

EXTENSION OF LIMITS OF THE PORT OF ENTRY OF GALVESTON, TEX.

AUGUST 8, 1912.—Ordered to be printed.

Mr. REED, from the Committee on Commerce, submitted the following

REPORT.

[To accompany H. R. 22199.]

The Committee on Commerce, to whom was referred the bill (H. R. 22199) to extend the limits of the port of entry of Galveston, Tex., to include Port Bolivar, in that State, having considered the same, report thereon with a recommendation that it pass without amendment.

The bill has the approval of the Treasury Department, as will appear by the following copy of the House report, which contains a communication from the Secretary favoring passage of the measure:

[House Report No. 999, Sixty-second Congress, second session.]

The Committee on Ways and Means, to whom was referred the bill (H. R. 22199) to establish a subport of entry and delivery at Port Bolivar, in the State of Texas, having had the same under consideration, report it back to the House with an amendment in the nature of a substitute, and recommend that the bill as amended do pass.

The letter of the Secretary of the Treasury regarding this measure is hereto attached and made a part of this report.

TREASURY DEPARTMENT,
OFFICE OF THE SECRETARY,
Washington, May 23, 1912.

HON. O. W. UNDERWOOD,
Chairman Committee on Ways and Means, House of Representatives.

SIR: Referring to your letter of the 16th ultimo, inclosing a copy of House bill 22199, providing for the establishment of Port Bolivar, Tex., as a subport of entry and delivery within the customs-collection district of Galveston, Tex., I have the honor to advise you that the matter has been carefully considered and that it does not appear that there is any necessity for the proposed action.

Vessels that touch at Port Bolivar are chartered for Galveston, and if they are foreign they frequently shift from Galveston to Port Bolivar for the purpose of loading a cargo, consisting almost entirely of lumber. Port Bolivar is so near to Galveston that customs business arising by reason of the shifting of these vessels to that place may be readily attended to by officers detailed from the port of Galveston with much less expense to the Government than that incident to the maintenance of a subport of

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entry at Bolivar, and this would be true even though the volume of customs business at that place should increase very considerably over that anticipated in the near future. I would suggest, therefore, that instead of establishing Bolivar as a subport of entry and delivery legislation be enacted extending the limits of the port of Galveston so as to include Port Bolivar, which would be accomplished by the enactment of a bill to read as follows:

"Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled, That the limits of the port of entry of Galveston, Texas, be, and the same are hereby, extended to include Port Bolivar, in that State."

Respectfully,

FRANKLIN MACVEAGH, *Secretary.*

