

manner by said Secretary: *And provided further*, That the settlement of any claim arising under the provisions of this section shall not bar the United States Government, through any of its duly authorized agencies, or any committee of Congress hereafter duly appointed, from the right of review of such settlement, nor the right to recover any money paid by the Government to any party under and by virtue of the provisions of this section, if the Government has been defrauded, and the right of recovery in all such cases shall extend to the executors, administrators, heirs, and assigns of any party.

That a report of all operations under this section, including receipts and disbursements, shall be made to Congress on or before the first Monday in December of each year.

That nothing in this section shall be construed to confer jurisdiction upon any court to entertain a suit against the United States: *Provided further*, That in determining the net losses of any claimant the Secretary of the Interior shall, among other things, take into consideration and charge to the claimant, the then market value of any ores or minerals on hand belonging to the claimant, and also the salvage or usable value of any machinery or other appliances which may be claimed was purchased to equip said mine for the purpose of complying with the request or demand of the agencies of the Government above mentioned in the manner aforesaid.

Approved, March 2, 1919.

CHAP. 95.—An Act Making appropriations for 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 sums of money be, and are hereby, appropriated, out of any money in the Treasury not otherwise appropriated, to be immediately available, and to be expended under the direction of the Secretary of War and the supervision of the Chief of Engineers, for the construction, completion, repair, and preservation of the public works hereinafter named:

Tenants Harbor, Maine: Completing improvement in accordance with the report submitted in Rivers and Harbors Committee Document Numbered 12, Sixty-second Congress, third session, \$18,750.

Boston Harbor, Massachusetts: For maintenance, \$40,000.

Gloucester, Beverly, Salem, Lynn, Plymouth, and Provincetown Harbors, Mystic, Malden, Weymouth Fore, and Weymouth Back Rivers, and Dorchester Bay and Neponset River, Massachusetts: For maintenance, \$2,000; completing improvement of Weymouth Fore River, \$183,000; for improvement of Beverly Harbor in accordance with the report submitted in House Document Numbered 220, Sixty-third Congress, first session, and subject to the conditions set forth in said document as modified in the report printed in Rivers and Harbors Committee Document Numbered 8, Sixty-third Congress, second session, \$61,500; in all, \$246,500.

Pollock Rip Shoals, harbor of refuge at Nantucket, New Bedford and Fairhaven Harbors, Fall River Harbor, and Taunton River, Massachusetts: Continuing improvement and for maintenance of Pollock Rip Channel, \$200,000.

Providence River and Harbor, Pawtucket River, Newport Harbor, harbors of refuge at Point Judith and Block Island, entrance to Point Judith Pond, and Great Salt Pond, Block Island, Rhode Island: For maintenance, \$1,500; completing improvement of Pawtucket River in accordance with report submitted in House Document Numbered 1283, Sixty-fourth Congress, first session, \$91,160; com-

Settlement no bar to subsequent review, etc.

Recovery in case of fraud.

Report to Congress.

No jurisdiction of courts.

Proviso.
Values to be considered in determining losses.

March 2, 1919.
[H. R. 13462.]

[Public, No. 323.]

River and harbor appropriations.

Tenants Harbor, Me.

Boston, Mass.

Gloucester, etc., Mass.

Weymouth Fore River.

Pollock Rip Shoals, etc., Mass.

Providence River etc., R. I.

Pawtucket River.

Point Judith.	pleting improvement of Point Judith harbor of refuge in accordance with the report submitted in House Document Numbered 2001, Sixty-fourth Congress, second session, \$52,500; in all, \$145,160.
Connecticut River, Conn.	Connecticut River below Hartford, Connecticut: For maintenance, \$15,000; for improvement in accordance with the report submitted in House Document Numbered 132, Sixty-fifth Congress, first session, \$75,000; in all, \$90,000.
Long Island Sound harbors, etc., Conn.	Duck Island, Branford, New Haven, Milford, Bridgeport, Southport, Norwalk, Five Mile River, Stamford, and Greenwich Harbors, Westport Harbor and Saugatuck River, breakwaters at New Haven, and Housatonic River, Connecticut: For maintenance, \$23,000; for improvement of Bridgeport Harbor in accordance with the report submitted in House Document Numbered 898, Sixty-third Congress, second session, \$111,300; for improvement of Norwalk Harbor in accordance with the report submitted in House Document Numbered 1143, Sixty-third Congress, second session, \$88,000: <i>Provided</i> , That no part of the latter amount shall be expended until the Secretary of War shall have received satisfactory assurances that local interests will construct such public wharfage facilities as, in his opinion, are required in the interest of commerce; for improvement of Stamford Harbor in accordance with the report submitted in House Document Numbered 1130, Sixty-third Congress, second session, \$183,000: <i>Provided</i> , That no expense shall be incurred by the United States for acquiring any lands required for the purpose of this improvement: <i>Provided further</i> , That no part of the latter amount shall be expended until the Secretary of War shall have received satisfactory assurances that local interests will construct a suitable public wharf; for improvement of Greenwich Harbor in accordance with the report submitted in House Document Numbered 289, Sixty-third Congress, first session, \$35,000; in all, \$440,300.
Norwalk, Conn.	East River, New York: Continuing improvement, \$4,000,000.
Provisos. Wharf facilities.	New York Harbor, New York: For maintenance of entrance channels and for continuing improvement of Ambrose Channel, Craven Shoal Channel, and Anchorage Channel, \$300,000.
Stamford, Conn.	Newtown Creek, New York: For improvement of Newtown Creek and tributaries in accordance with the report submitted in House Document Numbered 936, Sixty-fourth Congress, first session, and subject to the conditions set forth in said document, \$205,000: <i>Provided</i> , That no expense shall be incurred by the United States for acquiring any lands required for the purpose of this improvement.
No expense for lands.	Newark Bay, New Jersey: For improvement in accordance with the report submitted in House Document Numbered 2110, Sixty-fourth Congress, second session, and subject to the conditions set forth in said document, \$105,600.
Wharf.	Keyport and Shoal Harbors, Woodbridge, Cheesequake, Matawan, and Compton Creeks, Elizabeth, Raritan, South, and Shrewsbury Rivers, and Raritan Bay, New Jersey: For maintenance, \$15,000; for improvement of Raritan River in accordance with the report submitted in House Document Numbered 1341, Sixty-second Congress, third session, \$250,000; for improvement of Shrewsbury River in accordance with the report submitted in House Document Numbered 1296, Sixty-second Congress, third session, \$100,000; in all, \$365,000.
Greenwich, Conn.	Hackensack River, New Jersey: For improvement in accordance with the report submitted in House Document Numbered 728, Sixty-fifth Congress, second session, \$88,000.
East River, N. Y.	Delaware River, Pa., N. J., and Del. Philadelphia to the sea. At Camden, N. J.
New York Harbor, N. Y.	Delaware River, Pennsylvania, New Jersey, and Delaware: Continuing improvement and for maintenance from Allegheny Avenue, Philadelphia, to the sea, \$1,000,000; for improvement at Camden, New Jersey, in accordance with the report submitted in House Document Numbered 1120, Sixty-third Congress, second session,
Entrance channels.	
Newtown Creek, etc., N. Y.	
Proviso. No expense for lands.	
Newark Bay, N. J.	
New Jersey. Maintenance of harbors, rivers, etc.	
Raritan River.	
Shrewsbury River.	
Hackensack River, N. J.	
Delaware River, Pa., N. J., and Del. Philadelphia to the sea. At Camden, N. J.	

and subject to the conditions set forth in said document, \$71,080; in all, \$1,071,080.

Schuylkill River, Pennsylvania: Continuing improvement, \$1,000,000.

Cooper, Salem, Cohansey, and Maurice Rivers, Woodbury, Mantua, Raccoon, Oldmans, and Alloway Creeks, New Jersey: For maintenance, \$20,000; for improvement of Raccoon Creek in accordance with the report submitted in House Document Numbered 800, Sixty-third Congress, second session, \$39,770; in all, \$59,770.

Cold Spring and Absecon Inlets, Absecon and Tuckerton Creeks, and Toms River, New Jersey: For maintenance, \$20,000.

Chester River, Pennsylvania: For improvement in accordance with the report submitted in House Document Numbered 677, Sixty-second Congress, second session, \$3,600.

Wilmington Harbor, Delaware: For maintenance, \$65,000.

Appoquinimink, Smyrna, Leipsic, Little, Saint Jones, Murderkill, Mispillion, and Broadkill Rivers, Delaware: For maintenance, \$10,000; for improvement of Mispillion River in accordance with the report submitted in House Document Numbered 678, Sixty-second Congress, second session, except that part of said improvement known as Cut-off Numbered Two, which is hereby eliminated from said project, \$70,400: *Provided*, That no expense shall be incurred by the United States for acquiring any lands required for the purpose of this improvement; in all, \$80,400.

Waterway from Chincoteague Bay, Virginia, to Delaware Bay at or near Lewes, Delaware: For maintenance, \$1,500.

Inland waterway from Delaware River to Chesapeake Bay, Delaware and Maryland: For improvement to a depth of twelve feet at mean low water, in accordance with the report submitted in House Document Numbered 196, Sixty-third Congress, first session, \$3,000,000: *Provided*, That of the foregoing amount so much as shall be necessary, not to exceed \$2,514,289.70, may be paid for the existing Chesapeake and Delaware Canal and all the property, rights of property, franchises, and appurtenances used or acquired for use in connection therewith or appertaining thereto.

Rockhall, Queenstown, Claiborne, Tilghman Island, Cambridge, and Crisfield Harbors, Elk and Little Elk, Chester, Corsica, Choptank, Tuckahoe, Warwick, La Trappe, Tred Avon, Wicomico, Manokin, and Pocomoke Rivers, Slaughter, Tyaskin, and Broad Creeks, Twitch Cove and Big Thoroughfare River, and Lower Thoroughfare Deal Island, Maryland; Nanticoke River (including Northwest Fork), Delaware and Maryland; Broad Creek River, Delaware; and Tangier Channel, Virginia: For maintenance, \$9,000; for improvement of the North Fork of Tred Avon River in accordance with the report submitted in House Document Numbered 27, Sixty-third Congress, first session, and subject to the conditions set forth in said document, \$19,600; for improvement of Wicomico River in accordance with the report submitted in House Document Numbered 1509, Sixty-third Congress, third session, and subject to the conditions set forth in said document, \$17,100; for improvement of Tangier Channel in accordance with the report submitted in House Document Numbered 107, Sixty-third Congress, first session, \$16,434; in all, \$62,134. The unexpended balance of appropriations heretofore made for Tilghman Island Harbor is hereby made available for improvement in accordance with the report submitted in House Document Numbered 796, Sixty-third Congress, second session.

Potomac River at Washington, District of Columbia, at Alexandria, Virginia, and Lower Cedar Point, Maryland; Anacostia River, District of Columbia; Occoquan, Aquia, Upper Machodoc, and Nomini Creeks, Virginia: For maintenance, \$32,000.

Schuylkill River, Pa.

Cooper River, Raccoon Creek, etc., N. J.

Cold Spring Inlet, etc., N. J.

Chester River, Pa.

Wilmington, Del.

Mispillion, etc., Rivers, Del.

Proviso.
No expense for lands.

Chincoteague Bay, Va., to Lewes, Del.

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

Proviso.
Chesapeake and Delaware Canal.

Maryland eastern shore harbors, etc.

Potomac River, etc., D. C., Md., and Va.

- Rappahannock River, etc., Va. Rappahannock, Mattaponi, and Pamunkey Rivers, Urbana Creek and Milford Haven Harbor, Virginia: For maintenance, \$11,300; for improvement of Mattaponi River in accordance with the report submitted in House Document Numbered 861, Sixty-fourth Congress, first session, \$7,000; in all, \$18,300.
- Norfolk, Va. Norfolk Harbor and Channels, Virginia: Continuing improvement and for maintenance, \$1,000,000.
- James, etc., Rivers, Va. James, Nansemond, Pagan, and Appomattox Rivers, Virginia: For maintenance, \$2,000; for improvement of Pagan River in accordance with the report submitted in House Document Numbered 591, Sixty-fourth Congress, first session, \$25,000; in all, \$27,000.
- Norfolk to North Carolina sounds. Waterway from Norfolk, Virginia, to the sounds of North Carolina: For maintenance, \$250,000.
- Norfolk to Beaufort Inlet, N. C. Waterway from Norfolk, Virginia, to Beaufort Inlet, North Carolina: Continuing improvement and for maintenance, \$750,000.
- Blackwater, etc., Rivers, Va. and N. C. Blackwater River, Virginia; Meherrin and Roanoke Rivers, and Newbegun Creek, North Carolina: For maintenance, \$2,000; for improvement of Newbegun Creek in accordance with the report submitted in House Document Numbered 24, Sixty-third Congress, first session, \$5,000; in all, \$7,000.
- Scuppernong River, etc., N. C. Manteo Bay, Scuppernong, Pamlico, Tar, South, Bay, Neuse, and Trent Rivers, Fishing, Contentnea, Swift, and Smith Creeks, and waterway connecting Swan Quarter Bay with Deep Bay, North Carolina: For maintenance, \$7,500; for improvement of Scuppernong River in accordance with the report submitted in House Document Numbered 1196, Sixty-second Congress, third session, \$31,800; in all, \$39,300.
- Water ways, etc., North Carolina. Beaufort and Morehead City Harbors, Beaufort Inlet, waterway from Pamlico Sound to Beaufort Inlet, waterway connecting Core Sound and Beaufort Harbor, channel connecting Thoroughfare Bay and Cedar Bay, and inland waterway Beaufort to Jacksonville, North Carolina: For maintenance, \$24,500; for improvement of Beaufort Harbor in accordance with the report submitted in House Document Numbered 1108, Sixty-third Congress, second session, \$15,900; completing improvement of channel connecting Thoroughfare Bay and Cedar Bay, North Carolina, in accordance with the report submitted in House Document Numbered 1125, Sixty-third Congress, second session, \$9,000; in all, \$49,400.
- Cape Fear River, etc., N. C. Northeast, Black, and Cape Fear Rivers, North Carolina: For maintenance and continuing improvement of Cape Fear River below Wilmington in accordance with the existing project and in accordance with the report submitted in House Document Numbered 746, Sixty-fifth Congress, second session, \$498,625; continuing improvement of Cape Fear River above Wilmington, \$51,000; for improvement of Northeast River in accordance with the report submitted in House Document Numbered 1356, Sixty-second Congress, third session, and subject to the conditions set forth in said document, \$25,375; in all, \$575,000.
- Charleston and Winyah Bay waterway, S. C. Waterway between Charleston and Winyah Bay, South Carolina: Completing improvement in accordance with the report submitted in House Document Numbered 178, Sixty-third Congress, first session, \$28,000.
- Savannah Harbor and River, Ga. Savannah Harbor, and Savannah River, below, at, and above Augusta, Georgia: For maintenance, \$50,000; continuing improvement of Savannah Harbor, \$260,000; in all, \$310,000.
- Waterway, Beaufort, S. C., to St. Johns River, Fla. Waterway between Beaufort, South Carolina, and Saint Johns River, Florida: For maintenance, \$50,000; completing improvement of Generals Cut, Georgia, in accordance with the report submitted in House Document Numbered 581, Sixty-third Congress, second session, \$1,000; for improvement of Back River, Georgia, in accordance with

the report submitted in House Document Numbered 1391, Sixty-second Congress, third session, \$5,000; in all, \$56,000.

Altamaha, Oconee, and Ocmulgee Rivers, Georgia: For maintenance, \$35,000. Altamaha, etc.,
Rivers, Ga.

Brunswick Harbor, Georgia: For maintenance, \$30,000; for improvement in accordance with the report submitted in House Document Numbered 393, Sixty-fourth Congress, first session, \$500,000; in all, \$530,000. Brunswick, Ga.

Saint Johns River, Florida, Jacksonville to the ocean, opposite the city of Jacksonville, Jacksonville to Palatka, and Palatka to Lake Harney, Lake Crescent, and Dunns Creek, and Oklawaha River, Florida: For maintenance, \$108,000; continuing improvement of Saint Johns River between Jacksonville and the ocean, \$125,000; continuing improvement and for maintenance of Oklawaha River, \$95,000; for improvement between Jacksonville and Palatka, \$9,000: *Provided*, That the project for this section shall be extended, by the Secretary of War, in accordance with the report submitted in House Document Numbered 699, Sixty-third Congress, second session: *Provided further*, That no expense shall be incurred by the United States for acquiring any lands required for the purpose of this improvement; in all, \$337,000. Saint Johns River,
etc.

Kissimmee, Caloosahatchee, Orange, Anclote, Crystal, Withlacoochee, and Suwannee Rivers, Charlotte Harbor, Sarasota Bay, and Clearwater Harbor and Boca Ceiga Bay, Florida: For maintenance, \$7,000; for improvement of channel from Tampa Bay to Boca Ceiga Bay in accordance with the report submitted in House Document Numbered 135, Sixty-third Congress, first session, \$10,700; for improvement of Sarasota Bay in accordance with the report submitted in House Document Numbered 844, Sixty-third Congress, second session, \$92,000; in all, \$109,700. Kissimmee River,
etc., Fla.

Removing the water hyacinth, Florida: For the removal of the water hyacinth from the navigable waters in the State of Florida, in so far as it is or may become an obstruction to navigation, \$10,000. Water hyacinth.
Removing, from
Florida waters.

Carrabelle Bar and Harbor, Apalachicola, Saint Joseph and Saint Andrews Bays, Apalachicola and Chipola Rivers, and channel from Apalachicola River to Saint Andrews Bay, Florida; Flint River, Georgia; and Chattahoochee River, Georgia and Alabama: For maintenance, \$87,000. Harbors, bays, etc.,
Florida, Georgia, and
Alabama.

Holmes and Blackwater Rivers, Florida: Choctawhatchee, Escambia, and Conecuh Rivers, Florida and Alabama; the narrows in Santa Rosa Sound, and Pensacola Harbor, Florida: For maintenance, \$15,000. Rivers, etc., Florida
and Alabama.

Alabama River, Alabama, and Coosa River, Alabama and Georgia: Continuing improvement and for maintenance, including the Alabama and Coosa Rivers between Montgomery and Wetumpka, \$50,000. Alabama River, etc.,
Ala. and Ga.

Mobile Harbor and Bar, and channel connecting Mobile Bay and Mississippi Sound, Alabama: For maintenance of channel connecting Mobile Bay and Mississippi Sound, \$4,000; continuing improvement and for maintenance of Mobile Harbor and Bar, \$200,000; in all, \$204,000. Mobile, Ala.

Black Warrior, Warrior, and Tombigbee Rivers, Alabama: For improvement in accordance with the recommendation in the Annual Report of the Chief of Engineers, United States Army, for the fiscal year ending June 30, 1918, \$200,000. Black Warrior, etc.,
Rivers, Ala.

Tombigbee River, Alabama and Mississippi: For maintenance from mouth to Demopolis, Alabama, \$40,000, and from Demopolis, Alabama, to Walkers Bridge, Mississippi, \$2,500; in all, \$42,500. Tombigbee River,
Ala. and Miss.

Pascagoula Harbor, Mississippi: Continuing improvement and for maintenance of channels through Horn Island Pass, Mississippi Sound, Pascagoula River and Dog River, \$100,000. Pascagoula, Miss.,
etc.

Gulfport, Miss.	Gulfport Harbor, Mississippi: Continuing improvement and for maintenance of anchorage basin at Gulfport and channel therefrom to the anchorage or roadstead at Ship Island, and for the improvement and maintenance of channel at Ship Island Pass, \$100,000.
Pascagoula River, etc., Miss.	Pascagoula, Wolf, Jordan, Pearl, and East Pearl Rivers, and Biloxi Harbor, Mississippi: For maintenance, \$25,000.
Mississippi River passes, La.	Passes at the mouth of the Mississippi River: Continuing improvement and for maintenance, \$1,250,000.
Barataria Bay, etc., La.	Barataria Bay and Bayous Lafourche, Terrebonne, Grossetete, Plaquemine, and Teche, Louisiana: For maintenance, \$20,000; for improvement of Barataria Bay in accordance with the report submitted in House Document Numbered 200, Sixty-fifth Congress, first session, and subject to the conditions set forth in said document, \$32,000: <i>Provided</i> , That no expense shall be incurred by the United States for acquiring any lands and easements required for the purpose of this improvement; for improvement of Bayou Teche in accordance with the report submitted in House Document Numbered 1329, Sixty-second Congress, third session, \$100,000: <i>Provided</i> , That no expense shall be incurred by the United States for acquiring any lands or easements required for the purpose of this improvement; in all, \$152,000.
<i>Proviso.</i> No expense for lands.	
Bayou Teche, La.	
<i>Proviso.</i> No expense for lands.	
Atchafalaya River, La.	Atchafalaya River, Louisiana: For maintenance, \$30,000.
Waterway, Mississippi River to the Sabine, La.	Waterway from the Mississippi River to the Sabine River, Louisiana: For improvement from Mississippi River to Bayou Teche in accordance with the report submitted in House Document Numbered 610, Sixty-third Congress, second session, \$100,000: <i>Provided</i> , That no expense shall be incurred by the United States for acquiring any lands required for the purpose of this improvement, but this proviso shall not include the acquisition of the rights of any private canal which it might be to the interest of the United States to acquire; completing improvement of Vermilion River, Louisiana, and channel to connect the Vermilion River with the inland waterway from the Mississippi River to the Sabine River in accordance with the report submitted in House Document Numbered 1336, Sixty-second Congress, third session, \$37,500: <i>Provided</i> , That no expense shall be incurred by the United States for acquiring any lands required for the purpose of this improvement; in all, \$137,500.
<i>Provisos.</i> Acquiring canal, etc.	
Vermilion River.	
<i>Proviso.</i> No expense for lands.	
Bayous Vermilion, etc., La.	Bayous Vermilion, Nezpique, des Cannes, Plaquemine Brule, and Queue de Tortue, Mermentau River, and Calcasieu River and Pass, Louisiana: For maintenance, \$7,000. The project for Mermentau River and tributaries is hereby extended to include Bayou des Cannes as far up as the Evangeline Bridge in accordance with the report submitted in House Document Numbered 1398, Sixty-fifth Congress, third session.
Water hyacinth. Removing, Alabama, Mississippi, Louisiana, and Texas.	Removing the water hyacinths, Alabama, Mississippi, Louisiana, and Texas: For the removal of the water hyacinth from the navigable waters in the States named in so far as it is or may become an obstruction to navigation, \$30,000.
Galveston Harbor, etc., Tex.	Galveston Harbor, Galveston Channel, Port Bolivar Channel, Texas City Channel, and Houston Ship Channel, Texas: For maintenance, \$25,000; continuing improvement by construction of seawall extension to protect Galveston Channel, \$758,000; for improvement of Houston Ship Channel, in accordance with the report submitted in House Document Numbered 1632, Sixty-fifth Congress, third session, and subject to the conditions set forth in said document, \$950,000: <i>Provided</i> , That not more than \$275,000 shall be expended in the construction of each of the dredges; in all, \$1,733,000. The unexpended balances of appropriations heretofore made for the improvement of channel to Port Bolivar are hereby made available for improvement in accordance with the report submitted in House Document Numbered 1122, Sixty-fifth Congress, second session.
<i>Provisos.</i> Dredges.	
Port Bolivar.	

Waterway from Galveston to Corpus Christi and channel from Pass Cavallo to Port Lavaca, Texas: For maintenance, \$44,000; for improvement, \$5,000: *Provided*, That the project for this section may be extended at the discretion of the Secretary of War in accordance with so much of the report submitted in Rivers and Harbors Committee Document Numbered 3, Sixty-third Congress, first session, as recommended the dredging of the channel across the bar at the mouth of the Colorado River; in all, \$49,000.

Waterway, Galveston to Corpus Christi, Tex.
Proviso.
Extension of project.

Freeport Harbor, Texas: Continuing improvement, \$100,000.

Freeport, Tex.
Brazos Island Harbor, Tex.

Brazos Island Harbor, Texas: For improvement in accordance with the report submitted in House Document Numbered 1710, Sixty-fifth Congress, third session, and subject to the conditions set forth in said document, \$66,000.

Harbor at Sabine Pass and Port Arthur Canal, Sabine-Neches Canal, and Johnsons Bayou, Louisiana and Texas: For maintenance, \$40,000; completing improvement of harbor at Beaumont in accordance with the report submitted in House Document Numbered 2033, Sixty-fourth Congress, second session, and subject to the conditions set forth in said document, \$75,000: *Provided*, That local interests shall furnish and maintain such protection works as in the judgment of the Chief of Engineers may be necessary for the safe passage of vessels through the lock in the Sabine-Neches Canal near Port Arthur, Texas, and the entrances thereto; in all, \$115,000.

Sabine Pass and Port Arthur Canal, etc., La. and Tex.

Proviso.
Works by local interests.

Red, Black, Ouachita, Tensas, Boeuf, and Saline Rivers, and Bayous Maçon, Bartholomew, D'Arbonne, and Corney, Arkansas and Louisiana: For maintenance, \$35,000; continuing improvement of Ouachita River in accordance with the report submitted in Rivers and Harbors Committee Document Numbered 7, Sixty-fifth Congress, second session, \$300,000; in all, \$335,000.

Red, Ouachita, etc., Rivers, Ark. and La.

Yazoo River and tributaries, Mississippi: For maintenance, including Yazoo, Tallahatchie, Coldwater, and Big Sunflower Rivers, Tehula Lake, Steele and Washington Bayous, Lake Washington, and Bear Creek, \$35,000.

Yazoo River, etc., Miss.

Black and Current Rivers, Arkansas and Missouri; and White, Saint Francis, and L'Anguille Rivers, and Blackfish Bayou, Arkansas: For maintenance, \$49,000. The unexpended balance of appropriations heretofore made and the funds allotted from the appropriation herein provided for the improvement of Saint Francis and L'Anguille Rivers and Blackfish Bayou are hereby made available for improvement in accordance with the report submitted in House Document Numbered 60, Sixty-fourth Congress, first session.

Black River, etc., Ark. and Mo.

Mississippi River from the mouth of the Ohio River to and including the mouth of the Missouri River: For maintenance, \$700,000.

Mississippi River.
From the Ohio to the Missouri.

Mississippi River: For the removal of snags and wrecks from the Mississippi River below the mouth of the Missouri River, and from Old and Atchafalaya Rivers, in accordance with the recommendation of the Chief of Engineers in his annual report for 1918, \$50,000, in addition to amounts otherwise appropriated.

Removing snags and wrecks.

Mississippi River from the mouth of the Missouri River to Minneapolis, Minnesota: Continuing improvement and for maintenance, \$500,000: *Provided*, That not to exceed the sum of \$5,000 of said amount may be expended in the raising of the wing dam used as a ferry landing at Fulton, Illinois, said improvement to be made with the approval and under the supervision of the Chief of Engineers.

To Minneapolis, Minn.

Proviso.
Dam, Fulton, Ill.

Mississippi River between Saint Paul and Minneapolis, and between Brainerd and Grand Rapids, Mississippi and Leech Rivers, and reservoirs at headwaters of Mississippi River: Continuing improvement, \$10,000; completing improvement of Minneapolis Harbor in accordance with the report submitted in House Docu-

Above Saint Paul, Minn.

- ment Numbered 1512, Sixty-third Congress, third session, \$6,000; in all, \$16,000.
- Saint Croix River, Wisconsin and Minnesota; Minnesota River, Minnesota; Lake Traverse, Minnesota and South Dakota; Red River of the North, Minnesota and North Dakota; Warroad Harbor and River, Baudette Harbor and River, Zippel Bay, and Lake of the Woods, Minnesota: For maintenance, \$3,000; completing improvement of Baudette Harbor and River in accordance with the report submitted in House Document Numbered 109, Sixty-third Congress, first session, \$5,000; in all, \$8,000.
- Missouri River. Six-foot channel, etc. Missouri River: For maintenance and continuing improvement with a view to securing a permanent six-foot channel between Kansas City, Kansas, from the upper end of Quindaro Bend, and the mouth of the river, \$400,000; for maintenance between Kansas City and Sioux City, \$10,000; in all, \$410,000.
- Osage River, etc., Mo. and Kans. Osage and Gasconade Rivers, Missouri, and Kansas River, Kansas: For maintenance, \$2,000.
- Cumberland River, Tenn. and Ky. Above Nashville. Cumberland River, Tennessee and Kentucky: For improvement above Nashville in accordance with the report submitted in Rivers and Harbors Committee Document Numbered 10, Sixty-third Congress, second session, and subject to the conditions set forth in said document, \$340,000: *Provided*, That assurances satisfactory to the Secretary of War shall be given that local interests will provide sufficient areas of water front and suitable water terminals at all towns or landings adequate for the traffic and which shall be open to the public equally and on terms satisfactory to the Secretary of War.
- Proviso.* Water terminals, etc. Tennessee River, Tennessee, Alabama, and Kentucky: The Secretary of War is hereby authorized to prosecute the work of improvement on the existing project for the section between Chattanooga and Browns Island in accordance with the recommendation in report submitted in Rivers and Harbors Committee Document Numbered 8, Sixty-fifth Congress, third session, that the condition precedent requiring local interests to assume and pay all claims for flowage damages be waived.
- Ohio River. Open-channel work. Ohio River: Continuing improvement and for maintenance by open-channel work, \$300,000.
- Locks and dams. Ohio River: Continuing improvement by the construction of locks and dams with a view to securing a navigable depth of nine feet, \$3,000,000. The Secretary of War is requested to investigate and submit to Congress on or before the first day of January, nineteen hundred and twenty, a report showing what progress, if any, has been made toward providing satisfactory and adequate public terminals at the several cities and towns located on the Ohio River from December first, nineteen hundred and eighteen, to December first, nineteen hundred and nineteen, inclusive.
- Report, etc., on public terminals at cities, etc., on. Allegheny River, Pa. Allegheny River, Pennsylvania: For maintenance of open-channel work, \$3,000; continuing improvement by construction of locks and dams, \$1,000,000; in all, \$1,008,000: *Provided*, That no part of this appropriation for continuing improvement by the construction of locks and dams shall be expended until the channel spans of the bridges forming unreasonable obstructions to the navigation of the Allegheny River at Pittsburgh have been modified as heretofore directed or shall hereafter be directed by the Secretary of War, or until the Secretary of War shall have received satisfactory assurances that such modifications will promptly be made contemporaneously with the prosecution of the work of improvement.
- Proviso.* Subject to modification of bridges, etc. Grand Marais, Marquette, Marquette Bay, and Ontonagon Harbors, and Keweenaw Waterway, Michigan; Ashland and Port Wing Harbors, Wisconsin; Duluth-Superior Harbor, Minnesota and Wis-
- Lake Superior harbors, etc., Mich., Wis., and Minn.

consin; Agate Bay and Grand Marais Harbors, Minnesota: For maintenance, \$59,000; completing improvement of Duluth-Superior Harbor in accordance with the report submitted in House Document Numbered 1018, Sixty-fourth Congress, first session, \$33,000; for improvement of Keweenaw Waterway at Princess Point in accordance with the report submitted in House Document Numbered 835, Sixty-third Congress, second session, \$138,000; in all, \$230,000.

Manistique Harbor, Michigan; Menominee, Oconto, Green Bay, Algoma, Kewaunee, Two Rivers, Manitowoc, Sheboygan, Port Washington, Milwaukee, Racine, Kenosha, and Waukegan Harbors, Sturgeon Bay and Lake Michigan Ship Canal, and Fox River, Wisconsin: For maintenance, \$80,000; for improvement of Sturgeon Bay and Lake Michigan Ship Canal in accordance with the report submitted in House Document Numbered 1382, Sixty-second Congress, third session, \$33,000; in all, \$113,000.

Chicago and Calumet Harbors, Chicago and Illinois Rivers, Illinois; Calumet River, Illinois and Indiana; and Indiana and Michigan City Harbors, Indiana: For maintenance, \$140,000; for improvement of Calumet Harbor in accordance with the report submitted in House Document Numbered 237, Sixty-third Congress, first session, \$38,170; in all, \$178,170. The unexpended balance of appropriations heretofore made for the improvement of Chicago Harbor is hereby made available for improvement in accordance with the report submitted in House Document Numbered 1303, Sixty-fourth Congress, first session. The unexpended balance of appropriations heretofore made for improvement of Chicago River is hereby made available for improvement and maintenance in accordance with the report submitted in House Document Numbered 1294, Sixty-fourth Congress, first session. The unexpended balance of appropriations heretofore made for improvement of Indiana Harbor is hereby made available for improvement in accordance with the report submitted in Rivers and Harbors Committee Document Numbered 6, Sixty-fifth Congress, second session.

Saint Joseph Harbor and River, Saugatuck Harbor and Kalamazoo River, South Haven, Holland, Grand Haven, Muskegon, White Lake, Pentwater, Ludington, Manistee, Portage Lake, Arcadia, Frankfort, Charlevoix, and Petoskey Harbors, and Grand River, Michigan: For maintenance, \$104,500.

Ship channel connecting waters of the Great Lakes between Chicago, Duluth-Superior Harbor, and Buffalo, including Saint Marys River, Saint Clair River, channels in Lake Saint Clair and Detroit River, Michigan: Completing improvement of Grosse Pointe Channel, Lake Saint Clair, in accordance with the report submitted in House Document Numbered 188, Sixty-fifth Congress, first session, \$94,000; for improvement of Livingstone Channel, Detroit River, in accordance with the report submitted in House Document Numbered 322, Sixty-fifth Congress, first session, \$750,000; in all, \$844,000.

Mackinac, Cheboygan, Rogers City, Alpena, Harbor Beach, and Monroe Harbors, Saginaw, Black, Clinton, and Rouge Rivers, Michigan: For maintenance, \$5,000; completing improvement of Alpena Harbor in accordance with the report submitted in House Document Numbered 830, Sixty-fifth Congress, second session, and subject to the conditions set forth in said document, \$67,500: *Provided*, That no expense shall be incurred by the United States for acquiring any lands required for the purpose of this improvement; in all, \$72,500.

Toledo, Port Clinton, Sandusky, Huron, Vermilion, Lorain, Cleveland, Fairport, Ashtabula, and Conneaut Harbors, Ohio: For maintenance, \$55,000; for improvement of Sandusky Harbor in accordance with the report submitted in House Document Numbered 982,

Lake Michigan harbors, Wis. and Mich.

Chicago, etc., Ill. and Ind.

Use of balances. Chicago.

Chicago River.

Indiana Harbor.

Lake Michigan harbors, etc., Mich.

Great Lakes ship channel.

Lake Saint Clair.

Detroit River.

Lake Huron harbors, etc., Mich.

Alpena.

Proviso.
No expense for land.

Lake Erie harbors, Ohio.

- Huron. Sixty-fourth Congress, first session, and subject to the conditions set forth in said document, \$181,000; for improvement of Huron Harbor in accordance with the report submitted in House Document Numbered 5, Sixty-third Congress, first session, and subject to the conditions set forth in said document, \$34,500: *Provided*, That no expense shall be incurred by the United States for acquiring any lands required for the purpose of this improvement; for improvement of Lorain Harbor, \$20,000; for improvement of Fairport Harbor in accordance with the report submitted in House Document Numbered 206, Sixty-third Congress, first session, \$238,500; for improvement of Ashtabula Harbor in accordance with the report submitted in House Document Numbered 997, Sixty-fourth Congress, first session, and subject to the conditions set forth in said document, \$83,000; in all, \$612,000.
- Proviso.*
No expense for land.
- Fairport.
- Ashtabula.
- Erie, Pa., Buffalo, etc., N. Y. Erie Harbor, Pennsylvania; Dunkirk and Buffalo Harbors, Black Rock Channel and Tonawanda Harbor, and Niagara River, New York: Continuing improvement and for maintenance, \$156,000; completing improvement of Buffalo Harbor in accordance with the report submitted in House Document Numbered 1139, Sixty-fourth Congress, first session, \$145,000; completing improvement of Buffalo Harbor in accordance with the report submitted in House Document Numbered 1004, Sixty-fifth Congress, second session, \$26,400; in all, \$327,400.
- Lake Ontario harbors, N. Y. Olcott, Charlotte, Pultneyville, Great Sodus Bay, Little Sodus Bay, Oswego, Cape Vincent, and Ogdensburg Harbors, New York: For maintenance, \$19,500; completing improvement of Oswego Harbor in accordance with the report submitted in House Document Numbered 570, Sixty-fifth Congress, second session, \$50,000; completing improvement of Ogdensburg Harbor in accordance with the report submitted in House Document Numbered 663, Sixty-fourth Congress, first session, \$72,000; in all, \$141,500.
- Colorado River, Ariz. Colorado River, Arizona: For maintenance of the Government levee on the Gila River near its junction with the Colorado River at Yuma, \$10,000.
- Los Angeles, Cal. Los Angeles Harbor, California: For maintenance of the inner harbor, \$100,000; for completing the silt-diversion project, \$580,000; in all, \$680,000.
- San Francisco Harbor, etc., Cal. San Francisco, Oakland, Richmond, Monterey, and Humboldt Harbors, Redwood and Petaluma Creeks, Napa River, San Pablo Bay, Mare Island Strait, Suisun Bay, and Suisun Channel, California: For maintenance, \$124,800; for maintenance of Oakland Harbor in accordance with the report submitted in House Document Numbered 1131, Sixty-fifth Congress, second session, and subject to the conditions set forth in said document, \$12,000; for improvement of Suisun Bay Channel in accordance with the report submitted in House Document Numbered 986, Sixty-fifth Congress, second session, and subject to the conditions set forth in said document, \$64,500; for improvement of San Rafael Creek in accordance with the report submitted in House Document Numbered 801, Sixty-third Congress, second session, and subject to the conditions set forth in said document, \$27,300: *Provided*, That no expense shall be incurred by the United States for acquiring any lands required for the purpose of this improvement; for improvement of Napa River in accordance with the report submitted in House Document Numbered 795, Sixty-third Congress, second session, \$20,000; *Provided*, That no expense shall be incurred by the United States for acquiring any land required for the purpose of this improvement; in all, \$248,600.
- Provisos.*
No expense for lands.
- Napa River.
- No expense for lands.
- Crescent City Harbor, Cal. Condition waived. *Ante*, p. 910. Crescent City Harbor, California: The condition in the item in the river and harbor Act approved July 18, 1918, requiring assurances that a railroad shall be constructed between Crescent City, California, and Grants Pass, Oregon, is hereby waived until an appropria-

tion is made by the United States for the further prosecution of said project.

Sacramento, Feather, San Joaquin, and Mokelumne Rivers, and Stockton and Mormon Channels (diverting canal), California: Continuing improvement and for maintenance, \$222,000.

Sacramento River, etc., Cal.

Coquille, Coos, Siuslaw, and Yaquina Rivers, and Coos, Yaquina, Tillamook, and Nehalem Bays, Oregon: For maintenance and continuing improvement of channel over the bar at Coos Bay, \$121,000; for improvement of Coquille Bar and Harbor in accordance with the report submitted in House Document Numbered 207, Sixty-fifth Congress, first session, and subject to the conditions set forth in said document, \$64,000; for improvement of Coos Bay in accordance with the report submitted in House Document Numbered 325, Sixty-fifth Congress, first session, \$130,000; for improvement of Yaquina Bay and Harbor in accordance with the report submitted in House Document Numbered 109, Sixty-fifth Congress, first session, and subject to the conditions set forth in said document, \$100,000; in all, \$415,000. The project for the improvement of Tillamook Bay, Oregon, is hereby modified in accordance with the report submitted in House Document 730, Sixty-fifth Congress, second session.

Coos Bay, etc., Oreg.

Yaquina Bay and Harbor.

Tillamook project modified.

Columbia and lower Willamette Rivers below Vancouver, Washington, and Portland, Oregon, and mouth of Columbia River, Oregon and Washington: Continuing improvement and for maintenance, \$595,000.

Columbia and Willamette Rivers, Wash. and Oreg.

Willamette River above Portland and at Willamette Falls, Yamhill River and Clatskanie River from the mouth to Clatskanie, Oregon; Cowlitz, Lewis, and Grays Rivers, and Skamokawa Creek, Washington: For maintenance, \$70,100; completing improvement of Skamokawa Creek in accordance with the report submitted in House Document Numbered 111, Sixty-third Congress, first session, \$1,800; in all \$71,900.

Willamette, Grays, etc., Rivers, Oreg. and Wash.

Puget Sound and its tributary waters, Olympia, Seattle, Anacortes, Port Gamble, Tacoma, and Bellingham Harbors, Lake Washington Ship Canal, Snohomish and Skagit Rivers, Swinomish Slough, waterway connecting Port Townsend Bay and Oak Bay, Columbia River between Wenatchee and Kettle Falls, Washington: For maintenance, \$27,000; for maintenance of East and West Waterways, Seattle Harbor, in accordance with the report printed in Senate Document Numbered 313, Sixty-fifth Congress, third session, and subject to the conditions set forth in said document, \$40,000; for the maintenance of Duwamish Waterway, Seattle Harbor, to a depth of twenty feet and to a width of one hundred and fifty feet at mean low water as far south as Eighth Avenue South Bridge, \$40,000: *Provided*, That no part of said appropriation shall be available for said purpose until said improvements shall be completed to project dimensions to said point: *Provided further*, That local interests shall furnish a place of deposit for the dredged material and the bulkheads necessary to confine such material; for improvement of Skagit River in accordance with the report printed in House Document Numbered 935, Sixty-third Congress, second session, \$30,000: *Provided*, That before work on this project is commenced, the report shall be referred to the Board of Engineers for Rivers and Harbors for review as to whether the project should be modified to meet existing conditions or whether conditions of local cooperation should be imposed; completing improvement of Anacortes Harbor in accordance with the report submitted in House Document Numbered 1117, Sixty-fourth Congress, first session, and subject to the conditions set forth in said document, \$89,000; for improvement of Port Gamble Harbor in accordance with the report submitted in House Document Numbered 851, Sixty-fifth Congress, second session, and subject to the conditions set forth in said document, \$12,000; in all, \$238,000.

Puget Sound, etc., Wash.

Waterways, Seattle.

Proviso. Restriction.

Deposit of dredged material, etc.

Skagit River.

Review of project.

Anacortes, Wash.

Port Gamble, Wash.

Harbors in Hawaii. Honolulu, Kahului, Hilo, and Nawiliwili Harbors, Hawaii: Continuing improvement and for maintenance, \$135,000; completing improvement of Kahului Harbor, \$94,300; for improvement of Nawiliwili Harbor in accordance with the report submitted in House Document Numbered 609, Sixty-second Congress, second session, \$250,000: *Provided*, That work on the project herein adopted shall not be commenced until the Secretary of War is satisfied that railroad connections will be made within a reasonable time which will make the harbor of Nawiliwili accessible by land to the entire southern portion of the island: *Provided further*, That no contract for work herein appropriated for shall be entered into until the county of Kauai, or other agency, shall have deposited to the credit of the Secretary of War, in some bank in the Territory of Hawaii to be designated by him, the sum of \$200,000, which sum shall be expended by the Secretary of War in the further prosecution of said work, in the same manner and in equal amounts as the sum herein appropriated: *And provided further*, That the Territory of Hawaii is authorized to condemn such strip of land, not less than six hundred feet wide, fronting on the proposed wharf sites and extending from Huleia River northerly to the public road and the Wai Ko Nui Stream, and all rights of way and other lands required for the breakwater and construction work thereon as shall be approved by the Secretary of War; and no contract for work herein appropriated for shall be entered into until the Territory of Hawaii shall have commenced condemnation proceedings to acquire such lands and rights of way; and no expense shall be incurred by the United States for acquiring or using such lands and rights of way: *And provided further*, That the Secretary of War is authorized to condemn a quarry site or sites, with rights of way thereto, the awards therefor to be paid out of the funds appropriated for this project; and the quarries when so acquired may be made available to any contractors for work on this project on terms to be fixed by the Secretary of War; in all, \$479,300.

Nawiliwili.

Provisos.
Railroad connections required.

Deposit of county contribution.

Condemnation of water-front lands.

Quarry sites, etc.

San Juan, P. R. Maintenance of existing works, etc.

Proviso.
Allotments.

Water terminals at cities on harbors, etc. Policy of Congress declared as to essential requirement of.

Moneys may be withheld unless provided for.

Public notice to be given.

Restriction on new projects.

San Juan Harbor, Porto Rico: For maintenance, \$10,000. Maintenance and improvement of existing river and harbor works: 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 interest of commerce and navigation for which the funds specifically appropriated may not be adequate, \$500,000: *Provided*, That the amount to be allotted to each work shall be determined by the Secretary of War upon the recommendation of the Chief of Engineers.

It is hereby declared to be the policy of the Congress that water terminals are essential at all cities and towns located upon harbors or navigable waterways and that at least one public terminal should exist, constructed, owned, and regulated by the municipality, or other public agency of the State and open to the use of all on equal terms, and with the view of carrying out this policy to the fullest possible extent the Secretary of War is hereby vested with the discretion to withhold, unless the public interests would seriously suffer by delay, monies appropriated in this Act for new projects adopted herein, or for the further improvement of existing projects if, in his opinion, no water terminals exist adequate for the traffic and open to all on equal terms, or unless satisfactory assurances are received that local or other interests will provide such adequate terminal or terminals. The Secretary of War, through the Chief of Engineers, shall give full publicity, as far as may be practicable, to this provision.

No work shall be undertaken upon any new project herein adopted unless the Secretary of War shall be of the opinion that, based upon the cost at the time of entering upon the work, the project can be completed at a cost not greater than 40 per centum in excess of the estimate of cost in the report upon such project.

SEC. 2. Where separate works or items are consolidated herein and an aggregate amount is appropriated therefor, the amount so appropriated shall, unless otherwise expressed, be expended in securing the maintenance and improvement according to the respective projects adopted by Congress after giving due regard to the respective needs of traffic. The allotments to the respective works so consolidated shall be made by the Chief of Engineers as authorized by the Secretary of War. In case such works or items are consolidated and separate amounts are given to individual projects, the amounts so named shall be expended upon such separate projects. Any balances remaining to the credit of the consolidated items shall be carried to the credit of the respective aggregate amounts appropriated for the consolidated items.

Allotment of consolidated items.

Balances carried to authorized works.

SEC. 3. That in all cases where the project for a work of river or harbor improvement, heretofore, herein, or hereafter authorized, provides for the construction or use of Government dredging plant, the Secretary of War may, in his discretion, have the work done by contract if reasonable prices can be obtained.

Contract work authorized.

SEC. 4. That Little River, from Big Lake in Mississippi County to Marked Tree in Poinsett County, Arkansas, is hereby declared to be not a navigable waterway of the United States within the meaning of the laws enacted by Congress for the protection of such waterways.

Little River, Ark. Not navigable to Marked Tree.

SEC. 5. If the Secretary of War shall determine that the contract for levee work entered into with Walter H. Denison but not completed prior to April 6, 1917, the date of the entry of the United States into war with Germany, became inequitable and unjust on account of increased cost of materials, labor, and other conditions arising out of the war, he is hereby authorized and directed to pay said contractor for the work fully completed under said contract between April 6, 1917, and July 18, 1918, the date of approval of an Act entitled "An Act making appropriations for the construction, repair, and preservation of public works on rivers and harbors, and for other purposes," an amount in addition to the terms fixed by such contract just and equitable in consideration of increased costs of labor and materials and other unforeseen conditions arising out of the war. The amount of the increase to be paid shall not exceed the actual loss, without any profit considered sustained by the contractor, caused by increased cost due to the war, in performing the contract and fully completing said work between the dates as above set forth: *Provided*, That in no case shall the additional compensation exceed 30 cents per cubic yard for the material placed, and there is hereby appropriated a sum not exceeding \$18,000 out of any money in the Treasury not otherwise appropriated for the carrying out of this provision.

Walter H. Denison. Additional amount allowed for levee work due to increased war costs, etc.

Ante, p. 904.

Limited to actual loss.

Proviso. Maximum pay.

SEC. 6. That for examinations, surveys, and contingencies for rivers and harbors for which there may be no special appropriation, the sum of \$250,000 is hereby appropriated: *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 ordered by a concurrent resolution of Congress: *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.

Appropriations for examinations, surveys, etc.

Provisos. Specific authority required.

Supplementary reports restricted.

Special authority required to begin work.

The Secretary of War is hereby authorized and directed to cause preliminary examinations and surveys to be made at the following-

Allotment of preliminary examinations, etc.

named localities, and a sufficient sum to pay the cost thereof may be allotted from the amount provided in this section:

New Hampshire and
Massachusetts.

Merrimack River, New Hampshire and Massachusetts, with a view to obtaining increased depth, a more uniform flow of water, and a diminution of periods of drought and of freshet by means of the establishment of a storage reservoir or reservoirs at or near its headwaters in New Hampshire.

Boston Harbor, Massachusetts, with a view to the construction of an entrance channel through Short Beach, between Winthrop and Revere, connecting Broad Sound with the Charlestown Navy Yard by way of Chelsea River; also with a view to the construction of a connecting ship channel from the proposed new entrance at Short Beach to South Boston.

Waterway connecting Merrimack River, Massachusetts, and Piscataqua River, New Hampshire.

New York Harbor.

Upper Bay, New York Harbor, with a view to protecting Bay Ridge and Red Hook Channels by the construction of a breakwater on the outer side of the Bay Ridge and Red Hook Shoal, in connection with which any proposition from the city of New York for constructing docks and piers by reclaiming and filling in said shoal may be considered; and widening Bay Ridge and Red Hook Channels to a suitable width not exceeding two thousand feet with a depth of forty feet.

Waterway connecting Gravesend Bay with Jamaica Bay, New York, including consideration of any proposition for cooperation on the part of local or State interests, or both.

New York and New
Jersey.

Kill van Kull and Newark Bay, New York and New Jersey, with a view to securing a channel thirty feet in depth and of suitable width up to the bridge of the Central Railroad Company of New Jersey, between Elizabeth and Bayonne, including the removal of Bergen Point ledge.

Rahway River, New Jersey, and Staten Island Sound, New York and New Jersey, with a view to securing a channel thirty feet in depth and of suitable width up to the bridge of the Sound Shore Branch of the Central Railroad Company of New Jersey.

Raritan Bay and Raritan River, New Jersey, with a view to securing a channel thirty feet in depth and of suitable width to deep water near the bridge of the New York and Long Branch division of the Central Railroad Company of New Jersey.

New Jersey.

Passaic River, New Jersey, from the Montclair and Greenwood Lake Railroad bridge to the Garfield Bridge, city of Passaic.

Pennsylvania.

Delaware River, Pennsylvania and New Jersey, with a view to securing increased depth and width in the channels between Philadelphia and the upper railroad bridge at Trenton.

Darby River, Pennsylvania.

Waterway from Chincoteague Bay, Virginia, to Delaware Bay at or near Lewes, Delaware, including consideration of the relative advantages and costs of utilizing the Mispillion River as the northern entrance to the waterway rather than the Broadkill River.

Maryland.

Susquehanna River, Pennsylvania and Maryland, from Harrisburg to the mouth.

Virginia.

Crisfield Harbor, Maryland.

Pamunkey River, Virginia, between Newcastle Ferry and Bassett Ferry.

North Carolina.

Pasquotank River, North Carolina.

Waterway connecting Core Sound and Beaufort Harbor, North Carolina.

Intracoastal waterway from Beaufort, North Carolina, to the Cape Fear River.

Cape Fear River, below Wilmington, North Carolina, with a view to the construction of jetties for the purpose of obtaining and maintaining a channel of suitable dimensions across the bar at the mouth of the river.

Waterway from Newbern, North Carolina, to Wilmington, North Carolina, via Trent River and Northeast Cape Fear River.

Waccamaw River, North Carolina and South Carolina.

South Carolina.

Waterway between Charleston Harbor, South Carolina, and the North Santee River by way of Wando River.

Waterway connecting Indian River and San Carlos Bay, Florida, by way of Saint Lucie River, Saint Lucie Canal, Lake Okechobee, and Caloosahatchee River.

Florida.

Kissimmee River, Florida.

Dauphin Island Bay, Alabama, and channel connecting Dauphin Island Bay with the Main Ship Channel across Mobile Bar.

Alabama and Florida.

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

Bayou Texar, including entrance from Pensacola Bay, Florida.

Pensacola Bay, Florida, to Mobile Bay, Alabama, with a view to providing a channel of greater dimensions than recommended by the Chief of Engineers in report published in House Document Numbered 610, Sixty-third Congress, second session.

Little Caillou Bayou, Louisiana.

Louisiana.

Turtle Bayou, Texas.

Texas.

Intracoastal waterway from Galveston Bay to Rockport and Corpus Christi, Texas.

Sabine Lake and Sabine Pass, Louisiana and Texas, with a view to the construction of a dam in the outlet of Sabine Lake, including consideration of any proposition for cooperation on the part of local interests.

Neches River, Texas, from Beaumont to mouth of Angelina River.

Missouri River.

Missouri River, South Dakota, with a view to bank protection at and in the vicinity of Vermillion, and with a view of ascertaining the location of practicable sites in South Dakota for the construction of dams which would prevent erosion and be in the interests of navigation, including consideration of any proposition for cooperation on the part of local interests.

Monongahela River, Pennsylvania.

Monongahela River, Pa.

Illinois River, Illinois, from Ottawa to Utica.

Illinois River.

The Miami and Erie Canal, Ohio, including a branch canal connecting the Miami and Erie Canal with Lake Michigan, and such other routes between Lake Erie and the Ohio River as may be considered practicable by the Chief of Engineers, with a view to securing a channel twelve feet in depth with suitable widths, or such other dimensions as may be considered practicable, including any recommendation for cooperation on the part of local interests.

Canal between Lake Erie and Ohio River, etc.

Lorain Harbor, Ohio, with a view to the extension of the east breakwater and enlarging and deepening the harbor area.

Lake Erie harbors, etc.

Cleveland Harbor, Ohio, with a view to improving and maintaining the channel in the Cuyahoga River and Old River, including consideration of any proposition for cooperation on the part of local interests.

Black Rock Channel, New York.

Tonawanda Harbor and Tonawanda Creek, New York.

Such routes between the Great Lakes and the Hudson River as may be considered practical by the Chief of Engineers, with a view to securing a waterway admitting ocean-going vessels to the Great Lakes.

Great Lakes waterway.

Lake Tahoe, California and Nevada.

California and Nevada.

Los Angeles and Long Beach Harbors, California.

	Noyo River, California, including an entrance channel across the bar at the mouth.
Oregon.	Morro Bay, California, including an entrance channel. Coquille River, Oregon, from Myrtle Point to Coquille. Yaquina River, Oregon, from Newport to Toledo.
Idaho.	Salmon River, Idaho, up to Salmon.
Washington.	Cowlitz River, Washington, from the mouth to Ostrander. City Waterway, Tacoma Harbor, Washington. Waterway connecting the waters of Puget Sound with Grays Harbor with a view to securing a channel suitable for navigation.
Honolulu.	Honolulu Harbor, Hawaii.
Federal railroad, etc., control.	SEC. 7. That the Act entitled "An Act to provide for the operation of transportation systems while under Federal control, for the just compensation of their owners, and for other purposes," approved March 21, 1918, be, and the same hereby is, amended by adding at the end of section 6 thereof the following:
Use of water carrier facilities.	"No provision of this Act shall be construed to prevent the routing of freight by a shipper or consignee over any inland canal or coastwise waterway, or a part way over such waterway and a part way by rail. In case the shipper or consignee shall so route the freight, no provision of this Act shall be construed as giving power to change the routing."
Ante, p. 455, amended.	SEC. 8. That no part of the funds herein or hereafter appropriated for works of river and harbor improvement shall be used to pay for any work done by private contract if the contract price is more than 25 per centum in excess of the estimated cost of doing the work by Government plant: <i>Provided</i> , That in estimating the cost of doing the work by Government plant, including the cost of labor and materials, there shall also be taken into account proper charges for depreciation of plant and all supervising and overhead expenses and interest on the capital invested in the Government plant, but the rate of interest shall not exceed the maximum prevailing rate being paid by the United States on current issues of bonds or other evidences of indebtedness.
Shippers may route freight by inland canal, etc.	SEC. 9. 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 what further improvement of the Saint Lawrence River between Montreal and Lake Ontario is necessary to make the same navigable for ocean-going vessels, together with the estimated cost thereof, and report to the Government of 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.
Restriction on private contract work.	SEC. 10. That the Secretary of War is hereby authorized to ascertain whether any of the contracts for work on river and harbor improvements entered into but not completed prior to April 6, 1917, the date of the entrance of the United States into war with Germany, have become inequitable and unjust on account of increased cost of materials, labor, and other unforeseen conditions arising out of the war; and to ascertain and report what amounts, if any, in addition to those fixed by the terms of said contracts, should in justice and equity be paid to contractors, for work performed between April 6, 1917, and July 18, 1918, the date of the approval of an Act entitled "An Act making appropriations for the construction, repair, and preservation of certain public works on rivers and harbors, and for other purposes," on account of the increased cost of labor and materials and other unforeseen conditions arising out of the war during that period: <i>Provided</i> , That in every case the amount so ascertained shall not exceed the actual loss sustained by the contractor in performing
Proviso.	
Computation of cost by Government plants.	
Saint Lawrence River.	
Report on improving, for ocean-going vessels, Montreal to Lake Ontario.	
Vol. 38, p. 2448.	
Cooperation, etc.	
Contracts not completed prior to April 6, 1917.	
Increased cost for materials, etc., to be ascertained.	
Additional amounts equitably due for work to July 18, 1918.	
Ante, p. 255.	
Provisos.	
Not to exceed actual loss.	

the work between the said dates: *Provided further*, That when such amount shall have been ascertained, the Secretary of War shall transmit to Congress for consideration a statement or statements of all findings or determinations rendered by authority of this section, the amounts thereof, the names of contractors, and dates of contracts.

Detailed statement to Congress.

Approved, March 2, 1919.

CHAP. 96.—An Act To amend an Act to provide for the appointment of a commission to standardize screw threads.

March 3, 1919.
[H. R. 15495.]

[Public, No. 324.]

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled, That the Act providing for the appointment of a commission to standardize screw threads, approved July eighteenth, nineteen hundred and eighteen, be, and the same is hereby, amended so that it will read:

Screw threads standardization.
Ante, p. 912, amended.

“That a commission is hereby created, to be known as the Commission for the Standardization of Screw Threads, hereinafter referred to as the commission, which shall be composed of nine commissioners, one of whom shall be the Director of the Bureau of Standards, who shall be chairman of the commission; two representatives of the Army, to be appointed by the Secretary of War; two representatives of the Navy, to be appointed by the Secretary of the Navy; and four to be appointed by the Secretary of Commerce, two of whom shall be chosen from nominations made by the American Society of Mechanical Engineers and two from nominations made by the Society of Automotive Engineers.

Commission created. Composition.

“SEC. 2. That it shall be the duty of said commission to ascertain and establish standards for screw threads, which shall be submitted to the Secretary of War, the Secretary of the Navy, and the Secretary of Commerce for their acceptance and approval. Such standards, when thus accepted and approved, shall be adopted and used in the several manufacturing plants under the control of the War and Navy Departments, and, so far as practicable, in all specifications for screw threads in proposals for manufactured articles, parts, or materials to be used under the direction of these departments.

Adoption of standard.

“SEC. 3. That the Secretary of Commerce shall promulgate such standards for use by the public and cause the same to be published as a public document.

Use required for Army and Navy plants, etc.

“SEC. 4. That the commission shall serve without compensation, but nothing herein shall be held to affect the pay of the commissioners appointed from the Army and Navy or of the Director of the Bureau of Standards.

Publication officially.

“SEC. 5. That the commission may adopt rules and regulations in regard to its procedure and the conduct of its business.

Service without pay.

“SEC. 6. That the commission shall cease and terminate at the end of one year and six months from the date of its original appointment.”

Procedure.

Termination extended.

Approved, March 3, 1919.

CHAP. 97.—An Act To provide for the fourteenth and subsequent decennial censuses.

March 3, 1919.
[H. R. 11984.]

[Public, No. 325.]

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled, That a census of the population, agriculture, manufactures, forestry and forest products, and mines and quarries of the United States shall be taken by the Director of the Census in the year nineteen hundred and twenty and every ten years thereafter. The census herein provided for shall include each State, the District of Columbia, Alaska, Hawaii, and Porto Rico.

Fourteenth Census. Provisions for taking.

Territory included.