

# PRIVATE LAWS OF THE SIXTY-SEVENTH CONGRESS

OF THE

## UNITED STATES

*Passed at the first session, which was begun and held at the city of Washington, in the District of Columbia, on Monday, the eleventh day of April, 1921, and was adjourned without day on Wednesday, the twenty-third day of November, 1921.*

WARREN G. HARDING, President; CALVIN COOLIDGE, Vice President; ALBERT B. CUMMINS, President of the Senate *pro tempore*; CHARLES CURTIS, Acting President of the Senate *pro tempore*, July 7, 8, and 22, August 5, 11, 22 to 24, September 23, 1921; IRVINE L. LENROOT, Acting President of the Senate *pro tempore*, August 9 and 16, 1921; JAMES W. WADSWORTH, jr., Acting President of the Senate *pro tempore*, August 10, 1921; REED SMOOT, Acting President of the Senate *pro tempore*, August 15, 1921; CHARLES L. McNARY, Acting President of the Senate *pro tempore*, August 19 and 20, 1921; FRANK B. BRANDEGEE, Acting President of the Senate *pro tempore*, September 24, 1921; FREDERICK H. GILLETT, Speaker of the House of Representatives; HORACE M. TOWNER, Speaker of the House of Representatives *pro tempore*, May 25, July 1 and 2, 1921; JOSEPH WALSH, Speaker of the House of Representatives *pro tempore*, June 20 to 22, October 28 to 31, November 19 and 23, 1921.

**CHAP. 59.**—An Act conferring jurisdiction upon the United States District Court for the Eastern District of South Carolina to hear and determine the claim of the owners of the Danish steamship *Flynderborg* against the United States, and for other purposes.

August 9, 1921.

[S. 997.]

[Private, No. 1.]

*Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled, That the Dampskibsselskabet Dannebrog, of Copenhagen, Kingdom of Denmark, the owners of the Danish steamship *Flynderborg*, are hereby authorized to bring suit in personam against the United States, within one year after this Act becomes law, to recover damages for any injury to such steamship *Flynderborg* which may have been caused by the United States steamship *Prometheus*, of the United States Navy, in a collision which took place between the United States steamship *Prometheus* and the steamship *Flynderborg* on December 4, 1919, in Charleston Harbor, South Carolina, eastern district of South Carolina, and jurisdiction in admiralty is hereby conferred upon the District Court of the United States for the Eastern District of South Carolina to hear, consider, and determine such suit upon the principles of liability and in accordance with the practice obtaining in like suits in admiralty between private parties and to enter a decree or judgment for or against the United States or such Dampskibsselskabet Dannebrog, including costs.*

"*Flynderborg*", Danish steamship.  
Owners may bring suit for collision damages in Federal court.

SEC. 2. That the suit herein authorized shall be brought and prosecuted in accordance with the provisions of the Act entitled "An Act to provide for the bringing of suits against the Government of the United States," approved March 3, 1887, as amended, in so far as such provisions are applicable thereto, unless otherwise provided herein. The right of appeal and review shall be afforded as now provided by law in like suits in admiralty between private parties.

Procedure.  
Vol. 24, p. 505; Vol. 36, p. 1093.

Approved, August 9, 1921.

August 16, 1921.

[S. 1434.]

[Private, No. 2.]

**CHAP. 69.**—An Act For the relief of the Fidelity and Deposit Company of Maryland, Baltimore, Maryland.

Fidelity and Deposit  
Company of Maryland.  
Redemption of lost  
certificates of indebted-  
ness.

*Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled,* That the Secretary of the Treasury be, and he is hereby, authorized and directed to redeem, after the 15th day of July, anno Domini 1921, United States Treasury Department 5½ per centum coupon certificates of indebtedness, series B-1921, dated July 15, 1920, and due January 15, 1921, numbered thirty-two hundred and ninety-eight and thirty-two hundred and ninety-nine, of the denomination of \$5,000 each, with interest from July 15, 1920, to the date of maturity of said certificates of indebtedness, January 15, 1921, and also to redeem, after the 15th day of September, anno Domini 1921, United States Treasury Department 5½ per centum coupon certificates of indebtedness, series TM2-1921, dated July 15, 1920, and due March 15, 1921, numbered twenty-two hundred and sixteen and twenty-two hundred and seventeen, of the denomination of \$5,000 each, with interest from July 15, 1920, to the date of maturity of said certificates of indebtedness, March 15, 1921, in favor of the Fidelity and Deposit Company of Maryland, without presentation of said certificates, the certificates of indebtedness having been lost, stolen, or destroyed:

*Proviso.*

Not previously paid.

Indemnity bonds to  
be filed.

*Provided,* That the said certificates of indebtedness shall not have been previously presented for payment: *Provided further,* That the said Fidelity and Deposit Company of Maryland shall first file in the Treasury Department bonds, each in the penal sum of double the amount of the principal and interest of said certificates of indebtedness of the Treasury Department of the United States of America, in such form and with such sureties as may be acceptable to the Secretary of the Treasury to indemnify and save harmless the United States from any loss on account of the lost, stolen, or destroyed certificates of indebtedness hereinbefore described.

Approved, August 16, 1921.

August 23, 1921.]

[H. R. 1940.]

[Private, No. 3.]

**CHAP. 79.**—An Act For the relief of the Southern Iron and Metal Company, Jacksonville, Florida.

Southern Iron and  
Metal Company.  
Payment to.

*Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled,* That there is hereby appropriated, out of any money in the Treasury not otherwise appropriated, the sum of \$1,189.35, for the relief of the Southern Iron and Metal Company, Jacksonville, Florida, for salvage material consisting of submarine cable sold and delivered at Key West, Florida, to the Southern Iron and Metal Company, at the instance of the Director of Purchase and Storage of the War Department, which salvage material was in good faith paid for but was not of the kind and quality represented.

Approved, August 23, 1921.

August 24, 1921.

[H. R. 6407.]

[Private, No. 4.]

**CHAP. 95.**—An Act For the relief of Major Francis M. Maddox, United States Army.

Major Francis M.  
Maddox.  
Credit in accounts.

*Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled,* That the Secretary of the Treasury is hereby authorized and directed to credit the accounts of Major Louis C. Wilson, Quartermaster Corps, United States Army, the sum of \$1,875.14, to be paid Major Francis M. Maddox, Fourth Regiment Alabama National Guard, for pay, commutation of quar-

ters, light, heat, and longevity pay, and for services rendered while detailed for duty as assistant to the Chief of the Militia Bureau, War Department, Washington, District of Columbia, from June 4, 1920, to September 30, 1920, inclusive.

Approved, August 24, 1921.

**CHAP. 96.**—An Act For the relief of E. W. McComas.

*Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled,* That E. W. McComas be permitted to purchase from the United States, at the price of \$1.25 per acre, lots two and four of section five, the north half of the northeast quarter, and lots one and two (or the north half of the northwest quarter) of section seven, township five north, range thirty east, Willamette meridian, in Umatilla County, Oregon, containing two hundred and five and seventy-two one-hundredths acres, more or less, and that patent shall, after such purchase, issue to him therefor: *Provided,* That McComas files in the district land office at La Grande a proper application to purchase the said lands, and tenders payment therefor at the price fixed herein, within sixty days of the passage of this Act.

Approved, August 24, 1921.

August 24, 1921.

[H. R. 1845.]

[Private, No. 5.]

E. W. McComas.  
Land patent to.  
Purchase price.

*Proviso.*  
Condition.

**CHAP. 97.**—An Act For the relief of the city of West Point, Georgia.

*Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled,* That the city of West Point, in the State of Georgia, be, and hereby is, relieved of any liability to and from paying any amount to the Government of the United States, or any department thereof, on account of the construction and maintenance of a pontoon bridge across the Chattahoochee River at West Point, Georgia, constructed and maintained under Public Resolution Numbered 25, Sixty-sixth Congress, and from paying the Government for any damage to or loss of any part of the material used in said bridge: *Provided,* That the transportation of personnel, material of first and second bridge, and inspection by officers, all amounting to \$2,705.77, shall be paid by said city of West Point, and also transportation charges of bridge material, now on hand, from West Point, Georgia, to the point where the Secretary of War may direct said material to be shipped, but not for a greater distance or expense than that from the point which said material was shipped to said West Point, Georgia.

Approved, August 24, 1921.

August 24, 1921.

[H. R. 2117.]

[Private, No. 6.]

West Point, Ga.  
Released from liability for building bridge across Chattahoochee River.  
Vol. 41, p. 370.

*Proviso.*  
Transportation, etc., expenses to be paid.

**CHAP. 98.**—An Act For the relief of the owners of the dredge Maryland.

*Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled,* That the claim of John Emile, of Duval County, Florida, and the Peoples Bank of Mobile, a corporation under the laws of the State of Alabama, owners of the dredge Maryland against the United States for damages alleged to have been caused by a collision between said dredge and the United States steamship O-4, in the Cooper River at Charleston, South Carolina, on the 10th day of February, 1919, may be sued for by the said owners in the District Court of the United States for the Southern District of Florida, sitting as a court of admiralty and acting

August 24, 1921.

[H. R. 1942.]

[Private, No. 7.]

"Maryland", dredge.  
Owners of, may bring suit for collision damages in district court.

Jurisdiction of court.

under the rules governing such court, and said court shall have jurisdiction to hear and determine such suit and to enter a judgment or decree therein for the amount of such damages sustained by reason of said collision as shall be found to be due either for or against the United States upon the same principles and measures of liability and damages, as in like cases in admiralty between private parties and with the same rights of appeal: *Provided*, That such notice of the suit shall be given to the Attorney General of the United States as may be provided by order of the said court, and it shall be the duty of the Attorney General to cause the United States attorney in such district to appear and defend for the United States: *Provided further*, That said suit shall be brought and commenced within four months of the date of the passage of this Act.

Approved, August 24, 1921.

*Provisos.*  
Notice to Attorney General.

Commencement.

November 17, 1921.  
[S. 1408.]  
[Private, No. 8.]

**CHAP. 126.**—An Act Authorizing the Rolph Navigation and Coal Company to sue the United States to recover damages resulting from collisions.

Rolph Navigation and Coal Company.  
May bring suit for collision damages to barkentine "Hesperian", in District court.

Jurisdiction of court.

*Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled*, That the claim of Rolph Navigation and Coal Company, a corporation organized and existing under and by virtue of the laws of the State of California, with its principal place of business in the city and county of San Francisco, in said State, owner of the barkentine Hesperian, for damages caused by collision between said vessel and the destroyer Rizal, a naval vessel belonging to the United States, in the Bay of San Francisco on the 26th day of November, 1919, may be sued for and submitted to the United States District Court in and for the Northern District of California, sitting as a court in admiralty, and acting under the rules in admiralty, governing said court, in an action in which said Rolph Navigation and Coal Company is hereby authorized to commence against the United States for the recovery of said damages. Said court shall have jurisdiction to hear and determine said action and enter its judgment or decree therein for the amount of such damages, if any, as shall be found to be due against the United States in favor of said Rolph Navigation and Coal Company, or against the Rolph Navigation and Coal Company in favor of the United States, upon the same principles and according to the measure of liability prevailing in like cases in admiralty between private parties and with the same right of appeal: *Provided*, That such notice of said action shall be given upon or after the commencement of said action to the Attorney General of the United States, as may be provided by order of said court, and it shall be the duty of the Attorney General upon receipt of such notice to cause the United States attorney in such district to appear for and defend the United States in such action: *Provided further*, That said suit shall be brought and commenced within four months of the date of the passage of this Act.

*Provisos.*  
Notice, etc.

Commencement of suit.

May enter suit for collision damages to barge "Alden Besse."

Jurisdiction of court.

**SEC. 2.** That the claim of said Rolph Navigation and Coal Company, owner of the coal barge Alden Besse, for damages caused by collision between said vessel and the destroyer Buchanan, a naval vessel belonging to the United States, in the Bay of San Francisco on the 1st day of September, 1919, may be sued for and submitted to the United States District Court in and for the Northern District of California, sitting as a court of admiralty, and acting under the rules in admiralty governing said court, in an action which said Rolph Navigation and Coal Company is hereby authorized to commence against the United States for the recovery of said damages. Said court shall have jurisdiction to hear and determine said action and enter its judgment or decree therein for the amount of such damages, if any, as shall be found to be due against the United States

in favor of said Rolph Navigation and Coal Company, or against the Rolph Navigation and Coal Company in favor of the United States, upon the same principles and according to the measure of liability prevailing in like cases in admiralty, between private parties, and with the same rights of appeal: *Provided*, That such notice of said action shall be given upon or after the commencement of said action to the Attorney General of the United States, as may be provided by order of said court, and it shall be the duty of the Attorney General, upon receipt of such notice, to cause the United States attorney in such district to appear for and defend the United States in such action: *Provided further*, That said suit shall be brought and commenced within four months of the date of the passage of this Act.

*Provisos.*  
Notice to Attorney General.

Commencement.

SEC. 3. That said Rolph Navigation and Coal Company may unite the several causes of action arising out of the aforesaid collisions in the same complaint or libel.

Approved, November 17, 1921.

CHAP. 127.—An Act Authorizing the owners of the steamship Texas to bring suit against the United States of America.

November 17, 1921.  
[S. 2153.]  
[Private, No. 9.]

*Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled*, That the claim of the owners of the steamer Texas arising out of a collision between said steamer and the United States steamer Frederick der Grosse, off Tompkinsville, Staten Island, in the harbor of New York, on the 3d day of September, 1917, for and on account of the losses alleged to have been suffered in said collision by the owners of said steamer Texas by reason of damages to and detention of said steamer may be submitted to the United States District Court for the Southern District of New York, under and in compliance with the rules of said court sitting as a court of admiralty; and that the said court shall have jurisdiction to hear and determine the whole controversy and to enter judgment or decree for the amount of the legal damages sustained by reason of said collision, if any shall be found to be due either for or against the United States, upon the same principle and measure of liability, with costs, as in like cases in admiralty between private parties, with the same rights of appeal: *Provided*, That such notice of the suit shall be given to the Attorney General of the United States as may be provided by order of the said court, and it shall be the duty of the Attorney General to cause the United States attorney in such district to appear and defend for the United States: *Provided further*, That said suit shall be brought and commenced within four months of the date of the passage of this Act.

"Texas," steamer.  
Owners of, may bring suit for collision damages in District court.

Jurisdiction of court.

*Provisos.*  
Notice to Attorney General.

Commencement.

Approved, November 17, 1921.

CHAP. 129.—An Act Granting a deed of quitclaim and release to J. L. Holmes of certain land in the town of Whitefield, Oklahoma.

November 18, 1921.  
[S. 513.]  
[Private, No. 10.]

*Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled*, That the Secretary of the Interior is hereby authorized and directed to execute, acknowledge, and deliver, in the name of the United States of America, a deed of quitclaim and release to J. L. Holmes, of Whitefield, Oklahoma, his heirs and assigns, of all the right, title, and interest in and to lots two and three, block fourteen, in townsite of Whitefield, Oklahoma, which was granted to the United States of America by a deed from the Choctaw and Chickasaw Nations to the United States of America, dated the 21st day of September, anno Domini 1904, and approved

J. L. Holmes.  
Quitclaim deed granted to.

by the Secretary of the Interior, said lots having been erroneously conveyed to the United States instead of to E. E. Farrell, who subsequently sold and transferred same to J. L. Holmes.

Approved, November 18, 1921.

November 18, 1921.

[S. 904.]

[Private, No. 11.]

Elijah C. Putman.  
Military service established.

R. S., sec. 2306, p. 422.

**CHAP. 130.**—An Act For the relief of Elijah C. Putman.

*Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled,* That the service of Elijah C. Putman, honorably discharged March 28, 1864, is declared amply sufficient to entitle him or his assigns to the benefits of said section 2306, Revised Statutes, and the Commissioner of the General Land Office is hereby authorized to recognize the same.

Approved, November 18, 1921.

November 18, 1921.

[S. 1884.]

[Private, No. 12.]

Quapaw Indians.  
Alienation restrictions continued of allottees, Minnie Griffin, Lewis Quapaw, and Leona Quapaw.

Vol. 41, p. 1248, amended.

**CHAP. 131.**—An Act To amend section 26 of an Act entitled "An Act making appropriations for the current and contingent expenses of the Bureau of Indian Affairs," and so forth.

*Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled,* That section 26 of the Act entitled "An Act making appropriations for the current and contingent expenses of the Bureau of Indian Affairs, for fulfilling treaty stipulations with various Indian tribes, and for other purposes, for the fiscal year ending June 30, 1922," approved March 3, 1921, be, and the same is hereby, amended by adding to the list of members of the Quapaw Tribe therein enumerated, after the words Lucy Lottson Beaver, the names of three omitted members, to wit, Minnie Griffin, Lewis Quapaw, and Leona Quapaw, in order that the said named Indians may have the full benefit of the twenty-five year extension period provided by the Act.

Approved, November 18, 1921.

November 23, 1921.

[S. 1283.]

[Private, No. 13.]

Chicago, Milwaukee and Saint Paul Railway Company and others.

Jurisdiction given Court of Claims to hear, etc., claims of.

**CHAP. 150.**—An Act For the relief of the Chicago, Milwaukee and Saint Paul Railway Company; the Chicago, Saint Paul, Minneapolis and Omaha Railway Company; and the Saint Louis, Iron Mountain and Southern Railway Company.

*Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled,* That, any statute of limitations to the contrary notwithstanding, the Court of Claims is hereby given jurisdiction to hear and determine the claims of the Chicago, Milwaukee and Saint Paul Railway Company, in accordance with the decisions of said court in causes numbered twenty-eight thousand two hundred and seventy-two, twenty-nine thousand six hundred and thirty-six, and thirty thousand one hundred and fifty-nine, and the claims of the Chicago, Saint Paul, Minneapolis and Omaha Railway Company, in accordance with the decision of said court in cause numbered twenty-nine thousand eight hundred and seventy-five, which was affirmed by the Supreme Court of the United States, and the claim of the Saint Louis, Iron Mountain and Southern Railway Company, in accordance with the decision of said court in cause numbered twenty-four thousand four hundred and nine: *Provided,* That said court in rendering judgment shall enforce the provisions of section 3477, Revised Statutes of the United States, prohibiting the assignment of claims against the United States, and shall render judgment for said claimants only for the amounts in which they, and not any predecessors of theirs, were underpaid, it being the

Provisos.

Assignments not recognized.

R. S., sec. 3477, p. 689

purpose of this Act to waive only the statute of limitations and not any other legal defense the United States may have to said claims: *Provided further*, That the same right of appeal to the Supreme Court of the United States as exists in other cases in the general jurisdiction of said court is hereby granted.

Appeal to Supreme Court.

Approved, November 23, 1921.

**CHAP. 151.**—An Act To authorize the Secretary of the Interior to execute deeds of reconveyance for certain lands in the city of Mount Pleasant, Isabella County, Michigan.

November 23, 1921.  
[H. R. 7051.]  
[Private, No. 14.]

*Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled*, That the Secretary of the Interior be, and he is hereby, authorized and directed to execute deeds on behalf of the United States of America to Walter F. Newberry, John C. Hicks, Barbara Granger Vowles (formerly Barbara Granger), Jean Gretchen Stickle, Bruce Granger Stickle, and Bruce Stickle, or their heirs, reconveying to said persons or their heirs certain lands in the city of Mount Pleasant, Michigan, heretofore conveyed by them to the United States of America, the appropriation for the purchase price of said lands having lapsed by operation of law.

Mount Pleasant,  
Mich.  
Lands in, reconveyed to designated persons.

Approved, November 23, 1921.