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CHAP. 115.—An act providing for sundry light-houses and other aids to navigation. February 15, 1893.

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled, That light houses, fog signals, and other aids to navigation be established and erected as hereinafter set forth, to wit: Light-houses, fog signals, etc., established.

LAKE ONTARIO. Lake Ontario.

First. On Galloo Island, a fog signal at a cost not exceeding five thousand seven hundred dollars.

Second. On the head of Carltons Island, a light-house, at a cost not exceeding eight thousand six hundred dollars.

Third. On Bay State Shoal, at the cross over, floating lights, at a cost not exceeding eight hundred dollars.

LAKE ERIE. Lake Erie.

Fourth. At the entrance to Erie Harbor, Pennsylvania, a fog signal, at a cost not exceeding four thousand three hundred dollars.

Fifth. At Fairpoint Harbor, Ohio, a fog signal, at a cost not exceeding four thousand three hundred dollars.

Sixth. At Lorain Harbor, Ohio, a fog signal, at a cost not exceeding four thousand three hundred dollars.

Seventh. On southerly end of South Bass Island, to range with Green Island light and Marblehead light, a light, at a cost not exceeding eight thousand six hundred dollars.

Eighth. For re-establishing light at Port Clinton, Ohio, at a cost not exceeding one thousand five hundred dollars.

Ninth. For moving range lights, Maumee River, Ohio, so as to properly light the new channel, at a cost not exceeding eight thousand dollars.

LAKE HURON. Lake Huron.

Tenth. On Poes Reef, Straits of Mackinaw, a light-ship of suitable pattern, at a cost not exceeding twenty five thousand dollars.

Eleventh. At Forty Mile Point, a light and fog signal, at a cost not exceeding twenty-five thousand dollars.

LAKE SUPERIOR. Lake Superior.

Twelfth. At or near Grand Marais, a light and bell, at a cost not exceeding fifteen thousand dollars.

Thirteenth. At or near Big Sable Point, a steam fog signal, at a cost not exceeding five thousand five hundred dollars.

Fourteenth. At or near Big Point Bay, between Granite and Huron islands, a light and fog signal, at a cost not exceediug twenty five thousand dollars.

Fifteenth. At or near Mendota, Bete Grise Bay, re-established light and bell, at a cost not exceeding seven thousand five hundred dollars.

Sixteenth. At or near Eagle Harbor, a fog signal, at a cost not exceeding five thousand five hundred dollars.

Seventeenth. At or near Sand Hills, twelve miles west of Eagle River, a light, at a cost not exceeding twenty thousand dollars.

Eighteenth. Eagle River light to be discontinued.

Nineteenth. At Portage Lake ship canal, a fog signal, at a cost not exceeding five thousand five hundred dollars.

Twentieth. At or near Fourteen Mile Point, a light and fog signal, at a cost not exceeding twenty thousand dollars.

Twenty-first. For moving main Chequamegon Light and establishing fog signal, at a cost not exceeding seven thousand five hundred dollars, and for harbor light and bell, Chequamegon, at a cost not exceeding two thousand five hundred dollars.

Twenty-second. At Devil Island, to complete light station, at a cost not exceeding twenty two thousand dollars.

Twenty-third. At Bayfield, a pier light and bell, at a cost not exceeding five thousand dollars.

Twenty-fourth. At Pats (or Hat) Point (near Grand Portage), a light and fog signal, at a cost not exceeding fifteen thousand dollars.

Lake Michigan.

LAKE MICHIGAN.

Twenty-fifth. At Round Island, Straits of Mackinaw, a light and fog signal, at a cost not exceeding fifteen thousand dollars.

Twenty sixth. At Seul Choix Point, a fog signal, at a cost not exceeding five thousand five hundred dollars.

Twenty seventh. On South Fox Island, a fog signal, at a cost not exceeding five thousand five hundred dollars.

Twenty eighth. On north end North Manitou Island, a light and fog signal, at a cost not exceeding twenty thousand dollars.

Twenty ninth. At Ludington, a fog signal, at a cost not exceeding five thousand five hundred dollars; and a dwelling for a keeper at this station, at a cost not exceeding four thousand five hundred dollars.

Thirtieth. At St Joseph, a fog signal, at a cost not exceeding five thousand dollars.

Thirty-first. At Manitowoc, a fog signal, at a cost not exceeding five thousand five hundred dollars.

Thirty-second. At Sturgeon Bay Canal, a light, at a cost not exceeding twenty thousand dollars.

Thirty-third. At or near Porte des Mortes, range light and fog signals, at a cost not exceeding twenty one thousand dollars.

Thirty-fourth. At St Martin Island, a light, at a cost not exceeding fifteen thousand dollars.

Thirty-fifth. At Little Gull Island, a light and fog signal, at a cost not exceeding twenty thousand dollars.

Thirty-sixth. At or near Squaw Point, Little Bay de Noquette, a light, at a cost not exceeding five thousand dollars.

Thirty-seventh. At or near Peshtigo Shoal, Green Bay, a light-house with fog signal, at a cost not exceeding ten thousand dollars.

Thirty-eighth. At Sheboygan, Wisconsin, a fog signal, at a cost not exceeding five thousand five hundred dollars.

Atlantic region.

ATLANTIC REGION.

Thirty-ninth. On the Government breakwater at the entrance to the harbor of Bridgeport, Connecticut, a beacon light, not to cost more than two thousand dollars.

Fortieth. At the Southwest Ledge, entrance to New Haven Harbor, Connecticut, light station, a suitabl steam fog signal, including the cost of the required fog signal house, to replace the fog-signal apparatus now in use there, twelve thousand five hundred dollars, or so much thereof as may be necessary.

Forty-first. At Wilson Harbor, Niagara County, New York, a light-house not to cost more than two thousand five hundred dollars.

Forty-second. At or near Big Oyster Bed Shoal, mouth of the Maurice River, Delaware Bay, New Jersey, a light-house and fog signal station, not to cost more than twenty five thousand dollars

Forty-third. At or near the mouth of Salem Creek, New Jersey, a suitable light not to cost more than eight hundred dollars.

Forty-fourth. Additional lights along the ship channel of Mobile Bay, Alabama, not to cost more than sixty thousand dollars.

Forty-fifth. At Deer Point, at the entrance to Santa Rosa Sound, Pensacola Bay, Florida, a light, not to cost more than one thousand dollars.

PACIFIC REGION.

Pacific region.

Forty-sixth. At the mouth of the Willamette River, Oregon, a light and fog signal, not to cost more than six thousand dollars.

Forty seventh. At Grays Harbor, Washington, a first order light-house and fog signal, at a cost not to exceed sixty thousand dollars in addition to the appropriation of fifteen thousand five hundred dollars made in the act approved July seventh, eighteen hundred and eighty-four, for a harbor light at this point.

Forty-eighth. On North Head, Cape Disappointment, in the State of Washington, a first-order light-house, not to cost more than fifty thousand dollars; and when the light herein provided for shall have been established, the light now at Cape Disappointment to be discontinued and a light of the fourth order to be substituted therefor.

Forty-ninth. At New York Slough, entrance to San Joaquin River, in California, a light and fog signal, at a cost not exceeding ten thousand dollars.

MISCELLANEOUS.

Mermenteau River, La.

Fiftieth. At the mouth of Mermenteau River, in Louisiana, a light-house, at a cost not exceeding seven thousand dollars.

Willamette River, Oreg. Beacons and buoys.

Fifty first. At twenty five different points on the Willamette River, between the cities of Salem and Portland, Oregon, beacon lights and buoys, at a cost not exceeding five thousand dollars, and the same to be expended under the direction of the Secretary of the Treasury.

Two Bush Island, Me.

Fifty-second. At Two Bush Island, west entrance to Penobscot Bay, Maine, a light and fog signal station, at a cost not exceeding nineteen thousand dollars.

Approved, February 15, 1893.

February 15, 1893.

CHAP. 116.—An act to amend an act entitled "An act for the construction of a railroad and wagon bridge across the Mississippi River at South Saint Paul, Minnesota," approved April twenty-sixth, eighteen hundred and ninety.

Bridge across Mississippi River at South St. Paul, Minn.
Vol. 26, pp. 69, 788.
Ante, p. 3.

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 for the construction of a railroad and wagon bridge across the Mississippi River at South Saint Paul, Minnesota," approved April twenty-sixth, eighteen hundred and ninety, and amended by an act approved February twenty-fourth, eighteen hundred and ninety-one, and also by an act approved February fifteen, eighteen hundred and ninety-two, be, and the same is hereby, further amended by extending the time within which the construction of said bridge shall be commenced to one year from the date of the approval of this act, and by extending the time within which said bridge shall be completed to three years from the same date.

Time for constructing extended.

Approved, February 15, 1893.

February 15, 1893.

CHAP. 117.—An act to amend section forty-three hundred and forty-seven of the Revised Statutes of the United States.

Transportation of goods in foreign vessels.
R. S., sec. 4347, p. 839, amended.

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled, That section forty-three hundred and forty-seven of the Revised Statutes of the United States be amended by inserting after the word "power," in line four the following words:

"and the transportation of merchandise in any such vessel or vessels from one port of the United States to another port of the United States via any foreign port shall be deemed a violation of the foregoing provision."

Shipments via foreign ports to domestic ports forbidden.

Approved, February 15, 1893.