

SEC. 12. That the provisions of this act shall apply to every steamship or other vessel whereon emigrant passengers, or passengers other than cabin passengers, are taken on board at a port or place in the United States for conveyance to any port or place in a foreign country except foreign territory contiguous to the United States, and shall also apply to any vessel whereon such passengers are taken on board at any port or place of the United States on the Atlantic Ocean or its tributaries, or vice versa; and whether the voyage of said vessel is to be continuous from port to port or such passengers are to be conveyed from port to port in part by the way of any overland route through Mexico or Central America; and the said collector of customs may direct an examination of the vessel to be made by an inspector or other officer of the customs, who shall make the examination and report whether the provisions of this act have been complied with in respect to such vessel, and the said collector is authorized to withhold the clearance of such vessel until the coming in of such report; and if the said report shall show that any of the provisions of this act have not been complied with, the collector is authorized and directed to withhold the clearance of such vessel until the said provisions are complied with; and if any such vessel leaves the aforesaid port or place without having been duly cleared by the collector of customs, the master shall be deemed guilty of a misdemeanor, and may be fined not exceeding one thousand dollars, and be imprisoned not exceeding one year, and the vessel shall be liable to seizure and forfeiture.

Provisions of this act to apply to vessels carrying emigrants, etc., from United States to foreign countries, etc.

Clearance of vessels withheld until compliance with provisions of this act, etc.

Penalty for violation, etc.

SEC. 13. That the amount of the several fines and penalties imposed by any section of this act upon the master of any steamship or other vessel carrying or bringing emigrant passengers, or passengers other than cabin passengers, for any violation of the provisions of this act, shall be liens upon such vessel, and such vessel may be libeled therefor in any circuit or district court of the United States where such vessel shall arrive or depart.

Fines and penalties to be lien, etc., upon vessels.

SEC. 14. That this act shall come into operation and take effect ninety days after the passage of this act; and sections forty-two hundred and fifty-two to forty-two hundred and seventy-seven, inclusive, of the Revised Statutes of the United States are, from and after said date, repealed; and this act may be cited for all purposes as "The passenger act, eighteen hundred and eighty-two."

Act to take effect, etc.
R. S. 4252 to R. S. 4277, pp. 820 to 826, repealed.

Approved, August 2, 1882.

CHAP. 375.—An act making appropriations for the construction, repair, and preservation of certain works on rivers and harbors, and for other purposes.

August 2, 1882.

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled, That the following sums of money be, and are hereby, appropriated, to be paid out of any money in the Treasury not otherwise appropriated, and to be expended under the direction of the Secretary of War, for the construction, completion, repair, and preservation of the public works hereinafter named:

Appropriations. Rivers and harbors:

Improving harbor at Portland, Maine: Continuing improvement, thirty-five thousand dollars.

Portland Harbor.

Improving harbor at Richmond, Maine: Continuing improvement, ten thousand dollars.

Richmond Harbor.

Improving harbor at Rockland, Maine: Constructing breakwaters, forty thousand dollars.

Rockland Harbor.

Improving harbor at Portsmouth, New Hampshire: Continuing improvement, seventeen thousand dollars.

Portsmouth Harbor.

Improving harbor at Burlington, Vermont: Continuing improvement, twelve thousand dollars.

Burlington Harbor.

Improving harbor at Swanton, Vermont: Continuing improvement, four thousand five hundred dollars.

Swanton Harbor.

Boston Harbor.	Improving harbor at Boston, Massachusetts: Completing improvement, ninety-six thousand five hundred dollars.
Nantucket Harbor.	Improving harbor at Nantucket, Massachusetts: Continuing improvement, twenty-five thousand dollars.
Newburyport Harbor.	Improving harbor at Newburyport, Massachusetts: Continuing improvement, forty thousand dollars.
Plymouth Harbor.	Improving harbor at Plymouth, Massachusetts: Continuing improvement, fourteen thousand dollars.
Provincetown Harbor.	Improving harbor at Provincetown, Massachusetts: Continuing improvement, five thousand dollars.
Scituate Harbor.	Improving harbor at Scituate, Massachusetts: Continuing improvement, ten thousand dollars.
Wareham Harbor.	Improving harbor at Wareham, Massachusetts: Continuing improvement, five thousand dollars.
Little Narragansett Bay.	Improving Little Narragansett Bay, Rhode Island: Continuing improvement, six thousand dollars.
Newport Harbor.	Improving harbor at Newport, Rhode Island: Continuing improvement, twenty thousand dollars.
Block Island Harbor and breakwater.	Improving harbor and breakwater at Block Island, Rhode Island: Continuing improvement, nineteen thousand dollars.
Bridgeport Harbor.	Improving harbor at Bridgeport, Connecticut: Continuing improvement, ten thousand dollars.
Breakwater at New Haven.	Breakwater at New Haven, Connecticut: Continuing operations, sixty thousand dollars.
Milford Harbor.	Improving harbor at Milford, Connecticut: Continuing improvement, five thousand dollars.
New Haven Harbor.	Improving harbor at New Haven, Connecticut: Continuing improvement, thirty thousand dollars.
New London Harbor.	Improving harbor at New London, Connecticut: Continuing improvement, nine thousand dollars.
Norwalk Harbor.	Improving harbor at Norwalk, Connecticut: Continuing improvement, five thousand dollars.
Southport Harbor.	Improving harbor at Southport, Connecticut: Continuing improvement, three thousand dollars.
Stonington Harbor.	Improving harbor at Stonington, Connecticut: Continuing improvement, twenty-five thousand dollars.
Buttermilk Channel, New York Harbor.	Improving Buttermilk Channel, New York Harbor: Continuing improvement, sixty thousand dollars.
Buffalo Harbor.	Improving harbor at Buffalo, New York: Continuing improvement, one hundred and twenty-five thousand dollars.
Canarsie Bay.	Improving Canarsie Bay, New York: Continuing improvement, three thousand dollars.
Charlotte Harbor.	Improving harbor at Charlotte, New York: Continuing improvement, thirty-five thousand dollars.
Flushing Bay.	Improving Flushing Bay, New York: Continuing improvement, five thousand dollars.
Great Sodus Bay Harbor.	Improving harbor at Great Sodus Bay, New York: Continuing improvement, twenty-five thousand dollars.
Little Sodus Bay Harbor.	Improving harbor at Little Sodus Bay, New York: Continuing improvement, twenty-five thousand dollars.
New Rochelle Harbor.	Improving harbor at New Rochelle, New York: Continuing improvement, fifteen thousand dollars.
Echo Harbor.	Improving Echo Harbor, New Rochelle, New York: Continuing improvement, three thousand dollars.
Ogdensburgh Harbor.	Improving harbor at Ogdensburgh, New York, ten thousand dollars.
Oswego Harbor.	Improving harbor at Oswego, New York: Continuing improvement and enlargement of harbor, eighty thousand dollars.
Oak Orchard Harbor.	Improving Oak Orchard Harbor, New York, three thousand dollars.
Port Chester Harbor.	Improving harbor at Port Chester, New York: Continuing improvement, fifteen thousand dollars.

Improving Gowanus Bay: Continuing improvement, twenty thousand dollars.	Gowanus Bay.
Improving harbor at Port Jefferson, New York: Completing improvement, eight thousand dollars.	Port Jefferson Harbor.
Improving harbor at Pultneyville, New York: Continuing improvement, four thousand dollars.	Pultneyville Harbor.
Improving Sumpawanus Inlet, Long Island, New York, two thousand dollars.	Sumpawanus Inlet.
Improving harbor at Rondout, New York: Repair of existing works, two thousand dollars.	Rondout Harbor.
Improving Sheepshead Bay, New York: Continuing improvement, three thousand dollars.	Sheepshead Bay
Improving harbor at Wilson, New York: Continuing improvement, ten thousand dollars.	Wilson Harbor.
Improving harbor at Erie, Pennsylvania: Continuing improvement, twenty thousand dollars.	Erie Harbor.
Ice-harbor at Marcus Hook, Pennsylvania: Continuing operations, fifteen thousand dollars: <i>Provided</i> , That this sum shall be expended under the plans of the engineers as approved by the Secretary of War.	Ice harbor, Marcus Hook. <i>Proviso.</i>
Improving harbor at Delaware Breakwater, Delaware: Beginning the work of closing the "Gap," or opening, between the two works, which admits the northeast gales to the anchorage, one hundred and twenty-five thousand dollars: <i>Provided</i> , That the Secretary of War is hereby authorized to use any unexpended balance remaining of the appropriation made under the act of Congress approved January twenty-third, eighteen hundred and eighty, for the purpose of removing certain wrecks from the harbor at the Delaware Breakwater and the entrance thereto, and in the main ship-channel of the Delaware Bay and River for the purpose of removing any wrecks now or hereafter existing in the said Delaware Bay or Delaware River.	Delaware Breakwater Harbor. <i>Proviso.</i>
Ice-harbor at the head of Delaware Bay, and for removal of sunken piers in channel back of Reedy Island, Delaware: For commencement of work, twenty-five thousand dollars.	Ice harbor head of Delaware Bay, etc.
Improving harbor at Wilmington, Delaware: Deepening the channel and improving Christiana River from the Delaware River to Wilmington, fifty thousand dollars.	Wilmington Harbor.
Improving harbor at Baltimore, Maryland: Continuing operations for shortening and deepening the channel to twenty-seven feet at mean low water, four hundred and fifty thousand dollars.	Baltimore Harbor.
Improving harbor at Breton Bay, Leonardtown, Maryland: Continuing improvement, five thousand dollars.	Breton Bay Harbor.
Improving harbor at entrance of Saint Jerome's Creek, Maryland: Continuing operations five thousand dollars.	Harbor, entrance to Saint Jerome's Creek.
That the sum of ten thousand dollars or so much thereof as may be necessary, be, and the same is hereby, appropriated, to be expended under the direction of the Secretary of War, in completing the surveys of a ship canal to connect the Chesapeake and Delaware Bays; and the Secretary of War is hereby directed to report to Congress which of the various routes surveyed will afford the greatest protection in case of war and the greatest facilities to commerce by cheapening the cost of transportation from the city of Baltimore to the Atlantic Ocean together with the cost of said improvement and its approaches, and the annual cost of maintaining and operating said canal when constructed. <i>Provided</i> , That nothing herein shall be construed to commit the Government to proceed with the construction of the said improvement. The Secretary of War is hereby directed, at his discretion, to cause an examination or survey, or both, and estimates of the cost of improvement proper to be made between City Island and New Rochelle Harbor, New York, and including the channel around Glen Island, the expense of such survey to be paid out of the amount appropriated in this act for examinations and surveys.	For surveys of ship canal to connect Chesapeake and Delaware Bays, etc. <i>Proviso.</i> Survey, with report of cost of improvement, to be made between City Island and New Rochelle Harbor, etc.

Norfolk Harbor.	Improving harbor at Norfolk, Virginia: Continuing improvement of the harbor and its approaches, seventy-five thousand dollars.
Charleston Harbor, etc.	Improving harbor at Charleston (including Sullivan's Island), South Carolina: Continuing improvement, three hundred thousand dollars.
Brunswick Harbor.	Improving harbor at Brunswick, Georgia: Continuing improvement, twenty-five thousand dollars.
Cumberland Sound.	Improving Cumberland Sound, Georgia and Florida: Continuing improvement, fifty thousand dollars.
Savannah Harbor.	Improving harbor at Savannah, Georgia: Continuing improvement of the harbor and river, two hundred thousand dollars.
Apalachicola Bay.	Improving Apalachicola Bay, Florida: Continuing improvement, twenty-five thousand dollars.
Pensacola Harbor.	Improving harbor at Pensacola, Florida: Continuing improvement, fifty thousand dollars.
Tampa Bay.	Improving Tampa Bay, Florida: Continuing improvement, twenty thousand dollars.
Mobile Harbor and River.	Improving harbor and river of Mobile, Alabama: Continuing improvement, one hundred and twenty-five thousand dollars.
Aransas Pass and Bay.	Improving Aransas Pass and Bay, Texas: Continuing improvement up to Rockport and Corpus Christi, one hundred thousand dollars.
Brazos Santiago Harbor.	Improving harbor at Brazos Santiago, Texas: Continuing improvement of the bar and harbor, sixty thousand dollars.
Galveston Harbor.	Improving harbor at Galveston, Texas: Continuing operations at outer bar, three hundred thousand dollars.
Passo Cavallo Inlet.	Improving Passo Cavallo, Texas: Improving Passo Cavallo Inlet into Matagorda Bay, sixty thousand dollars.
Sabine Pass.	Improving Sabine Pass, Texas: Continuing improvement at Sabine Pass and Blue Buck Bar, one hundred and fifty thousand dollars.
Ashtabula Harbor.	Improving harbor at Ashtabula, Ohio: Continuing operations to secure a sixteen-foot channel, twenty thousand dollars.
Black River Harbor.	Improving harbor at Black River, Ohio: Continuing improvement, seven thousand dollars.
Cleveland Harbor.	Improving harbor at Cleveland, Ohio: Continuing improvement, one hundred and seventy-five thousand dollars.
Harbor of refuge near Cincinnati.	Harbor of refuge near Cincinnati, Ohio: Continuing operations, sixteen thousand dollars.
Fairport Harbor.	Improving harbor at Fairport, Ohio: Continuing operations, ten thousand dollars.
Huron Harbor.	Improving harbor at Huron, Ohio: Continuing operations two thousand five hundred dollars.
Ice harbor, Muskingum River.	Ice harbor at mouth of Muskingum River, Ohio: Continuing operations, forty thousand dollars.
Port Clinton Harbor.	Improving harbor at Port Clinton, Ohio: Continuing improvement, six thousand dollars.
Sandusky City Harbor.	Improving harbor at Sandusky City, Ohio: Continuing improvement ten thousand dollars.
Toledo Harbor.	Improving harbor at Toledo, Ohio, Continuing improvement, fifty thousand dollars.
Vermillion Harbor.	Improving harbor at Vermillion, Ohio: Continuing improvement, three thousand dollars.
Michigan City Harbor.	Improving harbor at Michigan City, Indiana: Continuing operations at inner harbor, twenty thousand dollars; continuing operations at outside harbor, sixty thousand dollars.
Calumet Harbor. Proviso.	Improving harbor at Calumet, Illinois: Continuing improvement, thirty-five thousand dollars: <i>Provided</i> , That with a view to the improvement of the Calumet River, in the State of Illinois, from its mouth to the Fork at Calumet Lake, the Secretary of War shall appoint a board of engineers who shall examine said river and report upon the practicability and the best method of perfecting and maintaining a channel for through navigation to said Fork at Lake Calumet, adapted to the passage of the largest vessels navigating the Northern and Northwestern Lakes, limiting and locating the lines of channel to be improved by the

United States, and of docks that may be constructed by private individuals, corporations, or other parties, and clearly defining the same under the direction of the Chief of Engineers, United States Army; and the Secretary of War shall report to Congress the result of said examination, and the estimated cost of the proposed improvement; also what legislation, if any, is necessary, to prevent encroachments being made or maintained within the limits of the channel designated as above provided for.

Improving harbor at Chicago, Illinois: Continuing operations at outside harbor, dredging in outer harbor, and constructing exterior break-water, two hundred thousand dollars. Chicago Harbor.

Improving harbor at Waukegan, Illinois: Continuing improvement, twenty thousand dollars. Waukegan Harbor.

Improving Quincy Bay, Illinois: Continuing improvement, fifteen thousand dollars. Quincy Bay.

Improving harbor at Au Sable, Michigan: Continuing improvement, five thousand dollars. Au Sable Harbor.

Improving ice-harbor of refuge at Bell River, Michigan: Continuing operations for removing bars, five thousand dollars. Ice harbor of refuge, Bell River.

Improving harbor at Black Lake, Michigan: Continuing operations, ten thousand dollars. Black Lake Harbor.

Improving harbor at Charlevoix and entrance to Pine Lake, Michigan: Continuing improvement, ten thousand dollars. Charlevoix Harbor.

Improving harbor at Cheboygan, Michigan: Continuing improvement, ten thousand dollars. Cheboygan Harbor.

Improving harbor at Frankfort, Michigan: Continuing improvement, fifteen thousand dollars. Frankfort Harbor.

Improving harbor at Grand Haven, Michigan: Continuing improvement, forty thousand dollars. Grand Haven Harbor.

Harbor of refuge at Grand Marais, Michigan: Continuing operations, forty thousand dollars. Grand Marais harbor of refuge.

Harbor of refuge at Lake Huron, Michigan: Continuing operations, seventy-five thousand dollars, of which twenty-five thousand dollars, or so much thereof as may be necessary may be used in dredging the bar in the middle of the harbor. Lake Huron harbor of refuge.

Improving harbor at Ludington, Michigan: Continuing improvement, twelve thousand dollars. Ludington Harbor.

Improving harbor at Manistee, Michigan: Continuing improvement, fifteen thousand dollars. Manistee Harbor.

Improving harbor at Monroe, Michigan: Continuing improvement, one thousand dollars. Monroe Harbor.

Improving harbor at Muskegon, Michigan: Continuing improvement, twenty-five thousand dollars. Muskegon Harbor.

Improving harbor at Marquette, Michigan: Repair of existing works, sixteen thousand dollars. Marquette Harbor.

Improving harbor at Ontonagon, Michigan: Continuing improvement, twenty thousand dollars. Ontonagon Harbor.

Improving harbor at Pent Water, Michigan: Continuing improvement, ten thousand dollars. Pent Water Harbor.

Improving mouth and harbor of Cedar River, Michigan: Continuing improvement, fifteen thousand dollars. Cedar River Harbor.

Harbor of refuge at Portage Lake, Michigan: Continuing improvement, twenty-five thousand dollars. Portage Lake harbor of refuge.

Improving harbor at Saint Joseph, Michigan: Continuing improvement of river and harbor at Saint Joseph, and of channel leading up to and including Benton Harbor, twelve thousand dollars. Saint Joseph Harbor. Benton Harbor.

Improving harbor at Saugatuck, Michigan: Continuing improvement, eight thousand dollars. Saugatuck Harbor.

Improving harbor at South Haven, Michigan: Continuing improvement, seven thousand dollars. And three thousand dollars for removing obstructions in and dredging channel of river to railroad bridge. South Haven Harbor.

Improving harbor at Thunder Bay, Michigan: Continuing improvement. Thunder Bay Harbor.

	ment by dredging channel one hundred and fifty feet wide to depth of fourteen feet fifteen thousand dollars.
White River Harbor.	Improving harbor at White River, Michigan: Continuing improvement, twelve thousand dollars.
Ahnapee Harbor.	Improving harbor at Ahnapee, Wisconsin: Continuing improvement, twelve thousand dollars.
Green Bay Harbor.	Improving harbor at Green Bay, Wisconsin: Continuing improvement, twenty thousand dollars.
Kenosha Harbor.	Improving harbor at Kenosha, Wisconsin: Continuing improvement six thousand dollars
Kewaunee Harbor.	Improving harbor at Kewaunee, Wisconsin: Continuing improvement, twelve thousand dollars
Manitowoc Harbor.	Improving harbor at Manitowoc, Wisconsin: Continuing improvement, ten thousand dollars.
Menomonee Harbor.	Improving harbor at Menomonee, Wisconsin: Continuing improvement, fifteen thousand dollars.
Milwaukee Harbor.	Improving harbor at Milwaukee, Wisconsin: Continuing improvement, ten thousand dollars.
Milwaukee Bay harbor of refuge.	Harbor of refuge at Milwaukee Bay, Wisconsin: Continuing improvement, one hundred thousand dollars.
Oconto Harbor.	Improving harbor at Oconto, Wisconsin: Continuing improvement, fifteen thousand dollars.
Port Washington Harbor.	Improving harbor at Port Washington, Wisconsin: Continuing improvement, seventeen thousand dollars.
Racine Harbor.	Improving harbor at Racine, Wisconsin: Continuing improvement, seven thousand dollars.
Superior Bay.	Dredging Superior Bay, Wisconsin: Continuing operations forty thousand dollars.
Sheboygan Harbor.	Improving harbor at Sheboygan, Wisconsin: Continuing improvement, thirty thousand dollars.
Sturgeon Bay harbor of refuge.	Improving harbor of refuge at entrance of Sturgeon Bay, Canal, Wisconsin: Continuing improvement, twenty thousand dollars.
Two Rivers Harbor.	Improving harbor at Two Rivers, Wisconsin: Continuing improvement, fifteen thousand dollars.
Muscatine Harbor.	Improving harbor at Muscatine, Iowa; Continuing improvement, two thousand five hundred dollars.
Duluth Harbor.	Improving harbor at Duluth, Minnesota: Continuing improvement, forty-five thousand dollars.
Grand Marais Harbor.	Improving harbor at Grand Marais, Minnesota: Continuing improvement, twenty thousand dollars.
Humboldt Harbor and Bay.	Improving Humboldt Harbor and Bay, California: Continuing improvement, forty thousand dollars.
Oakland Harbor.	Improving harbor at Oakland, California: Continuing improvement two hundred thousand dollars.
Wilmington Harbor, Cal.	Improving harbor at Wilmington, California: Continuing improvement, one hundred thousand dollars, of which a sum not exceeding ten thousand dollars, shall be applied for the survey of the harbor at Santa Monica.
Coos Bay and Harbor.	Improving entrance to Coos Bay and Harbor, Oregon: Continuing improvement, thirty thousand dollars.
Yaquina Bay.	Improving entrance to Yaquina Bay, Oregon: Continuing improvement, sixty thousand dollars.
Cathance River.	Improving Cathance River, Maine: Continuing improvement, five thousand dollars.
Lubec Channel.	Improving Lubec Channel, Maine: Continuing improvement, twenty thousand dollars.
Moosabee Bar.	Improving Moosabee Bar at Jonesport, Maine: Continuing improvement, ten thousand dollars.
Lamprey River.	Improving Lamprey River, New Hampshire: Continuing improvement, ten thousand dollars.
Otter Creek.	Improving Otter Creek, Vermont: Continuing improvement, two thousand dollars

Improving Merrimac River, Massachusetts: Continuing improvement, nine thousand dollars.	Merrimac River.
Improving Taunton River, Massachusetts: Continuing improvement, twenty-five thousand dollars.	Taunton River.
For construction of a harbor of refuge at Woods Holl, Massachusetts, fifty-two thousand dollars.	Construction of harbor of refuge at Woods Holl.
Improving Providence River and Narragansett Bay, Rhode Island: Continuing improvement, one hundred and twenty-five thousand dollars.	Providence River and Narragansett Bay.
Improving Connecticut River, Connecticut: Continuing improvement below Hartford, forty-five thousand dollars, five thousand dollars of which for the improvement of the channel of Salmon River.	Connecticut River, and Channel of Salmon River.
Improving Housatonic River, Connecticut: Continuing improvement, two thousand dollars.	Housatonic River.
Improving Thames River, Connecticut: Continuing improvement, thirty-five thousand dollars.	Thames River.
Improving channel between Staten Island and New Jersey at Elizabethport: Continuing improvement, forty thousand dollars.	Channel between Staten Island and New Jersey, at Elizabethport.
Removing obstructions in East River and Hell Gate, New York: Continuing operations, two hundred thousand dollars.	Removing obstructions, East River and Hell Gate.
Improving Hudson River, New York: Continuing improvement, ten thousand dollars.	Hudson River.
Improving Niagara River, New York: Continuing improvement, one thousand five hundred dollars.	Niagara River.
Improving Newtown Creek, New York: Continuing improvement, fifteen thousand dollars.	Newtown Creek.
Improving Ticonderoga River, New York: Continuing improvement, five thousand dollars.	Ticonderoga River.
Improvement Cheesecake's Creek, New Jersey: Continuing improvement, fifteen thousand dollars.	Cheesecake's Creek.
Improving Elizabeth River, New Jersey: Continuing improvement, eight thousand dollars.	Elizabeth River.
Improving Mattawan Creek, New Jersey: Continuing improvement, six thousand dollars.	Mattawan Creek.
Improving Manasquan River, New Jersey: Continuing improvement, seven thousand dollars.	Manasquan River.
Improving Passaic River, New Jersey: Improvement above Newark, seven thousand dollars; from Pennsylvania Railroad Bridge to mouth of river, forty-three thousand dollars.	Passaic River.
Improving Rahway River, New Jersey: Continuing improvement, seven thousand dollars.	Rahway River.
Improving Rancocas River, New Jersey: Continuing improvement, ten thousand dollars.	Rancocas River.
Improving Raritan River, New Jersey: Continuing improvement, twenty-five thousand dollars, of which sum ten thousand dollars shall be expended on the south channel between Crab Island and Karney's Dock.	Raritan River.
Improving Raritan Bay, New Jersey, from Perth Amboy and South Amboy to the main ship-channel off Great Kill, fifty thousand dollars.	Raritan Bay.
Improving Cohansey Creek, New Jersey, five thousand dollars.	Cohansey Creek.
Improving Salem River, New Jersey: Continuing improvement, one thousand five hundred dollars.	Salem River.
Improving Shrewsbury River, New Jersey: Continuing improvement, thirty thousand dollars, of which sum fifteen thousand dollars for the South Shrewsbury River and fifteen thousand for the north and main branch of the Shrewsbury River.	Shrewsbury River, and South Shrewsbury River.
Improving South River, New Jersey: Continuing improvement, ten thousand dollars.	South River.
Improving Woodbridge Creek, New Jersey: Continuing improvement, five thousand dollars.	Woodbridge Creek.

- Allegheny River. Improving Allegheny River, Pennsylvania: Continuing improvement, fifteen thousand dollars.
- Chester Creek. Improving Chester Creek, Pennsylvania: Continuing improvement, three thousand dollars.
- Schuylkill River. Improving Schuylkill River, Pennsylvania: Continuing improvement, twenty-five thousand dollars.
- Delaware River. Improving Delaware River between Trenton, New Jersey, and Bridesburgh, Pennsylvania: Continuing improvement ten thousand dollars.
Improving Delaware River below Bridesburgh, Pennsylvania; Continuing improvement, one hundred and thirty-six thousand dollars, of which sum eleven thousand dollars for improvement of Smith's Island Bar.
Improving Delaware River at Schooner Ledge, Pennsylvania and Delaware: Continuing improvement, forty thousand dollars.
Improving Delaware River near Cherry Island Flats, Pennsylvania and Delaware: Continuing improvement, one hundred thousand dollars.
- Broad Creek. Improving Broad Creek, Delaware: Continuing improvement from its mouth to Laurel, five thousand dollars.
- Indian River. Improving Indian River, in the State of Delaware, ten thousand dollars.
- Broadkill River. Improving Broadkill River, Delaware: Continuing improvement, five thousand dollars.
- Duck Creek. Improving Duck Creek, Delaware: Continuing improvement at its mouth, two thousand dollars.
- Mispillion Creek. Improving Mispillion Creek, Delaware: Continuing improvement, three thousand dollars.
- Pier, Delaware Bay, near Lewes. Constructing pier in Delaware Bay near Lewes, Delaware: Continuing construction, thirteen thousand dollars.
- Chester River. Improving Chester River, Maryland: Continuing improvement from Spry's Landing to Crumpton, six thousand five hundred dollars.
- Choptank River. Improving Choptank River, Maryland: Continuing improvement between Denton and Greensborough, five thousand dollars.
- Water-passage between Deal's Island and main-land on Darnes's Quarter. Improving upper water-passage or thoroughfare between Deal's Island and the main-land on Darnes's Quarter, Maryland, five thousand dollars; and the unexpended balance of lower thoroughfare is appropriated to the upper passage or thoroughfare.
- Potomac River, and flats, near Washington. Improving the Potomac River in the vicinity of Washington with reference to the improvement of navigation, the establishment of harbor lines, and the raising of the flats, under the direction of the Secretary of War, and in accordance with the plan and report made in compliance with the river and harbor act approved March third eighteen hundred and eighty-one, and the reports of the board of engineers made in compliance with the resolution of the Senate of December thirteenth, eighteen hundred and eighty-one, four hundred thousand dollars.
- Attorney-General to examine all claims to title to premises to be improved, etc. And it is hereby made the duty of the Attorney-General to examine all claims of the title to the premises to be improved under this appropriation, and see that the rights of the government in all respects are secured and protected; and if he deems it necessary he is authorized to cause a suit or suits in law or in equity to be instituted, in the name of the United States, in the supreme court of the District of Columbia, against any and all claimants of title under any patent which in his opinion was by mistake or was improperly or illegally issued for any part of the marshes or flats within the limits of the proposed improvement.
- Archer's Hope River. Improving Archer's Hope River, Virginia: Continuing improvement, five thousand dollars.
- Black Water River. Improving Black Water River, Virginia: For completion of improvement, one thousand five hundred dollars.
- Chickahominy River. Improving Chickahominy River, Virginia: Continuing improvement, five thousand dollars.
- James River. Improving James River, Virginia: Continuing improvement, seventy-five thousand dollars.

Improving New River, Virginia and West Virginia: Continuing improvement from mouth of Wilson, in Grayson County, to mouth of Greenbrier River, twelve thousand dollars, of which sum five thousand dollars shall be expended between the lead mines in Wythe County and the mouth of Wilson, in Grayson County.	New River.
Improving Nomini Creek, Virginia: Continuing improvement, two thousand dollars.	Nomini Creek.
Improving Pamunkey River, Virginia: Continuing improvement, two thousand five hundred dollars.	Pamunkey River.
Improving Rappahannock River, Virginia: Continuing improvement, seventeen thousand dollars.	Rappahannock River.
Improving Staunton River, Virginia: Continuing improvement, seven thousand dollars, of which five thousand dollars to be expended between Roanoke Station and Brook Neal, and two thousand dollars to be expended between Brook Neal, in Campbell County, and the mouth of Pig River, in Franklin County, Virginia.	Staunton River.
Improving Totusky River, Virginia: Continuing improvement, five thousand dollars.	Totusky River.
Improving Urbana Creek, Virginia: Continuing improvement, four thousand dollars.	Urbana Creek.
Improving York River, Virginia: Continuing improvement, twenty-five thousand dollars.	York River.
Improving Dan River, Virginia and North Carolina: Continuing improvement, seven thousand five hundred dollars.	Dan River.
Improving North Landing River, Virginia and North Carolina: Continuing improvement, eight thousand dollars.	North Landing River.
Improving Elk River, West Virginia: Continuing improvement two thousand dollars.	Elk River.
Improving Great Kanawha River, West Virginia: Continuing improvement and operation of works, two hundred thousand dollars.	Great Kanawha River.
Continuing the improvement of the Little Kanawha River, in West Virginia: To complete lock and dam, as estimated for by engineers, thirty-one thousand dollars: <i>Provided</i> , That no part of this amount shall be expended until the Little Kanawha Improvement Company shall have filed with the Secretary of War, to be approved by him, its agreement not to charge, in any manner, any tolls on the Little Kanawha river.	Little Kanawha River. <i>Proviso.</i>
Improving Guyandotte River, West Virginia: Continuing improvement, two thousand dollars.	Guyandotte River.
Improving Cape Fear River from the Ocean to Wilmington, North Carolina; Continuing improvement, two hundred and twenty-five thousand dollars.	Cape Fear River.
Improving Cape Fear River from Wilmington to Fayetteville, North Carolina, thirty thousand dollars.	
Improving Contentnia Creek, North Carolina: Continuing improvement, ten thousand dollars.	Contentnia Creek.
Improving Yadkin River, North Carolina, twenty-five thousand dollars.	Yadkin River.
Improving Currituck Sound and North River Bar, North Carolina: Continuing improvement, including Coanjok Bay, twenty thousand dollars.	Currituck Sound and North River Bar, and Coanjok Bay.
Improving Beaufort Harbor, North Carolina: Continuing improvement, thirty thousand dollars, five thousand dollars of which shall be applied to the improvement of the line of inland navigation from Beaufort Harbor to New Berne.	Beaufort Harbor.
Improving French Broad River, North Carolina: Continuing improvement from Smith's bridge up, five thousand dollars.	French Broad River.
Improving New River, North Carolina, five thousand dollars.	New River.
Improving Lillington River, North Carolina: Continuing improvement, three thousand dollars.	Lillington River.
Improving Meherin River, North Carolina, five thousand dollars.	Meherin River.
Improving Neuse River, North Carolina: Continuing improvement	Neuse River.

	thirty-five thousand dollars; five thousand dollars of which shall be applied to the improvement of the line of inland navigation from New Berne to Beaufort Harbor.
Roanoke River.	Improving Roanoke River, North Carolina, five thousand dollars.
Pamplico and Tar Rivers.	Improving Pamplico and Tar Rivers, North Carolina: Continuing improvement, ten thousand dollars.
Trent River.	Improving Trent River, North Carolina: Continuing improvement, ten thousand dollars.
Waccemaw River.	Improving Waccemaw River, North Carolina and South Carolina: Continuing improvement four thousand four hundred dollars.
Great Pedee River.	Improving Great Pedee River, South Carolina: Continuing improvement, six thousand dollars.
Santee River.	Improving Santee River, South Carolina: Continuing improvement, twenty thousand dollars.
Wappoo Cut.	Improving Wappoo Cut, South Carolina: Continuing improvement ten thousand dollars.
Wateree River.	Improving Wateree River, South Carolina: Continuing improvement, fifteen thousand dollars.
Altamaha River.	Improving Altamaha River, Georgia: Continuing improvement, fifteen thousand dollars.
Chattahoochee River.	Improving Chattahoochee River, Georgia: Continuing improvement, twenty-five thousand dollars.
Coosa River.	Improving Coosa River, Georgia and Alabama: Continuing improvement, seventy-five thousand dollars; and the sum of eight thousand seven hundred dollars heretofore appropriated for the Etowa River is hereby transferred to the Coosa River below Rome, Georgia.
Flint River.	Improving Flint River, Georgia: Continuing improvement, twenty-five thousand dollars, of which sum fifteen thousand dollars shall be expended below Albany and ten thousand dollars from Albany to Montezuma.
Ockmulgee River.	Improving Ockmulgee River, Georgia: Continuing improvement, five thousand dollars.
Oconee River.	Improving Oconee River, Georgia: Continuing improvement five thousand dollars, of which sum three thousand dollars shall be expended on Car Shoals.
Car Shoals.	
Oostenaula and Coosawattee Rivers.	Improving Oostenaula and Coosawattee Rivers, Georgia: Continuing improvement, one thousand dollars.
Savannah River.	Improving Savannah River, Georgia: Continuing improvement between cities of Augusta and Savannah, twenty-five thousand dollars. Improving the Savannah River about the city of Augusta: To continue improvement, fifteen thousand dollars.
Apalachicola River.	Improving Apalachicola River, Florida: Continuing improvement, two thousand dollars.
Peas Creek.	Improving Peas Creek, Florida: Continuing improvement, four thousand dollars.
Saint John's River.	Improving Saint John's River, Florida: Continuing improvement, one hundred and fifty thousand dollars, and twenty thousand dollars of this amount may be used on the river above the mouth, if the Chief of Engineers shall consider it best for the interest of commerce.
Suwanee River.	Improving Suwanee River, Florida: Continuing improvement five thousand dollars.
Volusia Bar.	Improving Volusia Bar, Florida: Continuing improvement, five thousand dollars.
Choctawhatchee River.	Improving Choctawhatchee River, Florida and Alabama: Continuing improvement up to Newton, Alabama, twenty thousand dollars. That twelve thousand dollars of this amount shall be expended for the improvement of the river above Geneva to Newton, Alabama, and two thousand dollars of the balance for the improvement of La Grange Bayou from its mouth up to the town of Freeport, Florida.
Escambia and Conecuh Rivers.	Improving Escambia and Conecuh Rivers, Florida and Alabama: Continuing improvement, twelve thousand dollars.

Improving Alabama River, Alabama: Continuing improvement, twenty thousand dollars.	Alabama River.
Improving Warrior and Tombigbee Rivers, Alabama and Mississippi: Continuing improvement, thirty thousand dollars, of which sum ten thousand dollars to be applied to the Warrior below Tuscaloosa, seven thousand five hundred dollars to the Tombigbee between Columbus and Vienna, seven thousand five hundred dollars to the Tombigbee between Vienna and Demopolis, and five thousand dollars below Demopolis.	Warrior and Tombigbee Rivers.
Improving Big Sunflower River, Mississippi: Continuing improvement, five thousand dollars.	Big Sunflower River.
Improving Noxubee River, Mississippi: Continuing improvement, ten thousand dollars.	Noxubee River.
Improving Pascagoula River, Mississippi: Continuing improvement, eight thousand dollars.	Pascagoula River.
Improving Pearl River, Mississippi: Continuing improvement from Jackson to Carthage, two thousand five hundred dollars.	Pearl River.
For improving the roadstead which leads into the Back Bay of Biloxi, on the Mississippi Sound, according to survey and estimate made, five thousand dollars.	Roadstead into Back Bay of Biloxi.
Improving Pearl River below Jackson, Mississippi: Continuing improvement, fifteen thousand dollars.	Pearl River.
Improving Tallahatchee River above mouth of the Coldwater, Mississippi: Continuing improvement, three thousand dollars.	Tallahatchee River.
Improving Tchula Lake, Mississippi: Continuing improvement, two thousand five hundred dollars.	Tchula Lake.
Improving Tombigbee River, Mississippi: Continuing improvement above Columbus, one thousand dollars.	Tombigbee River.
Improving Yallahusha River, Mississippi: Continuing improvement, three thousand five hundred dollars.	Yallahusha River.
Improving Yazoo River, Mississippi: Continuing improvement, eight thousand dollars.	Yazoo River.
Improving Bayou Bartholomew, Louisiana and Arkansas: Continuing improvement, five thousand dollars.	Bayou Bartholomew.
Improving Bayou Black up to Houma, Louisiana: Continuing improvement, ten thousand dollars.	Bayou Black.
Improving Bœuf River, Louisiana: Continuing improvement, five thousand dollars.	Bœuf River.
Improving Bayou Terre Bonne up to Houma, Louisiana: Continuing improvement, seven thousand dollars.	Bayou Terre Bonne.
Improving Calcasieu Pass, Louisiana: Continuing improvement, three thousand dollars.	Calcasieu Pass.
Improving Calcasieu River, Louisiana: Continuing improvement, seven thousand dollars.	Calcasieu River.
Improving Red River, Louisiana: Continuing improvement from the Atchafalaya to Fulton, Arkansas, including Bayou Pierre, Tone's Bayou, and to relieve the town of Alexandria from the encroachments of the river, seventy-five thousand dollars.	Red River.
Improving Tchefuncte River and Bogue Falia, Louisiana: Continuing improvement, one thousand five hundred dollars.	Tchefuncte River and Bogue Falia.
Improving Tickfaw River, Louisiana: Continuing improvement, two thousand dollars.	Tickfaw River.
Improving mouth of Brazos River, Texas: Continuing improvement, fifty thousand dollars.	Mouth of Brazos River.
Improving Buffalo Bayou, Texas: Continuing improvement, fifty thousand dollars.	Buffalo Bayou.
Protection of river bank at Fort Brown, Texas, one thousand dollars.	Protection of river bank, Fort Brown, Tex.
Improving ship-channel in Galveston Bay, Texas: To complete improvement, ninety-four thousand five hundred dollars.	Ship-channel, Galveston Bay.
Improving Neches River, Texas: Continuing improvement, five thousand dollars.	Neches River.

Sabine River.	Improving Sabine River, Texas: Continuing improvement of Narrows above Orange, and deepening channel at mouth of river, four thousand dollars.
Trinity River.	Improving Trinity River, Texas: Continuing improvement, eight thousand dollars.
Arkansas River.	Improving Arkansas River, Arkansas: Continuing improvement at Pine Bluff, twenty thousand dollars. Improving Arkansas River, Arkansas and Kansas: Continuing improvement between Fort Smith and Wachita, twenty thousand dollars.
Black River.	Improving Black River, Arkansas and Missouri: Continuing improvement, ten thousand dollars.
Fourche Le Fevre River.	Improving Fourche Le Fevre River, Arkansas: Continuing improvement, four thousand dollars.
Ouachita River.	Improving Ouachita River, Arkansas and Louisiana: Continuing improvement, twelve thousand dollars.
Saline River.	Improving Saline River, Arkansas: Continuing improvement, four thousand dollars.
White River.	Improving White River between Jacksonport and Buffalo Shoals, Arkansas: Continuing improvement, six thousand dollars.
White and Saint Francis Rivers.	Improving White and Saint Francis Rivers, Arkansas: Continuing improvement, twelve thousand dollars.
Big Hatchee River.	Improving Big Hatchee River, Tennessee: Continuing improvement, three thousand dollars.
Caney Fork River.	Improving Caney Fork River, Tennessee: Continuing improvement, four thousand dollars.
Obey's River.	For continuing to completion the work on Obey's River, in Tennessee, a tributary of the Cumberland, five thousand dollars.
Clinch River.	Improving Clinch River, Tennessee: Continuing improvement, three thousand dollars.
Cumberland River.	Improving Cumberland River above Nashville, Tennessee: Continuing improvement above Nashville, Tennessee, thirty thousand dollars. For continuing the improvement of the Cumberland River at Smith's Shoals, Kentucky, fifteen thousand dollars. Improving Cumberland River below Nashville, Tennessee: Continuing improvement, fifteen thousand dollars. Improving Cumberland River above mouth of the Jellico, Kentucky: Continuing improvement, five thousand dollars.
South Fork of Cumberland River.	Improving South Fork of the Cumberland River, Kentucky, three thousand dollars.
Duck River.	Improving Duck River, Tennessee: Continuing improvement, three thousand dollars.
French Broad River.	Improving French Broad River, Tennessee: Continuing improvement, five thousand dollars.
Hiawasse River.	Improving Hiawasse River, Tennessee: Continuing improvement, one thousand five hundred dollars.
Tennessee River.	Improving Tennessee River above Chattanooga, Tennessee: Continuing improvement, seven thousand dollars. Improving Tennessee River below Chattanooga, Tennessee and Alabama: Continuing improvements below Chattanooga, including Muscle Shoals and Shoal at Reynoldsburgh, two hundred and fifty thousand dollars.
Big Sandy River.	Improving Big Sandy River, Kentucky, twenty-five thousand dollars, of which sum five thousand dollars for the improvement of Louisa Fork and five thousand dollars for the improvement of Tug Fork.
Kentucky River.	Improving Kentucky River, Kentucky: Continuing improvement from mouth of river to Three Forks, two hundred and twenty-five thousand dollars of which sum seventy-five thousand dollars shall be used for the erection of a lock and movable dam at Beatysville, at junction of Three Forks.
Treadwater River.	Improving Treadwater River, Kentucky: Continuing improvement, three thousand five hundred dollars.

Improving Ohio River: Continuing improvement, three hundred and fifty thousand dollars.	Ohio River.
Improving Sandusky River, Ohio: Continuing improvement, four thousand dollars.	Sandusky River.
Improving Clinton River, Michigan: Continuing improvement, six thousand dollars.	Clinton River.
Improving Detroit River, Michigan: Continuing improvement sixty thousand dollars.	Detroit River.
Improving Grand River, Michigan, Continuing improvement from mouth of river to city of Grand Rapids, fifteen thousand dollars.	Grand River.
Improving Saginaw River, Michigan: Continuing improvement, one hundred and twenty-five thousand dollars, of which sum sixty thousand dollars to be used opposite Bay City and for deepening the channel from the river into the bay, and sixty-five thousand dollars for improving the river above Bay City.	Saginaw River.
Improving Chippewa River, Wisconsin: Continuing improvement, thirty-five thousand dollars: <i>Provided</i> , That nothing shall be done nor shall any improvement be made on the said Chippewa River under or in pursuance of this act, or the appropriation hereby made, which shall directly or indirectly prevent, interfere with, or obstruct the free navigation of the said river, as heretofore, by steamboats or other watercraft, or the free use thereof, as heretofore, for the floating, guiding, or sheering of loose logs or rafts of lumber or logs upon or down the same, or which shall directly or indirectly prevent, obstruct, or interfere with the use of any slough, arm, or branch of said river, as heretofore, for the holding, assorting or rafting of logs therein.	Chippewa River. <i>Proviso.</i>
Improving Fox and Wisconsin Rivers, Wisconsin: Continuing improvement, two hundred thousand dollars: <i>Provided</i> , That the Secretary of War shall, without delay, cause the channel of the Lower Fox River between Lake Winnebago and the upper government dam at Appleton to be restored to its natural width and capacity, and shall cause such changes and alterations to be made in the dams at Menasha and Appleton, not inconsistent with security to navigation, as may be necessary to reduce to and maintain the waters of Lake Winnebago and Little Buttes des Mortes, respectively, at their natural height; and a sufficient amount of said sum appropriated is made immediately available. And three thousand dollars of this appropriation, or so much thereof as may be necessary, may be expended above Portage City, to prevent the overflow of the Wisconsin River into the Upper Fox River, so as to prevent injury to the government works on Fox River; and this expenditure may be made separately, or, if deemed more economical by the Secretary of War, in adding to any protecting works which may be made by the State of Wisconsin.	Fox and Wisconsin Rivers. <i>Proviso.</i>
Improving Saint Croix River below Taylor Falls, Minnesota and Wisconsin: Continuing improvement thirty thousand dollars.	Saint Croix River.
Improving Wabash River, Indiana and Illinois: Continuing improvement below Vincennes, forty thousand dollars; continuing improvement between Vincennes and Lafayette, thirty thousand dollars.	Wabash River.
Improving White River, Indiana: Continuing improvement from Wabash River to Portersville, and to falls on West Fork, twenty thousand dollars.	White River.
Improving Illinois River, Illinois: Continuing improvement, one hundred and seventy-five thousand dollars.	Illinois River.
Reservoirs at headwaters of Mississippi River: Continuing operations, three hundred thousand dollars; and this sum shall be expended at such places on said headwaters of the Mississippi River and its tributaries as the Secretary of War shall determine: <i>Provided</i> , That the Secretary of War be, and he is hereby authorized and empowered to enter upon, purchase, take, and hold any lands or premises, and any materials of stone, timber, or other kinds, that may be necessary and proper for the construction of said works. And in case the owner of such lands, premises, and materials and the Secretary of War cannot	Reservoirs at headwaters of Mississippi River. <i>Proviso.</i>

agree as to the value of the lands, premises, and materials taken or to be taken for said use, then the value thereof shall be determined by the appraisal of three disinterested commissioners who may be appointed upon application by either party to the judge of the United States district court for the district in which such land, premises, or materials may be situate; and said commissioners, in their assessment of damages, shall appraise such lands, premises, and materials at what would have been the value thereof, if said works had not been constructed; and upon return into said United States district court of such appraisement, and upon the payment into the same of the estimated value of said land, premises, and materials so taken and appraised as aforesaid, said land, premises, and materials shall be deemed to be, and shall become, the property of the United States, which shall thereby acquire full title to the same. And either party feeling aggrieved at said appraisement may, within thirty days after the same has been returned into said court, file an appeal therefrom and demand a trial by jury in said court to estimate and ascertain the damages sustained: *Provided further*, That the money hereby appropriated shall be used solely for the improvement of the navigation of the Mississippi River and its tributaries, and no part thereof shall be expended with the view to the improvement of private property. And the Secretary of the Interior is hereby authorized and directed to ascertain what, if any, injury is occasioned to the rights of any friendly Indians occupying any Indian reservation by the construction of any of the said dams, or the cutting or removing of trees or other materials from any such reservation for the construction or erection of any of said dams, and to determine the amount of damages payable to such Indians therefor; and all such damages to private property and to friendly Indians, when ascertained and determined in the manner herein directed and provided, shall be paid by the United States: *Provided, however*, That such damages shall not exceed ten per centum of the sums hereby appropriated for the construction of said reservoirs.

Proviso.

Proviso.

Upper Mississippi River.

Mississippi River above Falls of Saint Anthony.

Construction of dry dock at Des Moines Rapids Canal.

Old lock of Sault Sainte Marie Canal converted into dry dock, etc.

Improving Upper Mississippi River: Operating snag-boat, twenty-five thousand dollars.

Improving Mississippi River above Falls of Saint Anthony, Minnesota: Continuing improvement, ten thousand dollars.

Improving Mississippi River from Saint Paul to Des Moines Rapids, Minnesota, Iowa, Missouri, Illinois, and Wisconsin: Continuing improvement, two hundred and fifty thousand dollars, of which sum fifteen thousand dollars shall be expended in improving the channel and banks of the river on the west side thereof at Saint Paul.

That the sum of thirty thousand dollars, or so much thereof as may be necessary, be, and the same is hereby, appropriated for the construction of a dry dock at the Des Moines Rapids Canal, on the Mississippi River, at such site as may be selected thereon by the Secretary of War; said dry dock to be used for the construction, examination, repairing, and use of boats, dredges, barges, scows, and other vessels of the United States, and the construction, examination, and repair of vessels for private parties, under such regulations and for such compensation as may, from time to time, be fixed and regulated by the Secretary of War; this appropriation to be expended under the direction of the Secretary of War.

That whenever the government shall not further use the old lock of the Sault Sainte Marie Canal it shall be converted into a dry dock for the repair of government dredges, revenue cutters, and other craft belonging to the government, and for other craft belonging to private persons, on such terms as the Secretary of War shall prescribe; and for the expense of such construction the amount of sixty-five thousand dollars, balance of tolls in the possession of the State of Michigan, and offered to the United States for this purpose, be accepted by the United States.

Improving Des Moines Rapids, Mississippi River, Iowa, and Illinois: Continuing improvement, thirty thousand dollars.	Des Moines Rapids.
Examinations and surveys at South Pass, Mississippi River: To ascertain the depth of water and width of channel secured and maintained from time to time by James B. Eads at South Pass of the Mississippi River, and to enable the Secretary of War to report during the maintenance of the work, ten thousand dollars.	South Pass, Mississippi River.
Gauging waters of Lower Mississippi and its tributaries, and the Columbia River, Oregon: Annual expense of gauging the waters of the Mississippi River and its tributaries, continuing observations of the rise and fall of the river and its chief tributaries, as required by joint resolution of February twenty-first, eighteen hundred and seventy-one, five thousand five hundred dollars, of which sum five hundred dollars for annual expense of gauging the waters of the Columbia River from Astoria to the bar.	Gauging waters of Lower Mississippi and Columbia Rivers.
Improving Mississippi, Missouri, and Arkansas Rivers: Continuing removal of snags, wrecks, and other obstructions from the Mississippi River, eighty-five thousand dollars; from the Missouri River, sixty-five thousand dollars; from the Arkansas River, thirty-five thousand dollars.	Mississippi, Missouri, and Arkansas Rivers.
Improving Cuivre River, Missouri: Continuing improvement from mouth to Chain of Rocks, and removing snags and other obstructions, five thousand dollars.	Cuivre River.
Improving Gasconade River, Missouri: Continuing improvement, ten thousand dollars.	Gasconade River.
Improving Missouri River from its mouth to Sioux City, Iowa, including such harbors on said river now in the course of improvement as in the judgment of the Chief of Engineers will benefit commerce and navigation, eight hundred and fifty thousand dollars.	Missouri River.
Improving Missouri River from Sioux City to Fort Benton, one hundred thousand dollars.	
Survey of Missouri River from its mouth to Fort Benton, Montana: Continuing the survey forty thousand dollars	
Improving Yellowstone River, Montana and Dakota: Continuing improvement, twenty thousand dollars.	Yellowstone River.
Improving Red River of the North, Minnesota and Dakota: Continuing improvement, ten thousand dollars.	Red River of the North.
Constructing dam at Goose Rapids, Red River of the North, Minnesota and Dakota: Continuing construction of lock and dam, thirty thousand dollars.	Goose Rapids.
Improving Saint Anthony's Falls, Minnesota: Continuing improvement, twenty-five thousand dollars.	Saint Anthony's Falls.
Improving Petaluma Creek, California: Completing improvement, fourteen thousand dollars.	Petaluma Creek.
Improving Sacramento River, California: For the improvement and protection of the navigable channels of the Sacramento and Feather Rivers, to be expended under the direction of the Secretary of War, two hundred and fifty thousand dollars.	Sacramento River.
Improving San Joaquin River and Mormon Slough, California: Continuing improvement, forty thousand dollars.	San Joaquin River.
Constructing canal around Cascades of Columbia River, Oregon: Continuing construction two hundred and sixty-five thousand dollars.	Canal around Cascades of Columbia River.
Improving Upper Columbia River, Oregon: Continuing improvement of Upper Columbia River, including Snake River, six thousand dollars.	Upper Columbia River.
Improving Lower Willamette and Columbia Rivers, Oregon: Continuing improvement from Portland, Oregon, to the sea, including bar at mouth of Columbia River, one hundred thousand dollars.	Lower Willamette.
Improving Upper Willamette River, Oregon: Continuing improvement of Upper Willamette, including Yamhill River, five thousand dollars.	Upper Willamette River.
Improving Lower Clearwater River, Idaho: Continuing improvement five thousand dollars.	Lower Clearwater River.

Cowlitz River.	Improving Cowlitz River, Washington Territory: Continuing improvement, one thousand dollars.
Snag-boat— Skagit, Stielaquamish, Nooksack, and Snoqualmie Rivers.	Improving Skagit, Stielaquamish, Nooksack, Snohomish, and Snoqualmie Rivers, Washington Territory: To build, equip, and operate snag-boat for one year, twenty-thousand dollars.
Coquille River.	Improving mouth of Coquille River, Oregon: Extension of jetty already commenced, ten thousand dollars, of which sum two thousand dollars for removing snags in upper river, at discretion of Secretary of War.
Examinations and surveys.	Examinations, surveys, and contingencies of rivers and harbors: Examinations and surveys, and for contingencies, and for incidental repairs of harbors for which there is no special appropriation, one hundred and fifty thousand dollars, of which sum fifty thousand dollars for surveys and one hundred thousand dollars for contingencies, including incidental repairs of harbors.
Board of engi- neers to examine mouth of Colum- bia River, etc.	For expenses of a board of engineers to examine in detail the mouth of the Columbia River, Oregon, and report such plan, with estimates, for its permanent improvement, as they approve, the said board being required to report before the next session of the present Congress, seven thousand five hundred dollars.
Susquehanna River.	Improving Susquehanna River above and below Havre de Grace, Maryland, twenty-five thousand dollars, of which sum seven thousand five hundred dollars shall be expended above the bridge, and five thousand dollars for the completion of the channel to the Fishing Battery Light-House and for strengthening and extending the piers and break-water for the protection of said channel.
Elk River.	Improving Elk River, Maryland: Continuing improvement, six thousand five hundred dollars.
Malden River.	Improving Malden River, Massachusetts, ten thousand dollars.
Harbors of refuge on Lake Pepin.	Constructing harbors of refuge on Lake Pepin, twenty thousand dollars, of which sum ten thousand dollars at Stockholm, Wisconsin, and ten thousand dollars at Lake City, Minnesota.
New Buffalo Harbor.	Improving harbor at New Buffalo, Michigan, five thousand dollars.
Appomattox River.	Improving Appomattox River, Virginia, thirty-five thousand dollars.
Ice-harbor at Dubuque.	Construction of ice-harbor at Dubuque, Iowa, twenty thousand dollars.
Chippewa River.	Improving Chippewa River at Yellow Banks, thirty thousand dollars.
Cocheco River.	Improving Cocheco River, New Hampshire; completing improvement, twenty-eight thousand dollars.
Frankford Creek.	Improving Frankford Creek, Pennsylvania, ten thousand dollars.
Pensaukee Har- bor.	Improving Pensaukee Harbor, Wisconsin, ten thousand dollars.
Royal River.	Improving Royal River, Maine, ten thousand dollars.
Mamaroneck Harbor.	Improving Mamaroneck Harbor, New York, fifteen thousand dollars.
Sackett's Har- bor.	Improving Sackett's Harbor, New York, seven thousand dollars.
Corsica Creek.	Improving Corsica Creek, Maryland, five thousand dollars.
Romley Marsh.	Improvement of Romley Marsh, Georgia, by route designated in the survey of engineers as route numbered four, ten thousand dollars.
Grass River.	Improving Grass River at Massena, New York, three thousand dollars.
Edisto River.	Improving Edisto River, South Carolina, eight thousand dollars.
Georgetown Harbor.	Improving Georgetown Harbor, South Carolina, seven thousand dollars.
Cahaba River.	Improving Cahaba River, Alabama, twenty thousand dollars.
Salkahatchie River.	Improving Salkahatchie River, South Carolina, five thousand dollars.
Tallapoosa River.	Improving Tallapoosa River, Alabama, fifteen thousand dollars.

Improving Key West Harbor, Florida, especially the northwest channel, twenty-five thousand dollars.	Key West Harbor.
Improving Manatee River, Florida, twelve thousand dollars.	Manatee River.
Improving Caloosahatchee River, Florida, five thousand dollars.	Caloosahatchee River.
Improving Lynn Harbor, Massachusetts, sixty thousand dollars.	Lynn Harbor.
Improving Little Tennessee River, Tennessee, five thousand dollars.	Little Tennessee River.
Improving White River above Buffalo Shoals, Arkansas, four thousand dollars.	White River.
Improving Chehalis River, Washington Territory, three thousand dollars.	Chehalis River.
Improving Greenport Harbor, New York, ten thousand dollars.	Greenport Harbor.
Improving Hay Lake Channel of the Sault Sainte Marie River, via the Middle Neebish, two hundred thousand dollars, of which amount the sum of ten thousand dollars may be expended in improving the East Neebish channel.	Hay Lake Channel of Sault Sainte Marie River.
Improving Keyport Harbor, New Jersey, from the Keyport Steamboat Company's Wharf to Raritan Bay Channel, thirty thousand four hundred and seventy-five dollars.	Keyport Harbor.
Improving Maurice River, New Jersey, three thousand dollars.	Maurice River.
Improving Mantua Creek, New Jersey, three thousand dollars.	Mantua Creek.
Improving Woodbury Creek, New Jersey, five thousand dollars.	Woodbury Creek.
Improving Racoon River, New Jersey, three thousand dollars.	Racoon River.
Improving North Branch of Susquehanna River, Pennsylvania, fifteen thousand dollars.	North Branch Susquehanna River.
Improving Clinton Harbor, Connecticut, three thousand dollars.	Clinton Harbor.
Improving South Forked Deer River, Tennessee, three thousand dollars.	South Forked Deer River.
Improving Old Town Creek, Mississippi, three thousand dollars.	Old Town Creek.
Improving Monongahela River, West Virginia: Continuing improvement, twenty-five thousand dollars.	Monongahela River.
For continuing the practical test of the flume invented by M. J. Adams, the said test to be made under the supervision and direction of said Adams, eight thousand dollars.	Adams' flume.
That the Secretary of War be, and he is hereby, authorized and directed to survey and locate a canal from a point on the Illinois River at or near the town of Hennepin, by the most practicable and convenient route, to the Mississippi River at or above the city of Rock Island, with a branch canal or feeder from the most practicable and convenient point on Rock River to the most practicable and convenient point on the main line of said canal: Said canal and said branch shall not be less than seventy feet wide at the water-line, and not less than seven feet in depth of water, with locks not less than one hundred and fifty feet in length and twenty-one feet in width, and with a capacity for vessels of at least two hundred and eighty tons burden; and for that purpose the Secretary of War shall have power and authority, by engineers and agents employed by him, to enter upon any lands for the purpose of making the necessary preliminary examinations and surveys; and the cost of construction, the annual cost of maintenance, and economy of use of said canal, when completed, shall be estimated and accompany the said surveys; and the Secretary of War shall cause to be made by skillful engineers of the Army a survey of the Illinois and Michigan Canal connecting the Illinois River with Lake Michigan at Chicago, and estimates of the cost of enlarging the same so as to correspond in dimensions with the proposed canal between Hennepin and the Mississippi River, and to report to the next session of Congress the cost of enlarging said canal, and the construction of the canal between Hennepin and the Mississippi River and the right of way therefor; and for the purposes of this paragraph the sum of thirty thousand dollars, or so much thereof as may be necessary, is hereby appropriated. Pro-	Survey and location of canal from near Hennepin, Ill., on Illinois River, to Mississippi River at Rock Island, with branch feeder, etc.
	Survey of Illinois and Michigan Canal for purpose of enlarging, etc.
	Proviso.

	<i>vided</i> that nothing herein shall be construed to commit the government to proceed with the construction of the said improvement
Mississippi River, from Head of the Passes to Cairo, etc.	Improving Mississippi River: That the sum of four million one hundred and twenty three thousand dollars be, and is hereby, appropriated, or so much thereof as may be necessary out of any money in the Treasury not otherwise appropriated, for the improvement of the Mississippi River from the Head of the Passes to Cairo including the harbors of New Orleans, Natchez, Vicksburgh, Memphis, a lock at the mouth of Bayou, Plaquemine, Louisiana, and the rectification of the Red and the Atchafalaya Rivers at the mouth of Red River; six hundred thousand dollars from Cairo to the Illinois River including Alton Harbor on which a sum not exceeding thirty-five thousand dollars shall be expended; and two hundred thousand dollars from the Illinois River to the Des Moines Rapids, including a stone and brush revetment at or near Quincy; which said sums shall be expended by the Secretary of War in accordance with the plans, specifications, estimates, and recommendations of the Mississippi River Commission created by the act approved June twenty-eighth, eighteen hundred and seventy-nine, or according to such plans, specifications, and estimates of the Engineer Department of the Army which, having been approved by the Secretary of War, may be adopted by the said Mississippi River Commission for such parts of the said river as the said commission may not have completed the survey of: <i>Provided</i> , That no portion of this appropriation shall be expended to repair or build levees for the purpose of reclaiming lands or preventing injury to lands by overflows: <i>Provided, however</i> , That the commission is authorized to repair and build levees if in their judgment it should be done as a part of their plan to afford ease and safety to the navigation and commerce of the river and to deepen the channel: <i>Provided</i> , That the Secretary of War shall prescribe such rules and regulations as may be necessary to secure a judicious and economical expenditure of said sums, and shall cause to be made and submitted to Congress annual reports, on or before January first, giving detailed statements of the work done, the expenditures made, and the effect of such work, together with such recommendations as he may deem it proper to lay before Congress. It shall be the duty of the Secretary of War to apply the money herein appropriated for improvements, other than surveys and estimates, in carrying on the various works, as far as can be without actual detriment to the interest of the government, by contract. Where such works cannot be done by contract without injury to the public interest, they may be prosecuted by hired labor. Where said works are done by contract, such contract shall be made after sufficient public advertisement for proposals, in such manner and form as the Secretary of War shall prescribe; and such contracts shall be made with the lowest responsible bidders, accompanied by such securities as the Secretary of War shall require, conditioned for the faithful prosecution of the work according to such contract, and for the proper payment of all liabilities incurred in the prosecution therefor for labor and material.
21 Stat., 37.	
Prorisos. Levees.	
Manner of making improvements.	
Proposals. Contracts to be made after advertisement. Lowest bidder.	
Balance for improvement of mouth of Red River to be expended, etc.	That whatever balance there may be on hand for the improvement of the mouth of Red River shall be expended by the Secretary of War according to the plans and recommendations of the Mississippi River Commission; and they are hereby authorized to expend so much of said balance as may be necessary in purchasing or constructing a dredge boat or boats, and in maintaining a navigable channel through the mouth of the Red River into the Mississippi River.
21 Stat., 197.	
Wrecks and sunken vessels may be sold before raising or removal.	That the power and authority granted to the Secretary of War under and by virtue of section four of the act of Congress approved June fourteenth, eighteen hundred and eighty, relating to wrecks and sunken vessels be, and the same are hereby, enlarged so that the Secretary of War may, in his discretion, sell and dispose of any such sunken craft, vessel, or cargo, or property therein, before the raising or removal thereof, according to the same regulations that are in the said act pre-

scribed for the sale of the same after the removal thereof; and all laws and parts of laws inconsistent herewith are hereby repealed.

That no tolls or operating charges whatsoever shall be levied or collected upon any vessel boats, dredges, craft, or other water-craft passing through any canal or other work for the improvement of navigation belonging to the United States.

That authority is hereby given to the Secretary of War to expend the money appropriated by the act approved March third, eighteen hundred and seventy-nine, in the construction of a harbor of refuge at Port Orford, on the Pacific coast, if in his opinion it be deemed judicious to do so.

That the Secretary of War is hereby authorized and directed to settle the claims of Charles McCafferty and D. and C. P. Dull, contractors for locks numbered four and five on the Great Kanawha River, under contracts made in eighteen hundred and seventy-four, and eighteen hundred and seventy-five, and subsequently for work done by reason of changes in the contracts and for losses caused by such changes, and by extra work and other losses incurred from such and other causes beyond their control, and report what amount, if any, he finds to be due to said contractors at the next session of Congress.

That the unexpended sums heretofore appropriated for an ice-harbor at Saint Louis, Missouri, be, and the same are hereby transferred and appropriated, to be expended under the direction of the Secretary of War, for the improvement of the channel of the Mississippi River opposite the city of Saint Louis, Missouri, by repairing and raising the present low dam across the channel east of Arsenal Island, known as Cahokia Chute, and by the construction of such other works in or near said Cahokia Chute as may be deemed advisable to accomplish the same purpose.

That the Secretary of War be, and he is hereby, directed to ascertain and report to the next Congress upon what terms the franchise and property of the Little Kanawha Navigation Company, in West Virginia, can be obtained and conveyed to the United States.

That the Secretary of War is hereby directed, at his discretion, to cause examinations or surveys, or both, and estimates of cost of improvements proper to be made, at the following points, namely:

- Youghiogheny River from McKeesport to Connellsville, Pennsylvania.
- Red River from its mouth to Fulton.
- Little River and Saline, Arkansas.
- Alameda Creek, Alameda County, California
- Norwalk Harbor, Connecticut.
- Harbor at Cedar Keys, Florida.
- Connecticut River from Bellows Falls, Vermont, to Pittsburgh, New Hampshire.
- Newton Creek, Camden County, New Jersey.
- Pensaukin Creek, Camden and Burlington Counties, New Jersey.
- Milford Haven (an estuary), Virginia.
- Quantico Creek, Virginia.
- Piankatank River, Virginia.
- Sangamon River, Illinois, from its mouth to Petersburg.
- Shoal between Dauphin Island and Cedar Point, Alabama.
- Gowanus Creek at Brooklyn, New York.
- Yallahusha River above Grenada, Mississippi.
- Loosacoona River, a tributary of the Yallahusha, Mississippi.
- The channel known as the Old River Bed, leading from Cuyahoga River to the harbor of refuge now under construction at Cleveland, Ohio.
- Atchafalaya River between Berwick's Bay and the Gulf of Mexico; and, if made, to be accompanied with a report showing the cost of deepening the channel of said river.

The channel of the Saint John's River at its entrance into and exit out of Lake Monroe, and between Lake George and Lake Monroe, for straightening and improving the navigation of said river between the said lakes

Tolls.

Harbor of refuge,
Port Orford, Oregon.

Charles McCafferty, D. Dull, C. P. Dull; claims of, to be settled, etc.

Appropriation for ice-harbor at Saint Louis transferred and expended for improving channel of Mississippi River opposite Saint Louis. Cahokia Chute.

Secretary of War to ascertain and report as to purchase of franchise, etc., of Little Kanawha Navigation Company. Examinations and surveys.

Examinations
and surveys, con-
tinued.

Wetipkin Creek, Maryland.
Passaic River between Passaic and Paterson, New Jersey.
Minnesota River near the village of Belle Plain, with a view to prevent the washing away of the banks of said river opposite said village.
Androscoggin River below Brunswick, Maine.
Penobscot River and Bangor Harbor, Maine.
Resurvey of the breakwater at the mouth of Saco River, Maine.
Ohio River at Rochester and Freedom, Pennsylvania, for ice-breakers.
Delaware River above Philadelphia.
Delaware River in front of Philadelphia, by removal of Windmill or Smith's Island, or the bar above the same.
Madison Harbor, in the State of Connecticut.
Duck Island Harbor, in the State of Connecticut, with a view to the construction of a short breakwater for a harbor of refuge.
Harbor at Caseville, Michigan.
Harbor at Cross Village, Michigan.
Santa Monica Bay, California.
Boston Harbor, Massachusetts, and especially Fore Point Channel and the channel leading to the wharves of the New York and New England Railroad.
Sandy Bay, Rockport, Massachusetts, with a view to the construction of a breakwater for a harbor of refuge.
Pawtucket River, Rhode Island.
Black Rock Harbor, Connecticut.
Pawtuxet Harbor, Rhode Island.
Bissell's Cove, Rhode Island.
Redwood Slough, San Mateo County, California.
White River, Arkansas, at the Memphis and Little Rock Railroad Bridge, near Duvall's Bluff, with a view of removing obstructions from the channel.
North Branch of the Susquehanna River from Pittston to Athens.
The sound between Beaufort and New River, and White Oak River to Smith's Mills, North Carolina.
For a channel inside the shoals along the coast of Florida, from Cedar Keys to Clear Water Harbor and Tampa, Florida.
The headland in the town of Hull, at the entrance to Boston Harbor, Massachusetts, being the northerly side of Telegraph Hill, south of Quarter Ledge, with a view to its protection by sea-wall or otherwise.
Ice-harbor at Middleport, Meigs County, Ohio.
Clear Lake, Lake County, California.
Sulphur River, Texas, from its mouth to Sulphur Station.
Pearl River, Mississippi, above Carthage.
Stamford Harbor and Westport Harbor, Connecticut.
Edenton Bay, North Carolina.
Ipswich River and Sandy Bay, at the end of Cape Ann, Massachusetts.
Water-route to connect the Calcasieu River with Sabine Pass.
Illinois and Des Plaines River between La Salle and Joliet, in Illinois.
Shoal Harbor and Compton's Creek, New Jersey.
Stoneybrook Harbor, Suffolk County, New York.
Pocomoke River, Maryland, with a view to a cut-off in the bend just below Snow Hill.
D'Arbonne River, Bayou Roundaway, and Bayou Vidal, Louisiana.
Peekskill Harbor, on the Hudson River, New York.
Cumberland River and its principal tributaries above Pineville, Kentucky.
Extending the survey of the Louisa Fork of the Big Sandy River to Grundy Court-House, Virginia.
Minisceongo Creek at its outlet into the Hudson River, New York.
Saugerties Harbor on Hudson River, New York.
Branford Harbor, Connecticut.
North River in front of Jersey City and Hoboken, to determine what is necessary to permanently deepen the channel on the New Jersey side.

To open a passage between the north end of Indian River and Mosquito Lagoon, Florida. Examinations and surveys, continued.

Champlain River, Clinton County, New York, from the lake up to Champlain Town

For breakwater at Rouse's Point, on Lake Champlain, New York.

Ouachita River from Camden to Arkadelphia, Arkansas.

Big Bayou Metre, Arkansas, from its mouth up.

The Lewis, Humptulup, and Dawamish Rivers, Washington Territory.

Sebewaing Harbor, Michigan, resurvey, to obtain twelve feet of water in channel from Saginaw Bay.

Harbor at Ludington, Michigan, with a view to examination by a board of engineers and report of a plan, and expense of same, for making a harbor of refuge.

Wisconsin River from Portage to Merrill.

The lakes near the headwaters of the Cannon River in Rice and Le Sueur Counties, Minnesota, with a view to adding the same to the reservoir system of the Mississippi River and its tributaries.

Southold Harbor, Suffolk County, New York

Channel-way of Peconic River entering Peconic Bay, and channel-way from Riverhead to Great Peconic Bay, Suffolk County, New York.

Channel from Pearsall's Dock to Flat Creek, in Hempstead Bay, Queens County, New York.

The source of the Minnesota River, near the foot of Big Stone Lake, with a view of its being added to the reservoir system of the Mississippi River and its tributaries.

Natalbany River, Louisiana.

Iowa River from Wapello to its mouth.

Delaware River between Trenton, New Jersey, and Port Jervis, New York.

Leipsic River, Delaware, from the Delaware River to the town of Leipsic

Waccamaw River between Conwayborough, South Carolina, and Waccamaw Lake, North Carolina.

Broad River from Rutherfordton, North Carolina, to South Carolina line

Tionesta Creek, Pennsylvania.

Harbors of Port Henry and Port Marshall, on Lake Champlain, New York.

Boquet River, New York.

Harbor of Cedar Keys, Florida, especially the northwest channel.

Saint Mark's River, Florida.

Isle of Wight and Upper Synepuxent Bay, Maryland and Indian River, Delaware, with the intervening land, with a view to connect their waters.

Monokin River from its mouth to Princess Anne.

Wicomico River from its mouth to Salisbury.

From Deal to Seabright, on the New Jersey coast, with a view to build a breakwater to protect the shore and harbor at Long Branch.

The shoal between Dauphin Island and Cedar Point, Alabama, with a view of ascertaining the most practicable point for making a channel through the same of sufficient depth and width to afford a good and safe passage for steamboats and other vessels in the trade between the waters of Mobile Bay and other places on the Gulf of Mexico.

Newtown Creek from its mouth to Metropolitan avenue in Brooklyn, New York.

Ouachita River from its mouth to Camden, Arkansas.

Clubfoot, Harlow, and Newport Rivers, North Carolina, on line of inland navigation to Beaufort Harbor.

The harbors of Monroe and Trenton, Louisiana, on the Ouachita River, with a view to prevent the caving of banks.

Mouth of Lake Palmyra where it enters the Mississippi River.

Examinations
and surveys, con-
tinued.

Bayou La Fourche, Louisiana.
Alligator River, North Carolina.
Black River, North Carolina.
Sound between Morehead City, in Carteret County, North Carolina.
Town Creek, Beaufort County, North Carolina.
Pungoteague Creek, from Bogg's Wharf to the Warehouse, Accomack County, Virginia.
Bay River, North Carolina
Hull's Creek, Northumberland County, Virginia.
Hunting Creek, Accomack County, Virginia.
Great Wicomico from Cedar Point to Indian Point, Northumberland County, Virginia.
Cape Fear River above Fayetteville, North Carolina.
Piscataway Creek, Essex County, Virginia.
Cherrystone Creek, Virginia.
Roanoke River, North Carolina
Calumet River, Illinois and Indiana
The stone formation in the Kankakee River at Momence, Illinois; and if made, to be accompanied by an estimate of the cost of removing the same.
That the Secretary of War shall cause to be made a survey and estimate of the cost of excavating a channel through the Grand and Little Chains in the Ohio River sufficient to pass boats and give a depth of six feet at low water
Piscataway Creek, Prince George's County, Maryland.
Chicamuxen Creek, Charles County, Maryland.
Port Tobacco Creek, Charles County, Maryland.
Dividing Creek, Talbot County, Maryland.
Taggart's Valley River, West Virginia, above Grafton to the Three Forks of Buckhannon, and furnish an estimate of the cost of removing the obstructions in the Buckhannon River from the town of Buckhannon to the Three Forks of said river.
Pecatonica River, from Argyle to Wayne, La Fayette County, Wisconsin.
For the extension and completion of the breakwater, near the third, in Portsmouth Harbor, New Hampshire, connecting Goat Island and New Castle
At and near the mouth of the Great Bay, so-called, with a view to increasing the depth of the flow of water and improvement of the navigation of the Piscataqua River and its tributaries.
Steele's Bayou, in Mississippi, from its mouth to Swan Lake, in Washington County.
The Yazoo Pass, including examination and estimate as to cost and feasibility of putting a lock so as to connect the Pass with the Mississippi River.
Roebuck Lake, a tributary of the Yazoo River, in Le Flore County, Mississippi.
Survey of Black River from its mouth to Trinity, Louisiana, with a view of improving its navigation by shortening its channel by cut-off.
Red River, Louisiana, from the Atchafalaya to Fulton, Arkansas, including relieving the town of Alexandria from the encroachments of the river, removing snags from Cane River, and closing the outlet of the river known as "Sale and Murphy Canal."
Bayou Pierre, Louisiana, by removing raft therefrom.
Loggy Bayou, Lake Bisteneau, and the Dorcheat, Louisiana; Cane River, Louisiana; and Petit Anse Bayou, Louisiana.
To make such survey and report as to the cost of placing locks and dams on the Cumberland River from Nashville, Tennessee, to the Cincinnati Southern Railroad in Kentucky, as in the opinion of the Secretary of War is necessary to complete the examination and report of said river; said report to be—
First, as to the practicability of the work;

Second, its probable cost from Nashville to the Kentucky line;
 Third, the cost from the Kentucky line to the Cincinnati Southern Railroad. Examinations and surveys, continued.

Fourth, the cost of locking and damming so as to improve Smith's Shoals.

The river Brandywine from its mouth to the Market street bridge in the city of Wilmington, Delaware.

That in every case where surveys are made, the report thereon shall embrace such information concerning the commercial importance, present and prospective, of the improvement contemplated thereby and such general commercial statistics as the Secretary of War may be able to procure: *Provided*, That no survey shall be made of any of the above harbors or rivers until the Chief of Engineers shall have directed a preliminary examination of the same by the local engineer in charge of the district, and then only when such local engineer shall have made such examination and shall have reported to said Chief of Engineers that in his judgment said harbor or river is worthy of improvement and that the work is a public necessity. For making such preliminary examinations a sum not exceeding ten thousand dollars may be used out of the amount appropriated for surveys: *Provided further*, That so much of said sum herein provided for surveys as may be necessary shall be used for continuation of the survey of the Arkansas River from Fort Gibson to Wichita, Kansas.

Preliminary examinations.

Appropriation.

Proviso.

That all moneys hereby appropriated shall be immediately available.

Appropriations immediately available.

J. WARREN KEIFER
Speaker of the House of Representatives.
 DAVID DAVIS,
President of the Senate pro tempore.

IN THE HOUSE OF REPRESENTATIVES,
 August 2, 1882.

The President of the United States having returned to the House of Representatives, in which it originated, the bill (H. R. 6242) "making appropriations for the construction, repair, and preservation of certain works on rivers and harbors, and for other purposes," with his objections thereto, the House of Representatives proceeded in conformity with the Constitution to reconsider the same and has,

Resolved, That the bill do pass, two-thirds of the House of Representatives agreeing to pass the same.

Attest:

EWD. McPHERSON,
Clerk.

IN THE SENATE OF THE UNITED STATES,
 August 2, 1882.

The Senate having proceeded, in pursuance of the Constitution, to reconsider the bill entitled "An act making appropriations for the construction, repair, and preservation of certain works on rivers and harbors, and for other purposes", returned to the House of Representatives by the President of the United States, with his objections, and sent by the House of Representatives to the Senate with the message of the President returning the bill;

Resolved, That the bill do pass, two-thirds of the Senate agreeing to pass the same.

Attest:

F. E. SHOBER,
Acting Secretary.