

\$1,000, to be paid on the order of the court, notwithstanding section seventeen hundred and sixty-five of the Revised Statutes or section three of the Act of June twentieth, eighteen hundred and seventy-four.

For pay of a custodian of the building occupied by the Court of Claims, \$500, to be paid on the order of the court, notwithstanding section seventeen hundred and sixty-five of the Revised Statutes or section three of the Act of June twentieth, eighteen hundred and seventy-four.

Custodian.
R. S., sec.1765, p.314.
Vol. 18, p. 100.

SEC. 2. That the pay of telephone-switchboard operators, assistant messengers, firemen, watchmen, laborers, and charwomen provided for in this Act, except those employed in mints and assay offices, unless otherwise specially stated, shall be as follows: For telephone-switchboard operators, assistant messengers, firemen, and watchmen, at the rate of \$720 per annum each; for laborers, at the rate of \$660 per annum each; assistant telephone-switchboard operators, at the rate of \$600 each, and for charwomen, at the rate of \$240 per annum each.

Pay of switchboard operators, assistant messengers, laborers, etc., rated.

SEC. 3. That the appropriations herein made for the officers, clerks, and persons employed in the public service shall not be available for the compensation of any persons incapacitated otherwise than temporarily for performing such service.

No pay for permanently incapacitated persons.

SEC. 4. That no part of any money appropriated by this Act shall be used during the fiscal year nineteen hundred and sixteen for the purchase of any typewriting machine at a price in excess of the lowest price paid by the Government of the United States for the same make and model of machine during the period of the fiscal years nineteen hundred and thirteen and nineteen hundred and fourteen; such price shall include the value of any typewriting machine or machines given in exchange, but shall not apply to special prices granted on typewriting machines used in schools of the District of Columbia or of the Indian Service, the lowest of which special prices paid for typewriting machines shall not be exceeded in future purchases for such schools.

Typewriting machines.
Restriction on prices to be paid for.

Exceptions.

SEC. 5. That hereafter subscriptions to periodicals, which have been certified in writing by the respective heads of the executive departments or other Government establishments to be required for official use, may be paid in advance from appropriations available therefor.

Subscriptions to periodicals in advance allowed.

SEC. 6. The officers and employees of the United States whose salaries are herein appropriated for are established and shall continue from year to year to the extent they shall be appropriated for by Congress.

Salaries rated as herein provided for.

Approved, March 4, 1915.

CHAP. 142.—An Act Making appropriations for the construction, repair, and preservation of certain public works on rivers and harbors, and for other purposes.

March 4, 1915.
[H. R. 20189.]

[Public, No. 291.]

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled, That the sum of \$25,000,000 be, and the same hereby is, appropriated, out of any moneys 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 preservation and maintenance of existing river and harbor works, and for the prosecution of such projects heretofore authorized as may be most desirable in the interests of commerce and navigation, and most economical and advantageous in the execution of the work: *Provided*, That allotments from the amount hereby appropriated shall be made by the Secretary of War upon the recommendation of the Chief of

River and harbor works.
Appropriation for preservation, construction, etc.

Provisos.
Allotments.

For Mississippi River. Engineers: *Provided further*, That allotments for the Mississippi River from the Head of Passes to the mouth of the Ohio River shall be expended under the direction of the Secretary of War in accordance with the plans, specifications, and recommendations of the Mississippi River Commission as approved by the Chief of Engineers: *And provided further*, That at the beginning of the next session of Congress a special report shall be made to Congress by the Secretary of War showing the amount allotted under this appropriation to each work of improvement.

Special report to be made.

Transfer of funds.

The Secretary of War may, upon the recommendation of the Chief of Engineers, transfer funds heretofore appropriated or authorized for any river or harbor improvement and which will probably not be required for that improvement prior to June thirtieth, nineteen hundred and sixteen, to any other river or harbor improvement for which funds may be needed prior to June thirtieth, nineteen hundred and sixteen: *Provided*, That the funds so transferred shall be subject to the same limitation as that imposed upon the original \$25,000,000, namely, to be expended only for the preservation and maintenance of existing river and harbor works, and for the prosecution of such projects heretofore authorized as may be most desirable in the interests of commerce and navigation, and most economical and advantageous in the execution of the work: *And provided further*, That the funds so transferred shall as far as practicable be limited to projects in the same or adjacent districts, and shall be limited to an aggregate of \$5,000,000.

Proviso.
Restricted to preservation, etc.

Limitations.

Projects modified.

SEC. 2. That the following modifications are authorized in projects heretofore adopted, to wit:

Malden River, Mass.
Vol. 37, p. 201.

Malden River, Massachusetts: The funds now on hand and available for completing the plan of improvement authorized by the river and harbor Act approved July twenty-fifth, nineteen hundred and twelve, are hereby made available for any modified plan of improvement which may be recommended by the Chief of Engineers and approved by the Secretary of War: *Provided*, That any increase in cost involved in the execution of said modified plan shall be paid for by local interests and involve no further appropriation by the United States for the prosecution or completion of said improvement; that the riparian owners shall give proper permits to dump spoil on their lands and shall release the United States from all claims for damages by settling or caving of banks into the dredged channel; and that the State shall lower the obstructing sewer and pledge itself to maintain the new channel depth.

Proviso.
Local interests to pay for increase, etc.

Newport, R. I.
Dredging.
Vol. 34, p. 1075.

Harbor at Newport, Rhode Island: The unexpended balance of appropriations made and authorized by the river and harbor Act approved March second, nineteen hundred and seven, for dredging to depths of thirteen and eighteen feet, is hereby made available for completing the work of dredging to a depth of eighteen feet authorized by the river and harbor Act approved June twenty-fifth, nineteen hundred and ten.

Vol. 36, p. 632.

Providence River and Harbor, R. I.
Requirement for work by State, etc., modified.
Vol. 37, P. 802, amended.

Providence River and Harbor, Rhode Island: That the second proviso in the paragraph of the river and harbor Act approved March fourth, nineteen hundred and thirteen, providing for the improvement of Providence River and Harbor, Rhode Island, be modified in accordance with recommendation in the report in Rivers and Harbors Committee Document Numbered Nine, Sixty-third Congress, second session, to read as follows: "*Provided further*, That no work in the harbor proper north of Fields Point shall be done until the Secretary of War is satisfied that the State and the city have completed their proposed expenditures in the combined Providence and Pawtucket Harbors up to at least \$2,000,000 for public

terminals or other permanent public harbor improvements, or shall have given to the Secretary of War assurance satisfactory to him that the expenditure of the \$2,000,000 aforesaid will be completed within a time satisfactory to him and not later than three years from the passage of this amendment."

Hudson River Channel, New York Harbor, New York: Of the amount heretofore appropriated or authorized the unused balance of the estimate for removing the shoal off Hamburg Avenue, Hoboken, to a depth of forty feet may be applied so such further dredging to that depth as may be required for the safe maneuvering of the deep-draft vessels using that part of the harbor.

Harbor at New York: So much as may be necessary of any appropriation or apportionment made for specific portions of New York Harbor and its immediate tributaries may be allotted by the Secretary of War for the maintenance of these waterways by the collection and removal of drift.

Harlem River, New York: The Secretary of War is authorized and directed to cede to the State of New York all the lands heretofore acquired by the United States in the bed of that part of the Harlem River lying outside of the channel lines proposed for the Harlem River improvement in project numbered three, printed in House Document Numbered Five hundred and fifty-seven, Sixty-second Congress, second session, to a new bulkhead line to be established by the Secretary of War along the lines of said channel according to the project: *Provided*, That the cession hereby authorized and made shall take effect only upon the cession to the United States by the State of New York of the land and land under water with any improvements thereon lying between the channel lines proposed in said project: *Provided further*, That possession of the land hereby authorized to be ceded by the United States to the State of New York shall not be surrendered to said State until and only when the Chief of Engineers of the United States Army shall have certified that the new channel is open for navigation and that the land ceded is no longer necessary for the right of way of the Harlem River Ship Canal.

Saint Jones River, Delaware: The provisos attached to the items making appropriation for the improvement of Saint Jones River, Delaware, in the river and harbor Acts of June twenty-fifth, nineteen hundred and ten, and February twenty-seventh, nineteen hundred and eleven, are hereby modified to read as follows: *Provided*, That no part of said amount shall be expended for the excavation of any cut-off until a satisfactory title to the land required for that cut-off shall have been transferred to the United States, free of cost, and the United States shall have been released from all claims for damages arising from the proposed diversion of the stream.

Inland waterway between Rehoboth Bay and Delaware Bay, Delaware: The Secretary of War is hereby authorized to secure the condemnation of a right of way through the tracks of The Delaware, Maryland, and Virginia Railroad Company for said inland waterway where the line of said waterway intersects said railroad tracks, and any funds appropriated or allotted for improving said waterway are hereby made available for paying the award that may be made in said proceedings.

Pascagoula Harbor, Mississippi: The paragraph in the river and harbor Act, approved March fourth, nineteen hundred and thirteen, providing for the improvement of harbor at Pascagoula, Mississippi, is hereby amended to read as follows: "Pascagoula Harbor, Mississippi: For maintenance of improvement of channel at the mouths of Pascagoula and Dog Rivers, and improving channel through Horn Island Pass, Mississippi Sound, Pascagoula River, and Dog River, in accordance with the recommendation of the Chief of Engineers and

New York Harbor.
Hudson River channel at Hoboken, N. J.
Vol. 37, p. 804.
Anze, p. 637.

Collection of drift,
etc.

Harlem River, N. Y.
Former bed of, ceded to New York State.

Provisos.
Land in exchange.

Effectual when new channel opened.

Saint Jones River,
Del.
Vol. 36, pp. 638, 937.

No excavation until title transferred, etc.

Waterway, Rehoboth and Delaware Bays.
Right of way through railroad tracks.

Pascagoula Harbor,
Miss.
Vol. 37, p. 811,
amended.
Extending channel to the Gulf.

the Board of Engineers for Rivers and Harbors in report dated February tenth, nineteen hundred and fourteen, and printed in Rivers and Harbors Committee Document Numbered Twelve, Sixty-third Congress, second session, \$110,000: *Provided*, That local interests shall furnish space for public wharves, both at Moss Point and at Pascagoula, eight hundred feet in length and of such width as may be satisfactory to the Secretary of War."

Proviso.
Public wharves by local interests required.

Sabine-Neches Canal, Tex.
Vol. 36, p. 943.

Channels to be maintained by local interests.

The Sabine-Neches Canal, Texas, from the Port Arthur Ship Canal to the mouth of Sabine River, the Neches River up to the town of Beaumont, and the Sabine River up to the town of Orange, as provided for in the river and harbor Act of February twenty-seventh, nineteen hundred and eleven:

That the channels which the Beaumont Navigation District, or other local interests, and the Orange Navigation District, or other local interests, are required, by the aforesaid Act, to maintain for a term of three years free of cost to the United States are hereby defined as, respectively, the channel from the mouth of the Neches River up to Beaumont, Texas, and the channel from the mouth of the Neches River up to Orange, Texas: *Provided*, That nothing herein shall be construed as relieving said Beaumont Navigation District of its obligation to provide for the operation and maintenance of the guard lock without cost to the United States as required by said river and harbor Act of February twenty-seventh, nineteen hundred and eleven.

Proviso.
Operation of guard lock.

Cumberland River, Tenn.
Open-channel work above Nashville.

Cumberland River above Nashville, Tennessee: The balances remaining unexpended from the appropriations made for the construction of locks and dams heretofore authorized, and no longer needed for said purpose, are hereby made available for maintenance of improvement by open-channel work on that part of the river above Nashville.

Saint Mary's River, Mich.
Tailrace of power plant.

Saint Marys River at the falls, Michigan: That so much as may be necessary of the unexpended balance of appropriations heretofore made for the construction of the new third lock may, in the discretion of the Secretary of War, be applied to the deepening and enlargement of the tailrace of the United States power plant, in order to increase the capacity of said plant.

Mississippi River headwaters.
Canal. Lakes Winnibigoshish and Leech, abolished.
Vol. 36, pp. 639, 949.

Reservoirs at the headwaters of the Mississippi River: That the provisions in the river and harbor Acts of June twenty-fifth, nineteen hundred and ten, and February twenty-seventh, nineteen hundred and eleven, authorizing and making appropriations for the construction of a canal between Lake Winnibigoshish and Leech Lake, are hereby repealed.

Swinomish Slough, Wash.
Dikes by local interests authorized.

Swinomish Slough, Washington: That for the purpose of aiding in the improvement and maintenance of the channel across Padilla Bay, and securing the cooperation of local interests therein, the Secretary of War may authorize said local interests to construct a system of dikes and dredge along the said channel, and in connection therewith to close the adjacent streams known as Indian Slough and Telegraph Slough, all in accordance with such plans as may be approved by him on the recommendation of the Chief of Engineers: *Provided*, That no expense shall be incurred by the United States on account of said improvement.

Proviso.
No public expense.

Allotment of consolidated works.

SEC. 3. That where separate works or items are consolidated in this or subsequent river and harbor Acts and an aggregate amount is appropriated therefor, any balances remaining to the credit of the separate works or items may be transferred to the credit of the corresponding aggregate amounts appropriated for the consolidated items, and the amounts appropriated or transferred shall, unless otherwise expressed, be expended in securing 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 consolidated shall be made by the Secretary of War upon recommendations by the Chief of Engineers. In case such works or items are consolidated and separate amounts are given with each project, the amounts so named shall be expended upon such separate projects unless, in the discretion of the Secretary of War, another allotment or division should be made of the same. 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.

Balances carried to authorized works.

SEC. 4. That the Secretary of War is hereby authorized to receive from private parties such funds as may be contributed by them to be expended in connection with funds appropriated by the United States for any authorized work of public improvement of rivers and harbors whenever such work and expenditure may be considered by the Chief of Engineers as advantageous to the interests of navigation: *Provided*, That when contributions heretofore or hereafter made by local interests for river and harbor improvements, in accordance with specific requirements or under general authority of Congress, are in excess of the actual cost of the work contemplated and properly chargeable to such contributions, such excess contributions may, with the approval of the Secretary of War, be returned to the proper representatives of the contributing interests, unless the provision of law under which the contribution is made requires that the entire contribution be retained by the United States.

Contributions in furtherance of projects authorized.

Proviso.
Return of contributions in excess of cost.

SEC. 5. That in the preparation of projects under this and subsequent river and harbor Acts, unless otherwise expressed, the channel depths referred to shall be understood to signify the depth at mean low water in tidal waters tributary to the Atlantic and Gulf coasts and at mean lower low water in tidal waters tributary to the Pacific coast and the mean depth for a continuous period of fifteen days of the lowest water in the navigation season of any year in rivers and nontidal channels, and the channel dimensions specified shall be understood to admit of such increase at the entrances, bends, sidings, and turning places as may be necessary to allow of the free movement of boats.

Channel depths and dimensions defined.

SEC. 6. That the Act of Congress approved March fourth, nineteen hundred and nine, providing that all tugboats using the Potomac River, where the same is spanned by the new railway and new highway bridges, be equipped with devices for lowering their smokestacks, is hereby amended to include "power boats," meaning any boat, vessel, or craft propelled by machinery, whether the machinery be only principal or auxiliary power of propulsion; and the provisions and requirements of the said Act are hereby made applicable to "power boats" as herein defined.

Potomac River, D.C.
Requirement for lowering smokestacks extended to power boats passing bridges.
Vol. 35, p. 1066, amended.

SEC. 7. That the Secretary of War is hereby authorized, empowered, and directed to define and establish anchorage grounds for vessels in all harbors, rivers, bays, and other navigable waters of the United States whenever it is manifest to the said Secretary that the maritime or commercial interests of the United States require such anchorage grounds for safe navigation and the establishment of such anchorage grounds shall have been recommended by the Chief of Engineers, and to adopt suitable rules and regulations in relation thereto; and such rules and regulations shall be enforced by the Revenue-Cutter Service under the direction of the Secretary of the Treasury: *Provided*, That at ports or places where there is no revenue cutter available such rules and regulations may be enforced by the Chief of Engineers under the direction of the Secretary of War. In the event of the violation of any such rules and regulations by the owner, master, or person in charge of any vessel, such owner, master,

Anchorage grounds.
Definition of, in navigable waters by Secretary of War.

Enforcement of rules, etc.

Proviso.
By Chief of Engineers.

Penalty for violating rules.

or person in charge of such vessel shall be liable to a penalty of \$100; and the said vessel may be holden for the payment of such penalty, and may be seized and proceeded against summarily by libel for the recovery of the same in any United States district court for the district within which such vessel may be and in the name of the officer designated by the Secretary of War.

River and harbor surveys, etc.
Vol. 37, pp. 232, 827, amended.

SEC. 8. That section five of the river and harbor Act approved July twenty-fifth, nineteen hundred and twelve, as amended by the river and harbor Act approved March fourth, nineteen hundred and thirteen, be, and the same is hereby, amended so as to read as follows:

Compilation of river and harbor appropriations, etc., directed.

"SEC. 5. That the Secretary of War is authorized and directed to have prepared and transmitted to Congress at the earliest practicable date a compilation of preliminary examinations, surveys, projects, and appropriations for works of river and harbor improvement similar in general form and subject matter to that which was prepared in accordance with section thirteen of the river and harbor Act approved June thirteenth, nineteen hundred and two, and printed in House Document Numbered Four hundred and twenty-one, Fifty-seventh Congress, second 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 the end of the Sixty-third Congress."

Vol. 32, p. 375.

Proviso.
Extended to end of 63d Congress.

Bayou Lafourche.
Time for removing dam, etc., extended.
Vol. 32, p. 378.
Post, p. 1059.

SEC. 9. That the limit of time fixed by the river and harbor Act of June thirteenth, nineteen hundred and two, for the removal of a temporary dam and the construction of a lock in Bayou Lafourche, Louisiana, by the Atchafalaya Basin and Lafourche Basin Levee Boards of the State of Louisiana, is hereby extended to July first, nineteen hundred and seventeen.

Motor boats, etc.
Restriction on purchase, etc., not applicable to river and harbor work.
Ante, p. 508.

SEC. 10. That the provisions of section five of the legislative, executive, and judicial appropriation Act approved July sixteenth, nineteen hundred and fourteen, shall not be construed as applying to the purchase, maintenance, and repair of motor boats, trucks, and other vehicles needed in carrying out the various projects adopted by Congress for the improvement, preservation, and protection of rivers and harbors.

Mississippi River levees, etc.
Amounts contributed for construction, etc., by localities benefited to be reported.

SEC. 11. That the Mississippi River Commission shall ascertain and report as far as possible what amounts have been contributed or are now being contributed by districts or localities on the Mississippi River benefited by the construction of levees or other improvements, the amount of bonds issued by such localities, the amount of bonds outstanding, the taxable value of the lands and other property within the levee and other districts issuing bonds; also whether there are any such districts or localities upon said river or near to it in a situation to be benefited by the improvement of said river, which are making no contributions toward the improvement thereof.

Waterway from Lockport, Ill., to Mississippi River.
Authority for project repealed.
Vol. 36, p. 659.

SEC. 12. That the provision in the river and harbor Act of June twenty-fifth, nineteen hundred and ten, as given in volume two of the *Compilation of Laws relating to the Improvement of Rivers and Harbors*, published in nineteen hundred and thirteen, pages fourteen hundred and twenty, fourteen hundred and twenty-one, and beginning with the words "For the construction of the waterway from Rockport, Illinois, by way of the Desplaines and Illinois Rivers, to the mouth of said Illinois River, \$1,000,000," and ending with the words "reports herein called for, shall be submitted to the Chief of Engineers not later than November first, nineteen hundred and ten, reviewed by the Board of Engineers for Rivers and Harbors, and submitted to Congress not later than the first Monday in December, nineteen hundred and ten," be, and the same is hereby, repealed, and the amount remaining unexpended thereon shall be covered back into the Treasury.

SEC. 13. That Swan Creek, a stream lying within the limits of the city of Toledo, State of Ohio, is hereby declared to be not a navigable waterway of the United States within the meaning of the laws enacted by Congress for the preservation and protection of such waterways, and the consent of Congress is hereby given for the filling in of said creek by the local authorities.

Swan Creek, Toledo, Ohio, declared not a navigable water.

SEC. 14. That the following projects now under improvement shall be reexamined, in accordance with the law for the original examination of rivers and harbors, with a view to obtaining reports whether the adopted projects shall be modified or the improvement abandoned:

Projects to be reexamined, etc.

Inland Waterway from Norfolk to Beaufort Inlet, North Carolina.

Coosa River, Georgia and Alabama.

St. Lucie Inlet, Florida.

Brazos River, Texas, from Old Washington to Waco.

Red River, Louisiana, Arkansas, Texas, and Oklahoma.

Ouachita River, Arkansas and Louisiana.

Arkansas River, Arkansas and Oklahoma.

Tennessee River, Tennessee, Alabama, and Kentucky.

Fox River, Wisconsin.

Missouri River, Missouri, mouth to Kansas City.

And the Chief of Engineers is directed to make a report upon any other projects, river or harbor, the further improvement of which under present conditions is undesirable, or in which modifications of the plans or projects should be made.

Reports on other projects.

SEC. 15. The Secretary of War is hereby authorized and directed to cause preliminary examinations and surveys to be made at the following-named localities, and a sufficient sum to pay the cost thereof, as well as those included in section fourteen, may be allotted from the amount provided in this Act: *Provided*, That allotments of such amounts as may be necessary may be made toward the completion of examinations and surveys heretofore authorized and for such other contingent expenses as are usually paid from the appropriation for "Examinations, surveys, and contingencies," to wit:

Preliminary examinations, etc., to be made.

Proviso.
Allotment of costs.

Youghiogheny River, up to West Newton.

Youghiogheny River, Pa. Maine.

Jonesport Harbor, Maine, including Moosabec Bar.

Monhegan Harbor, Maine.

Mouth of Cape Neddick River, York, Maine.

York Harbor, Maine.

Machias River, Maine.

South Bristol Harbor, Maine.

Isle au Haut Harbor, Maine.

Hendricks Harbor, Maine.

Portland Harbor, Maine, including the obstruction known as Witch Rock.

Gotts Island Channel, Maine.

Belfast Harbor, Maine.

Indian Creek, Vinal Haven, Maine.

Portsmouth Harbor, New Hampshire.

Merrimac River, from Lowell, Massachusetts, to Manchester, New Hampshire.

New Hampshire. Massachusetts.

Lynn Harbor, Massachusetts.

Mystic River, Massachusetts, from the mouth of Island End River to Woburn, or as far as practicable.

Mystic River, Massachusetts, below the Island End River, with a view to widening the channel.

Onset Bay, Massachusetts, for the deepening and widening of the existing channel from Onset to the vicinity of Wickets Island, for the construction of an anchorage basin in Onset Bay, and for the construction of a channel between Wickets Island and Onset Island to the Cape Cod Canal channel above Monument Beach.

Manchester Harbor, Massachusetts, with a view to straightening the channel by the removal of Bow Bell Ledge.

Dorchester Bay and Neponset River, Massachusetts, up to the Neponset Highway Bridge.

Rhode Island.

Wickford Harbor, Rhode Island.

Point Judith Pond, Rhode Island, from Point Judith Harbor of Refuge to Wakefield.

Connecticut.

Thames River, Connecticut, with a view of providing a twenty-foot channel between New London Harbor and the city of Norwich.

Shetucket and Quinebaug Rivers, Connecticut, and French River, Connecticut and Massachusetts, with a view to securing slack-water navigation between Norwich, Connecticut, and Worcester, Massachusetts.

Niantic Bay, Connecticut, with a view of making it a harbor of refuge.

Tuxis Island, Connecticut, with a view to the construction of a suitable harbor of refuge.

Quinnipiac River, New Haven Harbor, Connecticut.

Mill River, New Haven Harbor, Connecticut, up to Grand Avenue Bridge.

Morris Cove, New Haven Harbor, Connecticut, with a view to the construction of a harbor of refuge.

Mianus River, Connecticut.

Mystic River, Connecticut.

Sebethe River, Connecticut, from its mouth to a point at or near the city of Bristol, Connecticut, and canal from a suitable point on the Sebethe River to New Britain, Connecticut.

East Branch of the Yantic River, Connecticut, from its junction with the Thames River to some point about two thousand five hundred feet northerly to provide a channel of fourteen feet in depth, to include this part of the Yantic River in the Thames River project, and to provide for the closing of the West Branch of the Yantic River.

Housatonic River, Connecticut, to head of navigation with a view to securing a channel twenty feet deep.

Connecticut River, from Hartford, Connecticut, to Long Island Sound.

New Haven Harbor, Connecticut, with a view to cooperation with local interests for further development.

Farmington River, Connecticut, with a view to the removal of the bar at its mouth.

Branford Harbor, Connecticut.

Harbor of refuge at Duck Island, Connecticut.

New York.

North shore of Long Island, New York, between Huntington Harbor and Plum Gut, with a view to the construction of a harbor of refuge.

Hempstead Harbor, New York.

Mamaroneck Harbor, New York.

Ogdensburg Harbor, New York, with a view to removing the point in the bend of the channel at the inner end of the upper entrance channel, opposite the mouth of the Oswegatchie River, and widening the channel.

Hudson River, New York, from its mouth to Hudson, with a view to securing a depth of thirty feet, and a harbor at Hudson of the same depth.

Hudson River, New York, from Hudson to the dam at Troy, with a view to securing a depth of twenty-seven feet, with suitable width.

Hudson River at Troy, New York, with a view to the removal of Adams Island.

New York Harbor, New York, between Staten Island and Hoffmans Island.

New York Harbor, New York, with a view to the removal of Craven Shoal.

New York Harbor, New York, with a view to removing the shoal in Gowanus Bay to a depth uniform with Bayridge Channel.

Pugsley Creek, New York.

Rouse Point Harbor, Lake Champlain, New York.

Buffalo Harbor, New York, with a view to securing a width of four hundred feet in the inner harbor entrance channel, including consideration of any proposition for cooperation on the part of local interests.

Oswego Harbor, New York.

Harbor of New Rochelle and Echo Bay, New York.

New York and New Jersey Channels, with a view to securing a ship channel of increased width and depth necessary for the purposes of commerce from lower New York Bay, through Raritan Bay, Arthur Kill, Staten Island Sound, channel north of Shooters Island, and Kill Van Kull, to upper New York Bay.

Newark Bay, New Jersey.

New Jersey.

Shrewsbury River, New Jersey, with a view to constructing works to prevent the sea from breaking through and destroying the navigable channel, including consideration of any proposition for cooperation on the part of local or State interests.

Delaware River, from mouth of Cooper River to Fishers Point Dike on the New Jersey shore, including consideration of any proposition for cooperation on the part of local interests.

West Creek, New Jersey.

Adams Creek, New Jersey.

Forked River, New Jersey.

Dividing Creek, New Jersey.

Pensauken Creek, New Jersey.

Pennsylvania.

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

Crum River, Pennsylvania.

North Branch of the Susquehanna River, Pennsylvania and New York, including flood-prevention and consideration of any proposition for cooperation on the part of local or State interests.

Schuylkill River, from the Delaware River to South Street Bridge, with a view to dredging to a depth of thirty-five feet, including consideration of any proposition for cooperation on the part of local or State interests.

Maryland.

Baltimore Harbor, Maryland, and approaches thereto.

Patapsco River, Maryland, from Spring Garden Channel southwesterly to Elkridge Landing.

Smith Creek, Maryland.

Nanjemoy Creek, Maryland.

Knapp Narrows, Maryland, with a view to securing a deeper channel between Tilghman Island and the mainland.

Piscataway Creek, Prince Georges County, Maryland, and entrance thereto.

Pagan River and Jones Creek, a tributary thereof, Virginia.

Virginia.

Little Wicomico River, Virginia.

From small-boat harbor at Newport News, Virginia, to York River, with a view to connecting by canals New Market Creek, Back River, and Poquoson River with York River, in order to provide a safe inland passage for small boats between Newport News and York River.

Mosquito Creek, Virginia.

Hoods Creek, North Carolina.

North Carolina.

Cape Fear River, North Carolina, with a view to securing an increased depth from Wilmington to the sea.

Neuse River, North Carolina, between Goldsboro and Newbern.

White Oak River, North Carolina, from its mouth to the head of navigation at or near Maysville.

Upper Pasquotank River, North Carolina, from Turners Cut up to the head of navigation at Lebanon Road, or as far as may be practicable.

Shalotte River, North Carolina, with a view to an extension of the improvement to the town of Shallotte.

South Carolina.

Ashley River, South Carolina.

South Fork of Edisto River, South Carolina, to a point opposite the city of Springfield.

Georgia.

Cut between Baileys Cut of the Satilla River and the head of Dover Creek, Georgia.

Ogeechee River, Georgia, with a view to its improvement in connection with the inland waterway from Savannah, Georgia, and Fernandina, Florida.

Sapelo River, Georgia, to public road near Eulonia.

Brier Creek, Georgia, from its mouth to a point opposite Waynesboro, in Burke County.

White Chimney River, Georgia, to a point called "The Neck."

Julington River, Georgia, to a point at Lows Bluff.

North Sapelo River, Georgia.

Savannah Harbor, Georgia.

Savannah River at Augusta, Georgia, between the upper lines of the city limits of the city of Augusta and the mouth of Butlers Creek, for the purpose of ascertaining the effect upon navigation of the river of the flood-protection work now being constructed and maintained by local authorities, and to further ascertain the probable cost and value of the extension of such work over such territory.

Flint River, Georgia, from its mouth to Albany.

Coosa River, Georgia and Alabama, from Rome to the first lock below Gadsden.

Florida.

Chattahoochee River, Georgia and Alabama.

Miakka River, Florida.

Anclote River, Florida, from the county bridge to the head of navigation.

Fisheating Creek, Florida.

West Pass, Apalachicola, Florida.

Saint Andrews Bay, Florida, with a view to removing shoals in the north arm.

Silver Springs to Ocala, Florida, with the view of constructing a canal.

Estero River, Florida.

The Secretary of War is authorized to appoint a board of three officers of the Engineer Corps of the United States Army to examine and appraise the value of the work and franchises of the East Coast Canal from the Saint Johns River to Key West, Florida, with reference to the desirability of purchasing said canal by the United States and the construction over the route of the said canal of a free and open waterway, having a depth and capacity sufficient for inland navigation. Said board, to the extent that the same can be done from surveys heretofore made under the direction of the War Department, shall also examine and investigate the feasibility for the purpose of such a waterway, of any parallel route between said points. The said board shall make a report of its work, together with its conclusions upon the probable cost and commercial advantages and military and naval uses of said route or routes, to the Secretary of War, who shall transmit the same to Congress as soon as practicable.

Alabama.

Bayou La Batre, Alabama, with a view to securing a channel connecting Bayou La Batre and Pass aux Herons of suitable depth and width.

Chickasahay River, Mississippi, from its mouth to Shubuta.
Channel to the Back Bay of Biloxi, Biloxi, Mississippi.

Mississippi.

Jordan River, Mississippi, and its navigable tributaries.

Roebuck Lake, Mississippi, from its outlet to Itta Bena, including consideration of any proposition for cooperation on the part of local or State interests.

Louisiana.

Barataria Bay, Louisiana, and connecting waters.

Shallow Bayou, Louisiana.

Bayou Plaquemine Brule, with a view to the extension of the improvement.

Bayou Foures, Cameron Parish, Louisiana.

Mermentau River, Louisiana.

Bayou Lafourche, Louisiana, for a lock at the head, with a view to ascertaining whether such lock, either in connection with a new dam or in connection with the dam built by the local levee boards in pursuance of authority contained in the river and harbor Act approved June thirteenth, nineteen hundred and two, is necessary for navigation on said bayou; and if so, what part of the cost, if any, should be borne by the United States.

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A*nt*e, p. 1054.

Cane River, Louisiana, from Grand Ecore to Colfax.

Little River and tributaries, Castor and Dugdemonia, from the mouth of Little River to Winnfield, Louisiana, on the Dugdemonia, and to Olla, Louisiana, on the Castor.

Bayous Courtableau, Boeuf, and Cocodrie, Louisiana.

Mermentau River, Louisiana, with a view to the removal of obstructions to navigation in and near the mouth.

Sabine-Neches Canal, Texas, with a view to revetting the north bank of the canal between Port Arthur, Texas, and Sabine Lake, such revetting work to be confined to the section of the bank within the city limits of Port Arthur.

Texas.

Port Arthur Ship Canal, Texas, with a view to making an entrance into Sabine Lake at or near the city of Port Arthur.

Caney and Live Oak Creeks, Texas, with a view to a connection with the inland waterway.

Harbor at Beaumont, Texas, with a view to the removal of island in the turning basin.

Austwell, Texas, to a connection with the inland waterway in San Antonio Bay.

Channel to Port Bolivar, Texas, with a view to the enlargement, extension, and protection of the turning basin.

Taylor Bayou, Texas, to Southern Pacific bridge.

Deep-water harbor at Port O'Connor, Texas.

Carankawa Bay and River, Texas, with a view to connection with the inland waterway.

Texas City Harbor, Texas, with a view to enlargement and protection.

Colorado River, Texas, from its mouth as far up as is practicable, with a view to removing the raft, including consideration of any proposition for cooperation on the part of local or other interests.

Harbor City, Texas, to a connection with the inland waterway.

Lake Charlotte, Texas.

Intracoastal waterway from the Arroyo Colorado to Point Isabel, Texas.

Galveston Harbor and Galveston Channel, Texas, with a view to obtaining a navigable depth of thirty-five feet.

Galveston and Sabine section of the Inland Waterway, Texas:

(1) A channel five feet deep and forty feet in bottom width from the Sabine River along the proposed route to East Bay Bayou; thence within the shoal line to northward of West Galveston Bay to Robinson Bayou, and thence via Robinsons Lake and Whites Lake to Upper Galveston Bay.

(2) The saving, if any, by the construction of a five-foot channel along this route in the ultimate cost of a nine-foot channel, should such nine-foot channel be adopted.

(3) The best and most economical route, as well as the one best adapted for the service of all commercial interests for such nine-foot channel, and whether or not the construction of such a nine-foot channel is now advisable.

The L'Anguille River, with a view of ascertaining whether locks and dams should be built to afford slack water navigation to Madison, on the Saint Francis River.

Arkansas.

The Saint Francis River, from Madison, Saint Francis County, to Saint Francis, in Clay County, Arkansas.

White River at Batesville, Arkansas, with a view to determining what improvements, if any, are necessary in the interest of navigation to prevent the further caving of Ferrill Island, and the danger from such caving that might injure or impede navigation.

Arkansas River at Bradens Bend, about seven miles above Fort Smith, Arkansas, with a view to determining what improvements, if any, are necessary in the interest of navigation to prevent the erosion of the south bank of said stream, and the danger from such erosion of changes in its bed that might injure or impede navigation.

Arkansas and Louisiana.

Ouachita River, Arkansas and Louisiana, with a view to excavating a channel from the slack-water pool above Dam Numbered Six to the town of Felsenthal.

Tennessee.

Hatchee River, Tennessee.

Tennessee River, between Browns Island and the railroad bridge, below the city of Florence.

Kentucky.

Pond River, Kentucky.

Mud Creek, Butler County, Kentucky.

South Fork of Kentucky River, Kentucky, with a view to constructing an additional lock and dam.

Ohio.

Ashtabula Harbor, Ohio.

Lorain Harbor, Ohio, with a view to preventing erosion of banks, if any, caused by the extension of the Government breakwaters on either side of the harbor.

Port Clinton Harbor, Ohio.

Ohio River tributaries.

Cheat River in Pennsylvania and West Virginia; Tygarts River, West Fork River, Kanawha River and its tributaries, all in West Virginia; Muskingum River and its tributaries, Scioto River and its tributaries, Miami River and its tributaries, all in the State of Ohio; Maumee River and its tributaries, Ohio and Indiana; Kankakee River, and the Wabash River and its tributaries, Illinois and Indiana, with a view to devising plans for flood protection and determining the extent to which the United States should cooperate with the States and other communities and interests in carrying out such plans, its share being based upon the value of protection to navigation.

Michigan.

Saint Clair River, Michigan, with a view to securing a channel of adequate width and depth along the water front of Port Huron.

Belle River, Michigan.

Clinton River, Michigan.

Point Lookout, Michigan, with a view to building a suitable breakwater.

Caseville Harbor, Michigan.

Frankfort Harbor, Michigan.

Muskegon River, Michigan, from the head of Muskegon Lake to Nawaygo, or to the Grand Rapids-Muskegon Power Company dam.

Saugatuck Harbor and Kalamazoo River, Michigan, with a view to securing increased depth to the town of Douglas.

Duluth-Superior Harbor, Minnesota and Wisconsin, in the Bay of Superior from the Superior entry northwestward for the distance of one mile and between the harbor lines, with the view of providing anchorage and turning area inside of said entry. Minnesota and Wisconsin.

Harbor at Duluth, Minnesota, with a view to the construction of a breakwater to protect the Duluth entrance thereto. Minnesota.

Rainy Lake, Minnesota, with a view to the construction of a breakwater at Ranier to form a shelter harbor at the western end of the lake.

Milwaukee Harbor, Wisconsin. Wisconsin.

Quincy Bay, Illinois, upper and lower bay and connecting channel, and slough connecting bay with Mississippi River above Quincy.

Galena River, Illinois. Illinois.

South Milwaukee Harbor, Wisconsin.

Current River, Missouri, above Doniphan. Missouri.

Missouri River, from Kansas City, Kansas, to the northern limits of Florence, Nebraska. Kansas.

Flathead River, Montana. Montana.

San Diego Harbor, California, with a view to widening the main channel at the Government coaling station, and at other places in the harbor where widening may be needed; providing ample approaches to the municipal docks and wharves and a suitable turning basin. California.

Channel from the town of Bolinas, California, to the sea.

Novato Creek, California.

Dominguez Creek Channel, Los Angeles Harbor, California.

Arcata Channels, Humboldt Bay, California, with a view of dredging a channel leading up to the proposed municipal public wharf.

Channel in Suisun Bay, from Martinez to Antioch, California.

The south end of San Francisco Bay, with a view of providing a harbor for the Santa Clara Valley and contiguous territory.

Long Beach Harbor, California, with a view to the extension of the jetties at the harbor entrance to the thirty-foot contour in San Pedro Bay and to providing and maintaining a channel thirty feet in depth and of suitable width, and with a further view of connecting the Long Beach Harbor with the Los Angeles Harbor by a channel six hundred feet in width and thirty feet in depth, consideration being given to the question of cooperation on the part of local interests.

Petaluma Creek, California, from deep water in San Pablo Bay to the head of navigation, with a view to straightening the channel and making necessary cut-offs, including the consideration of any proposition for cooperation on the part of local interests.

Napa River, California, from the city of Napa to the head of navigation, with a view to straightening the channel, making necessary cut-offs, including the consideration of any proposition for cooperation on the part of local interests.

Sacramento River, California, from Chico Landing to Red Bluff.

Santa Cruz Harbor, California, including a breakwater.

Redwood City Harbor, California.

Ventura Harbor, Ventura County, California.

Port Watsonville Harbor, California.

Umpqua River, Oregon, bar and entrance. Oregon.

Coos Bay Harbor, Oregon, from the entrance to Smiths Mill.

Coquille Bar and Harbor, Oregon, to the city of Bandon.

Coquille River, Oregon, from Coquille City to the entrance.

Nehalem Bay and Nehalem River, Oregon, from the entrance of Nehalem Bay to the city of Nehalem, with the view of the improvement of the same in cooperation with local interests.

Port Orford Harbor, Oregon.

Yaquina Bar, Bay, and Harbor, Oregon.

Rogue River, Oregon, bar and entrance.

Clatskanie River, Oregon, from Clatskanie City to the Columbia River.

Columbia River at the town of Hood River, Oregon.

Columbia Slough, Oregon, with the view of the improvement of the same in cooperation with local interests.

Washington.

Columbia River at Kennewick, Washington.

Olympia Harbor, Washington.

Stilaguamish River, Washington.

Liberty Bay, Washington.

Poulsbo Bay, Washington.

Lake Washington Ship Canal, Washington.

Fletcher Bay, Washington.

Edison Slough, Washington.

Sammamish River, Washington, from Lake Washington to Bothell, including consideration of any proposition for cooperation on the part of local interests.

Idaho.

Port Gamble Harbor, Washington, and entrance thereto.

Snake River, Washington and Idaho, from the mouth to Asotin.

Clarks Fork River between Albany Falls and Lake Pend Oreille, in Idaho.

Alaska.

Dry Straits, Alaska.

Mouth of Snake River and Nome Harbor, Alaska.

Approved, March 4, 1915.

March 4, 1915.

[H. R. 20347.]

[Public, No. 292.]

Army appropriations.

CHAP. 143.—An Act Making appropriations for the support of the Army for the fiscal year ending June thirtieth, nineteen hundred and sixteen.

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled, That the following sums be, and they are hereby, appropriated, out of any money in the Treasury not otherwise appropriated, for the support of the Army for the year ending June thirtieth, nineteen hundred and sixteen.

Contingencies.

CONTINGENCIES OF THE ARMY: For all contingent expenses of the Army not otherwise provided for and embracing all branches of the military service, including the office of the Chief of Staff; for all emergencies and extraordinary expenses, exclusive of personal services in the War Department, or any of its subordinate bureaus or offices at Washington, District of Columbia, arising at home or abroad, but impossible to be anticipated or classified; to be expended on the approval and authority of the Secretary of War, and for such purposes as he may deem proper, including the payment of a per diem allowance not to exceed \$4, in lieu of subsistence, to employees of the War Department traveling on official business outside of the District of Columbia and away from their designated posts, \$25,000.

Emergencies.

Per diem subsistence.

Office of Chief of Staff.

OFFICE OF THE CHIEF OF STAFF.

Army War College.

ARMY WAR COLLEGE: For expenses of the Army War College, being for the purchase of the necessary stationery; typewriters and exchange of same; office, toilet, and desk furniture; textbooks; books of reference; scientific and professional papers and periodicals; printing and binding; maps; police utensils; employment of temporary, technical, or special services; and for all other absolutely necessary expenses, including \$25 per month additional to regular compensation to chief clerk of division for superintendence of the War College building, \$9,000.

Contingencies, Military Information Section.

CONTINGENCIES, MILITARY INFORMATION SECTION, GENERAL STAFF CORPS: For contingent expenses of the military information section,