

## Public Law 34

## CHAPTER 37

May 13, 1955  
[H. R. 1816]

## AN ACT

To declare the tidewaters in the waterway (in which is located Fort Point Channel and South Bay) above the easterly side of the highway bridge over Fort Point Channel at Dorchester Avenue in the city of Boston nonnavigable tidewaters.

Boston, Mass.  
Nonnavigable  
tidewaters.

*Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled,* That the portion of the tidewaters in the waterway in which is located Fort Point Channel and South Bay in the city of Boston, Massachusetts, lying above the easterly side of the highway bridge over Fort Point Channel at Dorchester Avenue in the city of Boston is hereby declared to be a nonnavigable water of the United States within the meaning of the Constitution and laws of the United States.

SEC. 2. The right to alter, amend, or repeal this Act is hereby expressly reserved.

Approved May 13, 1955.

## Public Law 35

## CHAPTER 38

May 13, 1955  
[H. R. 4936]

## AN ACT

To authorize the furnishing of subsistence and quarters without charge to employees of the Corps of Engineers engaged on floating plant operations.

Corps of Engineers.

45 Stat. 193.  
5 USC 75a.

*Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled,* That notwithstanding the provisions of section 3 of the Act of March 5, 1928, employees of the Corps of Engineers, Department of the Army, engaged on floating plant operations may be furnished subsistence and/or quarters on vessels without charge whenever messing and/or quartering are determined to be equitable to the employees and to be necessary in the public interest in connection with such operations. Any such subsistence and quarters shall be furnished in accordance with standards prescribed by the Secretary of the Army.

Approved May 13, 1955.

## Public Law 36

## CHAPTER 39

May 13, 1955  
[H. R. 1602]

## AN ACT

To enable the State of Arizona and the town of Tempe, Arizona, to convey to the Salt River Agricultural Improvement and Power District, for use by such district, a portion of certain property heretofore transferred under certain restrictions to such State and town by the United States.

Tempe, Ariz.  
Conveyance.

*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 authorized and directed to transfer by quitclaim deed or other appropriate means to the State of Arizona and to the town of Tempe, Arizona, so much of the right, title, and interest remaining in the United States in and to the following described property, formerly constituting a part of the Papago Saguaro National Monument in Arizona, which was transferred in part to such State and in part to such town pursuant to the Act of April 7, 1930 (46 Stat. 142), as supplemented by the Act of July 7, 1932 (47 Stat. 646), on the condition that it be used for park, recreation, public convenience, or municipal purposes, as may be necessary to enable such State

and town to convey to the Salt River Project Agricultural Improvement and Power District, a political subdivision of such State, such property as a site for an office building (including facilities and improvements related thereto) to be used by such district:

All that portion of the north half of section 9, township 1 north, range 4 east, Gila and Salt River base and meridian, Arizona, bounded on the north by the south right-of-way line of Van Buren Street, on the east by the right-of-way of the State of Arizona at the intersection of Washington Boulevard and Van Buren Street, on the south by the north right-of-way line of Washington Boulevard and on the west by a line parallel to and fifty feet east of a line described as follows:

Beginning at a point on the center line of East Washington Boulevard from which point the north and south midsection line of said section 9 bears south 81 degrees 52 minutes 30 seconds east a distance of 554.5 feet; thence north 21 degrees 37 minutes 30 seconds east a distance of 1,116.12 feet to a point; thence on a curve to the right, having a radius of 655.73 feet, a distance of 198.57 feet, as measured along the arc of said curve, to a point; thence north 38 degrees 58 minutes east a distance of 96.74 feet to a point; thence on a curve to the left having a radius of 221.5 feet a distance of 153.51 feet, as measured along the arc of said curve, to a point; thence north 00 degrees 44 minutes 30 seconds west a distance of 210.2 feet to a point on the center line of East Van Buren Street from which the point of intersection of said center line of East Van Buren Street and the north-south midsection line of said section 9 bears north 33 degrees 51 minutes west a distance of 160.98 feet.

Approved May 13, 1955.

Public Law 37

CHAPTER 40

AN ACT

May 13, 1955  
[S. 1094]

To amend section 402 of the Federal Employees Uniform Allowance Act, approved September 1, 1954.

*Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled,* That section 402 of the Federal Employees Uniform Allowance Act, approved September 1, 1954 (68 Stat. 1114), is amended by striking from the first sentence thereof the words "existing on the date of enactment of this Act".

5 USC 2131.

Approved May 13, 1955.

Public Law 38

CHAPTER 41

AN ACT

May 19, 1955  
[H. R. 2225]

To amend section 401 (e) of the Civil Aeronautics Act of 1938, as amended.

*Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled,* That section 401 (e) of the Civil Aeronautics Act of 1938, as amended (49 U. S. C. 487 (e); 52 Stat. 987), is amended by adding at the end thereof the following:

Civil Aeronautics Act of 1938, amendment.

49 USC 481 (e).

Public convenience certificates.

"(3) If any applicant who makes application for a certificate within one hundred and twenty days after the date of enactment of this paragraph shall show that, from January 1, 1953, to the date of its application, it or its predecessor in interest, was an air carrier furnishing, within the continental limits of the United States, local or feeder service consisting of the carriage of persons, property, and mail,