

Appropriation.

such other modifications in the plans and specifications as may be required to meet the necessities of commerce, for which purpose the sum of seventy-five thousand dollars, or so much thereof as may be necessary, to be immediately available, be, and the same is hereby, appropriated out of any money in the Treasury not otherwise appropriated.

Approved, August 10, 1888.

August 11, 1888.

CHAP. 860.—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, to be immediately available, and to be expended under the direction of the Secretary of War, for the construction, completion, repair, and preservation of the public works hereinafter named:

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

Improving breakwater at the mouth of Saco River, Maine: Continuing improvements and repairs, twelve thousand five hundred dollars.

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

For commencing the construction of a breakwater from Mount Desert to Porcupine Island, Maine, fifty thousand dollars.

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

Improving harbor at Camden, Maine, five thousand dollars.

Improving harbor at Back Cove, Portland Harbor, Maine: Continuing improvement, twenty-five thousand thousand dollars.

Improving harbor at Rockport, Maine, ten thousand dollars.

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

Improving harbor of refuge at Little Harbor, New Hampshire: Continuing improvement on the enlarged plan, twenty thousand dollars.

Improving harbor at Burlington, Vermont: Continuing improvement, thirty-five thousand dollars.

Improving the channel between the islands of North Hero and South Hero, Lake Champlain, Vermont, ten thousand dollars.

Improving harbor at Gordon's Landing, Lake Champlain, Vermont: Continuing improvement, ten thousand dollars.

Improving harbor at Boston, Massachusetts: Continuing improvements, one hundred and twenty-five thousand dollars; one half of which shall be used in widening the main ship channel at the "upper and lower middle;" and so much thereof as may be necessary may be expended in extending the sea-wall at Gallup's Island.

Improving harbor at Lynn, Massachusetts: Continuing improvement, ten thousand dollars; a part of which may, in the discretion of the Secretary of War, be used at the Point of Pines and in the western channel leading thereto, and a portion in the basin enclosed by the wharves of said city of Lynn.

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

Improving harbor at Newburyport, Massachusetts: Continuing improvement, twenty-five thousand dollars.

Improving harbor at Plymouth, Massachusetts: Continuing improvement, six thousand dollars; a part of which may, in the discretion of the Secretary of War, be applied to the improvement in

said harbor of Goose Point Channel to the port of Kingston and North Plymouth.

Improving harbor at Provincetown, Massachusetts: To complete, seven thousand dollars. Provincetown, Mass.

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

Improving harbor at Gloucester, Massachusetts: Dredging Harbor Cove and removing ledge and boulders obstructing the approach to the wharves between Harbor Cove and Pew Wharf, ten thousand dollars. Gloucester, Mass.

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

Improving harbor at New Bedford, Massachusetts, ten thousand dollars. New Bedford, Mass.

Improving harbor at Hingham, Massachusetts: Continuing improvement, five thousand dollars, a part of which may, in the discretion of the Secretary of War, be applied to straighten the channel from the wharf to the end of Ragged Island. Hingham, Mass.

Improving harbor at Winthrop, Massachusetts: For dredging, one thousand dollars. Winthrop, Mass.

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

Improving harbor at Vineyard Haven, Massachusetts: For protection of Chops at the mouth of the harbor, twenty-five thousand dollars. Vineyard Haven, Mass.

Improving harbor at Wellfleet, Massachusetts, seven thousand dollars. Wellfleet, Mass.

Improving national harbor of refuge at Sandy Bay, Cape Ann, Massachusetts: Continuing improvement, one hundred thousand dollars. Sandy Bay, Mass.

Improving harbor at Manchester, Massachusetts, two thousand five hundred dollars. Manchester, Mass.

Improving harbor at Block Island, Rhode Island: Continuing improvement, fifteen thousand dollars; of which sum six thousand dollars are for inner harbor, four thousand dollars for breakwater, and five thousand dollars for removing sand bar at entrance of harbor. Block Island, R. I.

Improving harbor at Newport, Rhode Island: Continuing improvement, twelve thousand dollars. Newport, R. I.

Improving harbor at Bridgeport, Connecticut: Continuing improvement, ten thousand dollars; and the Secretary of War is authorized to expend such portion of said sum as he may deem advisable above the bridges across the stream emptying into said harbor. Bridgeport, Conn.

Improving harbor at Black Rock, Connecticut: Continuing improvement, ten thousand dollars. Black Rock, Conn.

Improving breakwater at New Haven, Connecticut: Continuing improvement, seventy-five thousand dollars; and the Chief of Engineers may, if deemed necessary, relocate the western breakwater; and the Secretary of War is authorized, in his discretion, to expend any portion of said sum in commencing its construction. New Haven, Conn.

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

Improving harbor at Norwalk, Connecticut: Continuing improvement, twenty-eight thousand dollars; twenty-five thousand dollars of which shall be expended in dredging and deepening the channel in the lower harbor up to Wilson's Point. Norwalk, Conn.

Improving harbor at Stonington, Connecticut, eight thousand dollars. Stonington, Conn.

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

Improving harbor at Five Mile River, Connecticut, five thousand dollars. Five Mile River, Conn.

Milford, Conn.	Improving harbor at Milford, Connecticut: To complete improvement, five thousand dollars.
Buffalo, N. Y.	Improving harbor at Buffalo, New York: Continuing improvement, two hundred and twenty-five thousand dollars.
Buttermilk Channel, N. Y.	Improving Buttermilk Channel, New York: Continuing improvement, one hundred thousand dollars.
Sheepshead Bay, N. Y.	Improving harbor at Sheepshead Bay, New York: Continuing improvement, five thousand dollars.
Rouse's Point, N. Y.	Improving breakwater at Rouse's Point, New York: Continuing improvement, thirteen thousand five hundred dollars.
Canarsie Bay, N. Y.	Improving harbor at Canarsie Bay, New York: Continuing improvement, ten thousand dollars.
Charlotte, N. Y.	Improving harbor at Charlotte, New York: Continuing improvement and repairs, forty-five thousand dollars.
Dunkirk, N. Y.	Improving harbor at Dunkirk, New York: Continuing improvement, fifteen thousand dollars.
Flushing Bay, N. Y.	Improving harbor at Flushing Bay, New York: Continuing improvement, fifteen thousand dollars.
Gowanus Bay, N. Y.	Improving channel at Gowanus Bay, New York: Continuing improvement, by deepening to twenty-one feet mean low water and widening the channel to four hundred feet on the northerly side from the foot of Percival street, along the wharves to the twenty-three feet curve, opposite the entrance to the Erie Basin, sixty thousand dollars.
Great Sodus Bay, N. Y.	Improving harbor at Great Sodus Bay, New York: Continuing improvement, twenty-four thousand dollars.
Little Sodus Bay, N. Y.	Improving harbor at Little Sodus Bay, New York: Continuing improvement, sixteen thousand dollars. And the Engineer in charge, with the approval of the Secretary of War, may use such part of this appropriation for dredging and deepening the channel and harbor, as he may deem proper.
Greenport, N. Y.	Improving harbor at Greenport, New York: Continuing improvement, five thousand dollars.
Oak Orchard, N. Y.	Improving harbor at Oak Orchard, New York: Continuing improvement and repairs, six thousand dollars.
Ogdensburgh, N. Y.	Improving harbor at Ogdensburgh, New York, including the clearing out of the mouth of the Oswegatchie River: Continuing improvement, fifteen thousand dollars.
Olcott, N. Y.	Improving harbor at Olcott, New York: Continuing improvement, five thousand dollars.
Oswego, N. Y.	Improving harbor at Oswego, New York: Continuing improvement and repairs, one hundred thousand dollars; of which fifteen thousand dollars shall be used in removing the east break water at the mouth of the river.
Plattsburgh, N. Y.	Improving harbor at Plattsburgh, New York: To complete improvement, seven thousand dollars.
Rondout, N. Y.	Improving harbor at Rondout, New York: To complete improvement, five thousand dollars.
Sackett's, N. Y.	Improving harbor at Sackett's, New York: Continuing improvement, two thousand dollars.
Tonawanda, N. Y.	Improving Tonawanda Harbor and Niagara River, New York, as per report of engineer in charge, dated December twenty-nine, eighteen hundred and eighty-seven, one hundred thousand dollars.
New York, N. Y.	Improving New York Harbor, New York: Continuing improvement, three hundred and eighty thousand dollars.
Saugerties, N. Y.	Improving harbor at Saugerties, New York: Continuing improvement, twelve thousand dollars.
Wilson, N. Y.	Improving harbor at Wilson, New York: Continuing improvement, five thousand dollars.
Port Chester, N. Y.	Improving harbor at Port Chester, New York: Continuing improvement, five thousand dollars.

Improving harbor at Glen Cove, New York, twenty thousand dollars.	Glen Cove, N. Y.
Improving harbor at New Rochelle, New York: Continuing improvement, the balance remaining on hand from former appropriations to be expended in pursuance of the project adopted in eighteen hundred and seventy-one.	New Rochelle, N. Y.
Improving channel between Staten Island and the New Jersey shore, New York and New Jersey: Continuing improvement, by dredging fifteen thousand dollars.	Staten Island Channel, N. Y.
Improving Arthur Kill, between Staten Island and the New Jersey shore, New York and New Jersey: Dredging and straightening channel near Staten Island bridge, and removing the point of land westerly of same, ten thousand dollars.	Arthur Kill, N. Y.
Improving harbor at Raritan Bay, New Jersey: Continuing improvement, twenty-five thousand dollars.	Raritan Bay, N. J.
Improving harbor at Erie, Pennsylvania: Continuing improvement, twenty-three thousand dollars.	Erie, Pa.
For the preservation and protection of the peninsula of Presque Isle, Erie Harbor, Pennsylvania, as recommended by the Chief of Engineers, January thirteenth, eighteen hundred and eighty-five, and in accordance with such plans as the Secretary of War may prescribe, sixty thousand dollars.	Presque Isle, Pa.
Improving the harbor of Philadelphia: For the removal of Smith's Island, and Windmill Island, in the State of Pennsylvania, and Petty's Island, in the State of New Jersey, or such parts of them and the shoals adjacent thereto as may be required, and for the improvement of the harbor between the cities of Philadelphia, Pennsylvania, and Camden, New Jersey, five hundred thousand dollars: <i>Provided</i> , That no part of this sum shall be expended until the title to the lands forming said islands shall be acquired and vested in the United States without charge to the latter beyond three hundred thousand dollars of the sum herein appropriated.	Philadelphia.
Improving ice-harbor at Marcus Hook, Pennsylvania: Continuing improvement, fifteen thousand dollars.	Marcus Hook, Pa.
Improving Delaware Breakwater, Delaware: Continuing improvement, one hundred thousand dollars.	Delaware Breakwater.
Improving ice-harbor at New Castle, Delaware: Continuing improvement, seven thousand five hundred dollars.	New Castle, Del.
Improving harbor at Wilmington, Delaware: Continuing improvement, thirty thousand dollars.	Wilmington, Del.
Improving harbor at Baltimore, Maryland: Continuing improvement, and widening channel to six hundred feet, three hundred thousand dollars.	Baltimore, Md.
Improving harbor at Breton Bay, Maryland: Continuing improvement, three thousand dollars.	Breton Bay, Md.
Improving harbor at Cambridge, Maryland, five thousand dollars.	Cambridge, Md.
Improving harbor at Norfolk and its approaches, Virginia: Continuing improvement, fifty thousand dollars.	Norfolk, Va.
Improving approach to Norfolk Harbor, and the United States navy-yard at Norfolk, Virginia: Continuing improvement between Lambert's Point and Fort Norfolk, ten thousand dollars; and the balance of one hundred and nine thousand dollars of former appropriations made under this head and available July first, eighteen hundred and eighty-seven, is hereby authorized to be expended according to the modified plan of the engineer in charge.	
Improving harbor at Beaufort, North Carolina: Continuing improvement, thirty-five thousand dollars.	Beaufort, N. C.
Improving the inland water-way between Beaufort and New River, North Carolina: Continuing improvement, five thousand dollars.	Water-way, Beaufort and New River, N. C.
Improving the inland water-way between New Berne and Beaufort, North Carolina: Continuing improvement, fifteen thousand dollars.	New Berne and Beaufort.

Charleston, S. C.

Improving harbor at Charleston, including Sullivan's Island, South Carolina: Continuing improvements, three hundred and fifty thousand dollars, of which five thousand dollars may be expended on Mount Pleasant shore of inner harbor of Charleston, South Carolina.

Georgetown, S. C.

Improving harbor at Georgetown, South Carolina: Continuing improvement, seven thousand five hundred dollars.

Winyaw Bay, S. C.

Improving Winyaw Bay, South Carolina: Continuing improvement, one hundred thousand dollars. The Secretary of War is authorized and directed to appoint a board of three engineer officers of the United States Army, whose duty it shall be to examine the plan submitted by Captain William H. Bixby, United States Army Engineers, under date of January thirty-first, eighteen hundred and eighty-five, for the improvement of said bay. The said board shall report to the Secretary of War, who shall lay its report before Congress at its next session, with the views of himself and the Chief of Engineers of the United States Army thereon: *Provided*, That nothing herein contained shall be construed to prevent the expenditure of this appropriation.

Brunswick, Ga.

Improving harbor at Brunswick, Georgia: Continuing improvement, thirty-five thousand dollars.

Cumberland Sound, Ga. and Fla.

Improving Cumberland Sound, Georgia and Florida: Continuing improvement, one hundred and twelve thousand five hundred dollars.

Savannah, Ga.

Improving harbor at Savannah, Georgia: To complete existing project, one hundred and eighty thousand dollars.

San Augustine, Fla.

Improving harbor at San Augustine, Florida, thirty-five thousand dollars. The Secretary of War is authorized and directed to appoint a board of three engineer officers of the United States Army, whose duty it shall be to examine into the expediency of further improving the harbor of San Augustine, Florida, upon the plan submitted by Lieutenant William M. Black, United States Army Engineers, under date of December twelfth, eighteen hundred and eighty-seven. The said board shall report to the Secretary of War, who shall lay its report before Congress at its next session, with the views of himself and the Chief of Engineers of the United States Army thereon.

Apalachicola Bay, Fla.

Improving harbor at Apalachicola Bay, Florida: Continuing improvement, twenty thousand dollars.

Cedar Keys, Fla.

Improving harbor at Cedar Keys, Florida: Continuing improvement, seven thousand five hundred dollars.

Pensacola, Fla.

Improving harbor at Pensacola, Florida: Continuing improvement, thirty-five thousand dollars.

Tampa Bay, Fla.

Improving harbor at Tampa Bay, Florida, from outer bar to Mangrove or Bushy Point, twenty-five thousand dollars.

Key West, Fla.

Improving entrance to harbor at Key West, Florida, twenty-five thousand dollars. The Secretary of War is authorized and directed to appoint a board of three engineer officers of the United States Army, whose duty it shall be to examine into the expediency of further improving the entrance to the harbor at Key West, Florida, upon the plan submitted by Lieutenant William M. Black, United States Army Engineers, under date of May thirty-first, eighteen hundred and eighty-seven; 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.

Mobile, Ala.

Improving harbor at Mobile, Alabama: Continuing improvement, on enlarged project for securing a channel twenty-three feet deep and two hundred and eighty feet wide, two hundred and fifty thousand dollars.

Biloxi Bay, Miss.

Improving harbor at Biloxi Bay, Mississippi: Continuing improvement, eighteen thousand five hundred dollars.

Improving Aransas Pass and Bay up to Rockport and Corpus Christi, Texas: Continuing improvement, one hundred thousand dollars.	Aransas Pass, Tex.
Improving Brazos, Santiago Harbor, Texas: Continuing improvement, twenty-five thousand dollars.	Brazos Santiago, Tex.
Improvement of entrance to Galveston Harbor, Texas: Continuing improvement, five hundred thousand dollars.	Galveston, Tex.
Improving Sabine Pass, and Blue Buck Bar, Texas: Continuing improvement, two hundred and fifty thousand dollars.	Sabine Pass, Tex.
Improving ship-channel in Galveston Bay, Texas, from Morgan's Cut to Bolivar Channel: Continuing improvement, one hundred thousand dollars.	Galveston, Tex., ship-channel.
Improving harbor at Ashtabula, Ohio: Continuing improvement, twenty-five thousand dollars.	Ashtabula, Ohio.
Improving harbor at mouth of Black River, Ohio: Continuing improvement, ten thousand dollars.	Black River, Ohio.
Improving harbor at Cleveland, Ohio: Continuing improvement on the last plan projected, one hundred thousand dollars.	Cleveland, Ohio.
Improving harbor at Fairport, Ohio: Continuing improvement, ten thousand dollars; of which so much as may be necessary may be expended in deepening the river. That the owners of dock property abutting on Grand River, at the mouth thereof, shall have the right to load and unload coal, ore, and other freight over so much of the east Government pier as lies north of the present low-water mark, under such limitations as to time and use as shall be approved by the Secretary of War, on the payment of such compensation as the Secretary of War shall determine.	Fairport, Ohio. <i>Post</i> , p. 631.
Improving harbor at Huron, Ohio: Continuing improvement, six thousand dollars.	Huron, Ohio.
Improving harbor at Vermillion, Ohio: For preservation of piers, one thousand dollars.	Vermillion, Ohio.
For ice harbor at the mouth of Muskingum River, Ohio: To complete, sixty thousand dollars.	Muskingum River, Ohio.
Improving harbor at Port Clinton, Ohio: Continuing improvement, five thousand dollars.	Port Clinton, Ohio.
Improving harbor at Sandusky, Ohio: Continuing improvement by a straight channel from Sandusky City to the entrance of Sandusky Bay, pursuant to the last plan of the engineers, forty thousand dollars; of which five thousand dollars, or so much as may be necessary, may be used, in the discretion of the Secretary of War, in improving the old channel.	Sandusky, Ohio.
Improving harbor at Toledo, Ohio: Continuing improvement of the Maumee River, by a straight channel, pursuant to the last plan of the engineer in charge, one hundred and fifty thousand dollars.	Toledo, Ohio.
Improving harbor at Toledo, Ohio: For clearing the old channel, five thousand dollars.	
Improving outer harbor at Michigan City, Indiana: Continuing improvement, ninety thousand dollars.	Michigan City, Ind.
To complete inner harbor at Michigan City, five thousand dollars.	
Improving harbor at Calumet, Illinois: To complete improvement, twenty thousand four hundred dollars.	Calumet, Ill.
Improving harbor at Chicago, Illinois: Continuing improvement, two hundred thousand dollars.	Chicago, Ill.
Improving harbor at Waukegan, Illinois: Continuing improvement, twenty-five thousand dollars.	Waukegan, Ill.
Improving harbor at Charlevoix and entrance to Pine Lake, Michigan, twelve thousand five hundred dollars.	Charlevoix, Mich.
Improving harbor at Cheboygan, Michigan: Continuing improvement, fifteen thousand dollars.	Cheboygan, Mich.
Improving harbor at Frankfort, Michigan: Continuing improvement, eight thousand dollars.	Frankfort, Mich.

- Grand Haven, Mich. Improving harbor at Grand Haven, Michigan: Continuing improvement, twenty-five thousand dollars.
- Grand Marais, Mich. Improving harbor of refuge at Grand Marais, Michigan: Continuing improvement, fifty thousand dollars.
- Ludington, Mich. Improving harbor of refuge at Ludington, Michigan: Continuing improvement, sixty thousand dollars; and the Secretary of War is hereby authorized and directed to accept the deed tendered by the Pere Marquette Lumber Company, of Ludington, Michigan, of three and thirty-one hundredths acres of land.
- Manistee, Mich. Improving harbor at Manistee, Michigan: Continuing improvement, ten thousand dollars.
- Black Lake, Mich. Improving harbor at Black Lake, Michigan: Continuing improvement, five thousand dollars.
- Monroe, Mich. Improving harbor at Monroe, Michigan: For repairs and for dredging at mouth of river, five thousand dollars.
- Muskegon, Mich. Improving harbor at Muskegon, Michigan: Continuing improvement, forty-five thousand dollars.
- Ontonagon, Mich. Improving harbor at Ontonagon, Michigan: Continuing improvement, twelve thousand five hundred dollars.
- Pentwater, Mich. Improving harbor at Pentwater, Michigan: Continuing improvement, eight thousand dollars.
- Portage Lake, Mich. Improving harbor of refuge at Portage Lake, Michigan: Continuing improvement, ten thousand dollars.
- Sand Beach, Mich. Improving harbor of refuge at Sand Beach, Michigan: Continuing improvement, seventy thousand dollars.
- Saint Joseph, Mich. Improving harbor at Saint Joseph, Michigan: Continuing improvement, twelve thousand dollars; five thousand dollars to be used in improving the water channel leading up to Benton Harbor.
- Saugatuck, Mich. Improving harbor of Saugatuck, Michigan: To repair and maintain, five thousand dollars.
- South Haven, Mich. Improving harbor at South Haven, Michigan: Continuing improvement, ten thousand dollars; three thousand dollars of which shall be used in deepening the channel of Black River from the inner termini of the piers to the highway bridge.
- White River, Mich. Improving harbor at White River, Michigan: Continuing improvement, ten thousand dollars.
- Marquette, Mich.
Proviso. Improving harbor at Marquette, Michigan: Continuing improvement, twenty-five thousand dollars: *Provided*, That no part of this appropriation shall be expended until the question of harbor limits has been settled to the satisfaction of the Secretary of War.
- Thunder Bay, Mich. Improving harbor at Thunder Bay, Michigan: Continuing improvement, the balance available from former appropriations shall be expended in dredging the entrance channel from the bay into the river.
- Au Sable, Mich. Improving harbor at Au Sable, Michigan: Continuing improvement, the balance available from former appropriations shall be expended in dredging the mouth of Au Sable River.
- Ahnapee, Wis. Improving harbor at Ahnapee, Wisconsin: Continuing improvement, five thousand dollars; and so much of the act of August fifth, eighteen hundred and eighty-six, for the improvement of rivers and harbors as relates to the harbor of Ahnapee is hereby amended by striking out the words "but no part of said sum is to be expended until the wharfage over the Government pier at that port shall be made free."
- Vol. 24, p. 315.
- Green Bay, Wis. Improving harbor at Green Bay, Wisconsin: Continuing improvement, ten thousand dollars.
- Kenosha, Wis. Improving harbor at Kenosha, Wisconsin: Continuing improvement, seven thousand five hundred dollars.
- Kewaunee, Wis. Improving harbor at Kewaunee, Wisconsin: Continuing improvement, ten thousand dollars.
- Manitowoc, Wis. Improving harbor at Manitowoc, Wisconsin: Continuing improvement, eight thousand dollars.

Improving harbor at Menomonee, Wisconsin: For repairs and dredging, nine thousand dollars.	Menomonee, Wis.
Improving harbor of refuge at Milwaukee, Wisconsin: Continuing improvement on bay and harbor, seventy thousand dollars.	Milwaukee, Wis.
Improving harbor at Milwaukee, Wisconsin: Continuing improvement, ten thousand dollars.	
Improving harbor at Oconto, Wisconsin: Continuing improvement, twenty thousand dollars; eighteen thousand dollars of which appropriation shall not be available, until the city of Oconto has caused repairs to be made, to the satisfaction of the engineer in charge, to the old part of the pier built by private enterprise.	Oconto, Wis.
Improving harbor at Port Washington, Wisconsin: Continuing improvement, five thousand dollars.	Port Washington, Wis.
Improving harbor at Racine, Wisconsin: Continuing improvement, ten thousand dollars.	Racine, Wis.
Improving harbor at Superior Bay and Saint Louis Bay, Wisconsin: Continuing improvement, fifty thousand dollars.	Superior and Saint Louis Bays, Wis.
Improving harbor at Sheboygan, Wisconsin: Continuing improvement, fifteen thousand dollars.	Sheboygan, Wis.
Improving harbor at Ashland, Wisconsin: Continuing improvement on the enlarged project, sixty thousand dollars.	Ashland, Wis.
Improving harbor at Two Rivers, Wisconsin: Continuing improvement, two thousand five hundred dollars.	Two Rivers, Wis.
Improving harbor at Duluth, Minnesota: Continuing improvement, eighty thousand dollars; of which sum one-half shall be expended on the harbor basin and new channel east of Rice's Point, and in the preservation and maintenance of the canal and piers at the harbor entrance, and in the purchase of a steam launch; and the other half of said sum shall be expended on the channel west of Rice's Point, and from thence along the northern shore of Saint Louis Bay to Grassy Point; and the Government of the United States hereby accepts from the city of Duluth the grant and conveyance made by said city, by deed dated January ninth, eighteen hundred and eighty-eight, of the following described real estate, to wit: All the tract or parcel of land lying and being in the county of Saint Louis and State of Minnesota described as follows, to wit: Lots two hundred and forty-seven, two hundred and forty-eight, two hundred and forty-nine, two hundred and fifty, two hundred and fifty-one, two hundred and fifty-two, two hundred and fifty-three, two hundred and fifty-four, two hundred and fifty-five, two hundred and fifty-six, two hundred and fifty-seven, two hundred and fifty-eight, two hundred and fifty-nine, and two hundred and sixty Minnesota avenue, Upper Duluth, the same being the ground on which is located the canal entrance and piers to the harbor of Duluth.	Duluth, Minn. Acceptance of canal entrance and piers.
Improving harbor at Grand Marais, Minnesota: Continuing improvement, fifteen thousand dollars.	Grand Marais, Minn.
Improving harbor at Agate Bay, Minnesota: Continuing improvement, fifteen thousand dollars.	Agate Bay, Minn.
Improving harbor and bay at Humboldt, California: Continuing improvement, one hundred and twenty-five thousand dollars: <i>Provided</i> , 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 expense, 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.	Humboldt Bay, Cal. <i>Proviso.</i> Title.
Improving harbor at Oakland, California: Continuing improvement, three hundred and fifty thousand dollars; which sum, or any part thereof, may be used in the discretion of the Secretary of War, on the training walls and channel.	Oakland, Cal.
Improving harbor at Red Wood, California: To complete, seven thousand four hundred dollars.	Red Wood, Cal.

Wilmington, Cal.	Improving harbor at Wilmington, California: Continuing improvement, ninety thousand dollars.
San Diego, Cal.	Improving harbor at San Diego, California: For repairs, one thousand dollars.
San Luis Obispo, Cal.	Improving harbor at San Luis Obispo, California, by the construction of a breakwater on the reef to the plane of mean low water, according to the plan of W. H. Benyaurd, major of engineers, dated January twenty-eighth, eighteen hundred and eighty-seven, twenty-five thousand dollars.
Coos Bay, Oreg.	Improving entrance to harbor at Coos Bay, Oregon: Continuing improvement, fifty thousand dollars.
Yaquina Bay, Oreg.	Improving harbor at Yaquina Bay, Oregon: Continuing improvement, one hundred and fifty thousand dollars.
Tillamook Bay, Oreg.	Improving Tillamook Bay and Bar, Oregon, five thousand two hundred dollars.
Lubec Channel, Me.	Improving Lubec Channel, Maine: Continuing improvement, twenty thousand dollars.
Rivers: Penobscot River, Me.	Improving Penobscot River, Maine: Continuing improvement, fifty thousand dollars; twenty thousand dollars of which sum to be expended between Bangor and Crosby's Narrows, and thirty thousand dollars between Bucksport and Winterport, according to the last plan of the engineer in charge if approved by the Secretary of War.
Narragausus River, Me.	Improving Narragausus River, Maine: Continuing improvement, ten thousand dollars.
Saco River, Me.	Improving Saco River, Maine: Continuing improvement, ten thousand dollars.
Bagaduce River, Me.	Improving Bagaduce River, Maine, three thousand dollars.
Kennebec River, Me.	Improving Kennebec River, Maine, seventy-five thousand dollars.
Moose-a-Bec Bar, Me.	Improving Moose-a-Bec Bar, Maine: Continuing improvement, fifteen thousand dollars.
Cocheco River, N. H.	Improving Cocheco River, New Hampshire: To complete, nine thousand dollars.
Bellamy River, N. H.	Improving Bellamy River, New Hampshire, ten thousand dollars.
Otter Creek, Vt.	Improving Otter Creek, Vermont: Continuing improvement, two thousand five hundred dollars.
Ipswich River, Mass.	Improving Ipswich River, Massachusetts, two thousand five hundred dollars.
Powow River, Mass. <i>Proviso.</i> Draw-bridge.	Improving Powow River, Massachusetts, for dredging, three thousand dollars: <i>Provided</i> , That this sum shall not be expended until the towns of Amesbury and Salisbury, or either of them, shall have caused such a draw to be placed in the present bridge over said river, as may be approved by the Secretary of War.
Pawtucket River, R. I.	Improving Pawtucket River, Rhode Island: Continuing improvement, thirty-five thousand dollars.
Providence River, R. I.	Improving Providence River and Narragansett Bay, Rhode Island: Continuing improvement, forty thousand dollars. For removing Green Jacket Shoal, Providence River, Rhode Island: Continuing improvement, twenty-eight thousand dollars.
Pawcatuck River, R. I.	Improving Pawcatuck River, Rhode Island: Continuing improvement, ten thousand dollars.
Connecticut River, Conn.	Improving Connecticut River below Hartford, Connecticut: Continuing improvement, ten thousand dollars.
Housatonic River, Conn.	Improving Housatonic River, Connecticut, thirty-five thousand dollars; twenty-five thousand dollars of which may be expended in commencing the construction of a breakwater at the mouth of said river.
Thames River, Conn.	Improving Thames River, Connecticut: Continuing improvement, fifty thousand dollars, which may be expended at any point between Norwich and New London.
East Chester Creek, N. Y.	Improving East Chester Creek, New York: Continuing improvement, five thousand dollars.

Improving Hudson River, New York: Continuing improvement, seventy-five thousand dollars; of which ten thousand dollars may be used in dredging and otherwise deepening and improving the harbor at Peekskill. Hudson River, N. Y.

Improving Newtown Creek and Bay, New York: Continuing improvement, twenty-five thousand dollars, a portion of which may, in the discretion of the Secretary of War, be applied to the improvement of the west branch of Newtown Creek. Newtown Creek, N. Y.

Improving Ticonderoga River, New York: Continuing improvement, two thousand five hundred dollars. Ticonderoga River, N. Y.

Improving Harlem River, New York, seventy thousand dollars. Harlem River, N. Y.

Improving East River and Hell Gate, New York: Removing obstructions, two hundred and fifty thousand dollars. East River, N. Y.

Improving Narrows at Lake Champlain, New York, from Benson, Vermont, to canal locks at Whitehall, New York, fifteen thousand dollars. Narrows, Lake Champlain, N. Y.

Improving Grass River at Massena, New York: The Secretary of War is authorized and directed to expend the balance remaining on hand of the sum heretofore appropriated in dredging operations according to the original plan. Grass River, N. Y.

Improving Maurice River, New Jersey: Continuing improvement, ten thousand dollars. Maurice River, N. J.

Improving Passaic River, New Jersey: Continuing improvement, thirty-five thousand dollars; of which seven thousand five hundred dollars are to be used to complete improvement above Newark. Passaic River, N. J.

Improving Raritan River, New Jersey: Continuing improvement, fifty thousand dollars. Raritan River, N. J.

Improving Shrewsbury River, New Jersey: Continuing improvement, ten thousand dollars. Shrewsbury River, N. J.

Improving South River, New Jersey: Continuing improvement, five thousand dollars. South River, N. J.

Improving Allegheny River, Pennsylvania: Continuing improvement, twenty-five thousand dollars. Allegheny River, Pa.

Improving Schuylkill River, Pennsylvania: Continuing improvement, twenty-five thousand dollars. Schuylkill River, Pa.

Improving Delaware River, Pennsylvania and New Jersey: Continuing improvement from Trenton to its mouth, two hundred and fifty thousand dollars; of which ten thousand dollars is to be expended upon said river and its tidal tributaries between Cooper's Creek and Trenton. Delaware River, Pa. and N. J.

For continuation of construction of the dam at Herr's Island, in the Allegheny River, near Pittsburgh, Pennsylvania, thirty-five thousand dollars; and the Secretary of War is hereby authorized to purchase the lands required for said dam and its appurtenances, or, at his discretion, to cause suit to be instituted for the condemnation of such lands as may be necessary therefor; and said sum of thirty-five thousand dollars, or so much thereof as may be necessary, is hereby made available for paying for said lands, whether procured by purchase or by condemnation, as authorized by the act of the legislature of Pennsylvania approved May eighteenth, eighteen hundred and eighty-seven. Herr's Island Dam, Allegheny River, Pa.

Improving Saint Jones River, Delaware: Continuing improvement, fifteen thousand dollars. Saint Jones River, Del.

Improving Duck Creek, Delaware, by dredging, ten thousand dollars. Duck Creek, Del.

Improving Mispillion Creek, Delaware: To complete from Milford to its mouth, three thousand five hundred dollars. Mispillion Creek, Del.

Improving Broadkill River, Delaware: Continuing improvement, ten thousand dollars. Broadkill River, Del.

Improving Broad Creek, Delaware: Continuing improvement, five thousand dollars. Broad Creek, Del.

Choptank River, Md.	Improving Choptank River, Maryland: Continuing improvement, seven thousand five hundred dollars.
Corsica River, Md.	Improving Corsica River, Maryland: Continuing improvement, ten thousand dollars.
Susquehanna River, Md. and Pa.	Improving Susquehanna River, Maryland and Pennsylvania: Continuing improvement, ten thousand dollars, to be expended above the Philadelphia, Wilmington and Baltimore Railroad bridge.
Fairlee Creek, Md.	Improving Fairlee Creek or Inlet, Maryland, five thousand dollars.
Patuxent River, Md.	Improving Patuxent River, Maryland, five thousand dollars.
Potomac River, D.C.	Improving Potomac River at Washington: Continuing improvement, three hundred thousand dollars.
Appomattox River, Va.	Improving Appomattox River, Virginia: Continuing improvement, fifteen thousand dollars; and the Chief of Engineers is directed to cause to be examined and surveyed, and the cost estimated, for diverting the water of the river above the harbor at Petersburg to the old North Channel, and report upon the same.
Chickahominy River, Va.	Improving Chickahominy River, Virginia: Continuing improvement, two thousand five hundred dollars.
James River, Va.	Improving James River, Virginia: Continuing improvement below Richmond, two hundred and twenty-five thousand dollars.
Mattaponi River, Va.	Improving Mattaponi River, Virginia: Continuing improvement, three thousand dollars.
Potomac River, Mount Vernon, Va.	Improving channel at Mount Vernon: Continuing improvement, six thousand dollars.
Nomini Creek, Va.	Improving Nomini Creek, Virginia: Continuing improvement, five thousand dollars.
Pamunky River, Va.	Improving Pamunky River, Virginia: Continuing improvement, three thousand dollars.
Rappahannock River, Va.	Improving Rappahannock River, Virginia: Continuing improvement, fifteen thousand dollars; of which three thousand dollars may, in the discretion of the Secretary of War, be used in continuing the improvement of Urbana Creek, a tidal tributary thereof.
Staunton River, Va.	Improving Staunton River, Virginia: Continuing improvement, five thousand dollars.
York River, Va.	Improving York River, Virginia: Continuing improvement, thirty thousand dollars.
Water-way, Delaware and Chincoteague Bays.	Improving, by dredging and otherwise, the inland water-way, from Chincoteague Bay, Virginia, to Delaware Bay, at or near Lewes, Delaware, to be used from Chincoteague Bay to Indian River Bay: Continuing improvement, fifty thousand dollars, no part of which shall be expended until the right of way is secured free of cost to the United States.
Nansemond River, Va.	Improving Nansemond River, Virginia, including the mouths of Bennett and Chuckatuck Creeks, ten thousand dollars.
Big Sandy River, W. Va. and Ky.	Improving Big Sandy River, West Virginia and Kentucky: Continuing improvement, thirty-one thousand five hundred dollars.
Elk River, W. Va.	Improving Elk River, West Virginia: Continuing improvement, three thousand dollars.
Buckhannon River, W. Va.	Improving Buckhannon River, West Virginia: Continuing improvement, one thousand five hundred dollars.
Great Kanawha River, W. Va.	Improving Great Kanawha River, West Virginia: Continuing improvement, three hundred and fifty thousand dollars.
Guyandotte River, W. Va.	Improving Guyandotte River, West Virginia: Continuing improvement, two thousand dollars.
Little Kanawha River, W. Va. Tolls abolished.	Improving Little Kanawha River, West Virginia: Continuing improvement, twenty-five thousand dollars; 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.
Monongahela River, W. Va.	Improving Monongahela River, West Virginia: To complete dam

number eight, thirty-five thousand dollars; and for continuing improvements.

The Secretary of War be, and is hereby, authorized and directed to negotiate for and purchase, at a cost not to exceed one hundred and sixty-one thousand seven hundred and thirty-three dollars and thirteen cents, lock and dam number seven, otherwise known as "the Upper Lock and Dam," and its appurtenances, of the Monongahela Navigation Company, a corporation organized under the laws of Pennsylvania, which lock and dam number seven and its appurtenances constitute a part of the improvements in water communication in the Monongahela River, between Pittsburgh, in the State of Pennsylvania, and a point at or near Morgantown, in the State of West Virginia. And the sum of one hundred and sixty-one thousand seven hundred and thirty-three dollars and thirteen cents, or so much thereof as may be necessary, is hereby appropriated, out of any moneys in the Treasury not otherwise appropriated, for consummating said purchase, the same to be paid on the warrant of the Secretary of War, upon full and absolute conveyance to the United States of the said lock and dam number seven, and its appurtenances, of the said Monongahela Navigation Company.

Purchase of lock and dam from Monongahela Navigation Company.

In the event of the inability of the Secretary of War to make voluntary purchase of said lock and dam number seven and its appurtenances for said sum of one hundred and sixty-one thousand seven hundred and thirty-three dollars and thirteen cents, or a less sum, then the Secretary of War is hereby authorized and directed to institute and carry to completion proceedings for the condemnation of said lock and dam number seven and its appurtenances, said condemnation proceedings to be as prescribed and regulated by the provisions of the general railroad law of Pennsylvania, approved February nineteenth, eighteen hundred and forty-nine, and its supplements, except that the United States shall not be required to give any bond, and except that jurisdiction of said proceedings is hereby given to the circuit court of the United States for the western district of Pennsylvania, with right of appeal by either party to the Supreme Court of the United States: *Provided*, That in estimating the sum to be paid by the United States, the franchise of said corporation to collect tolls shall not be considered or estimated; and the sum of five thousand dollars, or so much thereof as may be necessary, is hereby appropriated, out of any moneys in the Treasury not otherwise appropriated, to pay the necessary costs of said condemnation proceedings; and upon final judgment being entered therein the Secretary of War is hereby authorized and directed to draw his warrant on the Treasury for the amount of said judgment and costs, and said amount for the payment thereof is hereby appropriated out of any moneys in the Treasury not otherwise appropriated. And when said lock and dam number seven and its appurtenances shall have been acquired by the United States, whether by purchase or condemnation, the Secretary of War shall take charge thereof, and the same shall thereafter be subject to the provisions of section four of an act entitled "An act making appropriations for the construction, repair, and preservation for certain public work on rivers and harbors, and for other purposes," approved July fifth, eighteen hundred and eighty-four.

Condemnation proceedings.

Proviso.
Estimating value.

Operating expenses.

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The Secretary of War is authorized and directed to appoint a board of three engineer officers of the United States Army, whose duty it shall be to thoroughly examine the Ohio river below Pittsburgh, as to the practicability of the improvement of the navigation of said river by means of movable dams; and said board shall report on or before the first Monday of December next, as to the feasibility and advisability of such project of improvement, the number of dams required, their location, with the cost of the same together with the cost of

Ohio River.
Board to report on movable dams.

maintaining them after the completion of the project. The Secretary of War shall transmit said report to Congress at its next session, together with the views of himself and the Chief of Engineers of the United States Army thereon.

Expenses.	The sum of ten thousand dollars, or so much thereof as may be necessary, is hereby appropriated out of any money in the Treasury not otherwise appropriated to pay the expenses of said board and survey.
Gauley River, W. Va.	Improving Gauley River, West Virginia: For cleaning out channel, three thousand dollars.
New River, W. Va.	Improving New River, West Virginia: Continuing improvement from mouth of Wilson Creek to mouth of Greenbrier River, balance now available from former appropriations for improving New River, Virginia, is hereby directed to be spent in improving said river between Ivanhoe Furnace in Wythe County and mouth of Wilson Creek.
Cape Fear River, N. C.	Improving Cape Fear River, North Carolina, above Wilmington: Continuing improvement, twelve thousand dollars. To complete the improvement of Cape Fear River below Wilmington, North Carolina, two hundred and forty-five thousand dollars.
Contentnea Creek, N. C.	Improving Contentnea Creek, North Carolina: Continuing improvement, five thousand dollars.
Currituck Sound, etc., N. C.	Improving Currituck Sound, Coanok Bay, and North River Bar, North Carolina, seven thousand five hundred dollars.
Neuse River, N. C.	Improving Neuse River, North Carolina: Continuing improvement, fifteen thousand dollars.
New River, N. C.	Improving New River, North Carolina: Continuing improvement, three thousand dollars.
Pamlico and Tar Rivers, N. C.	Improving Pamlico and Tar Rivers from the mouths to the Falls at Rocky Mount, North Carolina: Continuing improvement, ten thousand dollars.
Trent River, N. C.	Improving Trent River, North Carolina: Continuing improvement, five thousand dollars.
Lumber River, N. C.	Improving Lumber River, North Carolina, five thousand dollars.
Roanoke River, N. C.	Improving Roanoke River, North Carolina, from its mouth to Clarksville, Virginia, forty thousand dollars.
Yadkin River, N. C.	Improving Yadkin River, North Carolina, ten thousand dollars.
Edisto River, S. C.	Improving Edisto River, South Carolina: Continuing improvement, five thousand dollars.
Great Pee Dee River, S. C.	Improving Great Pee Dee River, South Carolina: Continuing improvement, twenty thousand dollars.
Salkehatchee River, S. C.	Improving Salkehatchee River, South Carolina: Continuing improvement, three thousand dollars.
Santee River, S. C.	Improving Santee River, South Carolina: Continuing improvement, twenty-four thousand dollars.
Waccamaw River, N. C. and S. C.	Improving Waccamaw River, North and South Carolina, to Waccamaw Lake, North Carolina: Continuing improvement, fifteen thousand dollars.
Wappoo Cut, S. C.	Improving Wappoo Cut, South Carolina: Continuing improvement, five thousand dollars.
Wateree River, S. C. <i>Proviso.</i> Draw-bridges.	Improving Wateree River, South Carolina: Continuing improvement, twelve thousand dollars: <i>Provided</i> , That no part of said appropriation shall be expended until the Wilmington, Columbia and Augusta Railroad Company, and the Camden branch of the South Carolina Railroad Company, shall have built suitable draw-spans in their bridges over said river, to be approved by the Secretary of War.
Congaree River, S. C. <i>Proviso.</i> Draw-bridge.	Improving Congaree River, South Carolina: Continuing improvement, seven thousand five hundred dollars: <i>Provided</i> , That no part of said appropriation shall be expended until the South Carolina Railroad Company shall have built a suitable draw-span in its bridge over said river, to be approved by the Secretary of War.

Improving Mingo Creek or river, South Carolina, five thousand dollars.	Mingo Creek, S. C.
Improving Clark Creek or River, South Carolina, two thousand five hundred dollars.	Clark Creek, S. C.
Improving Little Pee Dee River, South Carolina, five thousand dollars.	Little Pee Dee River, S. C.
Improving Altamaha River, Georgia: Continuing improvement, ten thousand dollars.	Altamaha River, Ga.
Improving Chattahoochee River, Georgia: Continuing improvement, twenty thousand dollars.	Chattahoochee River, Ga.
Improving Coosa River, Georgia and Alabama: Continuing improvement, sixty thousand dollars.	Coosa River, Ga. and Ala.
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 below Albany.	Flint River, Ga.
Improving Ocmulgee River, Georgia: Continuing improvement, fifteen thousand dollars.	Ocmulgee River, Ga.
Improving Oconee River, Georgia: Continuing improvement, twelve thousand five hundred dollars; a portion of which may be expended on said river between Skull Shoals and the Georgia railroad bridge.	Oconee River, Ga.
Improving the Savannah River, Georgia, between the cities of Augusta and Savannah, completing the present project and commencing the extended project contained in the report of Engineer for year ending June thirtieth, eighteen hundred and eighty-seven, twenty-one thousand dollars.	Savannah River, Ga.
Improving Jekyl Creek, Georgia, five thousand dollars.	Jekyl Creek, Ga.
Romerly Marsh, Georgia: To pay for completing the existing project four thousand six hundred and thirty-three dollars and seventy-seven cents.	Romerly Marsh, Ga.
Improving Apalachicola River, Florida: To maintain, two thousand dollars.	Apalachicola River, Fla.
Improving Caloosahatchie River, Florida: To complete improvement of upper river, ten thousand dollars.	Caloosahatchie River, Fla.
Improving Choctawhatchie River, Florida and Alabama: Continuing improvement, ten thousand dollars.	Choctawhatchie River, Fla. and Ala.
Improving Escambia and Conecuh Rivers, Florida and Alabama: Continuing improvement, ten thousand dollars.	Escambia and Conecuh Rivers, Fla. and Ala.
Improving La Grange Bayou, Florida: To complete, three thousand dollars, including Holmes River to the town of Vernon.	La Grange Bayou, Fla.
Improving Manatee River, Florida: Continuing improvement, five thousand dollars.	Manatee River, Fla.
Improving Saint John's River, Florida, from Jacksonville to the ocean including the channel over the bar at the mouth, one hundred and seventy-five thousand dollars.	Saint John's River, Fla.
Improving Suwanee River, Florida: Continuing improvement, fifteen thousand dollars; of which ten thousand dollars is to be expended in the purchase or construction of a suitable steam snag-boat with dredging and pile-driving machinery to be used on the rivers of the west coast of Florida.	Suwanee River, Fla.
Improving Volusia Bar, Florida: To maintain, five hundred dollars.	Volusia Bar, Fla.
Improving Withlacoochee River, Florida: Continuing improvement, five thousand dollars.	Withlacoochee River, Fla.
Improving Alabama River, Alabama: Continuing improvement, twenty thousand dollars.	Alabama River, Ala.
Improving Black Warrior River, Alabama, from Tuscaloosa to Daniel's Creek: Continuing improvement, one hundred thousand dollars.	Black Warrior River, Ala.
Improving Tallapoosa River, Alabama: Continuing improvement, seven thousand five hundred dollars.	Tallapoosa River, Ala.

Warrior River, Ala.	Improving Warrior River, below Tuscaloosa, Alabama: Continuing improvement, eighteen thousand dollars.
Tombigbee River, Ala.	Improving Tombigbee River, Alabama, from Walker's Bridge to Fulton, four thousand dollars.
	Improving Tombigbee River, Alabama, from Fulton to Vienna: Continuing improvement, six thousand five hundred dollars.
	Improving Tombigbee River, Alabama, below Vienna: To complete improvement, six thousand dollars.
Big Sunflower River, Miss.	Improving Big Sunflower River, Mississippi: Continuing improvement, five thousand dollars; of which two thousand dollars to be expended between Woodburn and Lehrton.
Noxubee River, Miss.	Improving Noxubee River, Mississippi: Continuing improvement, five thousand dollars.
Pascagoula River, Miss.	Improving Pascagoula River, Mississippi: Continuing improvement, twenty-seven thousand dollars, including bar at the mouth and from there to the mills at Moss Point.
Pearl River, Miss.	Improving Pearl River, Mississippi, between Edinburgh and Carthage: Continuing improvement, five thousand dollars.
	Improving Pearl River, Mississippi, between Carthage and Jackson: Continuing improvement, two thousand five hundred dollars.
	Improving Pearl River, Mississippi, below Jackson, fifteen thousand dollars; of which five thousand shall be used for dredging at the mouth.
Steele's Bayou, Miss.	Improving Steele's Bayou, Mississippi, including Washington Bayou: Continuing improvement, two thousand five hundred dollars.
Tallahatchie River, Miss.	Improving Tallahatchie River, Mississippi: Continuing improvement, five thousand dollars.
Tchula Lake, Miss.	Improving Tchula Lake, Mississippi: Continuing improvement, three thousand dollars.
Yazoo River, Miss.	Improving Yazoo River, Mississippi: Continuing improvement, thirty-two thousand dollars; of which ten thousand shall be used in repairing snag-boat Meigs, and eight thousand for constructing a pumping dredge-boat.
Amite River, La.	Improving Amite River, Louisiana: Continuing improvement, five thousand dollars; of which two thousand five hundred may be used in improving Bayou Manchae.
Boeuf River, La.	Improving Boeuf River, Louisiana: Continuing improvement and closure of outlets, six thousand dollars.
Bayou Bartholomew, La. and Ark.	Improving Bayou Bartholomew, Louisiana and Arkansas: Continuing improvement, five thousand dollars.
Bayou Courtableau, La.	Improving Bayou Courtableau, Louisiana: Continuing improvement, five thousand dollars.
Bayou D'Arbonne, La.	Improving Bayou D'Arbonne, Louisiana: Continuing improvement, two thousand dollars.
Bayou Terre Bonne, La.	Improving Bayou Terre Bonne, Louisiana: To complete, three thousand dollars.
Red River, La.	Improving Red River, Louisiana: For completion of survey from Fulton, Arkansas, to the Atchafalaya River, thirty-five thousand dollars.
Tensas River and Bayou Macon, La.	Improving Tensas River and Bayou Macon, Louisiana: Continuing improvement, five thousand dollars.
Red River, La. and Ark.	Improving Red River, Louisiana and Arkansas: Continuing improvement from Fulton, Arkansas, to Atchafalaya River, including completing the work at Alexandria, sixty-five thousand dollars; of which five thousand dollars, or so much thereof as may be necessary, to be used upon Cypress Bayou and the lakes between Shreveport, Louisiana, and Jefferson, Texas; and five thousand dollars or so much thereof as may be necessary, upon Bayou Dorcheat.
Ouachita and Black Rivers, Ark. and La.	Improving Ouachita and Black River, Arkansas and Louisiana: Continuing improvement, twenty thousand dollars; of which four thousand five hundred dollars is authorized to be expended for the construction or purchase of a crane-boat with steam power.

- Improving Tickfaw River and its navigable tributaries, Louisiana: Continuing improvement, one thousand dollars. Tickfaw River, La.
- Improving Little River, Louisiana, two thousand five hundred dollars. Little River, La.
- Improving Bayous Rondeway and Vidal, Louisiana, by removing obstructions, one thousand dollars. Bayous Rondeway and Vidal, La.
- Improving Calcasieu River and Passes, Louisiana: Continuing improvement at the entrance to said river and pass, ten thousand dollars. Calcasieu River, La.
- Improving Bayou Plaquemine, Louisiana: For securing a navigable channel sixty feet wide and six feet in depth, from deep water up to the Plaquemine Dike, and for securing the mouth of the bayou from further caving, one hundred thousand dollars, pursuant to plan recommended by the engineers. Bayou Plaquemine, La.
- Improving Bayou Lafourche, Louisiana, pursuant to the project of Lieutenant O. T. Crosby, Corps of Engineers, dated June eleventh, eighteen hundred and eighty-six, fifty thousand dollars, including immediate dredging to secure low water navigation. Bayou Lafourche, La.
- Improving Buffalo Bayou, Texas: Continuing improvement, twenty-five thousand dollars. Buffalo Bayou, Tex.
- Improving Trinity River, Texas: Continuing improvement, twelve thousand five hundred dollars. Trinity River, Tex.
- Improving Arkansas River, Arkansas: Continuing improvement, one hundred and fifty thousand dollars: *Provided*, That nothing herein contained shall authorize the Secretary of War to enter upon the project of improvement of said river as set forth in the report of the Board of Engineers on improvement of the Arkansas River from Wichita, Kansas, to its mouth, dated New York City, March sixteenth, eighteen hundred and eighty-eight, and contained in House Executive Document Number Two hundred and thirty-four, first session, Fiftieth Congress: *Provided*, That the Secretary of War shall expend the appropriation under this head with reference to the final improvement of this river as contemplated in the report of the Chief of Engineers for the year ending July first, eighteen hundred and eighty-five, and as authorized in the act for the improvement of rivers and harbors approved August fifth, eighteen hundred and eighty-six, and in House Executive Document number ninety, Forty-ninth Congress, first session; said methods to be applied, as the Secretary of War may direct, at such points between Wichita, Kansas, and the navigable mouth of the Arkansas River, at its junction with the Mississippi River, as he may deem for the best interest of commerce. And all moneys now to the credit of different sections of the Arkansas River, other than appropriations for the operating of snag boats, shall be available for use under this head; and in future the engineer in charge of this work and the Secretary of War shall make report upon the progress and needs of this work under this head, instead of reporting upon disconnected projects, as heretofore. Nothing herein contained shall be understood to prevent the Secretary of War from applying any part or all of the funds previously appropriated for use at Fort Smith, Dardanelle, in Pine Bluff Reach, or from expending not exceeding four thousand dollars to remove the bar in front of Van Buren, or from allotting not exceeding eight thousand dollars as a contingent fund for the expenditure in Pine Bluff Reach. Scope of improvement. Vol. 24, p. 323.
- Improving Saint Francis River, Arkansas: Continuing improvement, four thousand dollars. Saint Francis River, Ark.
- Improving Arkansas River, Arkansas: For removing obstructions, twenty-five thousand dollars, of which ten thousand dollars is authorized to be used in constructing a new hull for the snag boat Wichita, including capstans and the transfer of the upper works, and three hundred and seventy-five dollars in completing survey and maps. Arkansas River, Ark. Removing obstructions. Reports.

Red River, Ark.	Improving Red River, Arkansas: To complete improvement above Fulton, three thousand dollars.
Black River, Ark. and Mo.	Improving Black River, Arkansas and Missouri: Continuing improvements, five thousand dollars.
Little Red River, Ark.	Improving Little Red River, Arkansas: Continuing improvement, five thousand four hundred dollars; a portion of which is authorized to be expended in the purchase or construction of a dredge-boat suitable for the work of the river.
Petit Jean River, Ark.	Improving Petit Jean River, Arkansas: Continuing improvement, below the iron bridge at the Rocky Crossing, two thousand five hundred dollars.
White River, Ark.	Improving White River, Arkansas: Continuing improvement, twenty-five thousand dollars.
Ouachita River, Ark.	Improving Ouachita River, Arkansas, above Camden: To complete, nine thousand dollars.
Cache River, Ark.	Improving Cache River, Arkansas, seven thousand dollars; three thousand dollars of which shall be expended for the building and equipping of a small hand-propelled snag-boat, and four thousand dollars for running expenses of the same, in accordance with the recommendation of the engineer in charge.
Big Hatchee River, Tenn.	Improving Big Hatchee River, Tennessee: Continuing improvement, five thousand dollars.
Caney Fork River, Tenn.	Improving Caney Fork River, Tennessee: Continuing improvement, two thousand five hundred dollars.
Clinch River, Tenn.	Improving Clinch River, Tennessee: Continuing improvement, five thousand dollars.
Cumberland River, Tenn. and Ky.	Improving Cumberland River, Tennessee and Kentucky: Continuing improvement above Nashville, two hundred thousand dollars; with a view to secure a uniform depth in the channel of four feet, commencing with a lock at or near the lower island at Nashville.
French Broad River, Tenn.	Improving French Broad River, Tennessee: Continuing improvement, ten thousand dollars.
Hiawassee River, Tenn.	Improving Hiawassee River, Tennessee: Continuing improvement, one thousand dollars.
Forked Deer River, Tenn.	Improving Forked Deer River, Tennessee: Continuing improvement, four thousand five hundred dollars for the North Fork, below Dyersburgh; two thousand five hundred for South Fork; and two thousand five hundred for main river below.
Tennessee River, Tenn.	Improving Tennessee River, above Chattanooga, Tennessee: Continuing improvement, fifteen thousand dollars. Improving Tennessee River, below Chattanooga, Tennessee: Continuing improvement, two hundred and fifty thousand dollars; of which as much as may be necessary is authorized to be expended in acquiring by purchase or condemnation the land needed for the sites of the permanent buildings necessary in the management of the canals at the improved shoals.
Kentucky River, Ky.	Improving Kentucky River, Kentucky: Continuing improvement, one hundred and eighty thousand dollars.
Licking River, Ky.	Improving Licking River, Kentucky, from Farmer's to West Liberty, three thousand dollars.
Tradewater River, Ky.	Improving Tradewater River, Kentucky: To complete improvement, six thousand dollars.
Green and Barren River improvements. <i>Proviso.</i> <i>Title.</i>	For the purchase of the improvements known as the Green and Barren River improvements, one hundred and thirty-five thousand dollars: <i>Provided</i> , That no part of said sum shall be expended until a full and absolute conveyance of said improvements, together with rights of way, easements, piers, docks, and appurtenances of every nature belonging to or connected with said improvements, by the owner or owners thereof, and the Attorney-General of the United

States shall have certified to the Secretary of War that the title is perfect.

Improving the Ohio River: Continuing improvement, three hundred and eighty thousand dollars; of which sum, twenty-five thousand dollars, or so much thereof as may be necessary, shall be expended in removing the rock obstruction at the mouth of Licking River, twenty thousand dollars, or so much thereof as may be necessary, shall be expended for the construction of a drift-gap at Davis Island Dam, with the necessary bear-trap gates and masonry walls, and seven thousand five hundred dollars in constructing an ice pier pursuant to the present or prospective plan of the Chief of Engineers, at or near Portsmouth, Ohio: *Provided*, That the Secretary of War is hereby authorized and directed to obtain, if he can do so without cost to the United States, a perpetual lease or conveyance of the riparian rights of the property owners at said locality, in the event said ice-pier shall be located where there is no landing place: *And provided further*, That at said locality, if it be an improved landing, he 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; and two thousand five hundred dollars of said Ohio River appropriation may be used for improving the channel in the mouth of the Big Hocking River below the first dam therein; and twenty thousand dollars of said Ohio River appropriation may be used for harbor improvement at Madison, Indiana, according to the plans heretofore submitted by Lieutenant Colonel Merrill, Corps of Engineers; also out of said Ohio River appropriation the sum of fifteen thousand dollars may be expended in completing the construction of the embankment on the south side of the Great Miami River near its junction with the Ohio, 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 now obstructing navigation may be arrested; also out of said Ohio River appropriation the sum of fifteen thousand dollars may be expended in the construction, or aiding in the construction, of such an embankment at Shawneetown, Illinois, as will confine the waters of the river in great floods to the general course of its channel, and protect the harbor; and thirty thousand dollars of said sum of three hundred and eighty thousand dollars may be expended in protecting the harbor at Cairo, Illinois, in the discretion of the Secretary of War, if in the opinion of the Secretary of War the interests of commerce require it.

Improving the falls of the Ohio River: Continuing improvement, according to the last plan of the engineer in charge, one hundred and fifty thousand dollars; of which sum twenty-five thousand shall be used in enlarging the canal basin near the locks at Louisville, Kentucky, as recommended in the Engineer's Report of eighteen hundred and eighty-five, page one thousand eight hundred and four.

Improving Indiana Chute Fall, Ohio River: Continuing improvement, fifteen thousand dollars.

Improving Muskingum River, Ohio: For the construction of a lock at Taylorsville and the reconstruction of the lock at Zanesville, pursuant to the report of the engineers, one hundred and two thousand dollars; and the Secretary of War is hereby authorized and empowered to grant leases or licenses for the use of the water powers on the Muskingum River at such rate and on such conditions and for such periods of time as may seem to him just, equitable, and expedient: *Provided*, That the leases or licenses shall be limited to the use of the surplus water not required for navigation. And he is also empowered to grant leases or licenses for the occupation of such lands belonging to the United States on said Muskingum River as may be required for mill-sites or for other purposes not inconsistent

Ohio River.
Distribution.

Provisos.

Ice-piers.

Falls of the Ohio.

Indiana Chute Fall.

Muskingum River,
Ohio.

Proviso.
Water-power rights.

	with the requirements of navigation; and all moneys received under such leases or licenses shall be turned into the Treasury of the United States, and the itemized statement thereof shall accompany the annual report of the Chief of Engineers.
Vested rights.	But nothing in this act shall be construed to affect any vested right, if such there be, of any lessee of water power on said river.
Detroit River, Mich.	Improving Detroit River, Michigan: To complete, one hundred and thirty thousand and five hundred dollars.
Hay Lake Channel, Mich. Proviso.	Improving Hay Lake Channel, Michigan: Continuing improvement, five hundred thousand dollars: <i>Provided</i> , That any portion, or all of this sum may, in the discretion of the Secretary of War, be used in the work at the falls of the Saint Mary's River, in addition to the specific appropriation herein made for the latter.
Saginaw River, Mich.	Improving Saginaw River, Michigan: Continuing improvement, sixty-five thousand dollars, of which twenty-five thousand dollars are to be used above Bay City, and fifteen thousand dollars in improving the west channel along West Bay City.
Saint Clair Flats Canal.	Improving Saint Clair Flats Ship Canal, Michigan: Continuing improvement, seventy-five thousand dollars; all or any portion of which may, in the discretion of the engineer, be expended in dredging Grosse Pointe Channel.
Saint Mary's River, Mich.	Improving Saint Mary's River, at the Falls, Michigan: Continuing improvement on new lock, dam, and approaches, one million dollars.
Clinton River, Mich.	Improving Clinton River, Michigan: Continuing improvement, ten thousand dollars; and the Secretary of War be, and is hereby, authorized to accept for the United States a conveyance of the parcel of land known as "Shoemaker's Bend," as per warranty deed from city of Mount Clements to United States, under date of December twenty-ninth, eighteen hundred and eighty-seven, amounting to six and three-quarter acres, for the purpose of straightening the channel of Clinton River.
Saint Joseph River, Mich.	Improving Saint Joseph River, Michigan, from its mouth to Berrien Springs, two thousand five hundred dollars.
Black River, Mich.	Improving mouth of Black River, Michigan, ten thousand dollars.
Rouge River, Mich.	Improving Rouge River, Michigan, at its junction with Detroit River, and up the river as far as the bridge of Saint Louis and Wabash Railroad, ten thousand dollars.
Chippewa River, Wis.	Improving Chippewa River, including Yellow Banks, in said river, Wisconsin: Continuing improvement, ten thousand dollars.
Fox River, Wis.	Improving Fox River, Wisconsin, below Montello, except as hereinafter provided: Continuing improvement, one hundred thousand dollars; of this sum five thousand dollars, or so much thereof as may be necessary, shall be used for deepening the south outlet of Lake Winnebago, at Neenah, Wisconsin, so as to make navigation practicable during low water season; six thousand dollars, or so much thereof as may be necessary, shall be expended in constructing a levee at Portage, Wisconsin, to prevent the overflow of the Wisconsin River into the Upper Fox River.
Levee at Portage, Wis. Vol. 24, p. 335.	The sum of six thousand dollars, appropriated by the river and harbor act of August fifth, eighteen hundred and eighty-six, for a levee at Portage, Wisconsin, shall be available for that purpose; the sum of ten thousand dollars, appropriated by the river and harbor act of July fifth, eighteen hundred and eighty-four, "to be used in maintaining a channel between DePere and Green Bay, Wisconsin," shall be used, as soon as practicable, on the Lower Fox River, in buoing, straightening, and further deepening the channel of said river, between said cities.
Channel between DePere and Green Bay. Vol. 23, p. 143.	
Saint Croix River, Wis. and Minn.	Improving Saint Croix River, Wisconsin and Minnesota: Continuing improvement, ten thousand dollars.
Red River of the North, Minn.	Improving Red River of the North, Minnesota: Continuing improvement, twenty thousand dollars.

Improving Minnesota River, Minnesota, including protecting and holding the banks opposite the borough of Belle Plaine, so as to prevent the river from cutting through the narrow neck of land at that point and thereby changing its channel and course, ten thousand dollars.

Minnesota River
Minn.

Improving Wabash River, Indiana and Illinois, above Vincennes: Continuing improvement, five thousand dollars.

Wabash River, Ind.
and Ill.

Improving Wabash River, Indiana and Illinois, below Vincennes: Continuing the work on lock and dam at Grand Rapids, near Mount Carmel, Illinois, fifty thousand dollars, and for continuing improvements, including the work at or near Grayville, ten thousand dollars.

Improving White River, Indiana: Continuing improvement, five thousand dollars; no part of which is to be expended until the bridges are so changed as not to obstruct navigation.

White River, Ind.

Improving Calumet River, Illinois and Indiana: Continuing improvement, fifty thousand dollars; of which fifteen thousand is to be used in improving the river above the Forks to one-half mile east of Hammond, and thirty-five thousand for the improvement of the river between its mouth and One hundred and eighth street.

Calumet River, Ill.
and Ind.

The amount heretofore appropriated for the improvement of said Calumet River from its mouth to its Forks, or so much thereof as may be necessary, shall be immediately available for the improvement between its mouth and One hundred and eighth street, anything in the act of July fifth, eighteen hundred and eighty-four and August fifth, eighteen hundred and eighty-six to the contrary notwithstanding.

Vol. 23, p. 143.
Vol. 24, p. 325.

Improving Illinois River, Illinois: Continuing improvement, two hundred thousand dollars. And for the purpose of securing a continuous navigable water-way between Lake Michigan and the Mississippi River, having capacity and facilities adequate for the passage of the largest Mississippi River steam-boats, and of naval vessels suitable for defense in time of war, the Secretary of War is authorized and directed to cause to be made the proper surveys, plans, and estimates for a channel improvement and locks and dams in the beds of the Illinois and Desplaines Rivers from La Salle to Lockport, so as to provide a navigable water-way, not less than one hundred and sixty feet wide, and not less than fourteen feet deep, and to have surveyed and located a channel from Lockport to Lake Michigan, at or near the city of Chicago, such channel to be suitable for the purposes aforesaid; the necessary expenses of such surveys, estimates, plans, and location to be paid out of the sum herein appropriated for the improvement of the Illinois River.

Illinois River, Ill.

Survey for water-
way from Lake Michi-
gan to Mississippi
River.

The Secretary of War is further authorized and directed to cause to be located, on such line as he may approve, a canal from the Illinois River at or near the town of Hennepin to the Mississippi River at or above the mouth of Rock River, together with a necessary feeder for the same, said canal to be known as the Illinois and Mississippi Canal, and to be eighty feet wide at the water line, and to have a depth of not less than seven feet of water, with locks one hundred and seventy feet long and thirty feet wide. The Secretary of War shall cause to be made and submitted to Congress detailed plans and estimates for the construction of said canal and feeder; the necessary expense of making such location, plans, and estimates shall be paid out of the unexpended balance on hand heretofore appropriated for the survey of said canal by the River and Harbor act approved August fifth, eighteen hundred and eighty-six, for the examination of said canal, and of the Illinois and Michigan canal by a board of Engineers.

Location and plans
for Hennepin Canal to
be made.

Vol. 24, p. 326.

For continuing operations upon the reservoirs at the headwaters of the Mississippi River, twelve thousand dollars, to be expended in accordance with the recommendation of the Board of Engineers in their report to the Chief of Engineers, dated May twenty-fourth, eighteen hundred and eighty-seven. And it shall be the duty of the

Mississippi River.
Storage reservoirs.

Regulations.

Secretary of War to prescribe such rules and regulations in respect to the use and administration of said reservoirs as in his judgment the public interest and necessity may require; which rules and regulations shall be posted in some conspicuous place or places for the information of the public. And any person knowingly and willfully violating such rules and regulations shall be liable to a fine not exceeding five hundred dollars, or imprisonment, not exceeding six months, the same to be enforced by prosecution in any district court of the United States within whose territorial jurisdiction such offense may have been committed. And the Secretary of War shall cause such gaugings to be made at or near Saint Paul during the annual operation of said reservoirs as shall determine accurately the discharge at that point, the cost of same to be paid out of the annual appropriation for gauging the waters of the Mississippi River and its tributaries.

Upper Mississippi
River.
Snag, etc., boats.
Mississippi River,
Above St. Anthony's
Falls.
Minneapolis to Des
Moines Rapids.

For operating snag-boats and dredge-boats on Upper Mississippi River, twenty-five thousand dollars.

Improving the Mississippi River above Saint Anthony's Falls, ten thousand dollars.

Improving the Mississippi River from the landing on the west bank below the Washington avenue bridge, Minneapolis, to the Des Moines Rapids, including work for the protection of the bank of the Mississippi River at Winona, Minnesota, on account of the erosion caused by dams erected above the city to improve the navigation of the river, and the examination and survey at the Rock Island Rapids in said river hereinafter mentioned: Continuing improvement, six hundred thousand dollars.

Rock Island Rapids.
Examination.

And inasmuch as the present channel of the Mississippi River at the Rock Island Rapids is said to be of insufficient width and depth, and dangerous to the navigation of said river, the Secretary of War is hereby authorized and directed to cause an examination and survey to be made at said rapids, with the view of determining the best and most economical mode of securing a safer channel of greater width and depth, sufficient to meet the necessities of the commerce and navigation of the river, either by the construction of a canal around said rapids on the Illinois side of said river, from the head of the rapids near Rapids City, Illinois, on the most direct and feasible route to the main river, at the foot of said rapids, or by widening and deepening the present channel of the river at said rapids. And the Secretary of War shall cause a report of said examination and survey to be made to Congress at its next session, together with plans and estimates of the probable cost for the construction of such canal, or for the widening and deepening of the present navigable channel of the river, and with such plans and estimates, shall submit his opinion as to the best and most economical plan of improving the river at said rapids in the interest of the commerce and navigation of the river, and for the purpose of such examination and survey, so much of the above appropriation of six hundred thousand dollars as may be necessary is hereby authorized to be expended, not to exceed fifteen thousand dollars.

Report.

Des Moines Rapids
Canal.

Improving the Mississippi River at Des Moines Rapids Canal, under the modified project, thirty-five thousand dollars; and the Secretary of War is hereby authorized and directed to use so much of the money appropriated in the acts of July fifth, eighteen hundred and eighty-four, and August fifth, eighteen hundred and eighty-six, for the construction of a pier at the outer wall of the Des Moines Rapids Canal as may be necessary in the establishment of a floating boom, connecting said wall with the upper draw rest of the bridge at Keokuk, if in his opinion such work would adequately and advantageously serve the interests of navigation; and the balance left over of said appropriations of eighteen hundred and eighty-four and eighteen hundred and eighty-six, if any, to be used in continuing the improvement of the Des Moines Rapids under present project.

Vol. 23, p. 146.

Vol. 24, p. 328.

Improving Mississippi River from Des Moines Rapids to the mouth of Illinois River, two hundred thousand dollars, including the removal of bars at the mouth of Cedar Creek, in Quincy Bay, dredging in said bay; opening Willow Slough, and removing the bars at the mouth of Whipple Creek and Hamburg Bay, if in the opinion of the Secretary of War the same is deemed advisable in the interest of commerce and navigation; and fifty thousand dollars of said sum, or so much thereof as may be necessary may be expended in improving and strengthening Sny Island Levee where it crosses Sincarte Slough and other sloughs, and in repairing wash outs in said levee.

To mouth of Illinois River.

Improving dry-dock at Des Moines Rapids: To complete, sixteen thousand two hundred and fifty dollars.

Dry-dock, Des Moines Rapids.

Improving the 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, and the improvement of Saint Louis harbor: Continuing improvement, three hundred thousand dollars.

To mouth of 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 plans to afford ease and safety to the navigation and commerce of the river and to deepen the channel. Of the foregoing sum one hundred and fifty thousand dollars, or so much thereof as shall be necessary, shall be expended in protecting the bank along the Lake Bolivar front, by revetment.

Head of the Passes to Ohio River.

Provisos.
Levees.

Protecting navigation.

For survey of the Mississippi River from the head of the passes to its headwaters: Continuing survey, seventy-five thousand dollars.

Survey.

For continuing the removal of snags, wrecks, and other obstructions in the Mississippi River, one hundred thousand dollars.

Snags, etc.

For work in accordance with the plans and specifications of the Mississippi River Commission:

At Columbus, Kentucky: Continuing improvement, twenty-five thousand dollars.

Columbus, Ky.

At Hickman, Kentucky: Continuing improvement, seventy thousand dollars.

Hickman, Ky.

At Helena, Arkansas, seventy-five thousand dollars.

Helena, Ark.

At Greenville, Mississippi: Continuing improvement, seventy-five thousand dollars.

Greenville, Miss.

At Vicksburg, Mississippi: Continuing improvement, one hundred and fifty thousand dollars.

Vicksburg, Miss.

At New Orleans, Louisiana: Continuing improvement, two hundred thousand dollars.

New Orleans, La.

At the head of the Atchafalaya and mouth of Red River, Louisiana, for rectification thereof, by preventing further enlargement of the Atchafalaya and restricting its outlet capacity, and for turning the waters of Red River into the north or upper channel around Turnbull's Island, and for keeping open a navigable channel through the mouth of Red or Old River into the Mississippi, two hundred and fifty thousand dollars.

Atchafalaya and Red Rivers.

For gauging the waters of the Lower Mississippi River and its tributaries as provided for in joint resolution of twenty-first of February, eighteen hundred and seventy-one, nine thousand six hundred dollars: *Provided*, That three thousand six hundred dollars of same is authorized to be expended in paying the expenses of gauging the

Gauging.
Vol. 16, p. 508.

Proviso.
Deficiency.

	said waters during the fiscal year ending June thirtieth, eighteen hundred and eighty-eight.
South Pass. Vol. 18, p. 464.	For examinations and surveys at South Pass, mouth of Mississippi River, pursuant to the act of March third, eighteen hundred and seventy-five, ten thousand dollars.
Gasconade River, Mo.	Improving Gasconade River, Missouri: Continuing improvement, five thousand dollars.
Little River, Mo.	Improving Little River, Missouri, from Hornersville to its junction with the Saint Francis River, five thousand dollars.
Osage River, Mo.	Improving Osage River, Missouri: Continuing improvement, five thousand dollars.
Saint Francis River, Mo.	Improving Saint Francis River, Missouri, from Greenville to the Arkansas State line, five thousand dollars.
Black River, Mo.	Improving Black River, Missouri, seven thousand dollars.
Missouri River.	Improving Missouri River from mouth to Fort Benton: Continuing improvement, one million dollars, including removal of obstructions, surveys, and examinations, to be expended under the direction of the Secretary of War, in accordance with the plans, specifications, and recommendations of the Missouri River Commission, except as herein modified.
Distribution.	Out of the above sum the following amounts shall be applied to the purposes hereinafter specified, namely: One hundred and fifty thousand dollars, or so much thereof as may be needed, shall be expended on that portion of the Missouri River lying between the cities of Council Bluffs, Iowa, and Omaha, Nebraska, and a point five miles above the bridge of the Omaha and Council Bluffs Bridge Company, by the course of said river; that the sum of one hundred thousand dollars, or so much thereof as may be needed, shall be expended on said river at Sioux City, Iowa, and in Nebraska, opposite said city; that the sum of fifty thousand dollars, or so much thereof as may be needed, shall be expended on said river at or near Plattsmouth, Nebraska; that the sum of fifty thousand dollars, or so much thereof as may be needed, shall be expended on said river at or near Rulo, Nebraska; that the sum of seventy-five thousand dollars, or so much thereof as may be needed, shall be expended on said river at or near Nebraska City, Nebraska; that the sum of sixty-five thousand dollars, or so much thereof as may be necessary, shall be expended on said river at or near Kansas City, Missouri; that the sum of sixty-five thousand dollars, or so much thereof as may be necessary, shall be expended on said river at or near Saint Joseph, Missouri; that the sum of forty-five thousand dollars, or so much thereof as may be necessary, shall be expended on said river at or near Arrow Rock, Missouri; that the sum of seventy-five thousand dollars, or so much thereof as may be necessary, shall be expended on said river at or near Leavenworth, Kansas; that the sum of seventy-five thousand dollars, or so much thereof as may be necessary, shall be expended on said river at or near Atchison, Kansas; and that the sum of twenty-five thousand dollars, or so much thereof as may be necessary, shall be expended on said river at or near Miami, Missouri.
Mokelumne River, Cal.	Improving Mokelumne River, California: Removing obstructions, two thousand dollars.
Sacramento and Feather Rivers, Cal.	Improving Sacramento and Feather Rivers, California: Continuing improvement, twenty thousand dollars; to be expended for snagging and dredging operations.
Napa River, Cal.	Improving Napa River, California, seven thousand five hundred dollars.
San Joaquin River, Cal.	Improving San Joaquin River, California: Continuing improvement, twenty-five thousand dollars; a portion of which may be used, in the discretion of the engineer, in closing Laird's Slough and in making the partial closure of what is called "Paradise Cut."
Petaluma Creek, Cal.	Improving Petaluma Creek, California: Continuing improvement, two thousand dollars.

Improving canal at the Cascades, Oregon: Continuing improvement, three hundred thousand dollars. Columbia River, Oreg.

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

Improving the mouth of the Columbia River, Oregon: Continuing improvement, five hundred thousand dollars.

Improving Lower Willamette and Columbia Rivers in front of and below Portland, Oregon: Continuing improvement, one hundred thousand dollars, of which sum, one thousand dollars, or so much thereof as may be necessary, may be expended in dredging the bar at Skamokawa, on the Columbia River. Lower Willamette and Columbia Rivers.

Improving Willamette River above Portland, Oregon: Continuing improvement, twenty-nine thousand dollars, of which sum fourteen thousand dollars, if deemed necessary by the Secretary of War, may be expended in revetting the Willamette River, above Corvallis, to prevent the threatened change in the channel of the river at said point. Willamette River, Oreg.

Improving Coquille River, Oregon: Continuing improvement, twenty-five thousand dollars; of which five thousand dollars is authorized to be expended for snagging between Coquille City and Myrtle Point. Coquille River, Oreg.

Improving Umpqua River, Oregon: To complete, two thousand dollars. Umpqua River, Oreg.

Gauging waters of the Columbia River, Oregon: For fiscal years ending June thirtieth, eighteen hundred and eighty-eight, and June thirtieth, eighteen hundred and eighty-nine, two thousand five hundred dollars. Columbia River, Oreg., gauging.

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

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

Improving Skagit, Stielaquamish, Nootsack, Snohomish and Snoqualmie Rivers, Washington Territory: Continuing improvement, fifteen thousand dollars; of which five thousand dollars shall be used for a snag-boat and outfit. Skagit, Stielaquamish, Nootsack, Snohomish, and Snoqualmie Rivers, Wash.

SEC. 2. That whenever complaint shall be made to the Secretary of War that by reason of the placing in any navigable waters of the United States of any bridge pier or abutment, the current of such waters has been so deflected from its natural course as to cause by producing caving of banks or otherwise serious damage or danger to property, it shall be his duty to make inquiry, and if it shall be ascertained that the complaint is well founded, he shall cause the owners or persons operating such bridge to repair such damage or prevent such danger to property by such means as he shall indicate and within such time as he may name, and in default thereof the owners or persons operating such bridge shall be liable in any court of competent jurisdiction to the persons injured in a sum double the amount of said injury: *Provided, however,* That nothing herein contained shall be construed so as to affect any rights of action which may exist at the time of the passage of this act. Deflection of currents by piers, etc.

SEC. 3. That it shall be the duty of the Secretary of War to apply the money herein and hereafter appropriated for improvements of rivers and harbors, other than surveys, estimates and gaugings, 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. Proviso. Existing rights of action.
Application of appropriations.
Contracts.

Surveys at South Pass, Mississippi River.

Appropriation made permanent.
Vol. 18, p. 464.

Proviso.
Report.

Regulations for navigation of South Pass.

Punishment for violation.

Gauging waters of Lower Mississippi River.

Appropriation made permanent.
Vol. 16, p. 598.

Proviso.
Report.

Snag-boats, Upper Mississippi River.

Appropriation for, made permanent.

Proviso.
Report.

Annual report of Chief of Engineers.

Obstructions to navigation by bridges.
Secretary of War to provide against.

SEC. 4. That for the purpose of securing the uninterrupted examinations and surveys at the South Pass of the Mississippi River, as provided for in the act of March third, eighteen hundred and seventy-five, the Secretary of War, upon the application of the Chief of Engineers, is hereby authorized to draw his warrant or requisition from time to time upon the Secretary of the Treasury for such sums as may be necessary to do such work, not to exceed in the aggregate for each year the amount appropriated in this act for such purpose: *Provided, however,* That an itemized statement of said expenditures shall accompany the Annual Report of the Chief of Engineers.

SEC. 5. That the Secretary of War be, and he is hereby, authorized to make such rules and regulations for the navigation of the South Pass of the Mississippi River as to him shall seem necessary or expedient for the purpose of preventing any obstruction to the channel through said South Pass and any injury to the works therein constructed. The term "South Pass," as herein employed, shall be construed as embracing the entire extent of channel between the upper ends of the works at the head of the pass and the outer or sea end of the jetties at the entrance from the Gulf of Mexico; and any person who shall willfully violate any rule or regulation made by the Secretary of War in pursuance of this act shall be guilty of a misdemeanor, and, on conviction thereof, shall pay a fine not exceeding five hundred dollars and undergo an imprisonment not exceeding six months, at the discretion of the court.

SEC. 6. That for the purpose of securing the uninterrupted gauging of 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, upon the application of the Chief of Engineers, the Secretary of War is hereby authorized to draw his warrant or requisition from time to time upon the Secretary of the Treasury for such sums as may be necessary to do such work, not to exceed in the aggregate for each year the amount appropriated in this act for such purpose: *Provided, however,* That an itemized statement of said expenses shall accompany the annual report of the Chief of Engineers.

SEC. 7. That for the purpose of securing the uninterrupted work of operating snag boats on the Upper Mississippi River, and of removing snags, wrecks, and other obstructions in the Mississippi River, the Secretary of War, upon the application of the Chief of Engineers, is hereby authorized to draw his warrant or requisition from time to time upon the Secretary of the Treasury for such sums as may be necessary to do such work, not to exceed in the aggregate for each year the amounts appropriated in this act for such purposes: *Provided, however,* That an itemized statement of said expenses shall accompany the annual report of the Chief of Engineers.

SEC. 8. That the Secretary of War shall cause the manuscript of the annual report of the Chief of Engineers and subordinate engineers, relating to the improvement of rivers and harbors, and the report of the Mississippi and Missouri River Commissions to be placed in the hands of the Public Printer on or before the fifteenth day of October in each year, and the Public Printer shall cause said reports to be printed with an accurate and comprehensive index thereof, on or before the first Monday in December in each year, for the use of Congress.

SEC. 9. That whenever the Secretary of War shall have good reason to believe that any railroad or other bridge now constructed, or which may hereafter be constructed, over any of the navigable waterways of the United States is an obstruction to the free navigation of such waters, by reason of insufficient height, width of span, or otherwise, or where there is difficulty in passing the draw-opening or the raft-span of such bridge by rafts, steam-boats, or other watercraft, it shall be the duty of the said Secretary to give notice to the

persons or corporations owning or controlling such bridge to so alter the same as to render navigation through or under it free, easy, and unobstructed; and in giving such notice he shall prescribe in each case a reasonable time in which such alteration is to be made. If, at the end of such time, the alteration has not been made, the Secretary of War shall forthwith appraise the Attorney-General of the United States, whose duty it shall be to institute suit, in the name of the United States, without delay, in the circuit or district court of the United States for the circuit in which such bridge is located, which court is hereby invested with jurisdiction for this purpose, to recover from the owners or managers of such bridge the fines mentioned in the succeeding sections of this act.

Litigation.

SEC. 10. That the owner or owners or manager or managers of any railroad or other bridge obstructing the free navigation of any navigable water-way of the United States who shall willfully fail or refuse to remove the same, or to cause the necessary alterations to be made in the same so as to render navigation through or under it free, easy, and unobstructed to rafts, steam-boats, or other water-craft, after receiving notice to that effect from the Secretary of War and within the time prescribed by him, shall be subject to a fine as penalty therefor of five hundred dollars per month for the time he or they are in default, and the amount so recovered shall be placed to the credit of the improvement fund of the water-way obstructed by such bridge.

Punishment for obstructing navigation.

SEC. 11. Whenever the improvements provided for by this act, or those which have heretofore been prosecuted by the United States, or may hereafter be undertaken, shall be found to operate (whether by lock and dam or otherwise), as obstructions to the passage of fish, the Secretary of War may, in his discretion, direct and cause to be constructed practical and sufficient fish-ways, to be paid for out of the general appropriations for the streams on which such fish-ways may be constructed.

Fish-ways.

SEC. 12. Where it is made manifest to the Secretary of War that the establishment of harbor lines is essential to the preservation and protection of harbors, he may, and is hereby, authorized to cause such lines to be established, beyond which no piers or wharves shall be extended or deposits made except under such regulations as may be prescribed from time to time by him.

Harbor lines.

SEC. 13. That the Secretary of War is hereby directed, at his discretion, to cause examinations or surveys, or both, to be made, and the cost of improvement to be estimated at the following localities, to wit: In the States of—

Surveys.

ARKANSAS.

Arkansas.

Ouachita River, Louisiana and Arkansas, from its mouth to head of navigation, to determine the advisability and probable cost of its permanent improvement.

ALABAMA.

Alabama.

The Secretary of War is hereby authorized and directed to cause a survey to be made at the earliest practicable time for the location of a channel in and along the Coosa River, in Alabama, from the rapids at Wetumka to connect with the improvements already completed on said river above the Ten Islands, and to direct the engineer making the survey to report as to the most feasible, economical, and suitable plan for making such improvement.

Warrior River from Tuscaloosa to Demopolis, for deepening and widening the channel with a view of the easy transportation of coal.

Sipsey River, from the Tombigbee River at Vienna to Texas, with a view of easy transportation of coal.

Choctawhatchee, for low water navigation.

Surveys—Continued.
California.

CALIFORNIA.

San Beunaventure Harbor.
Eel River, entrance and inside bars to head of navigation.
Klamath River, entrance and inside bars to head of navigation.
San Simeon Bay.

The Secretary of War is hereby directed to make an examination and report to Congress as to the necessity for the establishment and maintenance of public moorings for the protection of shipping in the open and exposed ports on the Northern coast of California at Fort Ross, Fish's Mill, Fish Rock, Shelter Cove, Trinidad and such other places as may be deemed advisable by him.

Connecticut.

CONNECTICUT.

Mystic River.
New London Harbor.
Black Rock Harbor, for breakwater to Pentfield Reef and south from Fairweather Island.

Arizona.

ARIZONA.

Colorado River, between Camp Mojave and El Dorado Canon.
Colorado River, between Camp Mojave and the point where the boundary-line between Nevada and Utah Territory intersects said river.

Delaware.

DELAWARE.

Nanticoke River, from Seaford to Concord.
Mahon River.
Prime Hook Creek.
Appoquinimink Creek.

Dakota.

DAKOTA.

Ice harbor at or near Bismarck, on the Upper Missouri River.

Florida.

FLORIDA.

Saint Andrew's Bay.
Chipola River, from its mouth to Marianna.
Saint Mark's River and bar at its mouth.
Ocklawaha River from its mouth to Lake Griffin.
Homosassa River and bar at its mouth.
Chipola River from its mouth to Wewahitchka and the "Cut Off," and "Lee's Slough," running from the Apalachicola River to the Chipola River.
Crystal River and bar at its mouth.
Alafia River and bar at its mouth.
Sarasota Bay.
The channel between Tampa Bay and Old Tampa Bay.

Georgia.

GEORGIA.

Flint River, rock reefs at Albany and above.
Savannah River above Augusta and between Augusta and Andersonville.
Oconee River.
Ocmulgee River. Resurvey.

Indiana.

INDIANA.

Grand Calumet River, beginning one-half mile east of Hammond, and thence eastward to Lake Michigan.
For the survey of a canal-way connecting the waters of Lake Michigan with the Calumet River, beginning at a point on the Calu-

met River one mile east of Hammond, Indiana, and running due north to Berry Lake, and thence along the eastern waters of said Berry Lake; thence northeast to Lake Michigan. The survey to estimate a canal fourteen feet deep and two hundred feet wide.

Berry Lake forming a natural harbor of refuge.

Surveys—Continued.

ILLINOIS.

Illinois.

Moline City Harbor.

Grand Calumet River.

Mississippi River, the main slough at Hamilton, Illinois, to the end of securing a good and sufficient steam-boat landing at that point.

IOWA.

Iowa.

For a survey and examination of the Mississippi River at and near the head of Beaver Island, at Clinton, Iowa, to determine what is necessary to remove the sand-bars there formed and forming, so as to make navigable and protect the entrance to the western channel, and the channel itself that runs between Beaver Island and the Iowa shore.

KENTUCKY.

Kentucky.

Harbor at Owensboro.

Big Sandy River from Catlettsburgh to Pikeville, on Louisa Fork, and to the mouth of Pond Creek on Tug Fork.

LOUISIANA.

Louisiana.

Bayou Teche, from mouth to Saint Martinsville.

Atchafalaya River, from Berwick's Bay to Gulf of Mexico, to secure a channel of twenty feet depth.

Mouth and Passes of Calcasieu River.

Bayou Terrebonne, for continuing dredging three miles above Houma.

Harbor of Baton Rouge.

Tangipahoa River.

Bayou Dorcheat, from Lake Bisteneau to the Arkansas line.

Tchefuncta and Bogue Falia.

Bayou Chitta.

Bayou des Glaises, with a view to establishing locks.

Bayou Saint John, from head of navigation to Lake Pontchartrain.

Bayou Lafourche, from Donaldsonville to Gulf.

Amite River.

Bayou Manchac.

Bayou Teche, with a view to putting in locks.

Tickfaw River.

Bayou Terrebonne and Bayou Black, with the view of opening a shorter water-way between Mississippi River and Berwick's Bay, Texas and Mexico.

MARYLAND.

Maryland.

Eastern Branch of Potomac River.

Wicomico River.

North East River.

Manokin River.

Warwick River.

Wetypkin River.

Chester River, between Crumpton and Jones' Landing.

South East River.

La Trappe River.

Still Pond Harbor.

Surveys—Continued.

Tuckahoe River.
Sassafras River.
Elk River.

Massachusetts.

MASSACHUSETTS.

Taunton River.
Cohasset Harbor.
Weymouth River.
Goose Point Channel, Plymouth Harbor, to public wharf at Kingston.
Weir River.
Salem Harbor, including South River.
Beverly Harbor.
Cranes and Waters Rivers of Essex Branch.
Martha's Vineyard, inner and outer harbor at Edgarton.
Stage Harbor at Chatham.
Westport Harbor, and East and West Branch of Westport River.
Malden River, as to straightening, widening, and deepening the channel.

Mississippi.

MISSISSIPPI.

Gulf Port Harbor, with a view to obtaining a twenty foot channel two hundred feet wide to approach the shore as near as practicable.
Leaf River, from its mouth to mouth of Bowie Creek, near the New Orleans and Northeastern Railroad.
Chickasahay River, from its mouth to Enterprise.
Bluff Creek, from its mouth to the head of navigation.
Tombigbee, between Vienna and Cotton Gin, with a view of obtaining continuous navigation.
Bogue Phalia, especially the part known as the Narrows, with view to its improvement.

Minnesota.

MINNESOTA.

Duluth.

Michigan.

MICHIGAN.

False Presque Isle Harbor, Lake Huron, for a harbor of refuge.
Au Gres River, to deepen channel to village of Au Gres to ten feet in depth.
Black River, Lake Superior, to deepen channel to depth of sixteen feet and constructing a breakwater.
Detroit River, at Gross Point, to dredge channel now in use to depth of twenty feet.
Petoskey Harbor, for breakwater and harbor of refuge.
Thunder Bay River, Alpena, for sixteen foot channel from mouth to one mile above.
Au Sable River at Au Sable, with view of twelve foot channel and breakwater.
Port Austin, for breakwater.
Lexington, for breakwater.
Forestville, for breakwater.
Black River, at Port Huron, to deepen channel from mouth to Grand Trunk railroad bridge to depth of eighteen feet.
Pine River, at Saint Clair City, to deepen channel from mouth to Belknap's brick-yard to depth of sixteen feet.
Quanicassee River, to deepen channel from mouth to village of Sebawaing to twelve feet.
Port Sanilac, for harbor of refuge.
Saugatuck Harbor, to obtain channel of navigable width, with a minimum depth of fifteen feet and reconstructing piers.
Monroe Harbor, to deepen channel to sixteen feet.
Grand River, from Grand Rapids to Lake Michigan: For channel of navigable width, minimum depth of ten feet.

Algonac on St Clair River, with view of uniting north and south channels between Clark and Harsems Islands. Surveys—Continued.

MAINE.

Maine.

Monhegan Island Harbor.
Belfast Harbor.
Harbor and channel at Pembroke.
Union River and Union River Bay.
Harrissectet River.
Saint Croix River: Resurvey.
Medomac River.
Pleasant River, from Columbia Falls to its mouth.
Kennebunk River.

MISSOURI.

Missouri.

Clarksville Harbor.
Saint Louis Harbor.
Grand River.

The Secretary of War is hereby authorized and directed to cause a survey to be made of the Osage River, Missouri, from its mouth up to the first shoal, and five miles above the same, and to report an estimate, based on such survey, of the cost of constructing one lock and dam within the limits of said survey, and the effect upon the navigation of said river, of constructing said lock and dam.

Missouri River at Miami.

NEW HAMPSHIRE.

New Hampshire.

Cocheco River, from Dover to its mouth.

The Secretary of War is hereby authorized and directed to cause a survey to be made of the Hampton River in New Hampshire, and to direct the engineer making the survey to report as to the most feasible, economical, and suitable plan for improving the same.

NEW MEXICO.

New Mexico.

Rio Grande River, from Embudo to El Paso, Texas.

NEW YORK.

New York.

Water-way around Niagara Falls, of capacity and facilities sufficient to float merchant ships and ships of war of modern build, drawing twenty feet of water, said water-way to commence in a navigable part of Niagara River, in Niagara County, at or near Tonawanda, and to end in the navigable waters of said river below said falls, or in navigable waters connected therewith. For the purposes hereof the Secretary of War, in his discretion, may take into consideration and revise the surveys and estimates of such a waterway heretofore made by Brevet Colonel C. E. Blunt, of the United States Corps of Engineers, in compliance with a joint resolution of the Congress approved March twenty-second, eighteen hundred and sixty-seven.

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Plattsburgh: For extension of three hundred feet on north end of the breakwater.

Fort Pond Harbor, Montauk.
East Rockaway Creek, Long Island.
Brown's Creek, Sayville.
Port Jefferson Inlet.
Wappinger's Creek, from Wappinger's Falls to its mouth.
Tarrytown Harbor.
East Rockaway Creek.

Salmon River, from railroad bridge at Fort Covington to the international line, with a view of deepening the channel to seven feet.

Surveys—Continued.

Black River, from Brownville to Lake Ontario.
 Cape Vincent Harbor, to establish a breakwater.
 Shoals between the Sister Islands and the cross-over light in Saint Lawrence.
 Larchmont Harbor.
 A ship channel between Jersey City and Ellis Island.
 Harbor of refuge at Frontberg, on the south shore of Lake Ontario.
 Genessee River, from a point south of the present harbor and above the village of Charlotte, extending southerly a distance about three thousand feet.
 Channel connecting Irondequoit Bay with Lake Ontario, for harbor of refuge at Irondequoit Bay.
 Harbor at Troutberg.
 Harbor, mouth of Salmon River, Lake Ontario.
 Lake George, with view of placing buoys and improving channel.
 The East River, with a view to the removal of a ledge of rocks in the same, from the foot of Broome street to the foot of Twenty-third street in New York City. This survey to be made notwithstanding any other survey heretofore made.

New Jersey.

NEW JERSEY.

Alloway Creek.
 Little Salem Creek.
 Hackensack River, from the lower bridge at the town of Hackensack to the Erie Railway Bridge.
 From the pier Lithe to the main channel, a distance of about sixteen hundred and fifty feet, and seven hundred feet north by north-east from Ellis Island for a ship channel or basin between the deep water of Hudson River and Ellis Island.

North Carolina.

NORTH CAROLINA.

Trent River, to upper Quaker bridge.
 Fishing Creek.
 Shallotte River.
 Swift Creek.
 White Oak River.
 North East River (Cape Fear).
 Waterway, between New River and Swansboro.
 Mackey's Creek.
 Pasquotank River, above the mouth of Turner's Cut.
 Cape Fear River, North Carolina, from Wilmington to the ocean, with an estimate of the cost of its improvement, with a navigable channel twenty feet deep at mean low water.
 Ocracoke Inlet.
 Tar River, from Tarboro to Rocky Mount.

Ohio.

OHIO.

Conneaut Harbor, for deepening and widening channel.
 Cowles Creek or Geneva.
 Mouth of Chagrin River, near Willoughby.
 Muskingum River from Zanesville to Dresden.

Oregon.

OREGON.

Siuslaw River and bar.
 Clackamas River.
 Tualatin River.
 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 thoroughly examine the obstructions to navigation in the Columbia River at The Dalles and Celilo Falls, and at Three and Ten Mile

Rapids, and to report to the Secretary of War, on or before the first Monday in December next, as to the feasibility and advisability of overcoming such obstructions by means of a boat-railway at The Dalles and Celilo Falls, and by widening, to a navigable status for large tonnage river boats, the channel of said river at Three and Ten Mile Rapids, accompanied by careful and detailed plans, with estimates of the cost and a statement as to the usefulness of such improvements to navigation and of their relations and value to commerce; and said board shall also report, at the same time, as to any other plan or project for overcoming said obstructions at said points, whereby said obstructions to navigation may be removed, which in the judgment of said board may be deemed either more desirable than the above or worthy of consideration by the Secretary of War and Congress, and shall report detailed plans, with estimates of the cost of such proposed improvement or improvements, and as to their relations to commerce and usefulness to navigation; and said board shall report which of said projects is by it deemed most advisable. And the Secretary of War shall transmit said report to Congress, at its next session, with his own views and those of the Chief of Engineers of the United States Army thereon; and the sum of fifteen thousand dollars, or so much thereof as may be necessary, is hereby appropriated to defray the cost of making said examination and survey and the expenses of said board.

Nehalem Bay and bar.

Young's River and its tributary Klaskuine River.

Umpqua River, in the State of Oregon; separate surveys and estimates to be made, first, of that portion of such river between Scottsburg and the mouth; and second, of that portion between Scottsburg and Hart's Rapids, near Elkton.

SOUTH CAROLINA.

South Carolina.

Broad and Saluda River, above Columbia.

Beaufort River, from a point three miles south of the town of Beaufort through to Coosaw River, with view to its improvement, especially at Brickyard.

Ashepoo River, from the Charleston and Savannah Railroad bridge, six miles down the river, with view to removing obstructions and shoals caused by sunken vessels.

Connect North Edisto and South Edisto Rivers by Saint Pierre River and South Creek.

Savannah River, as to whether the damage to the Vernezobie Freshet Bank in eighteen hundred and eighty-seven was caused by the work at cross-tides, and whether the maintenance of said bank is essential to the success of the work at cross-tides, and what will be the cost of so constructing said bank as to confine the water of said river to its bed.

Owendaw and Wando Rivers and other waters and water-routes connecting Bull's Bay and the harbor of Charleston.

Socastee Creek from its entrance into Waccamaw River to the bridge at Socastee.

Combahee River: Examine whether the breaking of Bull River into Combahee River near the head of Bull River will injure the navigation of Combahee River, and report a plan for obstructing said breaks and the cost thereof.

TEXAS.

Texas.

For removal of raft on Gaudaloupe River.

Mouth of Caney Creek, where it empties in Matagorda Bay.

Removal of bar at mouth of Cedar Bayou where it empties into Galveston Bay.

Surveys—Continued.
Tennessee.

TENNESSEE.

Lower Cumberland River, from Nashville to mouth, to ascertain if necessary to establish locks and dams.

Rhode Island.

RHODE ISLAND.

Fishing Place Cove, near Seaconnet Point, with view to constructing a breakwater.

Cove near southeast extremity of Coaster's Harbor Island, and water-way between said island and Rhode Island, with a view to deepening the water-way and removing obstructions.

Entrance to Point Judith Pond, west of Point Judith, with a view of establishing a harbor of refuge.

Coast near life-saving station, East Point Judith, with a view to constructing a breakwater.

Greenwich Bay, to deepen water on the bar at Long Point.

For a survey of Narragansett Bay at the mouth of Narrow River with a view of constructing a breakwater.

Vermont.

VERMONT.

Swanton Harbor, as to what changes are necessary in present improvements.

Virginia.

VIRGINIA.

Quantico Creek.

Occoquan Creek.

Acquia Creek.

Chickahominy Creek.

Onancock Harbor.

Hampton Creek and Bar.

For cutting of Hospital Point and giving a depth of twenty-five feet and an additional width of two hundred feet.

Chuckatuck Creek.

Bennett's Creek.

Ware River.

Hull Creek.

Occobannock.

Roanoke River, between Clarksville and Eaton Falls.

Hunting Creek, at its mouth.

Harbor of Cape Charles City and approaches by Cheuton Inlet.

Chincoteague Inlet, for purposes of a breakwater.

Machodac River.

Nassowaddox River.

The channel crossing the Potomac from Alexandria, Virginia, to the Maryland side.

New York.

NEW YORK.

Great Chazy River from its mouth on Lake Champlain to Champlain Village.

West Virginia.

WEST VIRGINIA.

Cheat River.

Monongahela River above upper dam.

Great Cacapan.

South Branch of the Potomac River.

Washington Territory.

WASHINGTON TERRITORY.

Upper Columbia River, between Wallula and British line.

North Palouse River.

WISCONSIN.

Surveys—Continued.
Wisconsin.

Centreville Creek, Manitowoc County.

Racine Harbor, enlarging and deepening channel.

Kenosha Harbor, for refuge.

Harbor at mouth of Fond du Lac River, in Lake Winnebago.

Oconto Harbor, channel sixteen feet deep and seventy-five feet wide from piers to first contour in river at Spies Slough.

For a survey of Minnesota Point, at Superior, at the west end of Lake Superior, to ascertain what, if anything, should be done to preserve the same from the inroads of the Lake, and for the protection of the harbor, together with the cost thereof.

Menomonee Harbor, from the waters of Green Bay to N. Ludington and Company's mill, Wisconsin, for a channel sixteen feet deep and two hundred feet wide.

SEC. 14. For examinations, surveys, and contingencies, and for incidental repairs, for which there is no special appropriation, for rivers and harbors, one hundred and fifty 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: *And provided further*, That the Government shall not be deemed to have entered upon any project for the construction or improvement of any waterway, harbor or canal mentioned in this act unless or until the work of construction shall have been actually appropriated for. 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.

Appropriation for surveys, etc.

Providos.

Preliminary examination to be made before survey.

Canal, etc., projects.

Report of preliminary examinations to be printed.

Received by the President July 31, 1888.

[NOTE BY THE DEPARTMENT OF STATE.—The foregoing act having been presented to the President of the United States for his approval, and not having been returned by him to the house of Congress in which it originated within the time prescribed by the Constitution of the United States, has become a law without his approval.]

CHAP. 866.—An act to correct the enrollment of an act approved March third, eighteen hundred and eighty-seven, entitled "An act to amend sections one, two, three, and ten of an act to determine the jurisdiction of the circuit courts of the United States, and to regulate the removal of causes from the State courts, and for other purposes, approved March third, eighteen hundred and seventy-five."

August 13, 1888.

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled, That the act approved March third, eighteen hundred and eighty-seven, entitled "An act to amend sections one, two, three, and ten of an act to determine the jurisdiction of the circuit courts of the United States, and to regulate the removal of causes from State courts, and for other

Removal of causes from State courts.
Vol. 24, ch. 373, p. 552, amended.