

Transcripts of records, etc. SEC. 9. That either of the clerks of the circuit and district courts for the said northern district of California, is hereby authorized, at the request of the district judge of said southern district, and at the cost of the parties requiring the same, to make transcripts of any of the records, files, or papers of the district and circuit courts of the United States remaining in the office of the clerks of the present district of California, and of all matters and proceedings which relate to or concern liens upon or titles to real estate situated in said southern district; and such transcripts, when so made by either of said clerks, shall be certified to be true and correct by the clerk making the same, and the same, when so made and certified, and filed in the proper court, shall constitute the record in such court, and shall be evidence in all courts and places equally with said originals.

Tenure of office of present incumbents not affected. SEC. 10. That nothing in this act shall in any manner affect the tenure of office of the judge, marshal, United States attorney, or other officers of the present district of California, who shall, respectively, be entitled to the same salaries, fees, and emoluments provided by law.

Offenses heretofore committed to be tried, etc., as at present. SEC. 11. That all offenses heretofore committed in the district of California shall be prosecuted, tried, and determined in the same manner and with the same effect, to all intents and purposes, as if this act had not been passed.

Approved, August 5, 1886.

August 5, 1886.

CHAP. 929.—An act making appropriations for the construction, repair, and preservation of certain public works on rivers and harbors, and for other purposes.

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 herein named:

River and harbor appropriations.	Improving harbor at Rockland, Maine: Continuing improvement, twenty-two thousand five hundred dollars.
Harbors.	Improving breakwater at the mouth of Saco River, Maine: Continuing improvement and repairs, twelve thousand five hundred dollars.
Rockland, Me.	Improving harbor at Portland, Maine: Continuing improvement, thirty thousand dollars.
Saco River, breakwater, Me.	Improving the channel in Back Cove, Portland, Maine: Continuing improvement, twenty-six thousand two hundred and fifty dollars.
Portland, Me.	Improving harbor at York, Maine, fifteen thousand dollars.
Back Cove, channel, Me.	Improving harbor at Portsmouth, New Hampshire: Continuing improvement, fifteen thousand dollars.
York, Me.	Improving the harbor of refuge at Little Harbor, New Hampshire: Continuing improvement, ten thousand dollars.
Portsmouth, N. H.	Improving harbor at Burlington, Vermont: Continuing improvement, eighteen thousand seven hundred and fifty dollars.
Little Harbor, N. H.	For a breakwater at Gordon's Landing, on Lake Champlain, to be built on the twelve-foot curve mentioned in the papers accompanying the report of the Secretary of War to the Senate dated March first, eighteen hundred and eighty-six (Executive Document Number Eighty-one, Forty-ninth Congress, first session), eighteen thousand seven hundred and fifty dollars.
Burlington, Vt.	Improving harbor at Boston, Massachusetts: Continuing improvement, fifty-six thousand two hundred and fifty dollars; of which eighteen thousand seven hundred and fifty dollars are to be expended at Fort Point Channel, on Part A, below Congress Street Bridge.
Gordon's Landing breakwater, Lake Champlain.	
Boston, Mass.	

Improving harbor at Lynn, Massachusetts: Continuing improvement, six thousand dollars.	Lynn, Mass.
Improving harbor at Nantucket, Massachusetts: Continuing improvement, fifteen thousand dollars.	Nantucket, Mass.
Improving Hyannis Harbor, Massachusetts, ten thousand dollars.	Hyannis Harbor, Mass.
Improving harbor at Newburyport, Massachusetts: Continuing improvement, thirty-seven thousand five hundred dollars.	Newburyport, Mass.
Improving harbor at Wareham, Massachusetts: Continuing improvement, fifteen thousand dollars.	Wareham, Mass.
Improving harbor at Plymouth, Massachusetts: Continuing improvement, six thousand dollars.	Plymouth, Mass.
Improving harbor at Hingham, Massachusetts: Continuing improvement, six thousand dollars.	Hingham, Mass.
Improving harbor at Provincetown, Massachusetts: Continuing improvement, three thousand dollars.	Provincetown, Mass.
Improving harbor at Gloucester, Massachusetts, five thousand dollars; of which two thousand dollars, or so much as may be needed for a survey, and remainder on Babson's Ledge.	Gloucester, Mass.
For the national harbor of refuge of the first class at Sandy Bay: Continuing improvement, one hundred thousand dollars.	Sandy Bay, harbor of refuge.
Improving harbor at Scituate, Massachusetts: Continuing improvement, ten thousand dollars.	Scituate, Mass.
Improving harbor at Westport, Massachusetts: Continuing improvement, one thousand dollars, for sand-fence	Westport, Mass.
Improving harbor at Wood's Holl, Massachusetts: Continuing improvement, fourteen thousand five hundred dollars.	Wood's Holl, Mass.
Improving harbor at Block Island, Rhode Island: Continuing improvement, twenty thousand dollars; of which eight thousand dollars shall be expended on the breakwater and twelve thousand dollars on the inner harbor.	Block Island, R. I.
Improving harbor at Newport, Rhode Island: Continuing improvement, fifteen thousand dollars.	Newport, R. I.
Improving harbor at Bridgeport, Connecticut: Continuing improvement, twenty thousand dollars.	Bridgeport, Conn.
Improving harbor at Black Rock, Connecticut: Continuing improvement, five thousand dollars.	Black Rock, Conn.
Improving breakwater at New Haven, Connecticut: Continuing improvement, seventy-five thousand dollars.	New Haven, Conn.
Improving harbor at New Haven, Connecticut: Continuing improvement, twenty thousand dollars.	
Improving harbor at New London, Connecticut: Continuing improvement, two thousand dollars.	New London, Conn.
Improving harbor at Norwalk, Connecticut: Continuing improvement, three thousand dollars.	Norwalk, Conn.
Improving harbor at Stonington, Connecticut: Continuing improvement, twenty thousand dollars.	Stonington, Conn.
Improving harbor at Stamford, Connecticut: Continuing improvement, ten thousand dollars.	Stamford, Conn.
Improving harbor at Buffalo, New York: Continuing improvement, and repairs on the outer breakwater, one hundred and twelve thousand five hundred dollars.	Buffalo, N. Y.
Improving Buttermilk Channel, New York: Continuing improvement, fifty-six thousand two hundred and fifty dollars.	Buttermilk Channel, N. Y.
Improving breakwater at Rouse's Point, New York: Continuing improvement, twenty thousand dollars.	Rouse's Point, N. Y.
Improving harbor at Dunkirk, New York: Continuing improvement, twenty thousand dollars.	Dunkirk, N. Y.
Improving harbor at Canarsie Bay, New York: Continuing improvement, ten thousand dollars.	Canarsie Bay, N. Y.
Improving harbor at Charlotte, New York: Continuing improvement and repairs, twenty-six thousand two hundred and fifty dollars.	Charlotte, N. Y.

- Flushing Bay, N. Y. Improving harbor at Flushing Bay, New York: Continuing improvement, ten thousand dollars.
- Gowanus Bay, N. Y. Improving channel at Gowanus Bay, New York: Continuing improvement, seven thousand five hundred dollars.
- Great Sodus Bay, N. Y. Improving harbor at Great Sodus Bay, New York: Continuing improvement, sixteen thousand eight hundred and seventy-five dollars.
- Greenport, N. Y. Improving harbor at Greenport, New York: Continuing improvement, five thousand dollars.
- Little Sodus Bay, N. Y. Improving harbor at Little Sodus Bay, New York: Continuing improvement, twelve thousand five hundred dollars.
- Oak Orchard, N. Y. Improving harbor at Oak Orchard, New York: Continuing improvement by repairs, twelve thousand five hundred dollars.
- Olcott, N. Y. Improving harbor at Olcott, New York: Continuing improvement and repairs, ten thousand dollars.
- Wilson, N. Y. Improving harbor at Wilson, New York: Continuing improvement, ten thousand dollars.
- Ogdensburg, N. Y. Improving harbor at Ogdensburg, New York: Continuing improvement, ten thousand dollars; which, together with the amount on hand, is to be used in removing obstructions from the mouth of the Oswegatchee and continuing the excavation at the lower harbor up stream.
- Oswego, N. Y. Improving harbor at Oswego, New York: Continuing improvement, seventy-one thousand two hundred and fifty dollars; of which fifty-six thousand two hundred and fifty dollars to be used in repairs and fifteen thousand dollars in continuing work on the harbor.
- Rondout, N. Y. Improving harbor at Rondout, New York: Continuing improvement, two thousand five hundred dollars.
- Saugerties, N. Y. Improving harbor at Saugerties, New York: Continuing improvement, fifteen thousand dollars.
- Sheepshead Bay, N. Y. Improving harbor at Sheepshead Bay, New York: Continuing improvement, five thousand dollars.
- New York. Improving New York Harbor, New York: To secure a thirty-foot channel at mean low water at Sandy Hook entrance of the harbor, upon such plan as the Secretary of War may approve, seven hundred and fifty thousand dollars.
- Channel, Staten Island and New Jersey. Improving channel between Staten Island and the New Jersey shore, New York and New Jersey: Continuing improvement, fifteen thousand dollars.
- Raritan Bay, N. J. Improving harbor at Raritan Bay, New Jersey: Continuing improvement, thirty-seven thousand five hundred dollars.
- Plattsburg, N. Y. Improving harbor at Plattsburg, New York: Continuing improvement, five thousand dollars.
- Atlantic City, survey for harbor of refuge. For a more thorough and definite survey and examination of the harbor at Atlantic City, New Jersey, with a view to making a harbor of refuge at that point, five thousand dollars; said examination and survey to be made by a board consisting of three United States engineers.
- Erie, Pa. Improving harbor at Erie, Pennsylvania: Continuing improvement, and also for the improvement of said harbor as recommended by the Chief of Engineers, January thirteenth, eighteen hundred and eighty-five, thirty-seven thousand five hundred dollars: *Provided*, That the Secretary of War be, and he is hereby, authorized and directed to receive and accept for the United States, from the marine hospital of Erie, Pennsylvania, the title to the peninsula of Presque Isle, at Erie, Pennsylvania, as tendered by the said marine hospital, agreeably to the provisions of an act of the legislature of the State of Pennsylvania, approved May eleventh, eighteen hundred and seventy-one: *And provided further*, That twenty-two thousand five hundred dollars of said sum shall not be expended until the aforesaid title shall be accepted by the Secretary of War.
- Proviso.*
Title to Presque Isle to be accepted by Secretary of War.
- Marcus Hook, Pa., ice-harbor. Improving ice-harbor at Marcus Hook, Pennsylvania: Continuing improvement, fifteen thousand dollars.

- The Secretary of War is authorized to cede to the city of Chester, Pennsylvania, the upper and lower piers located in said city and extending into the Delaware River, and formerly used as an ice harbor. Chester, Pa., cession of piers to.
- Improving Delaware breakwater, Delaware: Continuing improvement, fifty-six thousand two hundred and fifty dollars. Delaware breakwater.
- Improving ice-harbor at New Castle, Delaware: Continuing improvement, five thousand dollars. New Castle, Del., ice-harbor.
- Improving harbor at Wilmington, Delaware: Continuing improvement, eighteen thousand seven hundred and fifty dollars. Wilmington, Del.
- Improving harbor at Baltimore, Maryland: Continuing improvement, one hundred and fifty thousand dollars. Baltimore, Md.
- Improving harbor at Breton Bay, Maryland: Continuing improvement, six thousand five hundred dollars. Breton Bay, Md.
- For continuing the improvement of 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 existing plans, three hundred and seventy-five thousand dollars: *Provided*, That no part of the sum hereby appropriated shall be expended upon or with reference to any place in respect of which the title of the United States is in doubt, or in respect to which any claim adverse to the United States has been made. Washington, D. C., Potomac River.
- Proviso.*
Not to be expended where title is doubtful.
- Improving harbor at Norfolk, Virginia, and improving approach to Norfolk Harbor and the United States navy-yard at Norfolk: Continuing improvement by widening the channel of Elizabeth River to the port-warden's line on the eastern side, between Lambert's Point Light and Fort Norfolk, one hundred and eighty-seven thousand five hundred dollars; of which fifty thousand dollars shall be expended in improving the harbor, and one hundred and thirty-seven thousand five hundred dollars in widening the channel of Elizabeth River to the port-wardens line on the eastern side, between Lambert's Point Light and Fort Norfolk, beginning at Lambert's Point Light, including the construction of the proposed dike. Norfolk, Va., approach to harbor and navy-yard.
- Improving harbor at Beaufort, North Carolina: Continuing improvement, fifteen thousand dollars. Beaufort, N. C.
- Improving harbor at Edenton Bay, North Carolina: Continuing improvement, two thousand dollars. Edenton Bay, N. C.
- Improving the inland water way between New Berne and Beaufort, North Carolina, ten thousand dollars. Waterway, New Berne and Beaufort, N. C.
- Improving harbor at Charleston, including Sullivan's Island, South Carolina: Continuing improvement, one hundred and eighty-seven thousand five hundred dollars. Charleston, S. C.
- Improving Winyaw Bay, South Carolina: Continuing improvement, eighteen thousand seven hundred and fifty dollars. Winyaw Bay, S. C.
- Improving harbor at Georgetown, South Carolina: Continuing improvement, five thousand dollars. Georgetown, S. C.
- Improving harbor at Brunswick, Georgia: Continuing improvement, twenty-two thousand five hundred dollars. Brunswick, Ga.
- Improving Cumberland Sound, Georgia and Florida: Continuing improvement, one hundred and twelve thousand five hundred dollars. Cumberland Sound, Georgia and Florida.
- Improving harbor at Savannah, Georgia: Continuing improvement, one hundred and fifty thousand dollars. Savannah, Ga.
- Improving harbor at Apalachicola Bay, Florida: Continuing improvement, twelve thousand dollars; of which two thousand dollars may, in the discretion of the Secretary of War, be expended at the Carabello or Crooked River. Apalachicola Bay, Florida.
- For examination and survey of the entrance to harbor at Key West, Florida, two thousand five hundred dollars. Key West, Fla., survey of entrance.
- Improving harbor at Pensacola, Florida: Continuing improvement, twenty thousand dollars. Pensacola, Fla.
- Improving harbor at Tampa Bay, Florida: Continuing improvement, ten thousand dollars. Tampa Bay, Fla.

Cedar Keys, Fla.	Improving harbor at Cedar Keys, Florida, seven thousand dollars.
Mobile, Ala.	Improving harbor at Mobile, Alabama: Continuing improvement, ninety thousand dollars.
Biloxi, Miss.	Improving harbor at Biloxi Bay, Mississippi: Continuing improvement, twelve thousand five hundred dollars; which sum, together with the money on hand heretofore appropriated for the roadstead, is hereby directed to be used in deepening the channel from Mississippi Sound to the wharves at Biloxi.
Aransas Pass and Bay, Tex.	Improving Aransas Pass and Bay up to Rockport and Corpus Christi, Texas: Continuing improvement, one hundred and one thousand two hundred and fifty dollars.
Brazos Santiago, Tex.	Improving Brazos Santiago Harbor, Texas: Continuing improvement, thirty-seven thousand five hundred dollars.
Galveston, Tex.	Improvement of entrance to Galveston Harbor, Texas: Continuing improvement, three hundred thousand dollars.
Pass Cavallo, Tex.	Improving Pass Cavallo, Texas: Continuing improvement, thirty-seven thousand five hundred dollars.
Sabine Pass, Blue Buck Bar, Tex.	Improving Sabine Pass and Blue Buck Bar, Texas: Continuing improvement, one hundred and ninety-eight thousand seven hundred and fifty dollars.
Galveston Bay, ship-channel, Tex.	Improving ship-channel in Galveston Bay, Texas, from Morgan's Cut to Bolivar 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.
Astabula, Ohio.	Improving harbor at Ashtabula, Ohio: Continuing improvement, thirty thousand dollars.
Black River, Ohio.	Improving harbor at mouth of Black River, Ohio: Continuing improvement, ten thousand dollars.
Cleveland, Ohio.	Improving harbor at Cleveland, Ohio, on the last plan projected, ninety-three thousand seven hundred and fifty dollars; of which thirty thousand dollars are to be used in building a parapet on the existing breakwater, and the one hundred thousand dollars now on hand to be available for work on the last plan.
Fairport, Ohio.	Improving harbor at Fairport, Ohio: Continuing improvement, eighteen thousand seven hundred and fifty dollars.
Huron Ohio.	Improving harbor at Huron, Ohio: Continuing improvement, three thousand dollars.
Muskingum River, Ohio.	Improving ice-harbor at the mouth of the Muskingum River, Ohio: Continuing improvement, thirty-seven thousand five hundred dollars.
Port Clinton, Ohio.	Improving harbor at Port Clinton, Ohio, by repairs of existing works, two thousand dollars.
Purchase of land at.	For the purpose of acquiring the title to the land adjoining the inner end of the west pier built by the United States for the improvement of the harbor at Port Clinton, Ohio, the Secretary of War shall negotiate with the owner or owners of the land for the purchase thereof at a reasonable price, to be approved by Congress; and if an agreement as to price cannot be made with the owner, then the value of the same shall be ascertained in the mode provided by the laws of Ohio for the condemnation of lands for public uses in that State, the result of said proceedings of condemnation, if taken, to be reported to the next Congress for its approval.
Sandusky, Ohio.	Improving harbor at Sandusky City, Ohio, by dredging the channel through the outer bar and within the bay; and for this purpose the money appropriated by act of July fifth, eighteen hundred and eighty-four, now on hand, is hereby made available, and the further sum of five thousand dollars is hereby appropriated.
Toledo, Ohio.	Improving harbor at Toledo, Ohio: Continuing improvement of the Maumee River, by a straight channel along such line as may be approved by the Secretary of War, one hundred and twelve thousand five hundred

dollars; and the balance of the twenty-five thousand dollars heretofore appropriated are hereby made available for clearing the old channel.

Improving harbor at Vermillion, Ohio: Continuing improvement, three thousand dollars. Vermillion, Ohio.

Improving harbor at Michigan City, Indiana: Continuing improvement, fifty-six thousand two hundred and fifty dollars; of which sum one thousand eight hundred and seventy-five dollars are to be used on the inner harbor. Michigan City, Ind.

Improving harbor at Calumet, Illinois: Continuing improvement, ten thousand dollars. Calumet, Ill.

Improving harbor at Chicago, Illinois: Continuing improvement, seventy-five thousand dollars. Chicago, Ill.

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

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

Improving harbor at Cheboygan, Michigan: Continuing improvement, fifteen thousand dollars. Cheboygan, Mich.

Improving harbor at Frankfort, Michigan, by extension of piers and repairs: Continuing improvement, seven thousand dollars. Frankfort, Mich.

Improving harbor at Grand Haven, Michigan: Continuing improvement, thirty thousand dollars. Grand Haven, Mich.

Improving harbor of refuge at Grand Marais, Michigan: Continuing improvement, twenty-six thousand two hundred and fifty dollars. Grand Marais, Mich.

Improving harbor at Ludington, Michigan: Continuing improvement, fifty-six thousand two hundred and fifty dollars. Ludington, Mich.

Improving harbor at Manistee, Michigan: Continuing improvement, ten thousand dollars. Manistee, Mich.

Improving harbor at Marquette, Michigan: Continuing improvement, ten thousand dollars. Marquette, Mich.

Improving harbor at Monroe, Michigan: By repairs, two thousand dollars. Monroe, Mich.

Improving harbor at Muskegon, Michigan: Continuing improvement, twelve thousand five hundred dollars. Muskegon, Mich.

Improving harbor at Ontonagon, Michigan: Continuing improvement, thirteen thousand dollars. Ontonagon, Mich.

Improving harbor at Pentwater, Michigan: Continuing improvement, ten thousand dollars. Pentwater, Mich.

Improving harbor at Portage Lake, Michigan: Continuing improvement, fifteen thousand dollars. Portage Lake, Mich.

Improving and repairing harbor of refuge at Sand Beach, Michigan: Continuing improvement, seventy-five thousand dollars; of which not exceeding forty-five thousand dollars are to be used in repairs. Sand Beach, Mich.

Improving harbor at Saint Joseph, Michigan: Continuing improvement, ten thousand dollars. Saint Joseph, Mich.

Improving harbor at Saugatuck, Michigan: To complete improvement, eight thousand dollars. Saugatuck, Mich.

Improving harbor at South Haven, Michigan: Continuing improvement, five thousand dollars. South Haven, Mich.

Improving harbor at White River, Michigan: Continuing improvement, ten thousand dollars. White River, Mich.

Improving harbor at Black Lake, Michigan: Continuing improvement, five thousand dollars. Black Lake, Mich.

Improving harbor at Ahnapee, Wisconsin: Continuing improvement, fifteen thousand dollars; but no part of said sum is to be expended until the wharfage over the Government piers at that port shall be made free. Ahnapee, Wis. Wharfage to be free.

Improving harbor at Green Bay, Wisconsin: Continuing improvement, seven thousand dollars. Green Bay, Wis.

Improving harbor at Kenosha, Wisconsin: Continuing improvement, five thousand dollars. Kenosha, Wis.

- Kewaunee, Wis. Improving harbor at Kewaunee, Wisconsin: Continuing improvement, ten thousand dollars.
- Manitowoc, Wis. Improving harbor at Manitowoc, Wisconsin: Continuing improvement, fifteen thousand dollars.
- Menomonee, Wis. Improving harbor at Menomonee, Wisconsin: Continuing improvement, three thousand dollars.
- Milwaukee, Wis. Improving harbor of refuge at Milwaukee, Wisconsin: Continuing improvement on bay and harbor, sixty thousand dollars.
- Oconto, Wis. Improving harbor at Oconto, Wisconsin: Continuing improvement, eight thousand dollars.
- Port Washington, Wis. Improving harbor at Port Washington, Wisconsin: Continuing improvement, five thousand dollars.
- Racine, Wis. Improving harbor at Racine, Wisconsin: Continuing improvement, ten thousand dollars.
- Superior and Saint Louis Bays, Wis. Improving harbor at Superior Bay and Saint Louis Bay, Wisconsin: Continuing improvement, twenty-two thousand five hundred dollars; and the engineer in charge, in his next annual report, shall submit an estimate of the cost of a dredge-boat or other facilities that may be needed for dredging the harbors of Duluth and Superior. Thirteen thousand five hundred dollars of the money hereby appropriated are to be expended in dredging in said Superior Bay and Harbor, and in repairing piers at natural entry, and nine thousand dollars in dredging Saint Louis Bay, along the dock-line on the Wisconsin shore, from deep water at Connor's Point towards deep water at Grassy Point.
- Sheboygan, Wis. Improving harbor at Sheboygan, Wisconsin: Continuing improvement, fifteen thousand dollars.
- Sturgeon Bay, Wis. Improving harbor at Sturgeon Bay, Wisconsin: Continuing improvement, five thousand dollars.
- Ashland, Wis. Improving harbor at Ashland, Wisconsin: Continuing improvement, twenty-two thousand five hundred dollars.
- Sturgeon Bay and Lake Michigan, ship-canal. Board of engineers to report as to its value, etc. The Secretary of War is authorized and directed to appoint a Board of three engineers from the United States Army whose duty it shall be to examine, in all their relations to commerce, the Sturgeon Bay and Lake Michigan Ship-Canal, connecting the waters of Green Bay with Lake Michigan, in the State of Wisconsin, with a view to making the same a free passage way and harbor of refuge, to consider their value, and all other matters connected with their usefulness to navigation, and which shall give information as to the expediency of the work and the desirability of their acquisition and improvement. The said Board shall report to the Secretary of War, who shall lay its report before Congress at its next session, together with the views of himself and the Chief of Engineers of the United States Army thereon; and five thousand dollars, or so much thereof as may be necessary, is hereby appropriated for this purpose.
- Duluth, Minn. Improving harbor at Duluth, Minnesota: Continuing improvement, and enlarging basin between Minnesota and Rice's Points, fifty-six thousand two hundred and fifty dollars; of which a sum not exceeding five hundred dollars may be used in placing buoys in the channels and elsewhere where needed in the harbor; and the consent of the United States is hereby given to a change of the existing dock-line on the east side of Rice's Point by the municipal authorities of Duluth: *Provided*, That such change meets the approval of the Secretary of War.
- Grand Marais, Minn. Improving harbor at Grand Marais, Minnesota: Continuing improvement, ten thousand dollars.
- Agate Bay, Minn. Improving harbor at Agate Bay, Minnesota, twenty-two thousand five hundred dollars.
- Lake City, Minn. Improving harbor at Lake City, Minnesota, Continuing improvement, ten thousand dollars.
- Humboldt, Cal. *Proviso.* Improving harbor and bay at Humboldt, California: Continuing improvement, seventy-five thousand dollars: *Provided*, That no part of said sum shall be expended until the twelve acres of land necessary to said improvement shall have been conveyed to the United States free of ex-

pense, and such conveyance has been approved by the Secretary of War, after the Attorney-General of the United States shall have certified to the Secretary of War that the title is perfect.

Improving harbor at Oakland, California: Continuing improvement, sixty thousand dollars.

Oakland, Cal.

The sum of eleven thousand dollars, or as much thereof as may be necessary, is hereby appropriated for a survey of San Francisco Harbor, San Pablo Bay, Suisun Bay, Strait of Carquinez, mouth of San Joaquin River, and mouth of Sacramento River, California.

Survey of San Francisco Harbor, San Pablo Bay, Suisun Bay, Strait of Carquinez, San Joaquin and Sacramento Rivers.
Redwood, Cal.

Improving harbor at Red Wood, California: Continuing improvement, five thousand dollars.

The sum of five thousand dollars, or so much thereof as may be necessary, is hereby appropriated for examination, survey, and estimated cost of obtaining a channel two hundred and fifty feet wide and twenty-four feet deep at mean low water across the outer bar, and from thence to a point abreast of beacon number two, in San Diego Harbor, California; also, of obtaining a navigable channel at least eight feet in depth at mean low water at Newport Harbor, California; also, of the establishment of a breakwater extending in a southeasterly direction one-fourth of a mile, more or less, along the sunken reef commencing at or near Whaler's Point, so called, at San Luis Obispo Harbor, California.

Survey, etc., of San Diego, Newport, and San Luis Obispo Harbors, Cal.

Improving harbor at Wilmington, California: Continuing improvement, seventy-five thousand dollars.

Wilmington, Cal.

Improving harbor at Yoquina Bay, Oregon: Continuing improvement, seventy-five thousand dollars.

Yaquina Bay, Oreg.

Improvement of the harbor at entrance of Coos Bay, Oregon, thirty-three thousand seven hundred and fifty dollars.

Coos Bay, Oreg.

Improving Lubec Channel, Maine: Continuing improvement, ten thousand dollars.

Lubec Channel.

Improving Moosebec Bar, Maine: Continuing improvement, ten thousand dollars.

Moosebec Bar.

Improving Penobscot River, Maine, Continuing improvement, be widening the channel opposite Bangor and removing obstructions near Crosby's Narrows, fifteen thousand dollars.

Penobscot River.

Improving Saco River, Maine, twelve thousand five hundred dollars.

Saco River.
Narraguagus River.
Cocheco River.

Improving Narraguagus River, Maine, ten thousand dollars.

Improving Cocheco River, New Hampshire: Continuing improvement, ten thousand dollars.

Ipswich River.

Improving Ipswich River, Massachusetts, two thousand five hundred dollars.

Improving Warren River, Rhode Island, five thousand dollars.

Warren River.

Improving Pawtucket River, Rhode Island: Continuing improvement, thirty thousand dollars.

Pawtucket River.

Improving Providence River and Narragansett Bay, Rhode Island: Continuing improvement, thirty thousand dollars.

Providence River, Narragansett Bay.

For removing Green Jacket Shoal, Providence River, Rhode Island, twenty-six thousand two hundred and fifty dollars.

Providence River.

Improving Pawcatuck River, Rhode Island, twelve thousand dollars.

Pawcatuck River.

Improving Connecticut River below Hartford, Connecticut: Continuing improvement, twenty-six thousand two hundred and fifty dollars.

Connecticut River.

Improving Housatonic River, Connecticut, five thousand dollars.

Housatonic River.

Improving Thames River, Connecticut, Continuing improvement, twenty-two thousand five hundred dollars.

Thames River.

Improving East Chester Creek, New York: Continuing improvement, ten thousand dollars.

East Chester Creek.

Improving Hudson River, New York: Continuing improvement, twenty-six thousand two hundred and fifty dollars; of which fifteen thousand dollars may be used for the removal of the rock in channel at Van Wie's Point.

Hudson River.

Improving Newtown Creek and Bay, New York: Continuing improvement, thirty-seven thousand five hundred dollars; of which nine

Newtown Creek and Bay.

- thousand three hundred and seventy-five dollars to be expended on west branch between Maspeth avenue and Dual Bridge, at Grand street and Metropolitan avenue; nine thousand three hundred and seventy-five dollars to be expended on main branch between Easterly Grand Street bridge to Metropolitan avenue; and balance on lower end, from Maspeth avenue to the mouth of the creek.
- Hell Gate. Improving Hell Gate, New York: Continuing improvement one hundred and twelve thousand five hundred dollars.
- Lake Champlain, Narrows. Improving Narrows at Lake Champlain, New York, from Benson, Vermont, to canal locks at Whitehall, New York, thirty thousand dollars.
- Ticonderoga River. Improving Ticonderoga River, New York: Continuing improvement, two thousand dollars.
- Maurice River. Improving Maurice River, New Jersey: Continuing improvement, five thousand dollars.
- Passaic River. Improving Passaic River, New Jersey: Continuing improvement, twenty-six thousand two hundred and fifty dollars; of which two thousand two hundred and fifty dollars are to be used above Newark.
- Raritan River. Improving Raritan River, New Jersey: Continuing improvement, twenty-six thousand two hundred and fifty dollars.
- Shrewsbury River. Improving Shrewsbury River, New Jersey: Continuing improvement, ten thousand dollars.
- South River. Improving South River, New Jersey: Continuing improvement, five thousand dollars.
- Saint Jones River. Improving Saint Jones River, Delaware: Continuing improvement, ten thousand dollars.
- Nanticoke River. Improving Nanticoke River, Delaware: Continuing improvement up to and near the town of Laurel, Delaware, ten thousand dollars.
- Monongahela River. Improving Monongahela River, Pennsylvania and West Virginia: Continuing improvement, ninety thousand nine hundred dollars; but no charges or tolls shall be collected on any other part of the river on any commerce on said river which originates above the works herein appropriated for.
- Allegheny River. For beginning the construction of a dam at Herr's Island, in the Allegheny River, near Pittsburgh, Pennsylvania, thirty-seven thousand five hundred dollars.
- Improving Allegheny River, Pennsylvania: Continuing improvement, thirty thousand dollars.
- Schuylkill River. Improving Schuylkill River, Pennsylvania: Continuing improvement, eighteen thousand seven hundred and fifty dollars.
- Delaware River. Improving Delaware River, Pennsylvania and New Jersey: Continuing improvement from Trenton to its mouth, two hundred and ten thousand dollars; of which thirty thousand dollars shall be applied to improving the channel between Camden, New Jersey, and Philadelphia, Pennsylvania, and seven thousand five hundred dollars, or so much thereof as may be needed, shall be expended on said river and its tidal tributaries above Bridesburg.
- Choptank River. Improving Choptank River, Maryland: Continuing improvement, ten thousand dollars.
- Corsica Creek. Improving Corsica Creek, Maryland: Continuing improvement, ten thousand dollars.
- Chesapeake Bay. For rebuilding piers at Battery Island, head of the Chesapeake Bay, which were carried away by ice, strengthening and protecting the works at that point from future destruction, seventeen thousand two hundred and seventy-five dollars.
- Susquehanna River. Improving Susquehanna River, Maryland and Pennsylvania: Continuing improvement, six thousand dollars; to be expended above the Philadelphia, Wilmington and Baltimore Railroad Bridge.
- Pocomoke River. Improving Pocomoke River, Maryland: Continuing and completing improvement, eight thousand dollars.
- Water-way from Chincoteague Bay to Indian River Bay. Improving, by dredging and otherwise, the inland water-way from Chincoteague Bay, Virginia, to Delaware Bay at or near Lewes, Delaware.

ware, to be used from Chincoteague Bay to Indian River Bay, eighteen thousand seven hundred and fifty dollars.

Improving Appomattox River, Virginia: Continuing improvement, eighteen thousand seven hundred and fifty dollars. Appomattox River.

Improving Chickahominy River, Virginia: Continuing improvement, four thousand dollars. Chickahominy River.

Improving James River, Virginia: Continuing improvement below Richmond, one hundred and twelve thousand five hundred dollars. James River.

Improving Mattaponi River, Virginia: Continuing improvement, five thousand dollars. Mattaponi River.

Improving New River, Virginia: Continuing improvement between the lead-mines, in Wythe County, and the mouth of Wilson's Creek, in Grayson County, ten thousand dollars, together with the three thousand dollars now on hand. New River.

Improving Pamunky River, Virginia: Continuing improvement, five thousand dollars. Pamunky River.

Improving Rappahannock River, Virginia: Continuing improvement, twenty thousand dollars. Rappahannock River.

Improving Staunton River, Virginia: Continuing improvement, ten thousand dollars; one-half of which is to be expended between the mouth of Pig River and the Midland Railroad Crossing. Staunton River.

Improving York River, Virginia: Continuing improvement, eighteen thousand seven hundred and fifty dollars. York River.

Improving Dan River, Virginia: Continuing improvement, ten thousand dollars. Dan River.

Improving Big Sandy River, West Virginia and Kentucky: Continuing improvement, thirty thousand dollars; of which sum three thousand seven hundred and fifty dollars are to be expended on Tug Fork, in West Virginia, and three thousand seven hundred and fifty dollars on Lavisa Fork, in Kentucky. Big Sandy River.

Improving Buckhannon River, West Virginia: Continuing improvement, one thousand five hundred dollars. Buckhannon River.

Improving Great Kanawha River, West Virginia: Continuing improvement, one hundred and eighty-seven thousand five hundred dollars. Great Kanawha River.

Improving Elk River, West Virginia: Continuing improvement, one thousand five hundred dollars. Elk River.

Improving Guyandotte River, West Virginia: Continuing improvement, the amount heretofore appropriated is hereby made available for this purpose. Guyandotte River.

Improving Little Kanawha River, West Virginia: Continuing improvement, sixteen thousand eight hundred and seventy-five dollars; of which one thousand eight hundred and seventy-five dollars shall be used in continuing the improvement of navigation above the west fork. 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 a manner satisfactory to the Secretary of War, before the expenditure of any of the money herein appropriated for this work. Little Kanawha River.

Improving Cape Fear River, North Carolina: Continuing improvement, one hundred and sixty-eight thousand seven hundred and fifty dollars; of which sum eleven thousand two hundred and fifty dollars are to be expended above Wilmington, the remainder below and opposite the city of Wilmington, including as much of its northeast branch as lies in front of Wilmington, within the city limits. Cape Fear River.

Improving Contentnia Creek, North Carolina: Continuing improvement, fifteen thousand dollars. Contentnia Creek.

Improving Currituck Sound, Coanok Bay, and North River Bar, North Carolina: Continuing improvement, ten thousand dollars. Currituck Sound.

Improving Neuse River, North Carolina: Continuing improvement, twenty-two thousand five hundred dollars. Neuse River.

Improving New River, North Carolina: Continuing improvement, ten thousand dollars. New River.

Pamlico and Tar Rivers.	Improving Pamlico and Tar Rivers, North Carolina: Completing improvement, five thousand dollars.
Black River.	Improving Black River, North Carolina, three thousand dollars: <i>Provided</i> , That all claims of private parties to the navigation of the river shall be ceded to the United States, free of charge, before the commencement of said improvement.
Roanoke River.	Improving Roanoke River, North Carolina: Continuing improvement, twenty thousand dollars. Two thousand five hundred dollars, or so much thereof as may be necessary, of the aforesaid twenty thousand dollars shall be used for the purpose of removing obstructions in the Thoroughfare and Coshoke Creek.
Trent River.	Improving Trent River, North Carolina: Continuing improvement, three thousand five hundred dollars.
Dan River.	Improving Dan River, North Carolina: Continuing improvement, between Madison, North Carolina, and Danville, Virginia, ten thousand dollars.
Yadkin River.	Improving Yadkin River, North Carolina: Continuing improvement, ten thousand dollars.
Waterway, Beaufort to New River.	Improving the inland waterway between Beaufort Harbor and New River, North Carolina, through Bogue Sound, ten thousand dollars.
Ashley River.	Improving Ashley River, South Carolina: Continuing improvement, one thousand dollars.
Edisto River.	Improving Edisto River, South Carolina: Continuing improvement, three thousand dollars.
Great Pee Dee River.	Improving Great Pee Dee River, South Carolina: Continuing improvement, twenty thousand dollars.
Salkiehatchie River.	Improving Salkiehatchie River, South Carolina: Continuing improvement, two thousand dollars.
Santee River.	Improving Santee River, South Carolina: Continuing improvement, eighteen thousand seven hundred and fifty dollars; no part of which sum to be used for the construction of any road-bridge across the Mosquito Creek Canal: <i>Provided</i> , That if salt water be found flowing into said Mosquito Creek, five thousand dollars of said sum, or so much thereof as may be necessary, shall be used for the construction of a flood-gate at the upper end of the canal, to prevent the same.
<i>Proviso.</i>	
Waccamaw River.	Improving Waccamaw River, South Carolina: Continuing improvement, fifteen thousand dollars.
Wappoo Cut.	Improving Wappoo Cut, South Carolina: Continuing improvement, five thousand dollars.
Wateree River.	Improving Wateree River, South Carolina: Continuing improvement, seven thousand five hundred dollars.
Congaree River.	Improving Congaree River, South Carolina, seven thousand five hundred dollars.
Altamaha River.	Improving Altamaha River, Georgia: Continuing improvement, twenty thousand dollars; of which ten thousand dollars are to be used on Doboy Bar, or so much thereof as may be necessary
Chattahoochee River.	Improving Chattahoochee River, Georgia and Alabama: Continuing improvement, twenty thousand dollars.
Coosa River.	Improving Coosa River, Georgia and Alabama: Continuing improvement, forty-five thousand dollars.
Flint River.	Improving Flint River, Georgia: Continuing improvement, twenty thousand dollars; of which sum five thousand dollars are to be expended between Albany and Montezuma, and fifteen thousand dollars below Albany.
Ocmulgee River.	Improving Ocmulgee River, Georgia: Continuing improvement, seven thousand five hundred dollars.
Oconee River.	Improving Oconee River, Georgia: Continuing improvement, nine thousand dollars; one thousand five hundred dollars of said sum to be expended between Skull Shoals and the Railroad Bridge.
Romely Marsh.	Improving Romely Marsh, Georgia: To complete improvement, seventeen thousand four hundred and seventy-five dollars; and so much of said sum as may be necessary may be applied by the engineer in charge,

with the approval of the Secretary of War, to pay for work done on said improvement, under the direction of the War Department, since the last appropriation was exhausted.

Improving Savannah River below Augusta, Georgia: Continuing improvement, fifteen thousand dollars. Savannah River.

Improving Apalachicola River, Florida: Continuing improvement, one thousand dollars. Apalachicola River.

Improving Caloosahatchee River, Florida: Continuing improvement, four thousand dollars. Caloosahatchee River.

Improving Choctawhatchee River, Florida and Alabama: Continuing improvement, fifteen thousand dollars; of which sum five thousand dollars to be expended below Geneva, and ten thousand dollars to be expended between Geneva and Newton, Alabama. Choctawhatchee River.

Improving Conecuh-Escambia River, Florida and Alabama: Continuing improvement, twelve thousand dollars. Conecuh-Escambia River.

Improving La Grange Bayou, Florida: Continuing improvement: two thousand dollars. La Grange Bayou.

Improving Manatee and Pease Rivers, Florida: Continuing improvement, thirteen thousand dollars; of which five thousand dollars may be expended on Pease River. Manatee and Pease Rivers.

Improving channel over the bar at the mouth of Saint John's River, Florida: Continuing improvement, one hundred and fifty thousand dollars. Saint John's River.

Improving Suwanee River, Florida: Continuing improvement, five thousand dollars. Suwanee River.

Improving Volusia Bar, Florida: To complete improvement, seven thousand five hundred dollars. Volusia Bar.

Improving Withlacoochee River, Florida: Continuing improvement, three thousand dollars. Withlacoochee River.

Improving Alabama River, Alabama: Continuing improvement, fifteen thousand dollars. Alabama River.

Improving Black Warrior River from Tuscaloosa to Daniel's Creek, Alabama, fifty-six thousand two hundred and fifty dollars, together with the forty-seven thousand dollars on hand; to be expended in accordance with the plan adopted by the board of engineers. Black Warrior River.

Improving Cahawba River, Alabama: Continuing improvement, seven thousand five hundred dollars: *Provided*, That no part of said sum shall be expended until the officer in charge shall have reported that the railroad and other bridges across said river have been provided with good and sufficient draw-openings. Cahawba River. *Proviso.*

Improving Tallapoosa River, Alabama: Continuing improvement, seven thousand five hundred dollars. Tallapoosa River.

Improving Warrior River, Alabama: Continuing improvement, eighteen thousand seven hundred and fifty dollars; to be expended below Tuscaloosa. Warrior River.

Improving Tombigbee River, Alabama and Mississippi: Continuing improvement, eighteen thousand seven hundred and fifty dollars; to be expended below Vienna, eleven thousand two hundred and fifty dollars; and between Vienna and Fulton, seven thousand five hundred dollars. Tombigbee River.

Improving Big Sunflower River, Mississippi: Continuing improvement, five thousand dollars; of which two thousand dollars to be expended between Woodburn and Lehrton. Big Sunflower River.

Improving Noxubee River, Mississippi: Continuing improvement, seven thousand five hundred dollars. Noxubee River.

Improving Pascagoula River, Mississippi: Continuing improvement, including bar at the mouth, and from there to the mills at Moss Point, twenty thousand dollars; and the balance of the money now on hand heretofore appropriated for improving Horn Island Pass is to be applied to the same purpose. Pascagoula River.

Improving Pearl River, Mississippi: Continuing improvement, seven thousand six hundred and twenty-five dollars; of which two thousand two hundred and fifty dollars are to be expended between Edinburg

	and Carthage, two thousand two hundred and fifty dollars between Carthage and Jackson, and the remainder below Jackson, including bar at the mouth of East Pearl River.
Steele's Bayou.	Improving Steele's Bayou, Mississippi, including Washington Bayou: Continuing improvement, two thousand five hundred dollars.
Tallahatchee River.	Improving Tallahatchee River, Mississippi: Continuing improvement, three thousand five hundred dollars.
Tchula Lake.	Improving Tchula Lake, Mississippi: Continuing improvement, two thousand dollars.
Yallahusha River.	Improving Yallahusha River, Mississippi: Continuing improvement, two thousand dollars.
Bayou Pierre.	Improving Bayou Pierre, Mississippi: Continuing improvement, five thousand dollars.
Yazoo River.	Improving Yazoo River, Mississippi: Continuing improvement, fifteen thousand dollars; of which five thousand dollars, or so much as may be necessary, to be used in repairing snag-boat.
Big Black River. <i>Proviso.</i>	Improving Big Black River, Mississippi: Continuing improvement, five thousand dollars: <i>Provided</i> , That no part of this appropriation shall be used until the State of Mississippi shall have first caused the bridges over said stream south of the Vicksburg and Meridan Railroad to be so constructed as not to obstruct the navigation of said stream.
Amite River.	Improving Amite River, Louisiana: Continuing improvement, two thousand dollars.
Bœuf River.	Improving Bœuf River, Louisiana: Continuing improvement, and for closing Outlet Number One, five thousand dollars.
Bayou Bartholomew.	Improving Bayou Bartholomew, Louisiana and Arkansas: Continuing improvement, five thousand dollars.
Bayou Courtableau.	Improving Bayou Courtableau, Louisiana: Continuing improvement, five thousand dollars.
Bayou D'Arbonne.	Improving Bayou D'Arbonne, Louisiana: Continuing improvement, two thousand dollars.
Bayou Terrebonne.	Improving Bayou Terrebonne, Louisiana: Continuing improvement, ten thousand dollars.
Cypress Bayou.	Improving Cypress Bayou and the lakes between Jefferson, Texas, and Shreveport, Louisiana, Texas and Louisiana: To complete improvement, eighteen thousand dollars.
Tensas River and Bayou Macon.	Improving Tensas River and Bayou Macon, Louisiana: Continuing improvement, four thousand dollars.
Red River.	Improving Red River, Louisiana, and Arkansas: Continuing improvement from Fulton, Arkansas, to the Atchafalaya River, Louisiana, including completing the work at Alexandria, seventy-five thousand dollars; of which sum twenty-five thousand dollars, or so much thereof as may be necessary, shall be used in making a thorough survey of the river from Fulton, Arkansas to the Atchafalaya River, and in completing the survey of Bayou Pierre, Louisiana.
Tchefuncte River and Bogue Falia.	Improving Tchefuncte River and Bogue Falia, Louisiana: Continuing improvement, two thousand five hundred dollars; to be expended in the improvement of Bogue Falia up to Covington.
Tickfaw River.	Improving Tickfaw River, Louisiana: Continuing improvement, two thousand dollars; to be expended on its navigable tributaries.
Ouachita and Black Rivers.	Improving Ouachita River, Louisiana and Arkansas, and Black River, Louisiana: Continuing improvement, seventeen thousand five hundred dollars; of which seven thousand five hundred dollars, or so much thereof as may be necessary, for repairing snag-boat Wagner.
Calcasieu River and Pass.	Improving Calcasieu River and Pass, Louisiana: Continuing improvement to secure a navigable channel eight feet deep over the bars affecting the entrance to said river and pass, and for this purpose the money on hand heretofore appropriated for improvement of Calcasieu River is to be used.
Brazos River.	Improving mouth of Brazos River, Texas: Continuing improvement, eighteen thousand seven hundred and fifty dollars.

Improving Buffalo Bayou, Texas: Continuing improvement, eighteen thousand seven hundred and fifty dollars.	Buffalo Bayou.
Improving Saint Francis River, Arkansas and Missouri, to the town of Saint Francis: Continuing improvement, eight thousand dollars.	Saint Francis River.
Improving Arkansas River, Arkansas: Continuing improvement, seventy-five thousand dollars, according to the plan and recommendations in Appendix V thirteen, Executive Document One, Forty-ninth Congress; of which there are to be expended eight thousand dollars at Pine Bluff, thirteen thousand dollars at Fort Smith, and ten thousand dollars at Dardanelles, or so much thereof under those sums, respectively, as may be necessary at those points.	Arkansas River.
For the removal of snags, wrecks, and other obstructions in the Arkansas River, nineteen thousand eight hundred and seventy-five dollars; of which sum one thousand one hundred and twenty-five dollars, or so much thereof as may be necessary, shall be used to complete the survey of the Arkansas River, between Little Rock, Arkansas, and Wichita, Kansas.	Removal of snags, etc.
Improving Red River, Arkansas, above Fulton, Arkansas, seven thousand dollars.	Red River.
Improving Little Red River, Arkansas, three thousand dollars.	Little Red River.
Improving Black River, Arkansas and Missouri, five thousand dollars.	Black River.
Improving Petit Jean River, Arkansas; three thousand five hundred dollars.	Petit Jean River.
Improving White River, Arkansas: Continuing improvement, eighteen thousand dollars; thirteen thousand dollars of which, or so much thereof as may be necessary, to complete the survey of said river; the remainder for general improvement.	White River.
For removing the rock shoals in Fourche River, Arkansas, situate four miles south of Perryville, in Perry County, Arkansas, according to the plans of the engineers for creating a fifty-foot channel, five thousand dollars.	Fourche River.
Improving Big Hatchee River, Tennessee: Continuing improvement, three thousand dollars.	Big Hatchee River.
Improving Caney Fork River, Tennessee: Continuing improvement, three thousand dollars.	Caney Fork River.
Improving Clinch River, Tennessee: Continuing improvement, five thousand dollars.	Clinch River.
Improving Cumberland River, Tennessee and Kentucky: Continuing improvement above Nashville, with a view to secure in the channel a depth of four feet, commencing with the lock at or near the lower island at Nashville, seventy-five thousand dollars.	Cumberland River.
Improving Cumberland River below Nashville, Tennessee: Continuing improvement, twelve thousand five hundred dollars.	
Improving French Broad River, Tennessee: Continuing improvement, six thousand dollars.	French Broad River.
Improving Hiawasse River, Tennessee: Continuing improvement, two thousand five hundred dollars.	Hiawasse River.
Improving South Fork of Forked Deer River, Tennessee: Continuing improvement, five thousand dollars.	South Fork, Forked Deer River.
Improving Tennessee River above Chattanooga, Tennessee: Continuing improvement, seven thousand five hundred dollars.	Tennessee River.
Improving Tennessee River at Big Mussel Shoals, Little Mussel Shoals, and Elk River Shoals, Alabama: To complete improvements at these localities, two hundred and sixty-two thousand five hundred dollars.	
Improving South Fork of Cumberland River, Kentucky: Continuing improvement, five thousand dollars.	South Fork, Cumberland River.
Improving Kentucky River, Kentucky: Continuing improvement, one hundred and eighty-seven thousand five hundred dollars.	Kentucky River.

- Tradewater River. Improving Tradewater River, Kentucky: Continuing improvement, two thousand dollars.
- Falls of the Ohio River, Louisville. Improving the Falls of the Ohio River at Louisville, Kentucky: Continuing improvement, according to the last plan of the engineer in charge, and to be first applied to the completion of the work now in progress, one hundred and fifty thousand dollars: *Provided*, That of that sum fifty thousand dollars shall be expended in enlarging the canal basin, as recommended in the last report of the engineer in charge.
- Proviso.* The Secretary of War is hereby authorized and directed to ascertain the value and commercial importance of the works and property of the Green and Barren River Navigation Company, situated on the Green and Barren Rivers, in the State of Kentucky, and of the Monongahela Navigation Company, situated on the Monongahela River, in the State of Pennsylvania; and in order to acquire such information the Secretary of War shall appoint a board of three competent engineers from the Engineer Corps of the United States Army, which board shall in each case report to the Secretary of War, who shall report thereon to Congress at its next succeeding session; and the cost of such examination shall be paid out of the sum appropriated by this act for surveys: *Provided*, That nothing herein shall be construed as committing Congress to the purchase of the said works.
- Board of engineers to report on the value, etc., of the works of Green and Barren River Navigation Company, and Monongahela Company.
- Proviso.* Improvement of the Muskingum River, Ohio, between Zanesville and the mouth of the river, and for operating the same, twenty thousand dollars. And the United States hereby accepts from the State of Ohio the said Muskingum River improvement, and all the locks, dams, and their appurtenances, and the canals, belonging to said improvement, and all the franchises and property of every kind, and rights, in said river, and its improvements, now owned, held, and enjoyed by the State of Ohio, including all water leases and rights to use water under and by virtue of any lease of water now running and in force between the State of Ohio and all persons using said water, hereby intending to transfer to the United States such rights in said leases and contracts as are now owned, held, or reserved by the State of Ohio; but not to affect any right to the use of the water of said river now owned and held by the lessees of any water right under any lease or contract with the State of Ohio. And the United States hereby assumes control of said river, subject to the paramount interest of navigation. The provisions of this act, so far as they relate to the Muskingum River, shall not take effect, nor shall the money hereby appropriated be available, until the State of Ohio, acting by its duly authorized agent, turns over to the United States all property ceded by the act of the general assembly aforesaid, and all personal property belonging to the improvement aforesaid, and used in its care and improvement, and any balance of money appropriated by said State for the improvement of said river, and which is not expended on the fifteenth day of July, eighteen hundred and eighty-six.
- Muskingum River. Acceptance from Ohio of Muskingum River improvements, canal, etc.
- To take effect when property is turned over.
- Clinton River. Improving Clinton River, Michigan: Continuing improvement, six thousand dollars.
- Detroit River. Improving Detroit River, Michigan: Continuing improvement, thirty-seven thousand five hundred dollars.
- Saint Clair Ship-Canal. Improving Saint Clair Ship-Canal, Michigan: Continuing improvement, eighteen thousand seven hundred and fifty dollars.
- Saint Mary's River. Improving Saint Mary's River, Michigan: Continuing improvement by a new lock and approaches, two hundred and fifty thousand dollars.
- Hay Lake Channel. Improving Hay Lake Channel, Michigan: Continuing improvement, one hundred and fifty thousand dollars.
- Saginaw River. Improving Saginaw River, Michigan: Continuing improvement, thirty-three thousand seven hundred and fifty dollars; of which sixteen thousand eight hundred and seventy-five dollars are to be used above Bay City, and five thousand dollars in improving the west channel along West Bay City.

The Secretary of War is authorized and directed to appoint a Board of three engineers from the United States Army whose duty it shall be to examine, in all their relations to commerce, the two improved waterways known as the Portage Lake and River Improvement Company Canal and the Lake Superior Ship-Canal Railway and Iron Company Canal, being the improved harbors of refuge and the water communication across Keweenaw Point, from Keweenaw Bay to Lake Superior, by way of Portage River and Lake, in the State of Michigan, with a view to making the same a free passage-way and harbors of refuge, to consider their value and all other matters connected with their usefulness to navigation, and which shall give information as to the expediency of the work and the desirability of their acquisition and improvement. The said board shall report to the Secretary of War, who shall lay its report before Congress at its next session, together with the views of himself and the Chief of Engineers of the United States Army thereon; and ten thousand dollars, or so much thereof as may be necessary, is hereby appropriated for this purpose.

Board of engineers to report on value, etc., of Portage Lake Improvement Company Canal and Lake Superior Ship Canal.

Improving Chippewa River, Wisconsin: Continuing improvement from the Dalles Dam to its mouth, eighteen thousand seven hundred and fifty dollars.

Chippewa River.

Improving Fox River, Wisconsin: Continuing improvement below Montello, on the approved plan, fifty-six thousand two hundred and fifty dollars. And the Secretary of War is hereby directed to have the examination and survey of the Wisconsin River from Portage to the mouth, now being made by a board of engineers, completed as soon as practicable, and a report thereof made on or before the meeting of the next session of Congress. And the sum of six thousand dollars of the above appropriation, or so much thereof as may be necessary, may be expended at or near 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 River.

Survey to be completed as soon as practicable.

Improving Saint Croix River, Wisconsin and Minnesota: Continuing improvement, seven thousand five hundred dollars.

Saint Croix River.

Improving Wabash River, Indiana and Illinois: Continuing work on lock and dams at Grand Rapids, and on the river from Grand Rapids, to its mouth, sixty thousand dollars, and nine thousand dollars to be expended on the river at Grayville.

Wabash River.

Improving White River, Indiana: Continuing improvement, below Hazelton, seven thousand five hundred dollars.

White River.

Improving Calumet River, Illinois: Continuing improvement, thirty thousand dollars; of which eleven thousand two hundred and fifty dollars are to be used between the Forks and one-half mile east of Hammond, Indiana, five thousand six hundred and twenty-five dollars of which are to be used in dredging the river between the Forks and the State line of Illinois and Indiana, and five thousand six hundred and twenty-five dollars on the river at Hammond, Indiana: *Provided, however,* That no part of said sum, nor any sum heretofore appropriated, except the said eleven thousand two hundred and fifty dollars, for the river above the Forks, shall be expended until the entire right of way, as set forth in Senate Executive Document Number Nine, second session Forty-seventh Congress, shall have been conveyed to the United States free of 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; and if any of the owners of real estate required to be taken or that is damaged for the purpose of straightening or widening that portion of the Calumet River for which the appropriation herein is now made, cannot be induced to convey to the United States such real estate so required, and release their claim for damages caused by said improvement, or should the owner or owners be incapable of conveying

Calumet River.

Provisos.

Right of way to be first secured

- and releasing, or should his or her name or residence be unknown, or he or she be a non-resident of the State of Illinois, it shall then be the duty of the United States attorney for the northern district of Illinois to immediately file a petition in any court having jurisdiction thereof, in the manner and as authorized by the laws of the State of Illinois in such cases, for the purpose of ascertaining the just compensation to be paid to the respective owners of the land taken or damaged: *Provided however*, That the other owners of property and parties interested in said improvement shall first execute a bond to the United States, to be approved by the Secretary of War, for the payment of the costs of such proceedings, and to pay any judgment that may be rendered therein; and on failure to do so the proceedings shall be dismissed.
- Illinois River.** Improving Illinois River, Illinois: Continuing improvement, one hundred and twelve thousand five hundred dollars; of which sum three thousand seven hundred and fifty dollars may be expended in dredging the river in front of Peoria.
- Board of engineers to report on value, etc., of the Hennepin Canal.** The Secretary of War is authorized and directed to appoint a Board of three engineers from the United States Army whose duty it shall be to examine, in all their relations to commerce, the Illinois and Michigan Canal, and the proposed Hennepin Canal, to consider their value and all other matters connected with their usefulness to navigation, and shall report upon the acquisition and improvement of the Illinois and Michigan Canal and the construction of the Hennepin Canal. The said Board shall report to the Secretary of War, who shall lay its report before Congress at its next session, together with the views of himself and the Chief of Engineers of the United States Army thereon; and fifteen thousand dollars, or so much thereof as may be necessary, is hereby appropriated for this purpose: *Provided*: That nothing in this paragraph shall be construed as committing the Government to the said improvement.
- Proviso.**
- Gasconade River.** Improving Gasconade River, Missouri: Continuing improvement, seven thousand five hundred dollars.
- Osage River.** Improving Osage River, Missouri: Continuing improvement by snagging and removing obstructions, ten thousand dollars.
- Red River of the North.** Improving Red River of the North, Minnesota: Continuing improvement from Breckenridge to the northern boundary-line of the United States, including dredging, removal of snags and boulders, and construction of wing-dams, and so forth; and the money heretofore appropriated for locks and dams is hereby made available for this purpose.
- Yellowstone River.** Improving Yellowstone River between Glendive and the mouth, Montana: Continuing the improvement, eighteen thousand seven hundred and fifty dollars.
- Mokelumne River.** Improving Mokelumne River, California, by removing obstructions, two thousand five hundred dollars.
- Sacramento and Feather Rivers.** Improving Sacramento and Feather Rivers, California, forty thousand dollars of the money heretofore appropriated for improving said rivers that may remain unexpended at the end of the present fiscal year, for snagging and dredging operations and the cost of the proceedings hereinafter authorized, also ten thousand dollars to complete dredges authorized by act of July fifth, eighteen hundred and eighty-four; the balance of said unexpended money not to be used until the Secretary of War be satisfied that hydraulic mining hurtful to navigation has ceased on said rivers and their tributaries. If he be not so satisfied, he is hereby instructed to institute such legal proceedings as may be necessary to prevent the washing, sluicing, dumping, or discharging detritus, debris, or slickens, caused by or arising from such hydraulic mining, into either of said rivers or any of its tributaries, or into the San Joaquin River or any of its tributaries, or in or to such place or situation from which such detritus, debris, or slickens may be liable to be washed or carried by storms or floods into either of said rivers or tributaries; and he is hereby instructed to use out of said sum as much as may be necessary for said purpose.
- Secretary of War to be satisfied that injurious hydraulic mining has ceased.**
- Legal proceedings to prevent.**

Improving San Joaquin River and Stockton and Mormon Sloughs, California: Continuing improvement, eighteen thousand seven hundred and fifty dollars.

San Joaquin River; Stockton and Mormon Sloughs.

Improving canal at the Cascades, Oregon: Continuing improvement, one hundred and eighty-seven thousand five hundred dollars.

Canal at Cascades, Oreg.

Improving the Upper Columbia River, including Snake River, Oregon and Washington Territory: Continuing improvement, ten thousand dollars.

Columbia River.

Improving the mouth of the Columbia River, Oregon, one hundred and eighty-seven thousand five hundred dollars.

Improving Lower Willamette River, and Columbia River below Portland, Oregon: Continuing improvement, seventy-five thousand dollars; of which sum twenty-one thousand dollars for a snag-boat to be used on the Willamette and Columbia Rivers, and five thousand dollars to be expended on the river in front of Portland.

Willamette and Columbia Rivers. Snag-boat.

Improving the Upper Willamette River above Portland, Oregon: Continuing improvement, ten thousand dollars.

Willamette River, above Portland.

Improving Coquille River, Oregon: Continuing improvement, twenty thousand dollars.

Coquille River.

Improving Chehalis River, Washington Territory: Continuing improvement, two thousand five hundred dollars.

Chehalis River.

Improving Cowlitz River, Washington Territory: Continuing improvement, two thousand dollars.

Cowlitz River.

Improving Skagit, Steilaquamish, Nootsack, Snohomish, and Snoqualmie Rivers, Washington Territory: Continuing improvement, ten thousand dollars.

Skagit, Steilaquamish, Nootsack, Snohomish, and Snoqualmie Rivers.

Improving Missouri River from its mouth to Sioux City: Continuing improvement, including necessary work at Omaha, Atchison, Saint Joseph, Fort Leavenworth Reservation, Arrow Rock, Kansas City, Plattsmouth, Brownsville, and Nebraska City, three hundred and seventy-five thousand dollars; to be expended under the direction of the Secretary of War, in accordance with plans and estimates to be furnished by the Missouri River Commission.

Missouri River.

Improving Missouri River from Sioux City to Fort Benton: Continuing improvement, sixty thousand dollars, under the direction of the Secretary of War.

From Sioux City to Fort Benton.

For removing obstructions in the Missouri River, twenty-two thousand five hundred dollars.

Removing obstructions.

Improving the Ohio River: Continuing improvement, three hundred and seventy-five thousand dollars; out of which sum thirty-seven thousand five hundred dollars are to be expended at Grand Chain in removing rocks and other obstructions to navigation at that locality; also eighteen thousand seven hundred and fifty dollars may be expended in constructing or aiding in the construction of such an embankment on the south side of the Great Miami River, near its junction with the Ohio, as may be necessary to confine the waters of the Great Miami in great floods to the general course of its channel at or near the Ohio, to the end that the formation of the bar in the Ohio River now forming and obstructing navigation may be arrested; also thirty-seven thousand five hundred dollars, or so much thereof as may be necessary, of said appropriation shall be expended in constructing five ice-piers, pursuant to the present or prospective plans of the Chief of Engineers, at or near the following places, to wit: One at Pomeroy, Ohio; one at Middleport, Ohio; one at Gallipolis, Ohio; and one at Ironton, Ohio; and one at or near Ashland, Kentucky, on the south side of the Ohio River: *Provided*, That the Secretary of War is hereby authorized and directed to obtain, if he can do so without cost to the United States, perpetual leases or conveyances of the riparian rights of the property-owners at each of said localities, in the event said ice-piers, or any one of them, shall be located where there is no improved landing-place: *And provided further*, That at localities where there are improved landings he

Ohio River.

Ice-piers.

Provisos.

Riparian rights.

Relinquishment of wharfage rights.	shall first obtain a relinquishment of wharfage rights and dues in favor of water-craft seeking protection from damage by ice; and no part of this appropriation shall be used for such purpose until the foregoing conditions are complied with. Also, out of said appropriation for the Ohio River eighteen thousand seven hundred and fifty dollars for removing obstruction at the mouth of Licking River; also eleven thousand two hundred and fifty dollars for completing ice-harbor at Four-Mile Bar, near Cincinnati; also twenty thousand dollars, or so much thereof as may be necessary, for Davis Island Dam.
Mississippi reservoir. <i>Proviso.</i>	For continuing operations upon the reservoirs at the headwaters of the Mississippi River, thirty-seven thousand five hundred dollars: <i>Provided</i> , That in the opinion of the Chief of Engineers the expenditure of this appropriation and the ultimate completion of this part of the reservoir system will adequately improve navigation.
Upper Mississippi River.	For operating snag-boat on Upper Mississippi River, twenty two thousand five hundred dollars.
Mississippi River from Saint Paul to Des Moines Rapids.	Improving Mississippi River from Saint Paul to Des Moines Rapids: Continuing improvement, three hundred and eighty-two thousand five hundred dollars; of which sum six thousand dollars or so much thereof as may be necessary, shall be applied to the removal of the rock at Duck Creek Chain, at the Rock Island Rapids; and of which sum the further amount of fifteen thousand dollars, or so much thereof as may be necessary, may be used by the Secretary of War, in his discretion, 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; but if not so used the sum shall remain as a part of said appropriation, and be used for the purposes first in this paragraph specified.
Test of flume.	
Mississippi River at Des Moines Rapids Canal.	Improving Mississippi River at Des Moines Rapids Canal, under the modified project, twenty-six thousand two hundred and fifty dollars; of which sum fifteen thousand dollars are to be used for pier construction, in extending the outer wall of canal to the pivot-pier of the bridge.
Dry dock.	For dry-dock at Des Moines Rapids, forty-eight thousand seven hundred and fifty dollars.
Ice-harbor, Dubuque.	Improving ice-harbor at Dubuque, Iowa, the unexpended balance, or so much thereof as shall be necessary, shall be applied to paving instead of riprapping said ice-harbor.
From Des Moines Rapids to Illinois River.	Improving Mississippi River from Des Moines Rapids to the mouth of the Illinois River, including the river at Quincy Bay and the removal of the bars at the mouth of Whipple Creek and Hamburg Bay, including also the strengthening of Sny Island Levee where it crosses Snicarte Slough and other sloughs: Continuing the improvement, one hundred and fifty thousand dollars.
From Illinois River to Ohio River.	Improving Mississippi River from the mouth of the Illinois River to the mouth of the Ohio River, including the completion of the work at Alton, and, at the discretion of the Secretary of War, the protection of the Illinois shore opposite the mouth of the Missouri River: Continuing improvement, three hundred and seventy-five thousand dollars; of which thirty-seven thousand five hundred dollars, or so much thereof as may be necessary, to be expended in extending the work for the protection of the eastwardly bank of the Mississippi River at Cairo, and the prevention of its wash or erosion, commencing at the southerly end of the present Government revetment work and continuing down stream, and twenty-two thousand five hundred dollars for continuing improvement at Cape Girardeau, Missouri, and Montona Point, Illinois: <i>Provided</i> , That the Secretary of War, in his discretion may use not to exceed seventy-five thousand dollars of said sum of three hundred and seventy-five thousand dollars to correct the current of the river and improve the channel at Saint Louis.
From head of the Passes to Ohio River.	Improving Mississippi River from Head of the Passes to the mouth of the Ohio River: Continuing improvement, two million dollars; which sum shall be expended under the direction of the Secretary of War, in

accordance with the plans, specifications, and recommendations of the Mississippi River Commission: *Provided*, 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 or private property by overflows: *Provided, however*, That the Commission is authorized to repair and build levees if, in their judgment, it should be done as part of their plan to afford ease and safety to the navigation and commerce of the river and to deepen the channel. *And provided further*, That no works of bank protection or revetment shall be executed in said reaches or elsewhere until after it shall be found that the completion of the permeable contracting works and uniform width of the high-water channel will not secure the desired stability of the river banks: *Provided, however*, That nothing herein contained shall prevent the construction of revetment works where the banks are caving at Greenville Reach, Delta Point, in front of the cities of Vicksburg, Memphis, Hickman, and Columbus: *And provided further*, That contraction works shall be built at the same time in the wide portions of the river immediately above the said revetment works. Of the amount herein appropriated for the Lower Mississippi, seventy-five thousand dollars are to be expended in continuing the work in progress at New Orleans; one hundred and eighty-seven thousand five hundred dollars for the rectification of the Red and Atchafalaya Rivers by preventing further enlargement of the latter stream and restricting its outlet capacity, and for keeping open a navigable channel through the mouth of Red or Old River into the Mississippi; thirty-seven thousand five hundred dollars in improving navigation in the Greenville Reach, by preventing the bank at Greenville from further caving; seventy-five thousand dollars in deepening the channel at Vicksburg by dredging through the bar existing there; but this last-named sum shall not be expended unless after another examination or survey the Commission shall deem it advisable; and if they shall not, then thirty-seven thousand five hundred dollars shall be expended in the improvement of navigation at Vicksburg by constructing suitable dikes and other appropriate works, and fifty-six thousand two hundred and fifty dollars in completing the work on the river at Memphis; also eighteen thousand seven hundred and fifty dollars for work on the river at Hickman, and eighteen thousand seven hundred and fifty dollars for work on the river at Columbus, Kentucky.

For examinations and surveys at South Pass, of the Mississippi River, pursuant to the act of March third, eighteen hundred and seventy-five, ten thousand dollars.

For survey of the Mississippi River from the Head of the Passes to its headwaters: Continuing survey thirty thousand dollars.

For gauging the waters of the Lower Mississippi River and its tributaries, as provided for in joint resolution of the twenty-first of February, eighteen hundred and seventy-one, five thousand dollars.

For continuing the removal of snags, wrecks, and other obstructions in the Mississippi River, fifty-six thousand two hundred and fifty dollars.

For gauging the waters in the Columbia River, one thousand dollars.

SEC. 2. That in places where harbor-lines have not been established, and where deposits of debris of mines or stamp works can be made without injury to navigation, within lines to be established by the Secretary of War, said officer may, and is hereby authorized to, cause such lines to be established; and within such lines such deposits may be made, under regulations to be from time to time prescribed by him.

SEC. 3. It shall not be lawful to cast, throw, empty, or unlade, or cause, suffer, or procure to be cast, thrown emptied, or unladen, either from or out of any ship, vessel, lighter, barge, boat, or other craft, or from the shore, pier, wharf, or mills of any kind whatever, any ballast, stone, slate, gravel, earth, slack, rubbish, wreck, filth, slabs, edgings, sawdust, slag, or cinders, or other refuse or mill-waste of any kind, into New York Harbor: *Provided*, That nothing herein contained shall ex-

Provisos.

Levees.

South Pass.
Examinations
and surveys.

Survey from
Head of the Passes
to headwaters.
Gauging.

Removal of
snags, etc.

Columbia River,
gauging.

Harbor lines to
be established.

New York Har-
bor.
Prohibiting de-
posits in.

Proviso.

Not to prevent improvements.

tend, or be construed to extend, to the casting out, unlading, or throwing out of any ship or vessel, lighter, barge, boat, or other craft, any stones, rocks, bricks, lime, or other materials used, or to be used, in or toward the building, repairing, or keeping in repair any quay, pier, wharf, weir, bridge, building, or other work lawfully erected or to be erected on the banks or sides of said harbor, or to the casting out unloading or depositing of any material excavated for the improvement of navigable waters, into such places and in such manner as may be deemed by the United States officer supervising the improvement of said harbor most judicious and practicable and for the best interests of such improvement.

Regulations, etc., to be prescribed by Secretary of War to secure economical expenditure of appropriation, etc.

SEC. 4. The Secretary of War shall prescribe such rules and regulations as may be necessary to secure a judicious and economical expenditure of the money herein appropriated, and shall cause to be made and submitted to Congress annual reports, together with maps and plans, including the report of the Mississippi River Commission, on or before December first, giving detailed statements of the work done, contracts made, the expenditures thereunder or otherwise, and balances of money on hand up to November first, and the effect of such work, together with such recommendations as he may deem proper. He shall, at the same time, report to Congress all cases in which piers, breakwaters, locks, and dams, 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. He shall report, at the same time, whether any bridges, causeways, or structures now erected or in process of erection do or will interfere with free and safe navigation.

Work to be done by contract or otherwise.

SEC. 5. 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.

Contracts.

Examinations and surveys.

SEC. 6. The Secretary of War is hereby directed, at his discretion, to cause examinations or surveys, or both, to be made, and the cost of improvements to be estimated, at the following localities, to wit:

In the States of—

Arkansas.

ARKANSAS.

Re-examination of Little River.
The lakes connecting with Red River, between Shreveport, Louisiana, and Fulton, Arkansas.
Re-examination of Ouachita above Camden, Arkansas.
Saline River.
Cache River.

California.

CALIFORNIA.

San Pedro Bay near the entrance to Wilmington Harbor, with a view to establishing an outer harbor for the protection of deep-draught vessels.

Mouth of Smith's River.
Crescent City Harbor, with a view to a sea-wall from Battery Point to Flat Rock.

CONNECTICUT.

Connecticut.

Five-Mile River Harbor.

Resurvey of Duck Island Harbor, on Long Island Sound, including plans, specifications, and estimate of cost for making the same a harbor of refuge.

DAKOTA TERRITORY.

Dakota.

James River.

DELAWARE.

Delaware.

Duck Creek.

FLORIDA.

Florida.

Punta Rassa Harbor.

Resurvey of Tampa Bay, including Hillsborough River up to the city of Tampa.

Resurvey of outer and inner bars at Pensacola.

Charlotte Harbor, including San Carlos Bay.

Clear Water Harbor, including Anclote and Saint Joseph's Bays and the Narrows into Boga Ciega Bay.

Wakulla River from its mouth to Wakulla Springs.

Survey of the channel from Haul-over, on Indian River, to Gilbert's Bar.

Saint Augustine, for a deep sea-channel on the outer bar.

GEORGIA.

Georgia.

Savannah River from cross-tides above Savannah to the bar, with a view to obtaining twenty eight feet of water in the channel.

Flint River from Montezuma to Old Agency.

From Doboy Island to Doboy Bar.

Jekyl Creek.

ILLINOIS.

Illinois.

Farm Creek, with a view to changing its course.

Kaskaskia River from New Athens to mouth.

Bars in Hamburg Bay.

Calumet River from the forks of the river near its entrance into Lake Calumet to Riverdale; also Calumet River from Riverdale to Blue Island.

Mississippi River at Rush Island Bend and Ivy Landing, with a view to confining and deepening the channel.

INDIANA.

Indiana.

For a survey of the Ohio River, near the city of Evansville, Indiana, with a view to determine what, if anything, will be necessary to prevent a change of the channel of the river in front of that city.

KENTUCKY.

Kentucky.

Pond River.

The Secretary of War is directed to report to the next session of Congress whether or not the Government dry-dock at the Louisville and Portland Canal is adequate for the purposes of commerce, and what alterations, if any, are necessary, and the cost of making the same.

Licking River from Farmer's to West Liberty.

Salt River.

For ice harbor at Paducah, Kentucky.

The bar at the mouth of Limestone Creek, in the harbor of Maysville.

Louisiana.

LOUISIANA.

Little River.

Bayou Rouge.

Dugdemona River.

Mouth of Bayou Plaquemine, with a view to its connection with the Mississippi River by locks; also Bayou Plaquemine and other connecting streams, to form the best route to Grand Lake.

Bagne Falia from present landing to Covington.

Calcasieu Pass, the two bars obstructing the navigation thereof.

Mouth of Calcasieu River, the bar obstructing its mouth.

Bayou Terrebonne from Houma to Thibodeaux.

Bayou Teche from Saint Martinsville to Fort Barre.

Mouth of Bayou La Fourche, with a view to the construction of a lock and dam; Clear Lake, Black Bayou, Red Bayou, Black Lake, and Kelley Bayou, to reopen navigable communication between those streams and Red River; Bayou La Fourche, to secure navigation at low water.

Cornay River.

Ouchita River from Camden to mouth, with a slackwater navigation.

Bayou Vermillion, to secure navigation from Abbeville to the railroad bridge of the Louisiana and Texas Railroad.

Bayou Rondeway.

Cypress Bayou.

Bayou Vidal.

Maine.

MAINE.

Bayoduce River between the towns of Penobscot and Brooksville.

Big Rapids of Saint John's River.

Camden Harbor.

Rockport Harbor.

Kennebec River at Bath, and from Augusta to lower end of Perkin's Island.

Saint George's River from Warren to Thomaston.

Matinicus Isle, with a view to a harbor of refuge.

Penobscot River from Bangor to Bucksport Narrows.

Saint Croix River from Ferry Point Bridge, at Calais, to Breakwater Ledge.

Bar Harbor, Maine, with the view to establishing a breakwater and deepening the waters of said harbor, and especially the channel between Rodick's Island and Mount Desert Island.

Maryland.

MARYLAND.

Cambridge Harbor.

Fairlee Creek.

Patuxent River from Benedict to Hills Landing.

For widening the channel of Baltimore Harbor to six hundred feet.

Massachusetts.

MASSACHUSETTS.

Manchester Harbor.

Duxbury Harbor.

Wellfleet Harbor.

Falmouth Harbor of Refuge.

Vineyard Haven Harbor.

Cottage City Harbor.

Menemsha Harbor of Refuge.

Taunton River.

Winthrop Harbor.

New Bedford Harbor.

Michigan.

MICHIGAN.

Bar in Saint Clair River opposite Saint Clair City.
Grand River.

North River between Essex and North Bridges.
 Biddle's Point at Mackinac Harbor, with a view to a breakwater.
 Harbor at Forestville, Lake Huron.
 Pigeon River.
 Mouth of Black River, Saint Clair County.
 Carp River at Leland, with a view to affording an entrance to Carp Lake for harbor of refuge.
 Lake Michigan at Empire, with a view to cutting a channel across the bar from Lake Michigan to Bar Lake.
 Grand Traverse Bay, with a view to connecting it with Torch Lake, near Eastport.
 Pinepog River.
 Rouge River at its junction with Detroit River, and up the river to bridge of Saint Louis and Wabash Railroad.
 Torch Lake Channel, Lake Superior.

MINNESOTA.

Minnesota.

Red River of the North from Moorehead to Fergus Falls.
 Red Lake River from Grand Forks to Red Lake.
 Mississippi River between Saint Paul and Saint Anthony's Falls.
 Minnesota River with a view to its improvement by locks and dams.

MISSISSIPPI.

Mississippi.

Tombigbee River, to ascertain what improvement is necessary to make said river continuously navigable from Vienna, Alabama, to Walker's Bridge, Mississippi.
 Cassity Bayou.
 Noxubee River, to ascertain whether it can be made continuously navigable by a system of locks and dams, or otherwise.
 Bear Creek.

MISSOURI.

Missouri.

Resurvey of the Osage River from its mouth to Osceola, with a view to movable locks and dams, or other methods of improvement.
 Little River from Hornersville to its junction with the Saint Francis River.
 Saint Francis River from Greenville to the Arkansas State line.

NEW HAMPSHIRE.

New Hampshire.

Bellamy River.

NORTH CAROLINA.

North Carolina.

Alligator River.
 Lockwood's Folly River.
 Lumber River.
 Yadkin River from South Carolina line to the Narrows.
 Catawba River.

NEW JERSEY.

New Jersey.

Thoroughfare running back of the ocean from Cape May to the Great Bay north of Atlantic City.
 Channel back of Brigantine Beach, between Absecon and Brigantine Inlets.

NEW YORK.

New York.

Channel between Jamaica Bay and Rockaway Inlet.
 The East River, with a view to the removal of a ledge of rocks situated between five and six hundred feet from the foot of Tenth and Eleventh streets in the city of New York.

Spring Creek.
 Waddington Harbor.
 Mouth of Patchogue River.
 Hudson River between New Baltimore and Coxsackie.
 Peter's Neck Bay.
 Tonawanda Harbor and Niagara River between Black Rock and Tonawanda, with a view to a sixteen-foot channel.
 Glen Cove Harbor.

Oregon.

OREGON.

Wood River.
 Link River.
 Suislaw River and Bar.
 Coquille River between Coquille City and Myrtle Point.
 Nehalem Bay and Bar.
 Tillamook Bay and Bar.
 Umpqua River.

Ohio.

OHIO.

Sandusky Harbor, with a view to a straight channel from the north end of Cedar Point to the east end of the existing channel in front of the city.
 Big Hockhocking River from its mouth to Coolville.
 Chagrin River at its mouth.

Pennsylvania.

PENNSYLVANIA.

Darby Creek.

Rhode Island.

RHODE ISLAND.

Little Narragansett Bay, entrance to the wharves at Watch Hill.

South Carolina.

SOUTH CAROLINA.

Mosquito Creek between the South Edisto and Ashepoo Rivers, with a view to connect the South Edisto with the Ashepoo at or near Fenwick's Island.
 Mingo Creek.
 Clark's Creek.
 Little Pee Dee River.
 Alligator River and other waters connecting Santee River and Bull's Bay.

Tennessee.

TENNESSEE.

North Fork of the Forked Deer River below Dyersburg.
 Obeils River from the point where improvements have heretofore been made to the mouth of the West Fork.

Texas.

TEXAS.

Cedar Bayou, where it empties into Galveston Bay.

Virginia.

VIRGINIA.

Mattox Creek.
 Nansemond River.
 Louisa Fork of Sandy River.
 Roanoke River from Clarkesville, Virginia, to Eaton Falls, North Carolina.
 Hunters Creek.

West Virginia.

WEST VIRGINIA.

Meadow River.
 Gauley River.
 Coal River.

WISCONSIN.

Wisconsin.

Harbor at Hudson, Lake Saint Croix.

Examination and report on the causes of the extraordinary overflows of the Chippewa River, and what means, if any, can be adopted to prevent their recurrence.

Examinations, survey, etc., not specially provided for.

SEC. 7. For examinations, surveys, and contingencies, and for incidental repairs, for which there is no special appropriation, for rivers and harbors, one hundred 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 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.

Provided.

Preliminary examinations to be made before surveys.

Reports to be made to House of Representatives and printed.

Names of civilian engineers to be reported to Congress, etc.

SEC. 8. That the Secretary of War shall report to Congress, at its next and each succeeding session thereof, the name and place of residence of each civilian engineer employed in the work of improving rivers and harbors by means and as the result of appropriations made in this and succeeding river and harbor appropriation bills, the time so employed, the compensation paid, and the place at and work on which employed.

Approved, August 5, 1886.

CHAP. 930.—An act to provide for protecting the interests of the United States in the Potomac River Flats, in the District of Columbia.

August 5, 1886.

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled, That it shall be the duty of the Attorney-General of the United States to institute, as soon as may be, in the supreme court of the District of Columbia, a suit against all persons and corporations who may have or pretend to have any right, title, claim, or interest in any part of the land or water in the District of Columbia within the limits of the city of Washington, or exterior to said limits and in front thereof toward the channel of the Potomac River, and composing any part of the land or water affected by the improvements of the Potomac River or its flats in charge of the Secretary of War, for the purpose of establishing and making clear the right of the United States thereto.

Potomac River Flats, D. C.

Suit to be brought to establish title, etc., in land affected by the improvement.

SEC. 2. That the suit mentioned in the preceding section shall be in the nature of a bill in equity, and there shall be made parties defendant thereto all persons and corporations known to set up or assert any claim or right to or in the land or water in said first section mentioned, and against all other persons and corporations who may claim to have any such right, title, or interest. On the filing of said bill process shall issue and be served, according to the ordinary course of said court, upon all persons and corporations within the jurisdiction of said court; and public notice shall be given, by advertisement in two newspapers published in the city of Washington, for three weeks successively, of the pendency of said suit, and citing all persons and corporations interested in the subject-matter of said suit, or in the land or water in this act

Who to be parties defendant; service of process.