

[CHAPTER 353.]

AN ACT

July 1, 1935.
[H. R. 7870.]
[Public, No. 190.]

To provide a preliminary examination of the Purgatoire (Picketwire) and Apishapa Rivers, in the State of Colorado, with a view to the control of their floods and the conservation of their waters.

Purgatoire and Apishapa Rivers, Colo. Survey of, to be made for flood control.

Vol. 39, p. 950; U. S. C., p. 1487.

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled, That the Secretary of War be, and he is hereby, authorized and directed to cause a preliminary examination to be made of the Purgatoire (Picketwire) River, west of the city of Trinidad, Colorado, and the Apishapa River, west of the town of Aguilar, all in the county of Las Animas, in the State of Colorado, with a view to the control of the floods and the conservation of the waters of said rivers, in accordance with the provisions of section 3 of an Act entitled "An Act to provide for control of floods of the Mississippi River, and of the Sacramento River, California, and for other purposes", approved March 1, 1917, the cost thereof to be paid from appropriations heretofore or hereafter made for examinations, surveys, and contingencies of rivers and harbors.

Approved, July 1, 1935.

[CHAPTER 355.]

AN ACT

July 2, 1935.
[H. R. 115.]
[Public, No. 191.]

To amend section 27 of the Merchant Marine Act, 1920.

Merchant Marine Act, 1920, amendment. Vol. 41, p. 999; U. S. C., p. 2067.

Merchandise transported in coastwise trade in other than domestic built and documented vessels; forfeiture.

Provisos. Domestic vessels sold foreign.

Routes excepted.

Application of, to Yukon River deferred.

Great Lakes ferrage. *Ante*, p. 154.

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled, That section 27 of the Merchant Marine Act, 1920 (U. S. C., title 46, sec. 883), is amended to read as follows:

"SEC. 27. That no merchandise shall be transported by water, or by land and water, on penalty of forfeiture thereof, between points in the United States, including Districts, Territories, and possessions thereof embraced within the coastwise laws, either directly or via a foreign port, or for any part of the transportation, in any other vessel than a vessel built in and documented under the laws of the United States and owned by persons who are citizens of the United States, or vessels to which the privilege of engaging in the coastwise trade is extended by sections 18 or 22 of this Act: *Provided*, That no vessel having at any time acquired the lawful right to engage in the coastwise trade, either by virtue of having been built in, or documented under the laws of the United States, and later sold foreign in whole or in part, or placed under foreign registry, shall hereafter acquire the right to engage in the coastwise trade: *Provided further*, That this section shall not apply to merchandise transported between points within the continental United States, excluding Alaska, over through routes heretofore or hereafter recognized by the Interstate Commerce Commission for which routes rate tariffs have been or shall hereafter be filed with said Commission when such routes are in part over Canadian rail lines and their own or other connecting water facilities: *Provided further*, That this section shall not become effective upon the Yukon River until the Alaska Railroad shall be completed and the Shipping Board shall find that proper facilities will be furnished for transportation by persons citizens of the United States for properly handling the traffic: *Provided further*, That this section shall not apply to the transportation of merchandise loaded on railroad cars or to motor vehicles with or without trailers, and with their passengers or contents when accom-

panied by the operator thereof, when such railroad cars or motor vehicles are transported in any railroad car ferry operated between fixed termini on the Great Lakes as a part of a rail route, if such car ferry is owned by a common carrier by water and operated as part of a rail route with the approval of the Interstate Commerce Commission, and if the stock of such common carrier by water, or its predecessor, was owned or controlled by a common carrier by rail prior to June 5, 1920, and if the stock of the common carrier owning such car ferry is, with the approval of the Interstate Commerce Commission, now owned or controlled by any common carrier by rail and if such car ferry is built in and documented under the laws of the United States."

Approved, July 2, 1935.

[CHAPTER 356.]

AN ACT

For the relief of the officers and men of the United States Naval and Marine Corps Reserves who performed flights in naval aircraft in connection with the search for victims and wreckage of the United States dirigible Akron.

July 2, 1935.
[H. R. 4764.]
[Public, No. 192.]

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled, That those officers and men of the United States Naval Reserve and the United States Marine Corps Reserve who, while on authorized active or training duty without pay, between the dates of April 4, 1933, and April 7, 1933, both dates inclusive, performed flights in naval aircraft in connection with the search for victims and wreckage of the United States dirigible Akron, shall be considered as on active duty with pay and shall be entitled to the pay and allowances prescribed by law therefor during the time of performance of such duty.

Naval, etc., reserves. Relief of certain officers, etc., who searched for victims of accident to dirigible "Akron."

Approved, July 2, 1935.

[CHAPTER 357.]

AN ACT

To authorize the use of park property in the District of Columbia and its environs by the Boy Scouts of America at their national jamboree.

July 2, 1935.
[S. 2738.]
[Public, No. 193.]

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled, That the Act entitled "An Act to authorize the Secretary of War and the Secretary of the Navy to lend Army and Navy equipment for use at the national jamboree of the Boy Scouts of America", approved April 1, 1935, is amended by adding at the end thereof a new section to read as follows:

District of Columbia, Boy Scouts national jamboree. *Akte*, p. 105, amended. *Post*, p. 658.

"SEC. 2. The Secretary of the Interior is hereby authorized to grant permits through the National Park Service and the Superintendent of National Capital Parks for use by the said Boy Scouts of portions of parks, reservations, or other public spaces under his control in the District of Columbia and environs as in his opinion may be temporarily spared for that purpose: *Provided*, That such use will inflict no serious or permanent injury upon any of the parks, reservations, or other public spaces: *And provided further*, That the parks, reservations, or other public spaces, which shall be so used or occupied, shall be promptly restored to their original condition by the Boy Scouts, and the said Boy Scouts shall indemnify the United States for all damages of any kind whatsoever

Permits for use of public spaces, etc., authorized.

Provisos. Condition.

Restoration after use.

Indemnity for any damages.