorado River allocated to the Upper Basin by the Colorado River compact, and all use of said instrumentalities shall be in compliance with the conditions and provisions of said Colorado River compact and the Boulder Canyon Project Act.

SEC. 3. 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 the project for the proposed work shall have been adopted by law:

Long Cove, Maine.

Chandler River, Maine.

Ile au Haut Thoroughfare, Maine.

Eastport Harbor, Maine.

Frenchboro Harbor, Maine.

Stonington Harbor, Maine.

Bagaduce River, Maine.

Prouts Neck, Maine, with a view to the establishment of a harbor of refuge.

Hendrick's Harbor, Maine.

Saint Croix River, Maine.

Bar Harbor, Maine.

Monhegan Harbor, Maine.

Ogunquit-Perkins Cove, Maine.

Cranberry Island Harbor, Maine.

Construction, etc.,
authorized.
Post, p. 1784.

Preliminary exami-
nations and surveys
authorized.

Provisos.
Restriction.

Reports.

Adoption.

Localities enu-
merated.

Kennebec River, Maine, with a view to dredging the river from Augusta to Gardiner. Preliminary surveys—Continued.

Harbor at Cuttyhunk, Massachusetts.

Plum Island and Parker Rivers, Massachusetts.

Shore at Gay Head, Massachusetts, with a view to preventing further erosion.

Rock Harbor, Massachusetts.

Shore at Manomet Point, Plymouth Harbor, Massachusetts, with a view to constructing a breakwater.

Westport River, Massachusetts.

Boston Harbor, Massachusetts: Navigable waters adjacent to the shores of Winthrop and East Boston.

The Merrimack River, Massachusetts, with a view to making the river navigable from Lowell to the sea.

Lewis Bay and the Harbor at West Yarmouth, Massachusetts.

Town River, Quincy, Massachusetts.

Inner harbor, Block Island, Rhode Island.

Ash Creek, Connecticut.

Indian Neck Harbor, Connecticut.

Milford Harbor, Connecticut.

Bridgeport Harbor, Connecticut.

The Race, between Block Island Sound and Long Island, Connecticut, with a view to removing Valient Rock and other obstructions.

Westcott Cove, Stamford Harbor, Connecticut.

Noank Cove, Connecticut.

Woodmont Harbor, Connecticut.

Providence River and Harbor, Rhode Island.

Blackstone River, from Narragansett Bay at Providence, Rhode Island, to Worcester, Massachusetts.

Lake Champlain, Vermont, with a view to reopening the old channel through the South Hero sand bar in the vicinity of Milton and South Hero.

Lake Champlain, Vermont, with a view to reopening the channel between East Alburg and West Swanton.

New York State Barge Canal from Three Rivers Point to the city of Syracuse, New York.

Moriches Inlet, Long Island, New York.

Goldsmith Inlet, Long Island, New York.

Long Island Intracoastal Waterway, from East Rockaway Inlet to Great Peconic Bay, New York.

Nissequogue River, Long Island, New York.

Hashamomuck (Arshamomaque) Creek, Long Island, New York.

Irvington Harbor, New York.

Channel between Travers Island and Glen Island, New York.

Lake Montauk Harbor, Long Island, New York.

Waterway from the Hudson River at or near Piermont, New York, to a point at or near the headwaters of the Hackensack River, New Jersey.

Otter River, Vermont, with a view to making the river navigable from Vergennes to Lake Champlain.

Deep waterway to connect Lake Saint Francis on the Saint Lawrence River with the Hudson River at Albany by way of Lake Champlain, with a view to determining the advisability and cost of such a connection between the Saint Lawrence Waterway, as proposed by treaty, and the sheltered waters of the Atlantic coast between Boston, Massachusetts, and Norfolk, Virginia.

Delaware and Raritan Canal, New Jersey.

Preliminary surveys—Continued.

Sandy Hook Bay, off Atlantic Highlands, New Jersey, with a view to providing an anchorage area.

Shark River, New Jersey.

Passaic River, New Jersey, from the Eighth Street Bridge, Wallington, to the Passaic Street Bridge at Garfield.

Menantico Creek, Cumberland County, New Jersey.

Cedar Run Creek, New Jersey, from the Main Channel to Wire Creek.

New Jersey Intra-coastal waterway from Shrewsbury River to Delaware Bay above Cape May by way of the Manasquan-Barnegat Canal and including an entrance thereto through Barnegat Inlet.

Keyport Harbor, New Jersey.

Way Cake Creek, New Jersey.

West Creek, New Jersey.

Waterway across Cape May County, New Jersey, to connect the New Jersey State Inland Waterway with Delaware Bay.

Delaware River, between Easton and Stroudsburg, Pennsylvania.

Chesapeake and Delaware Canal at Chesapeake City, Maryland, with a view to providing an anchorage basin; also to determine if street improvements, in connection with changes of bridges under the existing project, should be made.

Construction of a sea-level waterway between Great Choptank Waterway and Little Choptank River, Maryland.

Wicomico River, Maryland, from Chaptico Wharf to Budd's Landing.

McCreadys Creek, Elliott, Dorchester County, Maryland.

Goose Creek, Maryland.

Channel connecting Plain Dealing Creek and Oak Creek, Maryland.

Back Creek, Anne Arundel County, Maryland.

Saint Marys River, Maryland.

Drum Point Harbor, Maryland.

Lake Conoy, Maryland, and entrance thereto from Potomac River.

Channel connecting Magothy River and Cypress Creek, Anne Arundel County, Maryland.

Channels to Lake Ogleton and Walnut Lake, Anne Arundel County, Maryland.

Farm Creek, Maryland.

Little Creek, Queen Annes County, Maryland.

Jones Creek and Nanticoke River in the vicinity of Waterview and Nanticoke, Wicomico County, Maryland.

Harbor at the mouth of Fishing Creek, at the north end of Calvert County, Maryland.

Little Island Creek, Talbot County, Maryland.

Head of Northeast River, Maryland.

Channel in Southeast Branch of Fox Creek, Dorchester County, Maryland.

Rockhall Harbor, Kent County, Maryland.

Broadwater Creek, Maryland.

Saint Jeromes Creek, Saint Marys County, Maryland.

Upper Chesapeake Bay and Susquehanna River, Havre de Grace, Maryland; for a boat basin and harbor adjoining the City Park, and a channel leading thereto from Point Concord, subject to the approval of the Board of Engineers for Rivers and Harbors.

Channel from George Island Landing, Maryland, to deep water in Chincoteague Bay.

Waterway from Little Annessex River to Tangier Sound, Maryland, by way of Cedar Creek, a land cut, and Flat Cap Creek.

Waterway between Cambridge Creek and Fishing Bay, by way of Little Blackwater River, Maryland. Preliminary surveys—Continued.

Black Walnut Harbor, Talbot County, Maryland.

Channel at the entrance of the Claiborne-Annapolis Ferry at Matapeake, Maryland.

Jones Creek, Wicomico County, Maryland, and Nanticoke River at and in the vicinity of Waterview.

Waterway from Pocomoke River, at or near Snow Hill, Maryland, to Chincoteague Bay.

Upper Thoroughfare, Deals Island, Maryland.

Neale Sound, Maryland.

Dogue Run, Virginia.

Coan River, Virginia.

Winter Harbor, Virginia.

Occupacia Creek, Virginia.

Chincoteague Bay, with a view to establishing a harbor of refuge at Greenbackville and Franklin City, Accomac County, Virginia, and protection of adjoining shore from storm depredation.

Inland waterway from Chesapeake Bay to Chincoteague Bay, Virginia.

Onancock River, Virginia.

Waters connecting Cherrystone Channel with Cape Charles, Virginia, with a view to establishing a harbor of refuge at Cape Charles with a minimum depth of ten feet.

Salter's Creek, Newport News, Virginia, and channel connecting with the deep waters in Hampton Roads.

Channel from Back River to the public landing in Wallace Creek, Elizabeth City County, Virginia.

Channel from Pamlico Sound to Mill Creek, North Carolina.

Channel from deep water in Back Sound, North Carolina, through Shackleford Banks, to deep water in Lookout Bight.

Vandermere Harbor and Bay River at Bayboro, North Carolina.

From Croatan Sound to Manns Harbor, North Carolina.

Drum Inlet, North Carolina; near the town of Atlantic with a view to preserving the same to a depth of twelve feet at low water.

Waterway from Charleston, South Carolina, to Columbia, South Carolina.

Ashley River, South Carolina: Municipal yacht basin and connecting channels, and channel to the grounds of the South Carolina Military Academy (the Citadel).

Pee Dee River, South Carolina, with a view to obtaining a navigable channel from the point where Jericho Creek connects the Pee Dee River with the Waccamaw River to a point approximately seventeen miles from Georgetown, where the Thoroughfare also connects the Pee Dee River with the Waccamaw River.

Lower Altamaha River and Darien Harbor, Georgia.

Waterway from the Saint Johns River to the Kissimmee River, Florida, and thence to the Okeechobee Cross-Florida Canal Channel.

Waterway from Banana River to Mosquito Lagoon, Merritt Island, Florida.

Waterway from the mouth of Tampa Bay, Florida, to the mouth of the Manatee River; thence up the Manatee River to approximately its source; thence easterly to Fort Pierce Harbor.

Saint Lucie, West Palm Beach, Hillsboro, North New River, and Miami Canals, Florida.

Melbourne Harbor and Crane Creek, Florida.

Miami Harbor, Florida.

Miami Beach, Florida, turning basin at east end of municipal channel opposite causeway docks of Peninsular Terminal Company.

Preliminary surveys—Continued.

Waterway from DeLeon Springs to Saint Johns River, Florida.
An inlet or ship channel connecting the Atlantic Ocean with the Intracoastal Waterway at or near Eau Gallie, Florida.

Oklawaha River, Florida, with a view to securing a channel six feet in depth and of suitable width to Leesburg and into Lake Harris.

Side channels or basins at Palm Beach, Courtenay, and Eau Gallie, Florida, with a view to providing connections with the intracoastal waterway.

Clearwater Harbor, Florida, including Big Pass and Little Pass. Hillsboro Inlet, Broward County, Florida.

New River Inlet and Sound, Florida.

Sarasota Bay, Florida.

Deepening of the present channel at the northeasterly end of Charlotte Harbor and Peace River from Punta Gorda, Florida, to Cleveland, Florida.

Cut-off from Lemon Bay to Gulf of Mexico and the opening of Lemon Bay for inland waterway purposes.

Carrabelle Harbor, Florida, with a view to providing a channel of twenty-five feet across the bar and in the channel to the docks at Carrabelle.

Waterway and turning basin of suitable dimensions from Intracoastal Waterway, Jacksonville to Key West, to a point at or near Jacksonville Beach, Florida.

Daytona Beach, Florida.

Saint Lucie Inlet, Florida.

Jupiter Inlet, Florida.

Pirates Cove Channel, in Sacarma Bay, Pirates Cove, and Johnson's Pass, Florida.

Waterway from the Saint Johns River at or near Sanford, Florida, to Tampa, by way of the Kissimmee and Alafia Rivers and Tampa Bay.

Channel beginning at terminal of Seaboard Airline Railway and extending through the Bay of Naples and adjacent waters to Gordon's Pass and the jettying of Gordon's Pass. Also inside route from Seaboard Airline Railway terminals through the Bay of Naples, Dollar Bay, and adjacent waters to Big Marco Pass with the deepening of Little Marco Pass and the entrance of the pass into Rookery Bay.

Intracoastal waterway from the Caloosahatchee River to the Withlacoochee River, Florida, with a view to securing a waterway of suitable dimensions, and for the purpose of affording suitable exit to the north for craft using the Okeechobee Cross-Florida Canal.

Intracoastal waterway from Apalachicola Bay to the Withlacoochee River, Florida.

Keaton Beach, Taylor County, Florida.

Keaton Beach Harbor, Florida.

Carrabelle, Crooked, Ochlockonee Rivers, and Ochlochonee Bay, Florida.

Wakulla River, Florida.

Waterway from a point in the Grand Lagoon by way of Bayous Grand and Chico to Pensacola Bay, Florida, as an extension of the intracoastal¹ waterway.

Waterway from Bon Secours Bay, Alabama, to the Gulf by way of Oyster Bay.

Waterway to connect the Tombigbee and Alabama Rivers with the Perdido River, Alabama and Florida.

¹ So in original.

Channel to Point Chugae, Dauphin Island, Alabama, and channel from Point Chugae to the old basin, or Indian Mounds, with a view to providing a harbor of refuge. Preliminary surveys—Continued.

Mississippi Sound in the vicinity of Pass Christain, Mississippi.
Pascagoula Harbor and Horn Island Pass, Mississippi.

Boston Canal, Vermilion Parish, Louisiana.

Ship Canal from Houma, Louisiana, to the Gulf of Mexico.

Bayou DuLarge, Louisiana.

Vinton Waterway, Louisiana.

Lake Charles Deep Water Channel, Louisiana.

Lake Charles Ship Channel, Louisiana, from Lake Charles to the Gulf of Mexico at a point east of the mouth of the Calcasieu River, including proposed routes by way of the Calcasieu River, the Intra-coastal Waterway, and a land cut and any other route appearing more practicable.

Grand Bayou Pass, Louisiana.

Bayou Dupre, Louisiana.

Bayous La Loutre, Saint Malo, and Yscloskey, Louisiana.

Bayou Rigaud, Louisiana.

Bayou Sennette, Louisiana.

Waterway from White Lake to Pecan Island, Louisiana.

Waterway from the Intracoastal¹ Waterway, by way of the Florence Canal, to Gueydan, Vermilion Parish, Louisiana.

Bayou Saint John, Louisiana.

Houma-Terrebonne Ship Canal, Louisiana.

Franklin Canal, Saint Mary Parish, Louisiana.

Sabine-Neches Waterway, Texas, with a view to constructing revetment work to retain the spoil deposited in Sabine Lake.

Greens Bayou and Pass Palacios (Cotton Bayou), Texas.

Waterway from Offatt's Bayou to San Louis Pass, Galveston Island, Texas.

Arroyo Colorado, Texas, from Llano Grande Lake to its mouth.

Pass Cavallo, Texas, and channel from Pass Cavallo to Port O'Connor and Port Lavaca.

Jefferson-Shreveport Waterway, Texas and Louisiana, with a view to determining advisability of enlargement of existing project and of taking into consideration in this connection establishment of reservoir on Cypress River above Jefferson to assure better water supply.

White River, Arkansas.

Arkansas River, Arkansas and Oklahoma.

Black River, Arkansas and Missouri, and waterway connecting the Black River with the Mississippi River at or near Cape Girardeau.

Hatchie River, Tennessee.

Obion and Forked Deer Rivers, and South Fork of Forked Deer River, Tennessee.

Cumberland River, above Nashville, Tennessee.

Ohio River, below Ironton, Ohio, with a view to the construction of dam.

That portion of the Monongahela River in the State of Pennsylvania with a view of determining what provisions can be made to prevent the erosion of the banks and the destruction of valuable property and the consequent filling of the channel by deposition from the erosion.

Caney Creek, Grayson County, Kentucky.

Lewis Creek, Ohio County, Kentucky.

¹ So in original.

Preliminary sur-
veys—Continued.

Grand Traverse Bay, Michigan.

At mouth of Black River or Little Girls Point (Ohmans Creek), Gogebic County, Michigan.

At the mouth of Tobacco River near Gay, Michigan, with a view to providing a harbor of refuge for small vessels.

A ship canal connecting Lake Superior and Lake Michigan from Lake Au Train in Lake Superior to Little Bay De Noc in Lake Michigan.

At mouth of Black River and at Little Girl's Point (Ohman's Creek), Gogebic County, Michigan.

With a view to establishing a harbor of refuge at Manitowoc and Two Rivers, Wisconsin, and protection of adjoining shores from storm depredation.

Big and Little Suamico Rivers, Wisconsin.

Channels in the harbors at Washington Island, Door County, Wisconsin.

Pensaukee Harbor, Wisconsin.

Fond du Lac Harbor and vicinity, Lake Winnebago, Wisconsin.

Wilmette Harbor, Illinois.

Waterway from Lake Michigan through Black Lake, by way of Zeeland, Hudsonville, and Jenison, to a point on Grand River near Grandville, thence up Grand River to Grand Rapids, with a turning basin at Grand Rapids; or any preferable alternative route between Grand Rapids and Lake Michigan.

Cheboygan Harbor and Cheboygan River, Michigan.

New Buffalo, Michigan.

Port Austin Harbor, Michigan.

Port Sanilac Harbor, Michigan.

Carvers Bay, Michigan.

Bete Grise Bay, Michigan.

Frankfort Harbor, Michigan.

Fair Haven Harbor, Michigan.

Port Huron Harbor, Michigan.

Clinton River, Michigan.

Detroit River, Michigan, with a view to providing a navigation channel of suitable width and depth located entirely on the American side of the river, and to provide a channel two hundred feet wide and eight feet deep from deep water in Detroit River, in the vicinity of Grosse Isle Light, to deep water at Sugar Island, passing east of Grosse Isle and west of Stony Island.

Waiska River, Michigan.

Crooked and Indian Rivers, Michigan.

Naubinway Harbor, Mackinac County, Michigan.

At or near Marblehead, Ohio, with a view to establishing a harbor.

At or near Put-in-Bay, Ohio, with a view to establishing a harbor.

Vermilion Harbor, Ohio.

Rocky River Harbor, Ohio.

Cattaraugus Creek, New York.

Barcelona Harbor, New York.

Deep channel waterway from Lake Ontario near Olcott, New York, to the Niagara River at Tonawanda, New York; from Lake Ontario via Eighteen Mile Creek to Lockport, New York, and from Lockport to Tonawanda via the western end of the New York State Barge Canal; with a view to determining the possibility, feasibility, practicability, and cost of development for deep channel traffic.

Cayuga Creek and Little River, Niagara Falls, New York.

Alexandria Bay Harbor, New York.

Morristown Harbor, New York.

Port Ontario Harbor, New York.

- Olcott Harbor, New York.
 Wilson Harbor, New York.
 Green River, at or near Green River, Utah, with a view to preventing shore erosion, and to submit a report thereon to the Congress as soon as practicable.
 Redondo Beach Harbor, California.
 Santa Monica Harbor, California.
 Palo Alto Harbor, San Francisco Bay, California.
 Southampton Bay, California.
 Richardsons Bay, California.
 Russian River, California.
 Old River, California.
 Alsea Bay, Oregon.
 Yamhill River at Lafayette, Oregon.
 Columbia River, Oregon and Washington, from Tongue Point to the sea.
 Seaside Harbor, Oregon.
 Port Orford, Oregon.
 Columbia River, at and near Hammond, Oregon, with a view to preventing erosion caused by the construction of the south jetty, and providing a protected harbor near the mouth of said river.
 Willamette River, Oregon, from Eugene to Springfield.
 Sandy River, near Troutdale, Oregon.
 Trask River, Oregon.
 Miami River, Oregon.
 Kilchus River, Oregon.
 Wilson River, Oregon.
 Chetco Cove, Oregon.
 Columbia River at Rainier, Oregon.
 De Poe Bay, Oregon.
 Skipanon Channel, Oregon, with a view to deepening and widening the channel to accommodate all present and prospective traffic.
 Skipanon River, Oregon, with a view to modification of the existing project to provide for the needs of navigation above the railroad bridge.
 Westport Slough, Oregon.
 Coos River and its tributaries, Oregon, with a view to flood control and the prevention of erosion of the banks and the consequent filling of the channel.
 Columbia River, Lake River, and Vancouver Lake, near Vancouver, Washington.
 Elokomin Slough, or River, Washington.
 Chehalis River, from the mouth of Skookumchuck River to the Grays Harbor County Line, Washington.
 Shelton Harbor, Washington.
 Blaine Harbor, Washington.
 Duwamish River, Washington.
 Bethel Harbor, Alaska.
 Douglas Harbor, Alaska.
 Haines Harbor, Alaska.
 Juneau Harbor, Alaska.
 Kake Harbor, Alaska.
 Metlakatla Harbor, Alaska.
 Ship canal across Prince of Wales Island, Alaska.
 Sitka Harbor, Alaska.
 Unalaska Harbor, Alaska.
 Valdez Harbor, Alaska.
 Skagway Harbor, Alaska.
 Homer Harbor, Kachemak Bay, Alaska.

Preliminary surveys—Continued.

Tanana River and Chena Slough, Alaska.

Hilo Harbor, Hawaii.

Port Allen, Hawaii.

Welles Harbor, Midway Island.

Wake Island.

Aguadilla Harbor, Puerto Rico.

Guayanes Harbor, Yabucoa, Puerto Rico.

Saint Thomas Harbor, Virgin Islands.

Lake Champlain to Hudson River waterway.

Post, p. 1631.

Vol. 36, p. 2448.

SEC. 4. That the International Joint Commission created by the treaty between the United States and Great Britain relating to boundary waters between the United States and Canada, signed at Washington January 11, 1909, under the provisions of article 9 of said treaty, is requested to investigate the advisability of the improvement of a waterway from Montreal through Lake Champlain to connect with the Hudson River, together with the estimated cost thereof, and to report to the Dominion of Canada and to the Congress of the United States, with its recommendations for cooperation by the United States with the Dominion of Canada in the improvement of said river.

Reports; contents.

SEC. 5. Every report submitted to Congress in pursuance of any provision of law for preliminary examination and survey looking to the improvement of the entrance at the mouth of any river or at any inlet, in addition to other information which the Congress has directed shall be given, shall contain information concerning the configuration of the shore line and the probable effect thereon that may be expected to result from the improvement having particular reference to erosion and/or accretion for a distance of not less than ten miles on either side of the said entrance.

Vol. 44, p. 1010.

SEC. 6. That the surveys authorized pursuant to section 1 of the River and Harbor Act of January 21, 1927, and House Document Numbered 308, Sixty-ninth Congress, first session, shall be supplemented by such additional study or investigation as the Chief of Engineers finds necessary to take into account important changes in economic factors as they occur, and additional stream-flow records, or other factual data.

Sales authorized.

SEC. 7. That when any land which has been heretofore or may be hereafter purchased or acquired for the improvement of canals, rivers and harbors is no longer needed, or is no longer serviceable, it may be sold in such manner as the Secretary of War may direct, and any moneys received from such sale shall be deposited in the Treasury to the credit of miscellaneous receipts.

Amounts collected from defaulting contractors, etc.

SEC. 8. That any amounts collected from defaulting contractors or their sureties under contracts entered into in connection with river and harbor or flood-control work prosecuted by the Engineer Department, whether collected in cash or by deduction from amounts otherwise due such contractors, hereafter shall be credited in each case to the appropriation under which the contract was made.

East River; portion declared nonnavigable.

SEC. 9. That all of that portion of the East River, in the county of Brown, State of Wisconsin, extending from Baird Street, in the city of Green Bay, east and south, be, and the same is hereby, declared to be a nonnavigable stream within the meaning of the Constitution and Laws of the United States of America. That the right of Congress to alter, amend, or repeal this section is hereby expressly reserved.

West Fork of the South Branch of the Chicago River.

SEC. 10. That that portion of the West Fork of the South Branch of the Chicago River in Cook County, Illinois, lying between the west line (produced north) of the Collateral Channel of the Sanitary District of Chicago, in the northwest quarter of section 36, township 39 north, range 13 east, third principal meridian, and a line one

thousand three hundred feet east of and parallel to the west line of section 30 (section line in South Western Avenue), township 39 north, range 13 east, third principal meridian, in the city of Chicago, Illinois, as the same now exists or may hereafter be extended, is hereby declared to be a nonnavigable stream within the meaning of the Constitution and laws of the United States.

The right to alter, amend, or repeal this section is hereby expressly reserved.

SEC. 11. That the Secretary of War is authorized to grant permission, on such terms as he may deem reasonable, to the City of Cascade Locks, Oregon, to make connection with the Government-owned water main at Cascade Locks and take water therefrom for use for fire-protection purposes only.

SEC. 12. That the pier constructed along the west coast of Lake Huron, Michigan, at Greenbush, Michigan, by Carl E. Schmidt, of Oscoda, Michigan, be, and the same is hereby, legalized to the same extent and with like effect as to all existing or future laws and regulations of the United States as if the permit required by the existing laws of the United States in such cases made and provided had been regularly obtained prior to the construction of said pier.

That the right to alter, amend, or repeal this section is hereby expressly reserved.

SEC. 13. That the Court of Claims shall have jurisdiction to hear and determine claims for damages to oyster growers upon private or leased lands or bottoms arising from dredging operations and use of other machinery and equipment in making such improvements: *Provided*, That suits shall be instituted within one year after such operations shall have terminated.

SEC. 14. That the Secretary of War is authorized and directed to have prepared and transmitted to Congress at the earliest practical date after January 3, 1936, 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 March 4, 1913, and printed in House Document Numbered 1491, Sixty-third Congress, third session: *Provided*, That the report to be prepared in accordance with this provision shall be a revised edition of the report printed in the document above mentioned, extended to January 1, 1936.

Approved, August 30, 1935.

[CHAPTER 832.]

AN ACT

Authorizing the Chippewa Indians of Wisconsin to submit claims to the Court of Claims.

August 30, 1935.
[H. R. 6869.]
[Public, No. 410.]

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled, That all claims of whatsoever nature which the Chippewa Tribe or Bands of Indians of Wisconsin may have against the United States, which have not heretofore been determined by the Court of Claims or the Supreme Court of the United States, may be submitted to the Court of Claims with the right of appeal to the Supreme Court of the United States by either party, anything in the Judicial Code of the United States or amendments thereto to the contrary notwithstanding, for determination of the amount, if any, due said Indians from the United States under any treaties, agreements, or laws of Congress, or for the misappropriation or waste of any of the funds or lands of said Indians or band or bands thereof, or for the failure of the United

Reservation of right to amend.

Cascade Locks water main; connection with, authorized.

Pier along Lake Huron, at Greenbush, Mich., legalized.

Reservation of right to amend.

Oyster growers; claims of.

Proviso.
Limitation.

Report to Congress.

Vol. 37, p. 801.

Proviso.
Requirement.

Chippewa Indians of Wisconsin. Claims of, may be submitted to Court of Claims.

Right of appeal. U. S. C., p. 1268.