[PUBLIC LAW 14—79TH CONGRESS]

[CHAPTER 19—1ST SESSION]

[S. 35]

AN ACT

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

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled, That in connection with the exercise of jurisdiction over the rivers of the Nation through the construction of works of improvement, for navigation or flood control, as herein authorized, it is hereby declared to be the policy of the Congress to recognize the interests and rights of the States in determining the development of the watersheds within their borders and likewise their interests and rights in water utilization and control, as herein authorized to preserve and protect to the fullest possible extent established and potential uses, for all purposes, of the waters of the Nation's rivers; to facilitate the consideration of projects on a basis of comprehensive and coordinated development; and to limit the authorization and construction of navigation works to those in which a substantial benefit to navigation will be realized therefrom and which can be operated consistently with appropriate and economic use of the waters of such rivers by other users.

In conformity with this policy—

(a) Plans, proposals, or reports of the Chief of Engineers, War Department, for any works of improvement for navigation or flood control not heretofore or herein authorized, shall be submitted to the Congress only upon compliance with the provisions of this paragraph (a). Investigations which form the basis of any such plans, proposals, or reports shall be conducted in such a manner as to give to the affected State or States, during the course of the investigations, information developed by the investigations and also opportunity for consultation regarding plans and proposals, and, to the extent deemed practicable by the Chief of Engineers, opportunity to cooperate in the investigations. If such investigations in whole or part are concerned with the use or control of waters arising west of the ninety-seventh meridian, the Chief of Engineers shall give to the Secretary of the Interior, during the course of the investigations, information developed by the investigations and also opportunity for consultation regarding plans and proposals, and to the extent deemed practicable by the Chief of Engineers, opportunity to cooperate in the investigations. The relations of the Chief of Engineers with any State under this paragraph (a) shall be with the Governor of the State or such official or agency of the State as the Governor may designate. The term "affected State or States" shall include those in which the works or any part thereof are proposed to be located; those which in whole or part are both within the drainage basin involved and situated in a State lying wholly or in part west of the ninety-eighth meridian; and such of those which are east of

the ninety-eighth meridian as, in the judgment of the Chief of Engineers, will be substantially affected. Such plans, proposals, or reports and related investigations shall be made to the end, among other things, of facilitating the coordination of plans for the construction and operation of the proposed works with other plans involving the waters which would be used or controlled by such proposed works. Each report submitting any such plans or proposals to the Congress shall set out therein, among other things, the relationship between the plans for construction and operation of the proposed works and the plans, if any, submitted by the affected States and by the Secretary of the Interior. The Chief of Engineers shall transmit a copy of his proposed report to each affected State, and, in case the plans or proposals covered by the report are concerned with the use or control of waters which rise in whole or in part west of the ninety-seventh meridian, to the Secretary of the Interior. Within ninety days from the date of receipt of said proposed report, the written views and recommendations of each affected State and of the Secretary of the Interior may be submitted to the Chief of Engineers. The Secretary of War shall transmit to the Congress, with such comments and recommendations as he deems appropriate, the proposed report together with the submitted views and recommendations of affected States and of the Secretary of the Interior. The Secretary of War may prepare and make said transmittal any time following said ninety-day period. The letter of transmittal and its attachment shall be printed as a House or Senate document.

(b) The use for navigation, in connection with the operation and maintenance of such works herein authorized for construction, of waters arising in States lying wholly or partly west of the ninety-eighth meridian shall be only such use as does not conflict with any beneficial consumptive use, present or future, in States lying wholly or partly west of the ninety-eighth meridian, of such waters for domestic, municipal, stock water, irrigation, mining, or industrial purposes.

(c) The Secretary of the Interior, in making investigations of and reports on works for irrigation and purposes incidental thereto shall, in relation to an affected State or States (as defined in paragraph (a) of this section), and to the Secretary of War, be subject to the same provisions regarding investigations, plans, proposals, and reports as prescribed in paragraph (a) of this section for the Chief of Engineers and the Secretary of War. In the event a submission of views and recommendations, made by an affected State or by the Secretary of War pursuant to said provisions, sets forth objections to the plans or proposals covered by the report of the Secretary of the Interior, the proposed works shall not be deemed authorized except upon approval by an Act of Congress; and subsection 9 (a) of the Reclamation Project Act of 1939 (53 Stat. 1187) and subsection 3 (a) of the Act of August 11, 1939 (53 Stat. 1418), as amended, are hereby amended accordingly.

SEC. 2. The following works of improvement of rivers, harbors, and other waterways are hereby adopted and authorized in the interest of national security and the stabilization of employment, and shall be prosecuted as speedily as may be consistent with budgetary requirements, under the direction of the Secretary of War and supervision of the Chief of Engineers, in accordance with the plans in the respec-

tive reports hereinafter designated and subject to the conditions set forth therein: *Provided*, That no project herein authorized shall be appropriated for or constructed until six months after the termination of the present wars in which the United States is engaged unless the construction of such project has been recommended by an authorized defense agency and approved by the President as being necessary or desirable in the interest of the national defense and security, and the President has notified the Congress to that effect: *Provided further*, That penstocks or other similar facilities adapted to possible future use in the development of hydroelectric power shall be installed in any dam herein authorized when approved by the Secretary of War upon the recommendation of the Chief of Engineers and of the Federal Power Commission, and such recommendations shall be based upon consideration of the proper utilization and conservation in the public interest of the resources of the region:

Northeast Harbor, Maine; House Document Numbered 132, Seventy-sixth Congress;

Isle au Haut Thoroughfare, Maine; Senate Document Numbered 15, Seventy-seventh Congress;

Hendricks Harbor, Maine; Senate Document Numbered 40, Seventy-sixth Congress;

Portland Harbor, Maine; House Document Numbered 560, Seventy-sixth Congress; and the maintenance of Soldier Ledge Channel in Hussey Sound, Casco Bay, at a depth of forty feet, in accordance with the report of the Chief of Engineers dated October 26, 1942;

Josias River, Maine; House Document Numbered 227, Seventy-sixth Congress; except that the useful work done on the project by local interests shall be accepted toward the fulfillment of the requirements of local cooperation;

Newburyport Harbor, Massachusetts; House Document Numbered 703, Seventy-sixth Congress;

Gloucester Harbor and Annisquam River, Massachusetts; House Document Numbered 329, Seventy-seventh Congress;

Manchester Harbor, Massachusetts; House Document Numbered 447, Seventy-seventh Congress;

Salem Harbor, Massachusetts; House Document Numbered 701, Seventy-sixth Congress;

Marblehead Harbor, Massachusetts; House Document Numbered 85, Seventy-seventh Congress;

Boston Harbor, Massachusetts; in accordance with the report of the Chief of Engineers dated April 28, 1943;

Dorchester Bay and Neponset River, Massachusetts; House Document Numbered 394, Seventy-seventh Congress;

Weymouth Fore River, Massachusetts; House Document Numbered 291, Seventy-seventh Congress;

Cohasset Harbor, Massachusetts; House Document Numbered 425, Seventy-sixth Congress;

Duxbury Harbor, Massachusetts; Senate Document Numbered 115, Seventy-seventh Congress;

Chatham (Stage) Harbor, Massachusetts; House Document Numbered 456, Seventy-seventh Congress;

Wellfleet Harbor, Massachusetts; House Document Numbered 557, Seventy-sixth Congress;

Hyannis Harbor, Massachusetts; House Document Numbered 98, Seventy-seventh Congress;

Cape Cod Canal (Onset Bay), Massachusetts; House Document Numbered 431, Seventy-seventh Congress;

Nantucket Harbor, Massachusetts; House Document Numbered 115, Seventy-seventh Congress;

Menemsha Creek, Marthas Vineyard, Massachusetts; House Document Numbered 365, Seventy-sixth Congress;

Wickford Harbor, Rhode Island; Senate Document Numbered 105, Seventy-seventh Congress;

Great Salt Pond, Block Island, Rhode Island; House Document Numbered 330, Seventy-seventh Congress;

Pawcatuck River, Rhode Island and Connecticut; House Document Numbered 839, Seventy-sixth Congress;

Mystic River, Connecticut; House Document Numbered 349, Seventy-seventh Congress;

Thames River, Connecticut; House Document Numbered 367, Seventy-sixth Congress;

Connecticut River below Hartford, Connecticut; House Document Numbered 368, Seventy-sixth Congress;

Clinton Harbor, Connecticut; House Document Numbered 240, Seventy-sixth Congress;

Guilford Harbor, Connecticut; House Document Numbered 149, Seventy-seventh Congress;

New Haven Harbor, Connecticut; House Document Numbered 307, Seventy-sixth Congress, except the further improvement of Quinnipiac River;

Bridgeport Harbor, Connecticut; House Document Numbered 819, Seventy-sixth Congress;

Norwalk Harbor, Connecticut; House Document Numbered 220, Seventy-sixth Congress;

Mianus River, Connecticut; House Document Numbered 549, Seventy-eighth Congress;

Greenwich Harbor, Connecticut; House Document Numbered 125, Seventy-sixth Congress;

Great Lakes to Hudson River Waterway; in accordance with the report of the Chief of Engineers dated April 14, 1942;

Jamaica Bay, New York; House Document Numbered 700, Seventy-sixth Congress;

Jones Inlet, New York; House Document Numbered 409, Seventy-seventh Congress;

Northport Harbor, New York; House Document Numbered 109, Seventy-sixth Congress;

Peconic River, New York; House Document Numbered 237, Seventy-sixth Congress;

Lake Montauk Harbor, New York; House Document Numbered 369, Seventy-sixth Congress;

Orowoc Creek, New York; House Document Numbered 126, Seventy-sixth Congress;

Passaic River, New Jersey; House Document Numbered 430, Seventy-sixth Congress;

Newark Bay, Hackensack and Passaic Rivers, New Jersey; in accordance with the report of the Chief of Engineers dated May 20, 1942;

Way Cake Creek, New Jersey; House Document Numbered 624, Seventy-seventh Congress;

Compton Creek, New Jersey; House Document Numbered 673, Seventy-sixth Congress;

Shark River, New Jersey; House Document Numbered 102, Seventy-sixth Congress;

New Jersey Intracoastal Waterway; House Document Numbered 133, Seventy-sixth Congress;

Manasquan River, New Jersey; House Document Numbered 356, Seventy-seventh Congress;

Toms River, New Jersey; House Document Numbered 393, Seventy-seventh Congress;

Cold Spring Inlet, New Jersey; House Document Numbered 262, Seventy-seventh Congress;

Delaware River, Philadelphia to the sea; House Documents Numbered 580, Seventy-sixth Congress, and 340, Seventy-seventh Congress; and the maintenance of enlarged channel opposite the Philadelphia Navy Yard in accordance with the report on file in the Office, Chief of Engineers;

Delaware River at Camden, New Jersey; House Document Numbered 353, Seventy-seventh Congress;

Inland waterway between Rehoboth Bay and Delaware Bay, Delaware; House Document Numbered 344, Seventy-seventh Congress;

Indian River, Delaware; House Document Numbered 330, Seventy-sixth Congress;

Nanticoke River, Delaware and Maryland; Senate Document Numbered 69, Seventy-seventh Congress;

Susquehanna River, above and below Havre de Grace, Maryland; Senate Document Numbered 67, Seventy-sixth Congress;

Baltimore Harbor and channels, Maryland; in accordance with the report of the Chief of Engineers dated June 30, 1942; and channel in Curtis Creek in accordance with plans on file in the Office, Chief of Engineers;

Mill Creek, Maryland; House Document Numbered 100, Seventy-sixth Congress;

Broadwater Creek, Maryland; House Document Numbered 622, Seventy-seventh Congress;

Cadle Creek, Maryland; House Document Numbered 465, Seventy-sixth Congress;

Channel to Island Creek, Saint George Island, Maryland; House Document Numbered 99, Seventy-sixth Congress;

Saint Catherines Sound, Maryland; House Document Numbered 242, Seventy-sixth Congress;

Black Walnut Harbor, Maryland; House Document Numbered 217, Seventy-sixth Congress;

Town Creek, Maryland; House Document Numbered 219, Seventy-sixth Congress;

Duck Point Cove, Maryland; House Document Numbered 241, Seventy-sixth Congress;

Lower Thoroughfare, Deals Island, Maryland; House Document Numbered 238, Seventy-sixth Congress;

Crisfield Harbor, Maryland; House Document Numbered 457, Seventy-sixth Congress;

Pocomoke River, Maryland; House Document Numbered 429, Seventy-sixth Congress;

Waterway on the coast of Virginia; House Document Numbered 268, Seventy-sixth Congress;

Occohannock Creek, Virginia; House Document Numbered 223, Seventy-eighth Congress;

Oyster Channel, Virginia; House Document Numbered 716, Seventy-sixth Congress;

Onancock River, Virginia; House Document Numbered 358, Seventy-sixth Congress;

Tangier Channel, Virginia; House Document Numbered 141, Seventy-seventh Congress;

Cranes Creek, Virginia; House Document Numbered 687, Seventy-sixth Congress;

Totuskey Creek, Virginia; House Document Numbered 686, Seventy-sixth Congress;

Hoskins Creek, Virginia; House Document Numbered 129, Seventy-seventh Congress;

Urbanna Creek, Virginia; House Document Numbered 285, Seventy-sixth Congress;

Whitings Creek, Virginia; House Document Numbered 582, Seventy-sixth Congress;

Broad Creek, Virginia; House Document Numbered 381, Seventy-sixth Congress;

Pamunkey River, Virginia; House Document Numbered 671, Seventy-sixth Congress;

Appomattox River, Virginia; House Document Numbered 223, Seventy-sixth Congress;

Hampton Creek, Virginia; House Document Numbered 559, Seventy-sixth Congress;

Cape Charles City Harbor, Virginia; in accordance with the report of the Chief of Engineers dated May 12, 1942;

Norfolk Harbor, Virginia; House Document Numbered 224, Seventy-sixth Congress;

Little River, Virginia; maintenance work in accordance with the report on file in the Office, Chief of Engineers;

James River, Virginia; House Document Numbered 738, Seventy-seventh Congress;

Inland waterway from Norfolk, Virginia, to Beaufort Inlet, North Carolina; House Document Numbered 117, Seventy-sixth Congress;

Chowan River, North Carolina, and Blackwater River, Virginia; House Document Numbered 101, Seventy-sixth Congress;

Pembroke Creek, North Carolina; House Document Numbered 235, Seventy-sixth Congress;

Channel from Pamlico Sound to Rodanthe, North Carolina; House Document Numbered 234, Seventy-sixth Congress;

Channel from Pamlico Sound to Avon, North Carolina; House Document Numbered 316, Seventy-sixth Congress;

Rollinson Channel, North Carolina; House Document Numbered 236, Seventy-sixth Congress;

Waterway connecting Swan Quarter Bay with Deep Bay, North Carolina; House Document Numbered 239, Seventy-sixth Congress;

Neuse and Trent Rivers, North Carolina; House Document Numbered 623, Seventy-seventh Congress;

Channel connecting Thoroughfare Bay with Cedar Bay, North Carolina; Senate Document Numbered 87, Seventy-sixth Congress;

Waterway connecting Pamlico Sound and Beaufort Harbor, North Carolina; House Document Numbered 99, Seventy-seventh Congress, and Senate Document Numbered 247, Seventy-seventh Congress;

Channel from Back Sound to Lookout Bight, North Carolina; House Document Numbered 746, Seventy-seventh Congress;

Beaufort Harbor, North Carolina; House Document Numbered 334, Seventy-sixth Congress;

Inland waterway, Beaufort to Cape Fear River, North Carolina, including waterway to Jacksonville, North Carolina; House Documents Numbered 660, Seventy-sixth Congress, and 346, Seventy-seventh Congress;

Cape Fear River, North Carolina, at and below Wilmington; House Document Numbered 131 and Senate Document Numbered 83, Seventy-sixth Congress;

Northeast (Cape Fear) River, North Carolina; Senate Document Numbered 170, Seventy-sixth Congress;

Intracoastal Waterway from Cape Fear River, North Carolina, to Winyah Bay, South Carolina; House Document Numbered 327, Seventy-sixth Congress;

Winyah Bay, South Carolina; House Document Numbered 211, Seventy-sixth Congress;

Beresford Creek, South Carolina; House Document Numbered 602, Seventy-sixth Congress;

Charleston Harbor, South Carolina; House Document Numbered 156, Seventy-seventh Congress;

Shipyard River, South Carolina; report of the Chief of Engineers dated April 11, 1942;

Abbapoola Creek, South Carolina; House Document Numbered 97, Seventy-sixth Congress;

Russell Creek, South Carolina; Senate Document Numbered 41, Seventy-sixth Congress;

Savannah Harbor, Georgia; House Document Numbered 283, Seventy-sixth Congress;

Altamaha, Oconee, and Ocmulgee Rivers, Georgia; House Document Numbered 610, Seventy-seventh Congress;

Intracoastal Waterway from Cape Fear River, North Carolina, to Saint Johns River, Florida; House Document Numbered 114, Seventy-seventh Congress;

Fernandina Harbor and Amelia River, Florida; House Document Numbered 284, Seventy-seventh Congress;

Saint Johns River, Florida, Jacksonville to the ocean; House Document Numbered 322, Seventy-seventh Congress, and Senate Document Numbered 230, Seventy-eighth Congress, and plans for the alteration of channel alinement on file in the office of the Chief of Engineers, with such modifications as he may deem advisable;

Saint Johns River, Florida, Palatka to Lake Harney; House Document Numbered 603, Seventy-sixth Congress;

Saint Johns River, Florida, Jacksonville to Lake Harney; House Document Numbered 445, Seventy-eighth Congress;

Intracoastal Waterway from Jacksonville, Florida, to Miami, Florida; in accordance with the report of the Chief of Engineers dated October 26, 1942;

Intracoastal Waterway from Jacksonville, Florida, to Miami, Florida; House Documents Numbered 261 and 336, Seventy-sixth Congress;

Canaveral Harbor, Florida; House Document Numbered 367, Seventy-seventh Congress;

Saint Lucie Inlet, Florida; House Document Numbered 391, Seventy-seventh Congress;

Lake Worth Inlet, Florida; House Document Numbered 530, Seventy-eighth Congress;

New River, Florida; House Document Numbered 553, Seventy-sixth Congress;

Miami Harbor, Florida; in accordance with the report of the Chief of Engineers dated June 24, 1942, with such modifications, including rearrangement of the harbor facilities and turning basin, as in the discretion of the Secretary of War and the Chief of Engineers may be advisable;

Miami River, Florida; in accordance with the report of the Chief of Engineers dated March 19, 1942;

Intracoastal Waterway from Miami to Key West, Florida; in accordance with the report of the Chief of Engineers dated October 26, 1942;

Caloosahatchee River and Lake Okeechobee Drainage Areas, Florida; House Document Numbered 696, Seventy-sixth Congress; and in accordance with the report of the Chief of Engineers dated June 5, 1943;

Intracoastal Waterway from the Caloosahatchee River to the Anclote River, Florida; House Document Numbered 371, Seventy-sixth Congress;

Little Manatee River, Florida; House Document Numbered 552, Seventy-sixth Congress;

Tampa Harbor, Florida; Senate Document Numbered 16, and House Document Numbered 119, Seventy-seventh Congress, and Senate Document Numbered 183, Seventy-eighth Congress;

Anclote River, Florida; House Document Numbered 243, Seventy-sixth Congress;

Pithlachascotee River, Florida; House Document Numbered 86, Seventy-seventh Congress;

Saint Marks River, Florida; House Document Numbered 345, Seventy-seventh Congress;

Intracoastal Waterway from Apalachicola Bay to Saint Marks River, Florida; House Document Numbered 442, Seventy-sixth Congress;

Apalachicola, Chattahoochee, and Flint Rivers, Georgia and Florida; House Document Numbered 342, Seventy-sixth Congress;

Saint Josephs Bay, Florida; Senate Document Numbered 17, Seventy-seventh Congress; and in accordance with the report on file in the Office, Chief of Engineers;

Watson Bayou, Florida; House Document Numbered 555, Seventy-sixth Congress;

Pensacola Harbor, Florida; in accordance with the report of the Chief of Engineers dated April 3, 1943;

Alabama-Coosa River, Alabama: Initial and ultimate development of the Alabama-Coosa River and tributaries for navigation, flood

control, power development, and other purposes, as outlined in House Document Numbered 414, Seventy-seventh Congress, is hereby authorized substantially in accordance with the plans being prepared by the Chief of Engineers with such modifications thereof from time to time as in the discretion of the Secretary of War and the Chief of Engineers may be advisable for the purpose of increasing the development of hydroelectric power; and that for the initiation and accomplishment of the ultimate plan appropriations are authorized in such amounts as Congress may from time to time determine to be advisable, the total of such appropriations not to exceed the sum of $60,000,000. The aforesaid authorization and approval shall include authorities for all powerhouses, power machinery, and appurtenances found to be desirable by the Secretary of War upon the recommendation of the Chief of Engineers and the Federal Power Commission;

Mobile Harbor, Alabama; in accordance with the report of the Chief of Engineers dated October 26, 1942;

Warrior and Tombigbee Rivers, Alabama and Mississippi; House Documents Numbered 276, Seventy-sixth Congress, and 382, Seventy-seventh Congress;

Dauphin Island Bay Channel, Alabama; House Document Numbered 333, Seventy-sixth Congress;

Bayou Coden, Alabama; House Document Numbered 824, Seventy-seventh Congress;

Bayou La Batre, Alabama; House Document Numbered 281, Seventy-sixth Congress;

Biloxi Harbor, Mississippi; House Documents Numbered 258 and 326, Seventy-sixth Congress;

Pass Christian Harbor, Mississippi; Senate Document Numbered 214, Seventy-seventh Congress;

Bayou Galere, Mississippi; House Document Numbered 112, Seventy-sixth Congress;

Bayous LaLoutre, Saint Malo, and Yscloskey, Louisiana; Senate Document Numbered 116, Seventy-seventh Congress;

Mississippi River, Baton Rouge, Louisiana, to the Gulf of Mexico; House Document Numbered 215, Seventy-sixth Congress;

Intracoastal Waterway in the vicinity of Algiers at New Orleans, Louisiana; Senate Document Numbered 188, Seventy-eighth Congress;

Bayous Petit Anse, Tigre and Carlin, Louisiana; House Document Numbered 594, Seventy-eighth Congress;

Calcasieu River and Pass, Louisiana; House Document Numbered 465, Seventy-seventh Congress;

Louisiana and Texas Intracoastal Waterway; House Documents Numbered 428, Seventy-sixth Congress, and 383, Seventy-seventh Congress;

Louisiana and Texas Intracoastal Waterway to Harlingen, Texas; House Document Numbered 402, Seventy-seventh Congress; the depths and widths to be the same as authorized for the main stem of the waterway in Public Law Numbered 675, enacted July 23, 1942;

Louisiana and Texas Intracoastal Waterway; Senate Document Numbered 248, Seventy-eighth Congress;

Sabine-Neches Waterway, Texas; House Document Numbered 685, Seventy-sixth Congress, and Senate Documents Numbered 60 and 158, Seventy-seventh Congress;

Neches and Angelina Rivers, Texas; Senate Document Numbered 98, Seventy-sixth Congress;

The improvement of the Trinity River and tributaries, Texas, for navigation, flood control, and allied purposes is hereby approved and authorized in accordance with the reports contained in House Document Numbered 403, Seventy-seventh Congress;

Lavon Reservoir on East Fork of Trinity River, Texas; House Document Numbered 533, Seventy-eighth Congress;

Houston Ship Channel, Texas; House Documents Numbered 226 and 256, Seventy-sixth Congress; and in accordance with the report of the Chief of Engineers dated August 21, 1943;

Clear Creek and Clear Lake, Texas; House Document Numbered 319, Seventy-seventh Congress;

Chocolate and Bastrop Bayous, Texas; House Document Numbered 337, Seventy-sixth Congress: *Provided*, That the authorization is not to be construed as final approval for the improvement of Bastrop Bayou;

Channel from Pass Cavallo to Port Lavaca and Lavaca-Navidad Rivers, Texas, in accordance with the report of the Chief of Engineers dated December 10, 1943, House Documents Numbered 314, Seventy-sixth Congress, and 659, Seventy-seventh Congress;

Guadalupe River, Texas; House Document Numbered 247, Seventy-sixth Congress: *Provided*, That whenever any power project, not under Federal license, is benefited by the Canyon Reservoir project, the Federal Power Commission after notice to the owner or owners of such unlicensed project and after opportunity for hearing, shall determine and fix a reasonable and equitable annual charge to be paid to the United States on account of such benefits by said owner or owners or other recipients of such benefits;

Aransas Pass-Corpus Christi Channel, Texas; House Document Numbered 544, Seventy-eighth Congress;

Brazos Island Harbor, Texas; House Document Numbered 335, Seventy-sixth Congress, and House Document Numbered 347, Seventy-seventh Congress;

Ouachita and Black Rivers, Arkansas and Louisiana; House Document Numbered 104, Seventy-sixth Congress;

Mississippi River between the Ohio and Missouri Rivers; House Document Numbered 231, Seventy-sixth Congress;

Mississippi River between Missouri River and Minneapolis: The existing project for lock and dam numbered 2 is hereby modified in accordance with the recommendation in House Document Numbered 432, Seventy-seventh Congress;

Mississippi River between Missouri River and Minneapolis: The construction of lock and dam numbered 26 at Alton, Illinois, is hereby declared to be in accord with the project authorized by the River and Harbor Act approved August 30, 1935;

Mississippi River between Missouri River and Minneapolis; House Documents Numbered 103 and 547, Seventy-sixth Congress; 263, Seventy-seventh Congress; and 449, Seventy-eighth Congress;

Mississippi River between Missouri River and Minneapolis: The existing project is hereby modified to provide for remedial works in accordance with the recommendations of the district engineer in the report submitted in House Document Numbered 137, Seventy-sixth Congress, and for such remedial works or land acquisitions in any levee

or drainage district, with respect to which payments, remedial works, or land acquisitions were recommended in Rivers and Harbors Committee Document Numbered 34, Seventy-fifth Congress, and authorized by the Act of August 26, 1937, as the Chief of Engineers deems advisable, in addition to or in lieu of the payments, remedial works, or land acquisitions so recommended and authorized;

Illinois Waterway, Illinois, and Indiana Harbor and Canal, Indiana; House Document Numbered 145, Seventy-sixth Congress;

Missouri River between Sioux City, Iowa, and the mouth; House Document Numbered 214, Seventy-sixth Congress;

Scioto River at Portsmouth, Ohio; such works as the Chief of Engineers may find advisable to provide a harbor channel equivalent to that existing prior to initiation of the Portsmouth flood-control project; the cost of such works in no event to exceed $75,000;

Coasts of the Great Lakes; harbors of refuge for light-draft vessels; House Document Numbered 446, Seventy-eighth Congress;

Baudette Harbor, Minnesota; House Document Numbered 216, Seventy-sixth Congress;

Harbor at Knife River, Minnesota; House Document Numbered 686, Seventy-seventh Congress;

Ashland Harbor, Wisconsin; House Document Numbered 337, Seventy-seventh Congress;

Menominee Harbor and River, Michigan and Wisconsin; House Document Numbered 228, Seventy-sixth Congress;

Green Bay Harbor, Wisconsin; House Document Numbered 95, Seventy-sixth Congress;

Sturgeon Bay and Lake Michigan Ship Canal, Wisconsin; House Document Numbered 421, Seventy-eighth Congress;

Milwaukee Harbor, Wisconsin; Senate Document Numbered 29, Seventy-sixth Congress;

Racine Harbor, Wisconsin; House Documents Numbered 816, Seventy-seventh Congress, and 255, Seventy-eighth Congress;

Waukegan Harbor, Illinois; House Document Numbered 116, Seventy-seventh Congress;

Calumet Harbor and River, Illinois and Indiana; House Document Numbered 233, Seventy-sixth Congress;

Saint Joseph Harbor, Michigan; House Document Numbered 129, Seventy-sixth Congress;

Grand Haven Harbor and Grand River, Michigan; House Document Numbered 661, Seventy-sixth Congress;

Manistee Harbor, Michigan; House Document Numbered 380, Seventy-seventh Congress;

Saint Marys River, Michigan, South Canal; in accordance with the report of the Chief of Engineers dated August 14, 1944, and contained in House Document Numbered 679, Seventy-eighth Congress, second session;

Saint Marys River, Michigan; the construction of a new hydroelectric power plant in accordance with the plan recommended in House Document Numbered 339, Seventy-seventh Congress: *Provided*, That only the first step of the recommended development, involving an installation of approximately fourteen thousand kilowatts at an estimated cost of $3,500,000, shall be constructed at this time, and no further development in addition to said first step shall be undertaken until hereafter authorized by law: *Provided further*, That the

existing United States hydroelectric power plant at Sault Sainte Marie shall be abandoned upon completion of the new plant: *Provided further*, That the electric energy generated in the operation of said new plant shall be sold by the Secretary of War, and any surplus water available to the United States which is not required for the operation of facilities owned by the United States may be leased by the Secretary of War upon such terms and conditions as he shall determine: *And provided further*, That pending construction of the new United States plant he may also enter into such arrangements for continued operation of the existing Government plant and the use of water as he may deem advisable in the public interest;

Saint Clair River at Southeast Bend, Michigan: The widening of the existing project channel, in accordance with alternative plan B, as outlined in the report of the district engineer in House Document Numbered 309, Seventy-seventh Congress, is hereby authorized;

Detroit River, Michigan; in accordance with the report of the Chief of Engineers dated October 26, 1942;

Sandusky Harbor, Ohio; House Document Numbered 328, Seventy-sixth Congress;

Lorain Harbor, Ohio; House Document Numbered 161, Seventy-seventh Congress; and in accordance with the report on file in the office, Chief of Engineers;

Cleveland Harbor, Ohio; House Document Numbered 232, Seventy-sixth Congress; and the extension of the channel in the Cuyahoga River in accordance with the report of the Chief of Engineers dated February 14, 1942;

Ashtabula Harbor, Ohio; House Document Numbered 321, Seventy-seventh Congress;

Erie Harbor, Pennsylvania; protection of that portion of the peninsula south of the waterworks settling basins at an estimated annual cost of $15,000 is hereby authorized;

Erie Harbor, Pennsylvania; in accordance with the report of the Chief of Engineers dated October 26, 1942;

Buffalo Harbor, New York; House Document Numbered 352, Seventy-eighth Congress;

Black Rock Channel and Tonawanda Harbor, New York; in accordance with the report of the Chief of Engineers dated April 16, 1942;

Wilson Harbor, New York; House Document Numbered 679, Seventy-sixth Congress;

Rochester Harbor, New York; House Document Numbered 139, Seventy-sixth Congress;

Sackets Harbor, New York; in accordance with the report of the Chief of Engineers dated January 6, 1944;

Cape Vincent Harbor, New York; House Document Numbered 363, Seventy-sixth Congress;

San Diego Harbor, California; House Document Numbered 390, Seventy-seventh Congress;

Newport Bay Harbor, California; Senate Document Numbered 138, Seventy-eighth Congress;

Santa Barbara Harbor, California; House Document Numbered 348, Seventy-seventh Congress;

Morro Bay, California; House Document Numbered 283, Seventy-seventh Congress; and further harbor development as desired by the

Navy Department in accordance with the plans on file in the office, Chief of Engineers;

Monterey Harbor, California; House Document Numbered 266, Seventy-sixth Congress;

Monterey Bay (Moss Landing), California; in accordance with the report on file in the office, Chief of Engineers;

Redwood Creek, California; in accordance with the report of the Chief of Engineers dated November 3, 1941;

Oakland Harbor, California; House Document Numbered 466, Seventy-seventh Congress;

Oakland Harbor, California; in accordance with the report on file in the office, Chief of Engineers;

Richmond Harbor, California; House Document Numbered 715, Seventy-sixth Congress;

San Pablo Bay and Mare Island Strait, California; House Document Numbered 217, Seventy-seventh Congress;

Noyo Harbor, California; House Document Numbered 682, Seventy-sixth Congress;

Crescent City Harbor, California; House Document Numbered 688, Seventy-sixth Congress, and the construction of an inner breakwater in accordance with the plans on file in the office, Chief of Engineers;

Chetco River, Oregon; House Document Numbered 817, Seventy-seventh Congress;

Coquille River, Oregon; House Document Numbered 672, Seventy-sixth Congress;

Umpqua Harbor and River, Oregon; Senate Document Numbered 86, Seventy-sixth Congress;

Umpqua River, Oregon; Senate Document Numbered 191, Seventy-seventh Congress;

Yaquina Bay and Harbor, Oregon; Senate Document Numbered 119, Seventy-seventh Congress;

Depoe Bay, Oregon; House Document Numbered 350, Seventy-seventh Congress;

Salmon River, Oregon; House Document Numbered 551, Seventy-sixth Congress;

That there is hereby authorized to be appropriated, out of any money in the Treasury not otherwise appropriated, the sum of $120,000, to be immediately available as an emergency fund to be expended under the direction of the Secretary of War and the supervision of the Chief of Engineers for repairing damage to and checking erosion on the Bayocean Peninsula, in Oregon, caused by a storm in January 1939, in order to provide adequate protection to property on such peninsula and in Tillamook, Oregon;

Willamette River, Oregon: The construction of the New Willamette Falls lock and navigation works in accordance with the plan submitted in House Document Numbered 544, Seventy-fifth Congress;

Snake River, Oregon, Washington, and Idaho: The construction of such dams as are necessary, and open channel improvement for purposes of providing slack water navigation and irrigation in accordance with the plan submitted in House Document Numbered 704, Seventy-fifth Congress, with such modifications as do not change the requirement to provide slack-water navigation as the Secretary of War may find advisable after consultation with the Secretary

of the Interior and such other agencies as may be concerned: *Provided*, That surplus electric energy generated at the dams authorized in this item shall be delivered to the Secretary of the Interior for disposition in accordance with existing laws relating to the disposition of power at Bonneville Dam: *Provided further*, That nothing in this paragraph shall be construed as conferring the power of condemnation of transmission lines;

Columbia River at Bonneville, Oregon: The Secretary of War is hereby authorized, under such terms and conditions as he may deem advisable, to acquire lands and provide facilities in the States of Oregon and Washington to replace Indian fishing grounds submerged or destroyed as a result of the construction of Bonneville Dam: *Provided*, That not to exceed $50,000 may be expended for this purpose from funds heretofore or hereafter appropriated for maintenance and improvement of existing river and harbor works: *Provided further*, That such lands and facilities shall be transferred to the Secretary of the Interior for the use and benefit of the Indians, and shall be subject to the same conditions, safeguards, and protections as the treaty fishing grounds submerged or destroyed;

Columbia River and tributaries above Celilo Falls to the mouth of Snake River, Oregon and Washington; Senate Document Numbered 28, Seventy-sixth Congress; and House Document Numbered 324, Seventy-seventh Congress;

Columbia River, Oregon and Washington: The construction of the Umatilla Dam for purposes of navigation, power development, and irrigation in accordance with the plan submitted in House Document Numbered 704, Seventy-fifth Congress: *Provided*, That surplus electric energy generated at said dam shall be delivered to the Secretary of the Interior for disposition in accordance with existing laws relating to the disposition of power at Bonneville Dam: *Provided further*, That nothing in this paragraph shall be construed as conferring the power of condemnation of transmission lines: *Provided further*, That said dam shall be so constructed as to provide a pool elevation of three hundred and forty feet above sea level if a dam of that height is found to be feasible. In the design, construction, and operation of the Umatilla Dam adequate provision shall be made for the protection of anadromous fishes by affording free access to their natural spawning grounds or by other appropriate means. Studies and surveys necessary for fish protection shall be made by the Fish and Wildlife Service of the Department of the Interior, and designs for structures and facilities required for fish protection shall be prepared in cooperation with that agency. Funds appropriated for the design, construction, or operation of said dam shall be available for transfer to the Department of the Interior for the foregoing purposes. The aforesaid dam heretofore referred to as the Umatilla Dam shall when completed be named the McNary Dam in honor of the late Senator Charles L. McNary, and shall be dedicated to his memory as a monument to his distinguished public service;

Columbia River between Vancouver, Washington, and Bonneville, Oregon; House Document Numbered 218, Seventy-sixth Congress;

Columbia and Willamette Rivers below Vancouver, Washington, and Portland, Oregon; House Documents Numbered 341 and 630, Seventy-seventh Congress;

Baker Bay, Columbia River, Washington; House Document Numbered 443, Seventy-sixth Congress;

Willapa River and Harbor, Washington; House Document Numbered 481, Seventy-sixth Congress;

Grays Harbor and Chehalis River to Aberdeen, Washington, maintenance work in accordance with report on file in office, Chief of Engineers;

Quillayute River, Washington; House Document Numbered 218, Seventy-eighth Congress;

Port Angeles Harbor, Washington; House Document Numbered 331, Seventy-seventh Congress;

Olympia Harbor, Washington; House Document Numbered 699, Seventy-sixth Congress;

Tacoma Harbor, Washington; House Document Numbered 124, Seventy-sixth Congress;

Stillaguamish River, Washington; House Document Numbered 286, Seventy-seventh Congress;

Lake Crockett, Washington; House Document Numbered 303, Seventy-seventh Congress;

Metlakatla Harbor, Alaska; House Document Numbered 138, Seventy-sixth Congress;

Craig Harbor, Alaska; House Document Numbered 558, Seventy-sixth Congress;

Meyers Chuck Harbor, Alaska; House Document Numbered 222, Seventy-sixth Congress;

Wrangell Harbor, Alaska; House Document Numbered 284, Seventy-sixth Congress;

Wrangell Narrows, Alaska; House Document Numbered 260, Seventy-sixth Congress;

Sitka Harbor, Alaska; in accordance with the report of the Chief of Engineers dated March 14, 1944;

Skagway Harbor, Alaska; in accordance with the report of the Chief of Engineers dated April 11, 1942;

Petersburg Harbor, Alaska; House Document Numbered 670, Seventy-sixth Congress;

Port Alexander, Alaska; House Document Numbered 578, Seventy-sixth Congress;

Gastineau Channel, Alaska; House Document Numbered 325, Seventy-seventh Congress;

Elfin Cove, Alaska; House Document Numbered 579, Seventy-sixth Congress;

Seldovia Harbor, Alaska; House Document Numbered 702, Seventy-sixth Congress;

Keehi Lagoon, Oahu, Territory of Hawaii; House Document Numbered 379, Seventy-seventh Congress;

Port Allen Harbor, Hawaii; House Document Numbered 180, Seventy-seventh Congress;

San Juan Harbor, Puerto Rico; maintenance of existing entrance channel and turning basin to Army Terminal;

Ponce Harbor, Puerto Rico; in accordance with the report of the Chief of Engineers dated May 21, 1942; and

Fajardo Harbor, Puerto Rico; House Document Numbered 280, Seventy-sixth Congress.

SEC. 3. That the Secretary of War is hereby authorized to allot not to exceed $300,000 from any appropriations heretofore or hereafter made for any one fiscal year for improvement of rivers and harbors, for removing accumulated snags and other debris, and for protecting, clearing, and straightening channels in navigable harbors and navigable streams and tributaries thereof, when in the opinion of the Chief of Engineers such work is advisable in the interest of navigation or flood control. The paragraph in section 1 of the River and Harbor Act approved July 25, 1912, relating to removal of temporary obstructions, as amended by section 3 of the River and Harbor Act approved July 3, 1930, and section 3 of the River and Harbor Act approved October 17, 1940, is hereby repealed.

SEC. 4. That (a) the consent, permission, and authority granted to the Commissioners of Lincoln Park, now superseded by the Chicago Park District, a municipal corporation organized and existing under the laws of the State of Illinois to exercise jurisdiction over the navigable waters of Lake Michigan which lie within the following-described boundaries:

Beginning at a point at the intersection of the existing bulkhead along Lake Shore Drive in Chicago, Illinois, with the existing pier which is parallel to and north of Ohio Street extended and south of Ontario Street extended; thence easterly along said pier to a point in a line parallel to and three hundred and fifty feet easterly of said bulkhead along the Lake Shore Drive; thence northwesterly along said last-described line to a point in a curve of two hundred feet radius and tangent both to said last-described line and to a line three hundred and fifty feet southerly from the southerly side of and parallel to the shore arm extension breakwater extending into Lake Michigan from a point near the intersection of Oak Street and Lake Shore Drive; thence along said curve to a point in said line last described; thence easterly along said line to a point in a line at right angles with said shore arm extension breakwater at the eastern extremity thereof; thence northward along said last-described line to said shore arm extension breakwater; thence westward along said shore arm extension breakwater to the shore line; and (b) the right granted to said the Commissioners of Lincoln Park, now superseded by the Chicago Park District, to destroy the navigability of the above-described waters altogether; and (c) the right granted to said the Commissioners of Lincoln Park, now superseded by the Chicago Park District, to erect an additional breakwater to connect the said shore arm extension breakwater near the intersection of Oak Street and Lake Shore Drive with the shore line; and (d) the transfer of possession of said shore arm extension breakwater to said the Commissioners of Lincoln Park, now superseded by the Chicago Park District, and the obligation for the permanent care, custody, and maintenance of said shore arm extension breakwater by the Commissioners of Lincoln Park, now superseded by the Chicago Park District, all as provided for by the Act entitled "An Act granting to the Commissioners of Lincoln Park the right to erect a breakwater in the navigable waters of Lake Michigan, and transferring jurisdiction over certain navigable waters of Lake Michigan to the Commissioners of Lincoln Park", approved March 3, 1931, be rescinded.

The United States of America hereby resumes jurisdiction over the above-described waters and the above-described shore arm extension

breakwater, and hereby discharges the Chicago Park District, successor to the superseded the Commissioners of Lincoln Park, from its liability for the permanent care, custody, and maintenance of said shore arm extension breakwater.

Said Chicago Park District shall signify its acceptance of this Act by written notice to the Secretary of War within sixty days after the passage of this Act, and this section shall become effective immediately upon its acceptance by said Chicago Park District. In the event of nonacceptance within sixty days this section shall become null and void.

SEC. 5. The Chief of Engineers may authorize the employment of physicians under agreement, to make such physical examinations of employees or prospective employees as he may consider essential, on a fee or regular employment basis, and all agreements heretofore entered into for such purposes are hereby validated, and the Comptroller General is authorized and directed to allow credit in the accounts of disbursing officers for reasonable payments heretofore made for such services.

SEC. 6. The Secretary of War is hereby authorized and directed to cause preliminary examinations and surveys to be made at the following-named localities, the cost thereof to be paid from appropriations heretofore or hereafter made for such purposes: *Provided*, That no preliminary examination, survey, project, or estimate for new works other than those designated in this or some prior Act or joint resolution shall be made: *Provided further*, That after the regular or formal reports made as required by law on any examination, survey, project, or work under way or proposed are submitted no supplemental or additional report or estimate shall be made unless authorized by law: *Provided further*, That the Government shall not be deemed to have entered upon any project for the improvement of any waterway or harbor mentioned in this Act until the project for the proposed work shall have been adopted by law: *Provided further*, That reports of surveys on beach erosion and shore protection shall include an estimate of the public interests involved, and such plan of improvement as is found justified, together with the equitable distribution of costs in each case: *And provided further*, That this section shall not be construed to interfere with the performance of any duties vested in the Federal Power Commission under existing law:

Beals Harbor, Maine.

Blue Hill Harbor, Maine.

Macks Point, Searsport, Maine, with a view to the construction of a harbor.

Scarboro River, Maine, between Prouts Neck and Pine Point.

Bunganuc Creek, Maquoite Bay, Maine.

Cathance River, Maine.

Winterport Harbor, Maine.

Boothbay Harbor, Maine, particularly the Mill Cove area.

Cundys Harbor, Maine.

Wood Island Harbor, Maine, and the pool at Biddeford.

For a continuous waterway between Portland, Maine, and Boston, Massachusetts, inland where possible.

Waterway from Plum Island Sound to the Annisquam River, Essex County, Massachusetts.

Ipswich River, Plum Island Sound and Fox Creek, Massachusetts.
Mattapoisett, Massachusetts.
Channel from Buzzards Bay to Buttermilk Bay, Massachusetts.
Fall River Harbor, Massachusetts.
Mystic River, Massachusetts.
Falmouth Harbor, Massachusetts.
Channel to Hog Island, Hingham Bay, Massachusetts.
New Bedford and Fairhaven Harbors and the Acushnet River, Massachusetts; particularly with a view to provide greater depth in the eastern portion of the anchorage basin and for the improvement of navigation, flood control and related purposes.
Eightmile River, Connecticut.
Moriches Inlet, New York.
Centerport Harbor, Long Island, New York.
Shinnecock Inlet, Long Island, New York.
Peconic River, Long Island, New York.
At Smithtown, Long Island, New York.
The southern coast of Long Island, from the New York City line to Montauk Point, New York, with a view to the protection and improvement of the beaches along said coast, such examination and survey to be made under the provisions of section 2 of the River and Harbor Act approved July 3, 1930, and the Act entitled "An Act for the improvement and protection of the beaches along the shores of the United States", approved June 26, 1936.
Nissequogue River, New York.
Saint James Harbor, New York.
Fire Island Inlet, New York.
Saw Mill River, New York.
Bronx River, New York.
Westchester Creek, New York.
Hutchinson River, New York.
Steinway Creek, Astoria, New York.
Champlain Canal, New York, with a view to its improvement without taking title to said canal and its appurtenances.
Hudson River, New York, from Albany to New York City.
Hudson River, at or near North Germantown, Columbia County, New York.
Hudson River at the mouth of Endikill Creek, New York, with a view to constructing a small boat anchorage basin.
Mohawk River, New York.
Arthur Kill, New York and New Jersey, between a point one thousand feet north of the mouth of Smiths Creek and a point one thousand feet south of Buckwheat Island.
Hackensack River, New Jersey.
Sandy Hook Bay, New Jersey, with a view to providing a channel to, and navigation improvements at, Leonardo.
Coast of New Jersey, from Sandy Hook to Cape May, with a view to the improvement and protection of the beaches along said coast, such examination and survey to be made under the provisions of section 2 of the River and Harbor Act approved July 3, 1930, and the Act entitled "An Act for the improvement and protection of the beaches along the shores of the United States", approved June 26, 1936.

Salem River, Salem County, New Jersey.
Fishing Creek, Cumberland County, New Jersey.
Cheesequake Creek, New Jersey.
Schuylkill River, Pennsylvania, particularly with a view to providing a deeper channel.
Schuylkill River, Pennsylvania, to determine whether navigation conditions may be improved, and if the increasing cost of maintenance due to silting in the channels of the Schuylkill and Delaware Rivers may be lessened, and flood heights controlled, by the construction of impounding and settling reservoirs to prevent the encroachment of mining wastes.
Mispillion River, Delaware, up to Milford.
Waterway from Indian River Inlet to Rehoboth Bay, Delaware.
Ocean City Harbor and Inlet, and Sinepuxent Bay, Maryland.
Marumsco Creek, lower Somerset County, Maryland.
Websters Cove, Somerset County, Maryland, with a view to constructing a jetty in the project channel.
Twitch Cove and Big Thoroughfare River, Maryland, with a view to the construction of a boat basin at Ewell.
Pocomoke River, Maryland, from Old Rock Buoy to Williams Point.
Crisfield Harbor, Maryland.
Taylors Landing, Worcester County, Maryland.
Channel from Charlestown, Northeast River, Maryland, to Havre de Grace.
Channel from Havre de Grace, Maryland, to Red Point, via Stump Point and Carpenter Point.
Bear Creek and Lynch Cove, Maryland.
Deep Creek and Fresh Water Pond, Maryland.
Honga River and Tar Bay, including channel into and harbor in Back Creek, Hooper Island, Maryland.
Channel in Honga River, to the plant of White and Nelson, Hoopersville, Maryland.
Harbor at Public Landing, Worcester County, Maryland.
Cambridge Harbor, Maryland.
Rockhall Harbor, Maryland.
Ross Cove (Magothy River), Maryland.
Coxes Creek, tributary of Stony Creek, Maryland.
Channels to Lake Ogleton and Walnut Lake, Anne Arundel County, Maryland.
Walnut Creek, Anne Arundel County, Maryland, lying between Bay Ridge and Arundel-on-the-Bay.
Channel from Kent Island Narrows to Well Cove, Chester River, Maryland.
Port Tobacco Creek, Maryland.
Hellens Creek, Calvert County, Maryland.
Channel from Rhodes Point to Tylerton, Somerset County, Maryland.
Saint Patricks Creek, Maryland.
Big Kingston Creek, Saint Marys County, Maryland.
Tanners Creek, Saint Marys County, Maryland.
Parkers Creek, Calvert County, Maryland.
Chester River Channel, Maryland.

Nanticoke River, Bivalve, Wicomico County, Maryland, with a view to providing a harbor for small boats.

Governor's Run, Calvert County, Maryland, with a view to providing a harbor for small boats.

Channel between Ramsey Bay and Chesapeake Bay, and other measures for the prevention of damage from erosion near the mouth of South River, Anne Arundel County, Maryland.

Area where Neale Creek, Maryland, empties into the Potomac River with a view to removing the sand bar and providing a safe harbor.

Potomac and Anacostia Rivers and adjacent waters in and near the District of Columbia, with a view to attaining a comprehensive and coordinated improvement and development of such waters and their shores. In determining the recommendations to be made with respect to such improvement and development, consultations shall be had with, and consideration given to the recommendations of, the National Capital Park and Planning Commission and the Commissioners of the District of Columbia.

Potomac River and tributaries at and below Washington, District of Columbia, with a view to elimination of the water chestnut.

Potomac River at and near Washington, District of Columbia.

Potomac and Anacostia Rivers at and near Washington, District of Columbia, with a view to providing a municipal sailing base.

Farnham Creek, Richmond County, Virginia.

Southwest side of Rappahannock River, in vicinity of Bowlers Wharf, Essex County, Virginia, to secure harbor of refuge and connecting channels.

Finneys Creek, Accomac County, Virginia, and the channel connecting said creek with Wachapreague Inlet and the Atlantic Ocean.

Jackson Creek, Westmoreland County, Virginia.

Bonum Creek, Westmoreland County, Virginia.

Kings Creek, Northampton County, Virginia.

Bransons Cove, lower Machodoc River, Virginia.

Taskmers Creek, Northumberland County, Virginia.

Davis Creek, Mathews County, Virginia.

Dyer Creek, Mathews County, Virginia.

Deep Creek, Accomac County, Virginia.

Browns Bay, Gloucester County, Virginia, and the channel connecting said bay with Mobjack Bay.

Parrotts Creek, Middlesex County, Virginia.

The Hague (Smith Creek), Virginia.

Southern Branch of Elizabeth River, Norfolk Harbor, Virginia.

Chuckatuck Creek, Nansemond and Isle of Wight Counties, Virginia.

Little Creek, Princess Anne County, Virginia.

Lynnhaven Inlet and Bay and connecting waters, Virginia, with a view to preparing a plan of improvement and estimate of cost, particularly to prevent shoaling, in the interest of shellfish production and navigation.

Inland waterway from Norfolk, Virginia, to Beaufort, North Carolina, with a view to providing a side channel twelve feet deep through Pasquotank River and Albemarle Sound to Elizabeth City.

Channel from the Thoroughfare to Albemarle Sound, North Carolina, either by way of lower Cashie River, Middle River, and Bachelors Bay, or by way of any other route.

Purviance Creek, New Hanover County, North Carolina.

Little Pee Dee River, South Carolina, from junction of the Lumber River to the Great Pee Dee River, with a view to removing logs, debris, and other obstructions.

Santee-Congaree Buckingham Landing Site, South Carolina.

Jefferys Creek, Florence County, South Carolina.

Murrells Inlet, South Carolina.

Cooper River, South Carolina, from Charleston Harbor to the Pinopolis power plant.

Channel from the ocean through Saint Helena Sound or through Port Royal Sound to Beaufort, South Carolina.

North River, Georgia.

Saint Marys River, Georgia and Florida.

Saint Johns River, Florida, Palatka to Lake Harney.

Intracoastal Waterway from Jacksonville to Miami, Florida, with a view to providing an auxiliary side channel from the Intracoastal Waterway near Titusville through, and easterly of, Merritt Island via Banana Creek and River, to, or near, Eau Gallie, Florida.

Side channels, or spur channels, leading from the Intracoastal Waterway from Jacksonville to Miami, Florida, to, and turning basins or harbors at, the various communities on or near the banks of said waterway, having particular reference to providing such improvements to and at Titusville, Flagler Beach, New Smyrna, Fort Pierce, and to the Lighthouse Service depot at Taylor Creek, adjacent to Fort Pierce Harbor.

Saint Augustine Harbor, and vicinity, Florida.

Kissimmee River, Florida.

Jupiter Inlet, Florida.

Oklawaha River, Florida, from Lake Apopka through Lake Dora to Lake Eustis and adjoining waterways.

Oklawaha River, Florida, from Lake Eustis to Lake Griffin, and thence from Lake Griffin to Silver Springs Run.

Oklawaha River and its tributaries, Florida, with a view to improvement in the interest of navigation, flood control, and related purposes.

For a system of interlocking open-river and canalized channels having a depth of twelve feet, and of suitable width, to be constructed through rivers and lakes, and by land cuts, as follows: From Palatka, Florida, to the Indian River at Sebastian, Melbourne, Eau Gallie, Cocoa, or such other locality as may be found most suitable; from Titusville westerly to the Saint Johns River, thence to Lake Tohopekaliga; from Lake Tohopekaliga to Leesburg, on Lake Harris; from Lake Harris to the Saint Johns River near Dexter Lake or alternately from Lake Harris to the Wekiwa River, thence to the Saint Johns River; and from Lake Tohopekaliga via the Kissimmee River and Lake Okeechobee to a connection with the Okeechobee Cross-Florida Channel; all with a view to improvement in the interest of navigation, flood control, and water conservation.

Orange Lake Basin, Florida.

Wacasassa River and its tributaries, Florida, with a view to improvement in the interest of navigation, flood control, and related purposes.

Channel and harbor at Everglades, Collier County, Florida.

Bakers Haulover Inlet, Florida.

Waterway from packing house and railroad terminal at Belle Glade, Florida, to Lake Okeechobee and to the Intracoastal Waterway through the Hillsboro and West Palm Beach Canals.

Peace River, Florida.

Channel to Pahokee, on Lake Okeechobee, Florida.

Lake Okeechobee and its tributary streams, Florida, with a view to removing the water-hyacinth.

Fisheating Creek, Florida.

Channel from bridge at Bradenton, Florida, to deep water in Gulf of Mexico (Tampa Bay).

Channel from Tampa Bay to Safety Harbor, Florida.

Channel from Old Tampa Bay to Oldsmar, Florida.

Channel leading from Tampa Bay Channel directly north to the vicinity of Maximo Point near Saint Petersburg, Florida.

Channel leading from Tampa Bay Channel directly north to the vicinity of Mullet Key and with a view to providing a protected harbor and turning basin.

Saint Petersburg Harbor, Florida, to provide for a channel up to the depth of thirty feet from the main Tampa Bay ship channel past the port of Saint Petersburg in front of the recreation pier.

Hillsboro Inlet, Florida, in the vicinity of Pompano.

Channels through Big Pass and Little Pass, from Clearwater Bay, Florida, to deep water in the Gulf of Mexico.

Sarasota Bay, Florida: Channel from Caseys Pass (Venice Inlet), through Dona Bay to the bridge on the United States Highway Numbered 41, including a turning basin at the eastern terminus of the channel.

Hudson River, Florida.

Suwannee River, Georgia and Florida, with a view to improvement in the interest of navigation and flood control.

Channel from the deep water in Saint Joseph Sound to, and turning basin at, Ozona, Florida.

Chassahowitska River, Florida.

Crystal River, Florida.

Channel, turning basin, and improvements at Horseshoe, Dixie County, Florida.

Sante Fe River, from bridge on Federal Highway Numbered 41, near High Springs, to the Suwannee River, and from this bridge upstream to Camp Blanding, Kingsley Lake, Florida.

Waterways from Camp Blanding, Kingsley Lake, Florida, via Black Creek to Saint Johns River, and (or) via Black Creek and Doctors Inlet to Saint Johns River.

Gulf Intracoastal Waterway, to determine if existing project should be modified by constructing the waterway from Carrabelle, Florida, to Lanark, thence to Turkey Point, Alligator Harbor, Tide Creek, and Panacea.

Canal from Saint Marks to Tallahassee, Florida.

Chipola River, Alabama and Florida, with a view to its improvement in the interest of navigation, flood control, power, and other related purposes.

Waterway from the Intracoastal Waterway south across Santa Rosa Island, Florida, to a point at or near Deer Point Light.

La Grange Bayou, Florida.

Saint Josephs Bay, Florida.

Aucilla River, Florida.

East Pass from the Gulf of Mexico into Choctawhatchee Bay, Florida.

Bayou Texar, Florida.

Pensacola Harbor, Florida.

Entrance to Perdido Bay, Alabama and Florida, from the Gulf of Mexico to deep water in Perdido Bay, via the most practicable route.

Columbus, Georgia, to Pensacola, Florida: Waterway via Chattahoochee, Conecuh, and Escambia Rivers.

Waterway from the Escambia River to the Alabama River, Florida and Alabama.

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

Tennessee, Tombigbee, and Mobile Rivers, with a view to securing a through waterway of twelve feet depth and suitable width between the Ohio River and the Gulf of Mexico.

Fly Creek, Fairhope, Alabama.

Channel forty feet deep, to serve as a deepwater outlet to the Gulf of Mexico from the harbors of Mobile, Alabama, and Pascagoula, Biloxi, and Gulfport, Mississippi.

Pearl River, in the interest of flood control in Pearl River, Marion, Hinds, and Lawrence Counties, Mississippi.

Grand Bayou Pass, Louisiana, from the Gulf of Mexico to Buras and Empire.

Bayou Schofield, Louisiana, from the Gulf of Mexico to Buras and Empire.

Ship canal to extend from the Mississippi River at a point at or near the city of New Orleans, Louisiana, to the Gulf of Mexico, by way of the best available route or routes.

Barge channel in vicinity of Baton Rouge, Louisiana, extending from the Mississippi River through Devils Swamp or along its eastern edge.

Grand Bayou, connecting Bayou Boeuf and Bayou Chevreuil, Louisiana.

Barataria Bay and connecting channels, Louisiana, to provide a continuous waterway from the Gulf of Mexico to the Intracoastal Waterway.

Bayou Boeuf, La Fourche Parish, Louisiana.

Lake Pontchartrain, Louisiana, with a view to the construction of a seaplane base in the vicinity of New Orleans and with a view to the protection of the shoreline and repairs to the existing protective works on Lake Pontchartrain at Mandeville, Louisiana.

For flood control, irrigation, navigation, and drainage, and for the prevention of stream pollution and salt-water intrusion, on all streams and bayous in southwest Louisiana, west of the West Atchafalaya Basin protection levee, and south of the latitude of Boyce; on all streams and bayous in Louisiana lying between the East Atchafalaya Basin protection levee and the Mississippi River; and on Amite and Tangipahoa Rivers and tributaries, Louisiana.

Mermentau River, Louisiana, from Grand Chenier to the Gulf.

Bell City Drainage Canal, Louisiana.

Bayou La Fourche, Louisiana, from the Gulf of Mexico to Leeville or to Golden Meadow.

Bayou La Fourche, Louisiana, from Donaldsonville to the Intracoastal Waterway, via Bayou Boeuf, Assumption Parish, or other streams, in the interest of navigation, flood control, beneficial uses of water, malarial control, prevention of stream pollution, and of the location of locks at the head of said bayou at or near Donaldsonville, Louisiana.

North Prong, Schooner Bayou, Vermilion Parish, Louisiana.

Gulf Intracoastal Waterway and connecting streams, lakes, and bays in Louisiana between Bayou Sale Ridge and the Calcasieu River in the interest of navigation, flood control, irrigation, and drainage, and for the prevention of stream pollution and salt-water intrusion.

The shore of Galveston Bay, Texas, with a view to preventing its erosion.

Galveston Bay and contiguous waters, Texas, with a view to providing a seaplane channel.

Pine Island Bayou, Texas.

Cedar Bayou Pass, Corpus Christi Pass, and Pass at Murdocks Landing, Texas.

Little Bay, Texas.

Sabine River, and tributaries, Texas, in the interest of navigation, flood control and other water uses.

Neches River, and tributaries, Texas, in the interest of navigation, flood control, and other water uses.

Big Sandy Creek, Texas.

Cypress Creek, Texas.

Sabine-Neches Waterway, Texas, with a view to further improvements in the interest of navigation and the prevention of damage by floods.

Dickinson Bayou, Texas.

Jones Creek, Texas, with a view to improvement in the interest of navigation and flood control.

Waterway from the Neches River, by way of Pine Island Bayou and extension, to Trinity River, Texas.

Double Bayou, Texas.

Colorado River, Texas.

Waterway from Alvin, Texas, to the Intracoastal Waterway.

Ouachita River, with a view to the construction of a dam at or near Rockport, Arkansas, in the interest of navigation, flood control, and the development of hydroelectric power.

Loosahatchie River, Tennessee, from its mouth to the O. K. Robertson Road and including the area west of the Illinois Central Railroad and north of Wolf River, with a view to extending the navigation facilities of Memphis Harbor.

Mississippi River: Davenport (Iowa) harbor of refuge.

Mississippi River at Cassville, Wisconsin.

Mississippi River at Prairie du Chien, Wisconsin.

Mississippi River at Alma, Wisconsin.

Mississippi River at Maiden Rock, Wisconsin.

Illinois and Mississippi Canal, Illinois.

Saint Croix River Basin, Minnesota and Wisconsin, including consideration of the construction of dam below the mouth of Kettle River.

Minnesota River, Minnesota, up to a point ten miles above New Ulm, with a view to improvement in the interest of navigation and related purposes.

Red River of the North drainage basin, Minnesota, South Dakota, and North Dakota.

Missouri River in South Dakota and North Dakota.

Missouri River in Nebraska.

Allegheny River, up to Olean, New York.

Tofte Harbor, Minnesota.

Grand Portage Harbor, Minnesota.

Lake Kabetogama, Minnesota.

Waterway connecting Lake Superior and Lake Michigan, from Au Train Lake to Little Bay de Noc, Michigan.

Harbor at mouth of Au Train River, Michigan.

Shelldrake Harbor, Michigan.

Saint Marys River at Sault Sainte Marie, Michigan, with a view to providing facilities for light-draft navigation.

Harbor at Saint Ignace, Michigan.

Kenosha Harbor, Wisconsin.

Mackinac Harbor, Michigan.

Galien River, Berrien County, Michigan.

Pine River, Michigan.

Pinconning River, Michigan.

Clinton River, Michigan.

Waterway from Lake Erie, at or near Toledo, Ohio, to the southerly end of Lake Michigan by way of the Maumee River and the city of Fort Wayne, Indiana, or other practicable route.

Saint Marys River, Ohio and Indiana.

Maumee River, Indiana and Ohio.

The coast of Lake Erie, with a view to the establishment of harbors of refuge for light-draft vessels for commercial and/or recreational purposes.

Harbor at Ballast Island, Ohio.

Vermilion Harbor, Ohio, with a view to improvement in the interest of navigation and related purposes.

Rocky River, Ohio.

The south shores of Lake Erie and of Lake Huron with a view to the establishments of harbors and harbors of refuge for light-draft commercial and fishing vessels and for recreational craft.

At or near North East, Pennsylvania, with a view to constructing a harbor of refuge.

Harbor at Hamburg Township, New York.

Little River (branch of Niagara River), at Cayuga Island, Niagara Falls, New York.

Port Bay, New York.

Oswego Harbor, New York.

Chaumont River, New York.

At and in the vicinity of Henderson, New York, with a view to constructing a harbor.

At and in the vicinity of Sacketts Harbor, New York, with a view to providing additional harbor facilities.

Point Dume, California.

Santa Monica Harbor, California.

The coast of southern California, with a view to the establishment of harbors for light-draft vessels.

Pillar Point, Half Moon Bay, San Mateo County, California.

Monterey Bay, California.

Area at and in the vicinity of South Basin, San Francisco, California.

Carquinez Strait and Alhambra Creek, California, with a view to providing harbor improvements at, and in the vicinity of, Martinez.

Noyo River, California.

Napa River, California.

Humboldt Bay, California.

Bays, inlets, and rivers along the coast of Oregon with a view to providing an adequate number of deep draft harbors.

Nelscott, Oregon, with a view to protection of the beach.

Harbor at Empire, Oregon.

Alsea Bay, Oregon, with a view to the construction of a harbor of refuge.

Coos Bay, Oregon.

Channel at Charleston, South Slough, Oregon.

Tillamook Bay and Bar, Oregon.

Nehalem Bay and River.

Columbia Slough.

Astoria, Oregon, with a view to the construction of a mooring basin for fishing boats within the harbor.

Willapa Harbor, Washington, with a view to providing a channel to, and turning basin at, Tokeland Dock; also with a view to providing a mooring basin and breakwater at and near Nahcotta Dock, Nahcotta.

Grays Harbor, Washington, with a view to constructing a channel into Bay City.

Grays Harbor, Washington, with a view to providing a breakwater and other improvements at and near Westport.

Grays Harbor, Washington, with a view of providing a deep-sea fishing base at Hoquiam.

Friday Harbor, Washington.

Sitka Harbor, Alaska.

Cordova Harbor, Alaska.

Kodiak Harbor, Alaska.

Neva Strait and Olga Strait, Alaska.

Upper Kvichak River, Alaska.

Skagway Harbor, Alaska.

Valdez Harbor, Alaska, with a view to its improvement and particularly with respect to the expansion of facilities for harborage of small boats.

Cook Inlet, Alaska, with a view to improvement for navigation, providing harbor facilities for the city of Anchorage, and the development of hydroelectric power.

Anchorage Harbor, Alaska, with a view to its improvement, and with the view of determining the advisability of providing additional harbor facilities for small boats.

Kalaupapa Landing, Island of Molokai, Hawaii.

Kalepolepa Boat Harbor, Island of Maui, Hawaii.

Humacao Playa, Punta Santiago, Puerto Rico.

Arecibo Harbor, Puerto Rico, with a view to determining whether modifications in the authorized project would be desirable.

Christiansted Harbor, Saint Croix, Virgin Islands, with a view to improvement for navigation.

SEC. 7. The Secretary of War is hereby authorized and directed to ascertain as nearly as can be estimated the amounts of damages resulting to manufacturers on the Oswego River, by the improvement of the Oswego and Erie Canals by the State of New York in accordance with the project adopted by the River and Harbor Act, approved August 30, 1935.

Approved March 2, 1945.