

SEC. 3. That paragraphs numbered seven and nine respectively, of section forty-three hundred and eighty-two of the Revised Statutes of the United States, be, and the same are hereby, repealed.

R. S. 4382, 847.
Portions of re-
pealed.

Approved, July 5, 1884.

CHAP. 229.—An act making appropriations for the construction, repair, and preservation of certain public works on rivers and harbors, and for other purposes.

July 5, 1884.

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:

River and harbor
appropriations.

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

Portland.

Improving harbor at Bangor and Penobscot River, Maine: Continuing improvement, twenty thousand dollars.

Bangor.

Improving harbor at Rockland, Maine: Continuing improvement, forty thousand dollars.

Rockland.

Improving breakwater at the mouth of Saco River, Maine: Continuing improvement and repairs, fifteen thousand dollars.

Breakwater,
Saco River.

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

Portsmouth.

Improving harbor at Burlington, Vermont: Continuing improvement, twenty five thousand dollars; for repairs, twenty five thousand dollars.

Burlington.

Improving harbor at Boston, Massachusetts: Continuing improvement, five thousand dollars.

Boston.

Improving harbor at Nantucket, Massachusetts: Continuing improvement, ten thousand dollars.

Nantucket.

Improving harbor at Newburyport, Massachusetts: Continuing improvement, forty thousand dollars.

Newburyport.

Improving harbor at Scituate, Massachusetts: Continuing improvement, ten thousand dollars.

Scituate.

Improving harbor at Plymouth, Massachusetts: Continuing improvement, ten thousand dollars.

Plymouth.

Improving harbor at Provincetown, Massachusetts: Continuing improvement, two thousand dollars.

Provincetown.

Improving harbor at Wood's Holl, Massachusetts: Continuing improvement, twenty five thousand dollars.

Wood's Holl.

Improving harbor at Wareham, Massachusetts: Continuing improvement, ten thousand dollars.

Wareham.

Constructing a national harbor of refuge of the first class at Sandy Bay, Cape Ann, Massachusetts, one hundred thousand dollars: *Provided*, That a board of three engineers, to be appointed by the Secretary of War, shall decide that this point is the best location on the coast between Boston and Portland for such a harbor that shall serve all the uses for which it may be needed.

National harbor
of refuge, Sandy
Bay, Cape Ann;
construction of,
authorized
Proviso.

Improving breakwater at Block Island, Rhode Island: Continuing improvement, fifteen thousand dollars.

Breakwater,
Block Island.

Improving harbor at Newport, Rhode Island: Continuing improvement, twenty thousand dollars.

Newport.

Improving harbor at Bridgeport, Connecticut: Continuing improvement, five thousand dollars.

Bridgeport.

Improving breakwater at New Haven, Connecticut: Continuing improvement, forty thousand dollars.

Breakwater,
New Haven.

Improving harbor at New Haven, Connecticut: Continuing improvement, ten thousand dollars.

New Haven Har-
bor.

Improving harbor at New London, Connecticut: Continuing improvement, two thousand dollars.

New London.

Norwalk.	Improving harbor at Norwalk, Connecticut: Continuing improvement, five thousand dollars.
Stonington.	Improving harbor at Stonington, Connecticut: Continuing improvement, ten thousand dollars.
Black Rock.	Improving harbor at Black Rock, Connecticut: Commencing new improvement, twenty thousand dollars.
Buffalo.	Improving harbor at Buffalo, New York: Continuing improvement, one hundred thousand dollars.
Buttermilk Channel.	Improving Buttermilk Channel, New York: Continuing improvement, ten thousand dollars.
Canarsie Bay.	Improving harbor at Canarsie Bay, New York: Continuing improvement, five thousand dollars.
Sheepshead Bay.	Improving Sheepshead Bay, New York: Continuing improvement, five thousand dollars.
Charlotte.	Improving harbor at Charlotte, New York: Continuing improvement, twenty thousand dollars.
Dunkirk.	Improving harbor at Dunkirk, New York: Continuing improvement, ten thousand dollars, to restore broken breakwater and for dredging.
Flushing Bay.	Improving harbor at Flushing Bay, New York: Continuing improvement, ten thousand dollars.
Gowanus Bay.	Improving channel in Gowanus Bay, New York: Continuing improvement, five thousand dollars.
Great Sodus Bay.	Improving harbor at Great Sodus Bay, New York: Continuing improvement, ten thousand dollars.
Greenport.	Improving harbor at Greenport, New York: Continuing improvement, ten thousand dollars.
Little Sodus Bay.	Improving harbor at Little Sodus Bay, New York: Continuing improvement, ten thousand dollars.
Oak Orchard.	Improving harbor at Oak Orchard, New York: Continuing improvement, five thousand dollars.
Ogdensburg.	Improving harbor at Ogdensburg, New York: Continuing improvement, fifteen thousand dollars.
Oswego.	Improving harbor at Oswego, New York: Continuing improvement, eighty thousand dollars.
Rondout.	Improving harbor at Rondout, New York: Continuing improvement, one thousand dollars.
Breakwater, Rouse's Point.	Commencing construction of breakwater at Rouse's Point, on Lake Champlain, New York, thirty five thousand dollars.
Saugerties.	Improving harbor at Saugerties, New York, five thousand dollars.
Channel between Staten Island and New Jersey.	Improving channel between Staten Island and New Jersey: Continuing improvement, ten thousand dollars.
Raritan Bay.	Improving harbor at Raritan Bay, New Jersey: Continuing improvement, twenty thousand dollars.
Erie.	Improving harbor at Erie, Pennsylvania: Continuing improvement, fifty thousand dollars.
Delaware Breakwater.	Improving Delaware Breakwater, Delaware: Continuing improvement, seventy five thousand dollars.
New Castle.	Improving harbor at New Castle, Delaware: Continuing improvement, two thousand dollars.
Wilmington, Del.	Improving harbor at Wilmington, Delaware: Continuing improvement, twenty five thousand dollars.
Baltimore.	Improving harbor at Baltimore, Maryland: Continuing improvement, two hundred and fifty thousand dollars.
Breton Bay.	Improving harbor at Breton Bay, Maryland: Continuing improvement, three thousand dollars.
Norfolk.	Improving harbor at Norfolk, and its approaches, Virginia: Continuing improvement, twenty five thousand dollars.
Approach to Norfolk Harbor and United States navy-yard.	Improving approach to Norfolk Harbor and the United States (Norfolk) navy-yard: Continuing improvement, the widening of the channel of the Elizabeth River between Lambert's Point and Fort Norfolk, fifty thousand dollars.

Improving harbor at Charleston, South Carolina, including Sullivan's Island: Continuing improvement, two hundred and fifty thousand dollars, of which sum five thousand dollars may be used in front of Mount Pleasant.	Charleston, S. C.
Improving harbor at Georgetown, South Carolina: Continuing improvement, five thousand dollars.	Georgetown, S. C.
Improving harbor at Brunswick, Georgia: Continuing improvement, ten thousand dollars.	Brunswick, Ga.
Improving harbor at Savannah, Georgia: Continuing improvement, two hundred thousand dollars.	Savannah.
Improving entrance to Cumberland Sound, Georgia and Florida: Continuing improvement, seventy five thousand dollars.	Cumberland Sound.
Improving Apalachicola Bay, Florida: Continuing improvement, ten thousand dollars.	Apalachicola Bay.
Improving harbor at Pensacola, Florida: Completing improvement, fifty five thousand dollars.	Pensacola.
Improving harbor at Cedar Keys, Florida: Commencing improvement, five thousand dollars.	Cedar Keys.
Improving harbor at Tampa Bay, Florida: Continuing improvement, twenty thousand dollars.	Tampa Bay.
Improving harbor and river at Mobile, Alabama: Continuing improvement, two hundred thousand dollars.	Mobile.
Improving Aransas Pass and Bay up to Rockport and Corpus Christi, Texas: Continuing improvement, one hundred thousand dollars.	Aransas Pass and Bay.
Improving harbor at Brazos Santiago, Texas: Continuing improvement of the bar and harbor, twenty five thousand dollars.	Brazos Santiago.
For improving and deepening bar at the mouth of the Neches River, Texas: Completing the work, seven thousand dollars.	Bar, Neches River.
Improving ship-channel in Galveston Bay, from Morgan's Cut to Boliver Channel: Continuing improvement, for which purpose the balance now remaining of the money heretofore appropriated for this work is hereby directed to be expended by the Secretary of War in the completion of said channel in accordance with the plans heretofore adopted, and in marking out said channel by piles or stakes, so as to enable navigators to find the same without difficulty: <i>Provided</i> , That no part of said money shall be so expended until the Secretary of War shall be satisfied that the Buffalo Bayou Ship Channel Company has relinquished or abandoned to the United States, forever, all their franchises and any and all right to collect or impose tolls or charges from any part of said ship-channel or Buffalo Bayou.	Ship-channel Galveston Bay.
Improving Pass Cavallo Inlet to Matagorda Bay, Texas: Continuing improvement, fifty thousand dollars.	Pass Cavallo Inlet.
Improving harbor at Sabine Pass and Blue Buck Bar, Texas: Continuing improvement, two hundred thousand dollars.	Sabine Pass and Blue Buck Bar.
Improving harbor at Ashtabula, Ohio: Continuing improvement, twenty two thousand five hundred dollars.	Ashtabula.
Improving Black River Harbor, Ohio: Continuing improvement, ten thousand dollars.	Black River Harbor.
Improving harbor at Cleveland, Ohio: Continuing improvement, one hundred thousand dollars.	Cleveland.
Improving harbor of refuge near Cincinnati, Ohio: Completing improvement, seventeen thousand dollars.	Harbor of refuge near Cincinnati.
Improving harbor at Fairport, Ohio: Continuing improvement, ten thousand dollars.	Fairport.
Improving harbor at Huron, Ohio: Continuing improvement, seven thousand five hundred dollars.	Huron.
Improving ice-harbor at the mouth of the Muskingum River, Ohio: Continuing improvement, fifty thousand dollars.	Ice-harbor, Muskingum River.
Improving harbor at Sandusky City, Ohio: Continuing improvement, twenty thousand dollars; one half of said sum to be expended in deepening the channel and the other half in the repair of existing works.	Sandusky City.

Proviso.

Toledo Harbor.	Improving harbor at Toledo, Ohio: Continuing improvement, twenty thousand dollars. And the Secretary of War is hereby directed to commence the work of making a straight channel for the Maumee River from a point on the east side of the mouth of said river through North Cape Point to Lake Erie, in accordance with the second plan recommended by John M. Wilson, major of engineers, on the nineteenth of November, eighteen hundred and eighty one; and for that purpose the sum of twenty five thousand dollars is hereby appropriated.
Michigan City.	Improving harbor at Michigan City, Indiana: Continuing improvement, fifty thousand dollars; of which sum ten thousand dollars are to be expended on the inner harbor and forty thousand dollars on the outer harbor.
Calumet.	Improving harbor at Calumet, Illinois: Continuing improvement, twenty thousand dollars.
Chicago.	Improving harbor at Chicago, Illinois: Continuing operations at outside harbor, dredging in outer harbor, and constructing exterior breakwater, one hundred thousand dollars.
Waukegan.	Improving harbor at Waukegan, Illinois: Continuing improvement, twenty thousand dollars.
Belle River, ice-harbor.	Improving ice harbor at Belle River, Michigan: Continuing improvement, two thousand dollars.
Black Lake.	Improving harbor at Black Lake, Michigan: Continuing improvement, fifteen thousand dollars.
Charlevoix.	Improving harbor at Charlevoix and entrance to Pine Lake, Michigan: Continuing improvement, ten thousand dollars.
Pentwater Harbor.	Improving Pentwater Harbor, Michigan: Continuing improvement, fifteen thousand dollars.
Cheboygan.	Improving harbor at Cheboygan, Michigan: Continuing improvement, five thousand dollars.
Frankfort.	Improving harbor at Frankfort, Michigan: Continuing improvement, five thousand dollars.
Grand Haven.	Improving harbor at Grand Haven, Michigan: Continuing improvement, fifty thousand dollars.
Harbor of refuge, Sand Beach.	Improving harbor of refuge, Sand Beach, Lake Huron, Michigan: Continuing improvement, including dredging the harbor, seventy five thousand dollars.
Ludington.	Improving harbor at Ludington, Michigan: Continuing improvement, ten thousand dollars.
Manistee.	Improving harbor at Manistee, Michigan: Continuing improvement, ten thousand dollars.
Muskegon.	Improving harbor at Muskegon, Michigan: Continuing improvement, twenty thousand dollars.
Grand Marais.	Improving Grand Marais Harbor, Michigan: Continuing improvement, thirty five thousand dollars.
Ontonagon.	Improving harbor at Ontonagon, Michigan: Continuing improvement, fifteen thousand dollars.
Saint Joseph.	Improving harbor at Saint Joseph, Michigan: Continuing improvement, fifteen thousand dollars.
Marquette.	Improving Marquette Harbor, Michigan: Continuing improvement, five thousand dollars.
Saugatuck.	Improving harbor at Saugatuck, Michigan: Continuing improvement, four thousand dollars.
South Haven.	Improving harbor at South Haven, Michigan: Continuing improvement, seven thousand five hundred dollars.
White River.	Improving harbor at White River, Michigan: Continuing improvement, ten thousand dollars.
Harbor of refuge, Portage Lake.	Improving harbor of refuge at Portage Lake, Michigan: twelve thousand five hundred dollars.
Ahnapee.	Improving harbor at Ahnapee, Wisconsin: Continuing improvement, fifteen thousand dollars.
Green Bay.	Improving harbor at Green Bay, Wisconsin: Continuing improvement, ten thousand dollars.

Improving harbor at Kenosha, Wisconsin: Continuing improvement, five thousand dollars.	Kenosha.
Improving harbor at Kewaunee, Wisconsin: Continuing improvement, eighteen thousand dollars.	Kewaunee.
Improving harbor at Manitowoc, Wisconsin: Continuing improvement, fifteen thousand dollars.	Manitowoc.
Improving harbor at Menomonee, Wisconsin: Continuing improvement, ten thousand dollars.	Menomonee.
Improving harbor of refuge at Milwaukee Bay, Wisconsin: Continuing improvement, eighty five thousand dollars.	Harbor of refuge, Milwaukee Bay.
Improving harbor at Oconto, Wisconsin: Continuing improvement, fifteen thousand dollars.	Oconto.
Improving harbor at Pensaukee, Wisconsin: Continuing improvement, five thousand dollars.	Pensaukee.
Improving harbor at Stockholm, Lake Pepin, Wisconsin: Continuing improvement, fifteen thousand dollars.	Stockholm Harbor, Lake Pepin.
Improving harbor at Port Washington, Wisconsin: Continuing improvement, ten thousand dollars.	Port Washington.
Improving harbor at Racine, Wisconsin: Continuing improvement, seven thousand dollars.	Racine.
Improving Superior Bay and Harbor, Wisconsin; and also the channel of the Saint Louis River through said bay, forty-five thousand dollars.	Superior Bay and Harbor.
Improving harbor at Sheboygan, Wisconsin: Continuing improvement, twenty eight thousand dollars.	Sheboygan.
Improving harbor of refuge at entrance of Sturgeon Bay Canal, Wisconsin: Continuing improvement, ten thousand dollars.	Harbor of refuge, Sturgeon Bay.
Improving harbor at Two Rivers, Wisconsin: Continuing improvement, eight thousand dollars.	Two Rivers.
Completing ice-harbor at Dubuque, Iowa: Continuing improvement, twenty thousand dollars.	Ice-harbor, Dubuque.
Improving harbor at Duluth, Minnesota; Continuing improvement, forty five thousand dollars.	Duluth.
Improving harbor at Grand Marais, Minnesota: Continuing improvement, ten thousand dollars.	Grand Marais.
Improving harbor at Humboldt, California: Continuing improvement, sixty-two thousand five hundred dollars.	Humboldt.
Improving harbor at Oakland, California; Continuing improvement, one hundred and thirty-nine thousand six hundred dollars; of which sum thirty nine thousand six hundred dollars is to pay for land condemned for the purpose of constructing a tidal channel between the bay of San Leandro and the head of Oakland Harbor.	Oakland
Improving harbor at Wilmington, California; Continuing improvement, fifty thousand dollars.	Wilmington, Cal.
Improving harbor at Redwood, California; three thousand dollars.	Redwood.
Improving Coos Bay, Oregon: Continuing improvement thirty thousand dollars.	Coos Bay.
Improving harbor at Yaquina Bay, Oregon. Continuing improvement, fifty thousand dollars.	Yaquina Bay.
Improving Lubec Channel, Maine: Continuing improvement, ten thousand dollars: <i>Provided</i> , That as much of the sum as may be necessary shall be expended for the removal of a rock in Eastport Harbor.	Lubec Channel. <i>Proriso.</i>
Improving Moose-a-bee Bar, Maine: Continuing improvement, ten thousand dollars.	Moose-a-bee Bar.
Improving Cocheco River, New Hampshire: Completing improvement, twenty eight thousand dollars.	Cocheco River.
Improving Merrimac River at Rock's Bridge, Massachusetts: Continuing improvement, three thousand five hundred dollars.	Merrimac River.
Improving Taunton River, Massachusetts: Completing improvement, twenty six thousand five hundred dollars.	Taunton River.
Improving Providence River and Narragansett Bay, Rhode Island: Continuing improvement, eighty five thousand dollars: <i>Provided</i> , That	Providence River.

Narragansett Bay.	not exceeding one thousand dollars of said sum may be expended in removing obstructions at the mouth of the Pawtuxet River.
<i>Proviso.</i>	
Pawtucket River.	Improving Pawtucket River, Rhode Island: Continuing improvement, fifty thousand dollars: <i>Provided</i> , That this appropriation shall not become available until the officer in charge shall have reported that the rebuilding of Washington Bridge with good and sufficient draw-openings has been commenced.
<i>Proviso.</i>	
Connecticut River.	Improving Connecticut River below Hartford, Connecticut: Continuing improvement, thirty five thousand dollars.
Housatonic River.	Improving Housatonic River, Connecticut: Continuing improvement, two thousand five hundred dollars.
Thames River.	Improving Thames River, Connecticut: Continuing improvement, twenty five thousand dollars.
Hell Gate.	For removing the reef at Hell Gate, New York, the sum of three hundred and sixty thousand dollars, or so much thereof as may be necessary for that purpose.
Gedney's Channel.	Deepening Gedney's Channel through Sandy Hook Bar, New York, two hundred thousand dollars.
Hudson River.	Improving Hudson River, New York: Continuing improvement, thirty thousand dollars.
Newtown Bay and Creek.	Improving Newtown Bay and Newtown Creek, New York: Continuing improvement, twenty thousand dollars.
Maurice River.	Improving Maurice River, New Jersey: Continuing improvement, seventeen thousand dollars.
Passaic River.	Improving Passaic River below Newark, and removing shoals in Newark Bay, New Jersey: Continuing improvement, twenty five thousand dollars.
Passaic River.	Improving the Passaic River above Newark, New Jersey, three thousand dollars.
Raritan River.	For continuing the improvement of the Raritan River, thirty five thousand dollars.
Allegheny River.	Improving Allegheny River, Pennsylvania: Continuing improvement, thirty five thousand dollars.
Schuylkill River.	Improving Schuylkill River, Pennsylvania: Continuing improvement, twenty five thousand dollars.
Delaware River.	Improving Delaware River from Trenton, New Jersey to its mouth: Continuing improvement, two hundred thousand dollars: <i>Provided</i> , That not exceeding ten thousand dollars of said sum shall be expended above Bridesburg.
<i>Proviso.</i>	
Choptank River.	Improving Choptank River, Maryland: Continuing improvement, five thousand dollars.
Susquehanna River.	Improving Susquehanna River above and below the railroad bridge, Maryland: Continuing improvement, twenty thousand dollars; of which sum five thousand dollars shall be expended for the completion of the channel to Fishing Battery Light-House, and for repairing, strengthening, and extending the piers and breakwaters.
Corsica Creek.	Improving Corsica Creek, Maryland: Continuing improvement, five thousand dollars.
Wicomico River.	Improving Wicomico River, Maryland, from its mouth to Salisbury, ten thousand dollars.
Potomac River.	Improving the Potomac River at Washington, five hundred thousand dollars; continuing improvement.
Saint Jerome's Creek.	Improving harbor at entrance of Saint Jerome's Creek, Maryland: Continuing operations, fifteen thousand dollars.
Appomattox River.	Improving Appomattox River, Virginia: Continuing improvement, twenty-five thousand dollars.
James River.	Improving James River, Virginia: Continuing improvement on the plan for deepening the channel to twenty two feet at mean low tide, seventy-five, thousand dollars.
Mattaponi River.	Improving Mattaponi River, Virginia: Continuing improvement, two thousand five hundred dollars.

Improving Rappahannock River, Virginia: Continuing improvement, twenty thousand dollars.	Rappahannock River.
Improving York River, Virginia: Continuing improvement, twenty thousand dollars.	York River.
Improving Dan River, Virginia: Continuing improvement above Danville, five thousand dollars.	Dan River.
Improving Staunton River, Virginia: Continuing improvement, five thousand dollars.	Staunton River.
Improving Big Sandy River, West Virginia and Kentucky, fifty thousand dollars; of which sum continuing improvement below the fork and completing the lock on the West Virginia side, forty thousand dollars; on Tug Fork, in West Virginia, five thousand dollars, and on Lavis Fork, in Kentucky, five thousand dollars.	Big Sandy River. Tug Fork. Lavis Fork.
Improving Great Kanawha River, West Virginia: Continuing improvement, two hundred thousand dollars; of which sum seven thousand five hundred dollars are to be used on a harbor of refuge at the mouth of the river.	Great Kanawha River.
Improving Guyandotte River, West Virginia: Continuing improvement, two thousand dollars.	Guyandotte River.
Improving Monongahela River, West Virginia: Continuing improvement, forty-five thousand dollars.	Monongahela River.
For continuing the improvement of Little Kanawha River, West Virginia, the sum of thirty-one thousand dollars appropriated by the act of August second, eighteen hundred and eighty-two, is made available. But no toll shall be collected by any person or corporation for this improved navigation; and such right, if any exist, shall be relinquished in manner satisfactory to the Secretary of War before the expenditure of said sum.	Little Kanawha River. 22 Stat., 199.
Improving Buckhannon River, West Virginia, one thousand five hundred dollars.	Buckhannon River.
Improving Cape Fear River above Wilmington, North Carolina: Continuing improvement, five thousand dollars.	Cape Fear River.
Improving Cape Fear River below Wilmington, North Carolina: Continuing improvement, two hundred thousand dollars.	
Improving harbor at Beaufort, North Carolina: Continuing improvement, twenty thousand dollars.	Beaufort.
Improving Edenton Bay, North Carolina, ten thousand dollars.	Edenton Bay.
Improving Trent River, North Carolina: Continuing improvement, ten thousand dollars.	Trent River.
Improving Contentnea or Moccasin River, North Carolina: Continuing improvement, five thousand dollars.	Contentnea or Moccasin River.
Improving Currituck Sound, North Carolina: Continuing improvement, five thousand dollars.	Currituck Sound.
Improving Neuse River, North Carolina: Continuing improvement, twenty thousand dollars.	Neuse River.
Improving New River, North Carolina: Continuing improvement, five thousand dollars.	New River.
Improving Pamlico and Tar Rivers, North Carolina: Continuing improvement, five thousand dollars.	Pamlico and Tar Rivers.
Improving Roanoke River, North Carolina: Continuing improvement, three thousand dollars.	Roanoke River.
Improving Scuppernon River, North Carolina: Continuing improvement, two thousand dollars.	Scuppernon River.
Improving Ashley River, South Carolina: Continuing improvement, two thousand dollars.	Ashley River.
Improving Edisto River, South Carolina: Continuing improvement, five thousand dollars.	Edisto River.
Improving Great Pee Dee River, South Carolina: Continuing improvement, eight thousand dollars.	Great Pee Dee River.
Improving Salkehatchee River, South Carolina: Continuing improvement, three thousand dollars.	Salkehatchee River.

Waccamaw River.	Improving Waccamaw River, South Carolina: Continuing improvement, six thousand dollars.
Wappoo Cut.	Improving Wappoo Cut, South Carolina: Continuing improvement, three thousand dollars.
Wateree River.	Improving Wateree River, South Carolina: Continuing improvement, five thousand dollars.
Santee River.	Improving Santee River, South Carolina: Continuing improvement, fifteen thousand dollars.
Altamaha River.	Improving Altamaha River, Georgia: Continuing improvement, fifteen thousand dollars.
St. Jones River.	Improving St. Jones River, Delaware: Continuing improvement, ten thousand dollars.
Chattahoochee River.	Improving Chattahoochee River, Georgia and Alabama: Continuing improvement, thirty five thousand dollars.
Coosa River.	Improving Coosa River, Georgia and Alabama: Continuing improvement, fifty thousand dollars.
Flint River.	Improving Flint River, Georgia: Continuing improvement, twenty thousand dollars; of which sum fifteen thousand dollars to be expended below Albany and five thousand dollars from Albany to Montezuma.
Ocmulgee River.	Improving Ocmulgee River, Georgia: Continuing improvement, three thousand dollars.
Oconee River.	Improving Oconee River, Georgia: Continuing improvement, three thousand dollars.
Romerly Marsh.	Improving Romerly Marsh, Georgia: Continuing improvement on present plan, ten thousand dollars.
Savannah River.	Improving Savannah River, Georgia: Continuing improvement below Augusta, fifteen thousand dollars.
Appalachicola River.	Improving Appalachicola River, Florida: Continuing improvement, one thousand dollars.
Caloosahatchie River.	Improving Caloosahatchie River, Florida: Continuing improvement, five thousand dollars.
Choctawhatchee River.	Improving Choctawhatchee River, Florida and Alabama: Continuing improvement, fifteen thousand dollars; five thousand dollars thereof to be expended between the railroad bridge and Geneva, and ten thousand dollars thereof between Geneva and Newton, Alabama, to make that part of said river navigable at low-water stages.
Conecuh-Escambia River.	Improving Conecuh-Escambia River, Florida and Alabama: Continuing improvement, twelve thousand dollars.
Escambia River.	Improving Escambia River, Florida, three thousand dollars.
Bar, Saint John's River.	Improving the channel over the bar at the mouth of Saint John's River, Florida: Continuing improvement, one hundred and fifty thousand dollars.
Upper Saint John's River.	Improving the Upper Saint John's River, Florida, five thousand dollars.
Suwanee River.	Improving Suwanee River, Florida: Continuing improvement, five thousand dollars.
Volusia Bar.	Improving Volusia Bar, Florida: Continuing improvement, two thousand dollars.
Withlacoochee River.	Improving Withlacoochee River, Florida: Continuing improvement, three thousand dollars.
Alabama River.	Improving Alabama River, Alabama: Continuing improvement, ten thousand dollars.
Cahawba River.	Improving Cahawba River, Alabama: Continuing improvement, ten thousand dollars.
Tallapoosa River.	Improving Tallapoosa River, Alabama: Continuing improvement, ten thousand dollars.
Warrior River.	Improving Warrior River, Alabama: Continuing improvement, twelve thousand dollars.
Tombigbee River.	Improving Tombigbee River, Alabama and Mississippi: Continuing improvement from Fulton to Vienna, ten thousand dollars, and below Vienna, fifteen thousand dollars.

Improving Black Warrior River, Alabama, from Tuscaloosa to Daniel's Creek, fifty thousand dollars.	Black Warrior River.
Improving Big Sunflower River, Mississippi: Continuing improvement, five thousand dollars.	Big Sunflower River.
Improving Noxubee River, Mississippi: Continuing improvement, seven thousand five hundred dollars.	Noxubee River.
Improving Pascagoula River, Mississippi: Continuing improvement, three thousand dollars.	Pascagoula River.
Improving Pearl River, Mississippi: Continuing improvement between Edinburg and Carthage, two thousand five hundred dollars; and below Jackson, including bar at the mouth, ten thousand dollars.	Pearl River.
Improving channel of Biloxi Bay, Mississippi: Continuing improvement, for which purpose the balance of the money heretofore appropriated for the roadstead now on hand is hereby directed to be applied to the deepening of the channel from Mississippi Sound to the wharves at Biloxi.	Channel of Biloxi Bay.
Improving Tallahatchee River, Mississippi: Continuing improvement, three thousand dollars.	Tallahatchee River.
Improving Tchula Lake, Mississippi: Continuing improvement, one thousand five hundred dollars.	Tchula Lake.
Improving Steele's Bayou, Mississippi, two thousand five hundred dollars.	Steele's Bayou.
Improving Big Black River, Mississippi, five thousand dollars.	Big Black River.
Improving Horn Island Pass, Mississippi, five thousand dollars.	Horn Island Pass.
Improving Yallahusba River, Mississippi: Continuing improvement, two thousand dollars.	Yallahusba River.
Improving Yazoo River, Mississippi: Continuing improvement ten thousand dollars.	Yazoo River.
Improving Bayou Black, Louisiana: Continuing improvement five thousand dollars.	Bayou Black.
Improving Boeuf River, Louisiana: Continuing improvement, five thousand dollars.	Boeuf River.
Improving Bayou Bartholomew, Louisiana and Arkansas: Continuing improvement, five thousand dollars.	Bayou Bartholomew.
Improving Bayou Courtableau, Louisiana: Continuing improvement, four thousand dollars.	Bayou Courtableau.
Improving Bayou Teche, Louisiana: Continuing improvement, six thousand five hundred dollars.	Bayou Teche.
Improving Bayou D'Arbonne, Louisiana; from mouth to Stein's Bluff, five thousand dollars.	Bayou D'Arbonne.
Continuing examination and for the thorough survey of Bayou Pierre, Louisiana; eight thousand six hundred dollars.	Bayou Pierre.
Improving Loggy Bayou, Lake Bistenau, and the Dorcheat, Louisiana; five thousand dollars.	Loggy Bayou, Lake Bistenau, Dorcheat.
Improving Cane River, Louisiana; two thousand five hundred dollars.	Cane River.
Improving Bayou La Fourche, Louisiana: Continuing improvement, five thousand dollars, including removing obstructions at the mouth.	Bayou La Fourche.
Improving Calcasieu River, Louisiana: Continuing improvement, six thousand five hundred dollars; to which is added the sum heretofore appropriated to be used at the mouth of the river.	Calcasieu River.
Improving Red River, Louisiana and Arkansas: Continuing improvement from the Atchafalaya to Fulton, Arkansas; seventy-five thousand dollars, to be expended as follows: Not exceeding fifteen thousand dollars for revetment to protect the harbor at Alexandria from damage by the current of the river: Not exceeding five thousand dollars to close the outlet of the river known as Sale and Murphy's Canal; the remainder (including whatever balance may remain unexpended from above improvements embraced in this paragraph) to be applied to the improvement of the main channel of the river.	Red River.
Improving Tangipahoa River, Louisiana: Continuing improvement, two thousand dollars.	Harbor at Alexandria.
	Sale and Murphy's Canal.
	Tangipahoa River.

Tensas River.	Improving Tensas River and Bayou Macon, Louisiana: Continuing improvement, four thousand dollars.
Bayou Macon.	
Brazos River.	Improving mouth of the Brazos River, Texas: Continuing improvement, ten thousand dollars.
Buffalo Bayou.	Improving Buffalo Bayou, Texas: Continuing improvement, twenty-five thousand dollars.
Arkansas River.	For survey of the Arkansas River from Little Rock to mouth, nineteen thousand dollars.
	Improving Arkansas River at Pine Bluff, Arkansas; fifty-five thousand five hundred dollars.
Black River.	Improving Black River, Arkansas and Missouri; twenty-thousand dollars, of which sum fifteen thousand dollars are to be expended for a snag-boat and five thousand dollars on the river.
Onachita River.	Improving Onachita River, Louisiana and Arkansas, and Black River, Louisiana, including removing wrecks in the harbor of Monroe: Continuing improvement, fifteen thousand dollars.
Saline River.	Improving Saline River, Arkansas: Continuing improvement, five thousand dollars.
White River.	Improving White River, Arkansas: Continuing improvement and survey, thirty five thousand dollars.
Saint Francis River.	Improving Saint Francis River, Arkansas: Continuing improvement, twelve thousand dollars; of which sum four thousand dollars are to be expended for a snag boat.
Removal of obstructions from Arkansas River.	For removing obstructions in the Arkansas River from its mouth to Wichita, Kansas, thirty-six thousand dollars; and for the protection of the harbor at Fort Smith, Arkansas, five thousand dollars.
Big Hatchee River.	Improving Big Hatchee River, Tennessee: Continuing improvement, two thousand five hundred dollars.
Caney Fork River.	Improving Caney Fork River, Tennessee: Continuing improvement, three thousand dollars.
Clinch River.	Improving Clinch River, Tennessee: Continuing improvement, five thousand dollars.
Cumberland River, Tennessee and Kentucky.	Improving Cumberland River, Tennessee and Kentucky: Continuing improvement below Nashville, including bar at mouth of the river, seven thousand five hundred dollars.
Cumberland River above Nashville.	For the improvement of the Cumberland River above Nashville, fifty thousand dollars; and such improvement shall be made according to the recommendations of Major W. R. King, engineer in charge, contained in the letter of the Secretary of War, March fifteenth, eighteen hundred and eighty-four, Senate Executive Document Number One Hundred and Twenty-nine, first session, Forty-eighth Congress.
French Broad River.	Improving the French Broad River, in Tennessee: Continuing improvement, three thousand five hundred dollars.
Hiawasse River.	Improving Hiawasse River, Tennessee: Continuing improvement, two thousand five hundred dollars.
South Forked Deer River.	Improving South Forked Deer River, Tennessee: Continuing improvement, two thousand dollars.
Tennessee River above Chattanooga.	Improving Tennessee River above Chattanooga: Continuing improvement, three thousand dollars.
Tennessee River, Alabama and Kentucky.	Improving Tennessee River, Tennessee, Alabama, and Kentucky: Continuing improvement below Chattanooga (including Muscle Shoals and shoal at Reynoldsburg), three hundred and fifty thousand dollars.
South Fork of Cumberland River.	Improving South Fork of Cumberland River, Kentucky: Continuing improvement, four thousand dollars.
Kentucky River.	Improving Kentucky River, Kentucky: Continuing improvement, two hundred and fifty thousand dollars.
Tradewater River.	Improving Tradewater River, Kentucky: Continuing improvement, two thousand dollars.
Falls of Ohio River at Louisville.	Improving Falls of the Ohio River at Louisville, Kentucky: Continuing improvement in pursuance of the last plan of the engineer in charge; three hundred thousand dollars; of which sum such amount as may be

necessary, not exceeding five thousand dollars, shall be expended in the erection of a stone pillar or pier on the southern side of the Indiana Chute, provided the engineer in charge shall decide that such a structure will aid in the navigation thereof.	Indiana Chute.
Improving Detroit River, Michigan: Continuing improvement, two hundred thousand dollars.	Detroit River.
Improving Hay Lake Channel, Saint Mary's River, Michigan: Continuing improvement, one hundred and twenty-five thousand dollars.	Hay Lake Channel, Saint Mary's River.
Improving Saginaw River, Michigan: Continuing improvement, fifty thousand dollars; of which sum twenty-five thousand dollars are to be used opposite Bay City for deepening the channel from the river into the bay, and remainder on the river above Bay City.	Saginaw River.
Improving Grand River below Grand Rapids, Michigan: Continuing improvement, twenty-five thousand dollars.	Channel, Bay City.
Improving mouth and harbor of Cedar River, Michigan: Continuing improvement, fifteen thousand dollars.	Grand River, below Grand Rapids.
Improving Chippewa River and its mouth, Wisconsin: Continuing improvement, fifteen thousand dollars.	Cedar River.
Improving Fox and Wisconsin Rivers, Wisconsin: Continuing improvement, one hundred and sixty thousand dollars; of which sum ten thousand dollars are to be used for maintaining the channel between Depere and Green Bay: <i>Provided</i> , That in order to carry into effect the river and harbor act of August second, eighteen hundred and eighty-two, for lowering the water in Lake Winnebago, the Secretary of War is hereby authorized to acquire for the United States, by purchase, voluntary or by condemnation under the laws of Wisconsin, as the case may be, the necessary lands and sites at the Menasha Dam; and so much of the foregoing sum hereby appropriated as may be necessary may be used for such purpose.	Chippewa River.
Improving Saint Croix River, Wisconsin: Continuing improvement below Taylor's Falls, nine thousand dollars.	Fox and Wisconsin Rivers.
Improving Wabash River by lock and dam at Grand Rapids, Indiana and Illinois: Continuing improvement, thirty thousand dollars; also between Vincennes and Terre Haute, ten thousand dollars.	Channel, Depere and Green Bay; <i>proviso</i> . 22 Stat., 203.
Improving White River, Indiana: Continuing improvement below Hazleton, ten thousand dollars.	Saint Croix River.
Improving Illinois River, Illinois: Continuing improvement, one hundred thousand dollars.	Wabash River.
Improving Calumet River, Illinois: Continuing improvement, fifty thousand dollars: <i>Provided, however</i> , That no part of said sum shall be expended until the right of way shall have been conveyed to the United States, free from expense, and the United States shall be fully released from all liability for damages to adjacent property-owners, to the satisfaction of the Secretary of War.	White River.
Improving Gasconade River, Missouri: Continuing improvement, five thousand dollars.	Illinois River.
Improving the Red River of the North, Minnesota and Dakota: Continuing improvement, ten thousand dollars.	Calumet River. <i>Proviso</i> .
Improving Yellowstone River, Montana and Dakota: Continuing improvement between Glendive and the mouth of the river, twenty thousand dollars.	Gasconade River.
Improving Sacramento and Feather Rivers, California: Continuing improvement, forty thousand dollars; one-half of which sum shall be expended on the Sacramento River and one-half on Feather River: <i>Provided</i> , That no part of said sum, or of the money now on hand to the credit of this fund, except what may be necessary for snagging and dredging operations, shall be used, except as herein provided, until the Secretary of War shall have been satisfied of the cessation of hydraulic mining on said rivers and their tributaries; and of the amount now on hand to the credit of the fund for the improvement of said rivers, the sum of forty thousand dollars, or so much thereof as may be necessary,	Red River of the North.
	Yellowstone River.
	Sacramento and Feather Rivers.
	<i>Proviso</i>

Appropriation for dredge-boat.	is hereby appropriated for the immediate construction of a first-class dredge-boat, to be used, in the discretion of the officer in charge, on the rivers emptying into Suisun and San Pablo Bays.
San Joaquin River; Stockton and Mormon Sloughs.	Improving San Joaquin River and Stockton and Mormon Sloughs, California: Continuing improvement, twenty thousand dollars.
Mokelumne River.	Improving Mokelumne River, California, eight thousand five hundred dollars.
Colorado River.	Improving Colorado River, Nevada and California, and Arizona Territory, between Fort Yuma and a point thirty miles above Rioville, twenty five thousand dollars.
Mouth of Columbia River.	Improving the mouth of the Columbia River, Oregon and Washington Territory: Commencing improvement, in accordance with the plan recommended by the majority of the board of engineers in eighteen hundred and eighty two, one hundred thousand dollars.
Columbia River, at Cascades.	Improving Columbia River, at Cascades, Oregon: Continuing improvement, one hundred and fifty thousand dollars.
Columbia and Willamette Rivers.	Improving Columbia and Lower Willamette Rivers below Portland, Oregon: Continuing improvement, one hundred thousand dollars.
Upper Columbia and Snake Rivers.	Improving Upper Columbia and Snake Rivers, Oregon and Washington Territory: Continuing improvement, twenty thousand dollars.
Willamette River above Portland.	Improving Willamette River above Portland, Oregon: Continuing improvement, ten thousand dollars.
Coquille River.	Improving mouth of Coquille River, Oregon: Continuing improvement, ten thousand dollars.
Chehalis River.	Improving Chehalis River, Washington Territory: Continuing improvement, two thousand five hundred dollars.
Cowlitz River.	Improving Cowlitz River, Washington Territory: Continuing improvement, two thousand dollars.
Skagit, Stillaguamish, Nootsack, Snohomish, and Snoqualmie Rivers.	Improving the Skagit, Stillaguamish, Nootsack, Snohomish and Snoqualmie Rivers, Washington Territory: Continuing improvement, ten thousand dollars.
Missouri River from mouth, etc.	Improving Missouri River from its mouth to Sioux City, Iowa, including such harbors on said river as in the judgment of the board of engineers herein created will benefit commerce and navigation, five hundred thousand dollars.
Missouri River Commission created.	That a Commission to be called the Missouri River Commission is hereby created, to consist of five members.
Appointment of.	That the President shall nominate and, by and with the advice and consent of the Senate, appoint five Commissioners, three of whom shall be selected from the Corps of Engineers of the Army and two from civil life, one of whom at least shall be a civil Engineer; and he shall in like manner fill any vacancy in said Commission; and he shall designate one of the Commissioners appointed from the Corps of Engineers to be president of the Commission. The Commissioners appointed from the Corps of Engineers shall receive no other pay or compensation than is allowed them by law, and the other two Commissioners shall each receive for their services pay at the rate of two thousand five hundred dollars per annum, out of any money appropriated for the Missouri River; and all said Commissioners shall remain in office subject to removal by the President of the United States.
Compensation.	
Duties.	That it shall be the duty of said Commission to superintend and direct such improvement of said river and to carry into execution such plans for the improvement of the navigation of said river from its mouth to its headwaters as may now be devised and in progress, and to continue and complete such surveys as may now be in progress, and to make such additional surveys, examinations, and investigations, topographical, hydrographical, and hydrometrical and to consider, devise, and mature such additional plan or plans, and all such estimates as may be deemed necessary and best, to obtain and maintain a channel and depth of water in said river sufficient for the purposes of commerce

and navigation, and to accomplish the objects of this act, and to enable the Commission to perform the duties assigned them the Secretary of War is hereby authorized and directed to transfer to and place under the control and superintendence of said Commission all such vessels, barges, machinery, and instruments, and such plant as may now be provided, devised, or in use on said river, from appropriations heretofore made for said river, or other sources, and when thereto requested by said Commission to detail from the Corps of Engineers such officers and men as may be necessary, and to place in the charge of said Commission any such vessels, machinery, and instruments under his control as may be deemed necessary. And said Commission may, with the approval of the Secretary of War, employ such additional force and assistants, and provide, by purchase or otherwise, such additional vessels, boats, machinery, instruments, and means, as may be deemed necessary; to be paid for by appropriations made or to be made for said river.

Powers.

That the said Commission shall, under the direction and with the approval of the Secretary of War, superintend, control, and expend for the purposes of this act all appropriations or unexpended balances heretofore made for the improvement of said river, and which may hereafter be made for said river, or so much thereof as may be necessary, and shall prepare and submit, through the Chief of the Engineer Corps to the Secretary of War, to be by him transmitted to Congress at the beginning of the regular session in December of each year, a full and detailed report of all their proceedings and actions, and of all such plans and systems of work as may now be devised and in progress and carried out by them, and of all such additional plans and systems of works as may be devised and matured by them, with full and detailed estimates of the cost thereof, and statements of all expenditures made by them; and the Secretary of War may detail from the Corps of Engineers or other corps of the Army an officer to act as secretary of the Commission, to aid them in their work; and all money hereby or hereafter appropriated for the improvement of said Missouri River shall be expended under the direction of the Secretary of War in accordance with the plans, specifications, and recommendations of said Commission when such plans, specifications, and recommendations shall have been approved by Congress.

Expenditure of appropriations.

Report of proceedings of Commission.

Secretary to Commission.

Improving Missouri River from Sioux City, Iowa, to Fort Benton Montana: Continuing improvement, one hundred and twenty five thousand dollars; of which sum fifteen thousand dollars shall be used in the purchase of a snag-boat to be operated on the Missouri River above Sioux City and on the Yellowstone River.

Missouri River.

For a survey of the Missouri River above the Missouri River Falls, at Fort Benton, fifteen thousand dollars.

Survey of Missouri River above Missouri River Falls.

For removing snags, wrecks, and other obstructions in the Missouri River, fifty thousand dollars.

Removal of snags, etc., from Missouri River.

For continuing operations on the reservoirs at the headwaters of the Mississippi River, sixty thousand dollars: *Provided*, 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.

Reservoirs at headwaters of Mississippi River.

Proviso.

Improving Mississippi River from Saint Paul to Des Moines Rapids, including the harbors of Andalusia, Muscatine, and Fort Madison, and including work for the protection of the bank of the Mississippi River at Winona, Minnesota, and the prevention of its erosion caused by dams erected above the city to improve the navigation of the river: Continuing improvements, two hundred and fifty thousand dollars.

Mississippi River from St. Paul to Des Moines Rapids.

Improving harbor at Lake City, Minnesota: Continuing improvement, fifteen thousand dollars.

Lake City, Minn.

Mississippi River at Des Moines Rapids.	Improving Mississippi River at Des Moines Rapids, Iowa: Continuing improvement, fifty thousand dollars; of which sum ten thousand dollars are to be used in the construction of a pier at the outer wall of the Des Moines Rapids Canal, in accordance with the recommendation of the Engineer Corps: <i>Provided</i> , That said pier shall not be made unless the Secretary of War shall decide that the railroad bridge at that place was built in conformity with the act of Congress authorizing its construction.
<i>Proviso.</i>	
Dry-dock at Des Moines Rapids Canal.	For the continuation of the construction of the dry-dock at the Des Moines Rapids Canal, on the Mississippi River, thirty thousand dollars.
Mississippi River from Des Moines Rapids to mouth of Illinois River.	Improving Mississippi River from Des Moines Rapids to the mouth of Illinois River, including the river at Quincy and Quincy Bay, and the removal of the bar at the mouth of Whipple Creek, in said bay: Continuing improvement, two hundred thousand dollars.
Falls of Saint Anthony.	Improvements at the Falls of Saint Anthony, Minnesota: Repairs to and preservation thereof, ten thousand dollars.
Mississippi River from mouth of Illinois River to mouth of Ohio River.	Improving Mississippi River from the mouth of Illinois River to the mouth of the Ohio River, including the completion of Alton Harbor, and also, in the discretion of the Secretary of War, the improvement of the Illinois shore opposite the mouth of the Missouri River: Continuing improvement, five hundred and twenty thousand dollars; fifty thousand dollars of which sum shall be used in extending the work for the protection of the easterly bank of the Mississippi River at Cairo, Illinois, and the prevention of its wash or erosion, commencing at the southerly end of the present Government revetment work and continuing down stream.
Mississippi River from head of the passes to Cairo.	Improving Mississippi River from the head of the passes to Cairo, including the improvement and preservation of the harbors of New Orleans, Natchez, Vicksburg, Greenville, Memphis, Hickman, and Columbus, the deflection of the waters of Red River from the Atchafalaya, and keeping open a navigable channel through the mouth of the Red River into the Mississippi River: Continuing improvement, one million three hundred and fifty thousand dollars; which sum together with the sums herein appropriated for the Mississippi River from the Des Moines Rapids to the mouth of the Ohio, shall be expended under the direction of the Secretary of War, in accordance with the plans, specifications, estimates, and recommendations of the Mississippi River Commission: <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 further</i> , That in view of the threatened injury to the harbor of Memphis and the Government property at that place and the necessity of immediate protection thereof the sum of two hundred thousand dollars or so much thereof as may be necessary shall be immediately applied to protect said harbor and property out of the foregoing appropriations.
Appropriation, to be expended under the direction of Secretary of War.	
<i>Proviso.</i>	
<i>Proviso.</i>	
Duties of Mississippi River Commission.	
<i>Proviso.</i>	
Removal of snags, etc., from Mississippi River.	For removing snags, wrecks and other obstructions in the Mississippi River, seventy-five thousand dollars
Examinations and surveys at South Pass Mississippi River.	For 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.
Gauging waters of Lower Mississippi.	For gauging the waters of the Lower Mississippi and its tributaries; 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 dollars.

For continuation of surveys of the Mississippi River between the head of the passes, near its mouth, and its headwaters now in progress; to make additional surveys and examinations of said river and its tributaries; to make such additional examinations and investigations, topographical, hydrographical, hydrometrical as are necessary for maturing a plan for the permanent improvement of the entire river, seventy-five thousand dollars.

For gauging the waters of the Columbia River below Astoria, Oregon, and elsewhere on said river and its principal tributaries, at the discretion of the Secretary of War, one thousand dollars.

Improving the Ohio River, continuing improvement, six hundred thousand dollars; of which sum, seventy thousand dollars, or so much thereof as may be necessary for the completion of the Davis Island Dam, shall be expended on that work; fifty thousand dollars shall be used in continuing work on the upper and lower dikes and other improvements at Grand Chain; and seven thousand five hundred dollars for the ice harbor at the mouth of the Great Kanawha and fifty thousand dollars or so much thereof as may be necessary for the improvement of the navigation of the river at Jeffersonville, and the protection of the Government property.

SEC. 2. 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, contracts made, the expenditures thereunder or otherwise, and the effect of such work, together with such recommendations as he may deem it proper to lay before Congress. He shall also report to Congress, at its next session, all the instances in the United States in which piers, breakwaters, or other structures or works built or made by the United States in aid of commerce or navigation are used, occupied, or injured by a corporation or an individual, and the extent and mode of such use, occupation, or injury, and the facts touching the same. He shall also report whether any bridges, causeways, or structures, now erected or in process of erection do or will interfere with free and safe navigation, and if they do or will so interfere, to report the best mode of altering or constructing such bridges or causeways so as to prevent any such obstructions.

SEC. 3. That 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 by contract or otherwise, as may be most economical and advantageous to the Government. 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 and completion of the work according to such contract, and for the prompt payment of all liabilities incurred in the prosecution thereof for labor and material.

SEC. 4. That no tolls or operating charges whatsoever shall be levied or collected upon any vessel or vessels, dredges, or other passing watercraft through any canal or other work for the improvement of navigation belonging to the United States; and for the purpose of preserving and continuing the use and navigation of said canals, rivers, and other public works without interruption, the Secretary of War, upon the application of the chief engineer in charge of said works, is hereby authorized to draw his warrant or requisition from time to time upon the Secretary of the Treasury to pay the actual expenses of operating and keeping said works in repair, which warrants or requisitions shall be paid by the Secretary of the Treasury, out of any money in the Treasury not otherwise appropriated: *Provided, however,* That an itemized statement

Surveys of Mississippi River between the head of the passes and its headwaters.

Gauging waters of the Columbia River.

Ohio River.

Completion of Davis Island Dam.

Grand Chain.

Ice harbor at mouth of Great Kanawha.

Secretary of War to prescribe rules, etc., to make report to Congress, in detail, all work, contracts, expenditures, etc., and in regard to public works in aid of commerce, etc.

Duty of Secretary of War in expenditure of money for improvements, etc.

Contracts for work, how made.

Tolls not to be levied or collected, etc.

Payments for actual expenses of operating and keeping certain works in repair, authorized.

Proviso.

of said expenses shall accompany the annual report of the Chief of Engineers.

Appropriations for purchase of land for lock and dam at Beattyville, etc.

Proviso.

21 Stat., 190.

Removal of dams in Yadkin River.

Material for improvements authorized, how obtained.

Proviso.

Des Moines Rapids Canal, St. Mary's Falls Canal, and Louisville and Portland Canal; Secretary of War to prescribe rules and regulations governing the use, etc., of.

Penalty for violation.

Bridges over navigable rivers of U. S. obstructing navigation; companies owning to construct and maintain booms, dikes, and other aids to free navigation.

Failure to construct, maintain, etc.; penalty.

SEC. 5. That out of the money herein appropriated for the Kentucky River the sum of two thousand dollars or so much thereof as may be necessary may be expended for the purchase of land for the construction of lock and dam at Beattyville; and so much thereof as may be necessary may also be expended for the same purpose at lock number six: *And provided further*, That the sum of six thousand dollars authorized by the act approved June fourteenth eighteen hundred and eighty to be expended for the removal of dams in Yadkin River North Carolina may be used by the Secretary of War for acquiring the right of way by removal or otherwise of such dams as may be necessary for the contemplated improvement, the said right of way or removal to be obtained by agreement with the parties interested or in event of failure to make a reasonable agreement by condemnation as provided for by the laws of the State of North Carolina.

SEC. 6 That whenever, in the prosecution and maintenance of the improvement of the Mississippi River and other rivers harbors and public works for which appropriations are herein made it becomes necessary or proper, in the judgment of the Secretary of War, to take possession of material found on bars and islands within the river banks, or other material lying adjacent or near to the line of any of said works and needful for their prosecution or maintenance, the officers in charge of said works may, when they cannot agree as to the price with the owners thereof, in the name of the United States take possession of and use the same after first having paid or secured to be paid the value thereof, which may have been ascertained in the mode provided by the laws of the State wherein such property or material lies: *Provided, however*, That when the owner of such property or material shall fix a price for the same which in the opinion of said officer in charge, shall be reasonable, he may take the same at such price without further delay. The Department of Justice shall represent the interests of the United States in the legal proceedings under this act.

SEC. 7 That it shall be the duty of the Secretary of War to prescribe such rules and regulations in respect to the use and administration of the Des Moines Rapids Canal, the Saint Mary's Falls Canal, and the Louisville and Portland Canal, as in his judgment the public necessity may require; which rules and regulations shall be posted in some conspicuous place for the information of the public. Any person knowingly and wilfully violating such rules and regulations shall be liable to fine not exceeding five hundred dollars, or imprisonment not exceeding six months; to be enforced in any district court of the United States within whose territorial jurisdiction such offense may have been committed.

SEC. 8 That whenever the Secretary of War shall have good reason to believe that any railroad or other bridge now or hereafter to be constructed over any of the navigable waters of the United States, under authority of the United States or of any State or Territory, is an obstruction to the free navigation of such waters, by reason of difficulty in passing the draw-opening or the raft-span of said bridge, by rafts, steamboats, or other water-craft, it shall be the duty of the said Secretary, on satisfactory proof thereof, to require the company or persons owning, controlling, or operating said bridge to cause such aids to the passage of said draw-opening or of said raft-span, or of both said draw-opening and raft-span to be constructed, placed, and maintained, at their own cost and expense, in the form of booms, dikes, piers, or other suitable and proper structures for the guiding of said rafts, steamboats, and other water-craft safely through said opening or span, or both said opening or span, as shall be specified in his order in that behalf; and on failure of the company or persons aforesaid to make and establish such additional structures within a reasonable time, the said Secretary shall proceed to cause the same to be built or made

at the expense of the United States, and shall refer the matter without delay to the Attorney-General of the United States, whose duty it shall be to institute, in the name of the United States, proceedings in any circuit or district court of the United States in which such bridge, or any part thereof, is located, for the recovery of the cost thereof; and all moneys accruing from such proceedings shall be covered into the Treasury of the United States: *Provided*, That no greater sum than fifteen thousand dollars shall be required to be expended upon any one bridge in a single year: *Provided further*, That such sum of money as may be necessary to execute the provisions of this act is hereby appropriated, out of any money in the Treasury of the United States not otherwise appropriated, to be paid on the requisition of the Secretary of War.

Proviso.

Appropriation.

SEC. 9 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:

Examinations and surveys—

ALABAMA.

Alabama.

Mobile River and Harbor, from lower anchorage up to the northern limits of the city of Mobile, with a view to securing twenty-three feet depth of water.

ARKANSAS.

Arkansas.

Little Red River.
Red River, above Fulton.
Petit Jean River.
Bayou Bartholomew, from present head of navigation to Lincoln County line.

CALIFORNIA.

California.

Islas Creek, off San Francisco Bay.
Yuba River.
San Mateo River.
Napa River, from the mouth thereof to Napa City.

CONNECTICUT.

Connecticut.

Breakwater at Falkner's Island.
River and harbor at Niantic.

DELAWARE, MARYLAND, AND VIRGINIA.

Delaware.
Maryland.
Virginia.

Lewes Creek and Rehoboth Bay, Delaware, Assateague and Chincoteague Bays, Maryland, with a view to form continuous inland navigation from Chincoteague Bay, in Virginia to Delaware Bay, at or near Lewes, Delaware.

FLORIDA.

Florida.

Outer and inner bar at the entrance of Pensacola Harbor; Anclote Harbor; Clearwater Harbor.
Wekeiva River.
Saint Augustine Harbor.
Mosquito Inlet.
Amelia and Wacissa Rivers.
Homosassa Bay.
Forcanal and inland communication from the St. John's River through Mosquito Lagoon and Indian River to Jupiter Inlet and Lake Worth, Florida.
Charlotte Harbor, Florida.

Examinations
and surveys con-
tinued.
Georgia.

GEORGIA.

Darien Harbor and the Altmaha River, from Darien to its mouth.
Upper Oconee River, from Skull Shoals to the Georgia Railroad Bridge.

Illinois.

ILLINOIS.

Calumet River, from a point half a mile east of Hammond to the forks of the river. Also to make survey of proposed ship-canal from Calumet River to Lake Calumet.

Sny Island Levee on the Mississippi River; and the Secretary of War shall report what benefit, if any, this levee has been to the improvement of the channel and navigation of the river, and he shall submit an estimate of the probable cost of strengthening and preserving said levee so as to assure and maintain that benefit.

Shawneetown Harbor and Levee.

Removal of the bar and obstructions at and near the mouth of Whipple Creek, in Quincy Bay.

Iowa.

IOWA.

From Guttenberg north for the ascertainment of needed improvements and in securing a direct channel pointing to Guttenberg and by way of that channel south, and the protection of improvements already made at that locality.

Indiana.

INDIANA.

Lawrenceburg Harbor.

Kankakee River.

New Albany Harbor and the river and shores adjacent to said harbor.
Wolf Lake.

Wabash River, from Logansport to Delphi.

Kentucky.

KENTUCKY.

For examination and survey of the bar in the Ohio River opposite the mouth of the Licking River, to determine the cost and practicability of removing or making a navigable channel through the same; and the engineer in charge shall report whether it is practicable to connect the navigation of the Licking River with the Ohio River without the removal of the said bar or making a channel through the same.

The Secretary of War is hereby directed to report to Congress at its next session, or sooner if practicable, the condition of Green and Barren Rivers, and the Cumberland River above the mouth of the Jellico, in Kentucky, and the provisions and estimate of cost necessary to relieve the same from incumbrance, with a view to such legislation as will render the same free to commerce at the earliest practicable period.

Harbor at Paducah.

Harbor at Owensboro'.

Little River.

Rough River.

Louisiana.

LOUISIANA.

Bayou Plaquemine.

Atchafalaya River, above Berwick Bay.

Outlets of Boeuf River, with view to closing same.

Bayou Carlin.

Natalbany River.

Maine.

MAINE.

Saco River.

York Harbor.

Wood Island Harbor.

Southern entrance to Owl's Head Harbor.

MARYLAND.

Examinations
and surveys con-
tinued.
Maryland.

Tuckahoe Creek.
Skipton Creek.
Sassafras River, above Georgetown.
Harbor at Easton Point, commencing at a point on Third Haven
River where the Government work on the channel of said river was re-
cently suspended.
Pocomoke River and Sound.

MASSACHUSETTS.

Massachusetts.

Harbor at Gloucester, with a view to the removal of rock obstructions.
Fort Point Channel.
Powow River.
Harbor at Salem, with a view to building a jetty running out from
the mainland to deep water.
Harbor at Marblehead, for repair of sea-wall.
Harbor at Hingham.
Harbor at Hyannis, with a view of deepening the harbor.
A channel from Goose Point, in Plymouth Harbor, to the wharf of
the Cordage Company.

MICHIGAN.

Michigan.

The State of Michigan having tendered to the United States the bal-
ance of tolls received by the State before the surrender of the Saint
Mary's Falls Ship-Canal, to aid in constructing a dry-dock at the canal,
such balance being about sixty thousand dollars, the Secretary of War
is directed to cause plans, estimates, and specifications for such dry-
dock, above the locks, and also to report whether the old locks can be
used for a dry-dock, and the cost of fitting the same for that purpose.

Lac La Belle Harbor.
Mackinac Harbor; and report whether Mackinac Harbor or Mackinac
Island Harbor should be improved.

Little Traverse Bay, near the village of Petoskey, with a view to con-
structing a harbor of refuge.

Pine River, St. Clair County.

Clinton River.

Saint Clair River: Examination and survey of the right bank from
Lake Huron to Lake Saint Clair, to ascertain whether the erosion and
wearing away of said bank is injuring the navigation of Saint Clair
River and Saint Clair Flats Canal by shoaling the channel and ob-
structing navigation therein, and to report estimates of expense for
preventing such injury.

For a further and more complete survey for a breakwater at or near
Cross Village, in Michigan, in the west part of the Straits of Mackinac,
with a view of making a harbor of refuge at Cross Village, Michigan.

MINNESOTA.

Minnesota.

Agate and Burlington Bay.
Minnesota, and Minnesota and Wisconsin, Saint Louis Bay, and
Saint Louis River, from Connor's Point, Wisconsin, and Rice's Point,
Minnesota, to foot of first falls.

Big Stone Lake, and Lake Traverse, with a view to connecting them.

MISSISSIPPI.

Mississippi.

Bayou Pierre.
Deer Creek.
Pascagoula River, from the mills at Moss Point down to the anchor-
age in the bay, with a view to securing a uniform depth of twelve feet
of water.

Examinations
and surveys con-
tinued.

Back Bay at Handsboro'.
Homochitto and Buffalo Rivers.
Cassidy's Bayou.

Missouri.

MISSOURI.

Yazoo Pass, to determine the cost of a lock at that place.
Osage River, from mouth to Linn Creek, with a view to movable locks
and dams.
Nish-na-botna River, with a view to increasing the depth of channel
in the Missouri River.

New Hampshire.

NEW HAMPSHIRE.

Harbor at Portsmouth, from the sea to the wharf.
Little Harbor at Portsmouth, with a view to its improvement as a
harbor of refuge.
Winnepesaukee Lake, at a point called "The Weirs."

New Jersey.

NEW JERSEY.

Hudson River, on the New Jersey side, from Weehawken to Bergen
Point, Hudson County, New Jersey, with a view to deepening the
water at the wharf on that side.
Corson's Sound and Townsend Inlet.
Mouth of Salem River.
Harbor of Atlantic City at Absecon Inlet.

New York.

NEW YORK.

Huntington Harbor.
Horton's Point, near Dutch Pond Point, for breakwater.
Salmon River, at and below Fort Covington.
Whitehall Harbor.
Lake Champlain, at Four Channels.
Hudson River, from Troy to mouth of canal.
Scajaquada Creek, at Buffalo.
Baldwin River, at Baldwin Station, to connect with Long Beach.
Mouth of the Saranac River, at Plattsburgh.
Niagara River, from Youngstown to Lake Ontario.
Mouth of Salmon River, and the inner natural harbor thereat, on
Lake Ontario, New York, with a view of making a harbor of refuge
for vessels in distress and for purposes of commerce and navigation.

North Carolina.

NORTH CAROLINA.

Black River.
Pasquotank River, above mouth of canal.
Perquimons River, above Hartfort.
Green River.
Cashie River, from its mouth to the town of Windsor, in Bertie Coun-
ty.
Bouge Sound, between New River and Beaufort.
Northeast branch of Cape Fear River, resurvey.

Ohio.

OHIO.

Scioto River.
Muskingum River.
At Cleveland, Ohio, on the opening and improving of the channel
known as the old "river bed" of the Cuyahoga River.

Oregon.

OREGON.

Bar at the mouth of the entrance to Nehalem Bay and River.

PENNSYLVANIA.

West Branch of the Susquehanna River, between Salt Lick and Buttermilk Falls.

Examinations and surveys continued. Pennsylvania.

RHODE ISLAND.

Pawcatuck River.

Warren River, with a view to the removal of obstructions from the channel.

Rhode Island.

SOUTH CAROLINA.

North Fork of the Edisto River, in the counties of Orangeburg and Lexington.

Congaree River.

Entrance to Winyaw Bay, near Georgetown.

South Carolina.

TENNESSEE.

Elk River, Tennessee and Alabama.

Holston River.

Extension of the survey of Caney Fork River to Frank's Ferry.

Tennessee.

TEXAS.

Cypress Bayou: The Secretary of War is hereby directed to cause a resurvey of the work of improvement of the navigation of Cypress Bayou and the lakes between Jefferson, in Texas, and Shreveport, in Louisiana, in order to ascertain if the necessary improvement cannot be made upon some other plan than building a dam across the Albany Flats, as recommended by the engineer; and for this purpose he is hereby authorized and directed to expend so much of the unexpended balance of appropriations to the credit of said work as may be necessary.

Texas.

VERMONT.

Maquam Bay, Swanton.

Vermont.

VIRGINIA.

Cockpit Point, for ice-harbor.

Colonial Beach, formerly White Point, in county of Westmoreland.

Virginia.

WEST VIRGINIA

Green Brier River.

West Virginia.

WISCONSIN.

Ashland Harbor, in Ashland Bay, Lake Superior.

Wisconsin.

IDAHO TERRITORY.

Cœur d'Alene Lake and River.

Saint Joseph's River.

Snake River, between Lewiston and mouth of Boise River.

Idaho.

WASHINGTON TERRITORY.

Olympia Harbor.

Puyallup River.

Willapah River.

Lewis River.

Columbia River, above mouth of Snake River.

Washington Territory.

For examinations, surveys, and contingencies, and for incidental repairs, for which there is no special appropriation, for rivers and harbors, one hundred and twenty-five thousand dollars: *Provided*, That no survey shall be made of any harbors or rivers until the Chief of Engineers shall have directed a preliminary examination of the same by

Appropriation for examinations, surveys, etc., not otherwise provided for. *proviso.*

Examinations and surveys continued.

Preliminary examinations, reports of, to be made to Congress; printing.

the local engineer in charge of the district, or an engineer detailed for the purpose; and such local or detailed engineer shall report to said Chief of Engineers whether, in his opinion, said harbor or river is worthy of improvement, and shall state in such report fully and particularly the facts and reasons on which he bases such opinion, including the present and prospective demands of commerce. And it shall be the duty of the Chief of Engineers to direct the making of such survey if, in his opinion, the harbor or river proposed to be surveyed be worthy of improvement by the General Government; and he shall report to the Secretary of War the facts, and what public necessity or convenience may be subserved thereby, together with the full reports of the local engineer. Said reports of preliminary examinations and surveys shall be made to the House of Representatives, and are hereby ordered to be printed when so made.

Appropriations immediately available.

SEC. 10 That all moneys hereby appropriated shall be immediately available.

Approved, July 5, 1884.

July 5, 1884.

20 Stat., 47.
Preamble.

CHAP. 230.—An act authorizing the inspection of the boiler of the steamship Kent.

Whereas, the Congress of the United States did pass chapter eighty of the laws of eighteen hundred and seventy-eight, approved May second, eighteen hundred and seventy-eight, nationalizing the Canadian-built propeller East, and did change her name to that of Kent; and

Whereas a doubt has arisen as to whether said act entitled the steam-boiler, steam-pipes, and appurtenances then in said Canadian built propeller to inspection pursuant to the laws of the United States regulating the construction and use of steam-boilers for marine purposes: Therefore,

Inspection of boiler, etc., of steamship Kent.

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled, That the Secretary of the Treasury be, and hereby is, authorized and directed to authorize and direct the inspection of said steam-boiler, steam-pipes, and appurtenances of said boiler, and cause to be granted the proper and usual certificate issued to tug-boats or marine vessels not used for carrying passengers, without reference to the fact that said steam-boiler, steam-pipes, and appurtenances were not constructed pursuant to the laws of the United States, and were not constructed of iron stamped pursuant to the laws of the United States; and the tests to be applied on the inspection of said boiler, steam-pipes, and appurtenances to be the same in all respects as to strength and safety as are required in the inspection of boilers constructed in the United States for marine purposes, save that the fact that said boiler, steam-pipes, and appurtenances not being constructed pursuant to the requirements of the laws of the United States, and of unstamped iron, shall not be an obstacle to the granting of the usual certificate if said boiler, steam-pipes, and appurtenances are found of sufficient strength and safety.

Approved, July 5, 1884.

July 5, 1884.

CHAP. 231.—An act granting the consent of Congress to the Saint Cloud Water-Power and Mill Company to construct a dam across the Mississippi River at Saint Cloud Minnesota.

Construction of dam, etc., across the Mississippi River, Saint Cloud, Minn., authorized.

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled, That the consent of Congress is hereby granted to the Saint Cloud Water Power and Mill Company to construct across the Mississippi River, at some point within the incorporated limits of the city of Saint Cloud, a dam, canal, and works