

while on duty, and to be allowed a clerk, to be selected by them, whose compensation shall be fixed by said commissioners, subject to the approval of the Secretary of the Interior: *Provided*, That the cost of executing the provisions of this Act shall not exceed the sum of sixteen thousand dollars, which sum is hereby appropriated for that purpose out of any moneys in the Treasury not otherwise appropriated.

Approved, August 15, 1894.

Proviso.
Cost limited.

August 18, 1894.

CHAP. 299.—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 and the supervision of the Chief of Engineers, for the construction, completion, repair, and preservation of the public works hereinafter named:

Appropriations for rivers and harbors.	Improving harbor at Camden, Maine: Continuing improvement, twelve thousand dollars.
Harbors. Camden, Me.	Improving harbor at Rockland, Maine: Continuing improvement, thirty thousand dollars, of which one thousand dollars may be expended in completing a survey of the same with a view of making it available for vessels of a deeper draft.
Rockland, Me.	Improving Mooseabec Bar, Maine: Continuing improvement, six thousand dollars.
Mooseabec Bar, Me.	Improving harbor at Back Cove, Portland Harbor, Maine: Continuing improvement, twenty thousand dollars.
Portland, Me., Back Cove.	Improving harbor at Belfast, Maine: Continuing improvement, eight thousand dollars.
Belfast, Me.	For construction of breakwater from Mount Desert to Porcupine Island, Maine: Continuing improvement, ten thousand dollars, to be expended in accordance with the modified project recommended by the Secretary of War.
Mount Desert to Porcupine Island, Me., breakwater.	Improving harbor of refuge at Little Harbor, New Hampshire: Continuing improvement, ten thousand dollars.
Little Harbor, N. H.	Improving harbor at Burlington, Vermont: Continuing improvement, ten thousand dollars.
Burlington, Vt.	Improving harbor at Boston, Massachusetts: Continuing improvement, by deepening and widening the main channel to a depth of twenty-seven feet and a width of one thousand feet, two hundred thousand dollars, of which ten thousand dollars may, in the discretion of the Secretary of War, be used in the further prosecution of the work in Nantasket Beach channel.
Boston, Mass.	Improving harbor at Lynn, Massachusetts: Continuing improvement, seven thousand five hundred dollars: <i>Provided</i> , That the whole or any portion of this appropriation may be expended on the western channel, in the discretion of the Secretary of War.
Lynn, Mass. <i>Proviso.</i> Western channel.	Salem Harbor, Massachusetts: So much of the appropriation heretofore made, as may be necessary, shall be used in making a survey of Salem Harbor, with a view to widening the Harbor channel to the mouth of South river to the width of five hundred feet, and giving a depth of at least ten feet at mean low water, and from the mouth of said river to Derby wharf, beginning with a width of three hundred feet and gradually narrowing, so that there shall be at said wharf a width of not less than one hundred and sixty feet and a depth from said mouth to said wharf of not less than ten feet at mean low water, and with a view of dredging the "Middle Ground," so called, between "Haste Ledge" and "Aqua Vitae" so as to give a depth of twenty-five feet at mean low water.
Salem, Mass.	
Survey for widening channel. Vol. 27, p. 89.	

Improving harbor of refuge at Nantucket, Massachusetts: Continuing improvement, twenty five thousand dollars.	Nantucket, Mass.
Improving harbor at Newburyport, Massachusetts: Continuing improvement, twenty thousand dollars.	Newburyport, Mass.
Improving harbor at Plymouth, Massachusetts: Completing improvement, and for repairs, one thousand five hundred dollars.	Plymouth, Mass.
For maintenance of works in harbor at Provincetown, Massachusetts, one thousand five hundred dollars.	Provincetown, Mass.
Improving harbor at Scituate, Massachusetts: Continuing improvement, ten thousand dollars.	Scituate, Mass.
Improving harbor at Hyannis, Massachusetts: Continuing improvement, three thousand five hundred dollars.	Hyannis, Mass.
Improving harbor at Vineyard Haven, Massachusetts: Continuing improvement, seven thousand five hundred dollars.	Vineyard Haven, Mass.
Improving harbor of refuge at Sandy Bay, Cape Ann, Massachusetts: Continuing improvement, one hundred and fifty thousand dollars.	Sandy Bay, Cape Ann, Mass.
Improving harbor at Gloucester, Massachusetts: Continuing improvement, forty thousand dollars.	Gloucester, Mass.
Improving harbor at New Bedford, Massachusetts: Completing improvement, seven thousand five hundred dollars, including survey with a view to obtaining a larger area of anchorage.	New Bedford, Mass.
Improving harbor at Wareham, Massachusetts: The Secretary of War is directed out of the appropriation on hand to make a resurvey of said harbor with a view to its further needed improvement.	Wareham, Mass. Resurvey.
Merrimac River, Massachusetts: The Secretary of War is directed out of the appropriation on hand to make a re-survey of said river with a view of obtaining a depth up to Haverhill equal to that over the bar at Newburyport.	Merrimac River, Resurvey.
Improving inner harbor at Marthas Vineyard, Massachusetts: Completing improvement, two thousand five hundred dollars.	Marthas Vineyard, Mass.
Improving Canapitsit Channel, Massachusetts, between the islands of Cuttyhunk and Neshawana: Completing improvement, five thousand dollars.	Canapitsit Channel, Mass.
Improving harbor at Block Island, Rhode Island: Completing improvement, two thousand five hundred dollars, including dredging when necessary and a survey and estimates of cost for further improvement of said harbor.	Block Island, R. I.
Improving harbor at Newport, Rhode Island, including the removal of Spindle Rock, Rose Island: Continuing improvement, seven thousand five hundred dollars.	Newport, R. I.
Entrance to Point Judith Pond, two thousand five hundred dollars, which, together with the previous unexpended appropriation, shall be used in improving former entrance to said pond.	Point Judith Pond, R. I.
Improving harbor at Bridgeport, Connecticut: Continuing improvement, ten thousand dollars, of which, in the discretion of the Secretary of War, so much as may be necessary may be used in deepening the channel at the outer bar, and in making a new survey of the harbor.	Bridgeport, Conn.
Improving harbor at Black Rock, Connecticut: Continuing improvement, two thousand five hundred dollars.	Black Rock, Conn.
Constructing breakwaters at New Haven, Connecticut: Continuing construction, one hundred and twenty-five thousand dollars.	New Haven, Conn., breakwaters.
Improving harbor at New Haven, Connecticut: Continuing improvement, ten thousand dollars.	Harbor.
Improving Stonington Harbor, Connecticut, by removing a part of Noyes' Shoal and dredging in the inner harbor, in accordance with the report of Captain W. H. Bixby, of the Corps of Engineers, dated June twelfth, eighteen hundred and ninety-three, five thousand dollars.	Stonington, Conn.
Improving harbor at Five-Mile River, Connecticut: Continuing improvement, two thousand five hundred dollars.	Five-Mile River, Conn.
Improving harbor at Duck Island, on Long Island Sound, Connecticut: Continuing improvement, thirty thousand dollars.	Duck Island, Conn.

Stamford, Conn.	Improving harbor at Stamford, Connecticut: Continuing improvement, ten thousand dollars, not less than half of which shall be expended on the East Branch.
Cos Cob and Miamus River, Conn.	Improving harbor at Cos Cob and Miamus River, Connecticut: Continuing improvement, four thousand dollars, including a survey of the lower part of the harbor with a view of making a turning basin therein.
Norwalk, Conn.	Improving Norwalk Harbor, Connecticut: Continuing improvement, fifteen thousand dollars. So much of this appropriation as may be necessary may, in the discretion of the Secretary of War, be expended between the freight depot of the Danbury and Norwalk Railroad Company on the north and Jennings, so called, on the south to remove the flats known as Ferrys Point between the channel and the established harbor line; and any unexpended balance, after completion of the above, may be used for the improvement of the sharp bend in the channel near Keyzers Island at the mouth of the harbor: <i>Provided</i> , That the United States shall be subjected to no cost for any lands required to make this improvement.
Removing flats, etc.	
<i>Proviso.</i> Expense.	
Buffalo, N. Y.	Improving harbor at Buffalo, New York: Continuing improvement, seventy thousand dollars, of which five thousand dollars may be used in making a survey and plan for extending the outer breakwater from a point at or near the present outer breakwater southeasterly to a point at or near Stoney Point.
Canarsie Bay, N. Y.	Improving harbor at Canarsie Bay, New York: Continuing improvement, two thousand dollars.
Charlotte, N. Y.	Improving harbor at Charlotte, New York: Continuing improvement, fifteen thousand dollars.
Dunkirk, N. Y.	Improving harbor at Dunkirk, New York: Continuing improvement, twenty thousand dollars.
Flushing Bay, N. Y.	Improving harbor at Flushing Bay, New York: Continuing improvement, four thousand dollars.
Glen Cove, N. Y.	Improving harbor at Glen Cove, New York: Continuing improvement, ten thousand dollars.
New York Harbor. Bay Ridge Channel.	Improving Bay Ridge and Red Hook channels, New York Harbor, New York: Continuing improvement of Bay Ridge Channel by dredging out and opening the same from a point at its junction with the Gowanus Creek Channel (near Twenty-eighth street), southerly therefrom along and in front of Gowanus Bay and Bay Ridge to a point where the said Bay Ridge Channel, so to be opened, encounters a twenty-six-foot contour or depth of water, so that the channel, so to be opened, shall be of a uniform depth of twenty-six feet and a width of eight hundred feet at low water, and continuing improvement of Red Hook Channel from its junction with the Bay Ridge Channel to its connection with the Buttermilk Channel, to obtain a depth of twenty-six feet at mean low water and a width of four hundred feet, one hundred and fifty thousand dollars: <i>Provided</i> , That the Secretary of War may, in his discretion, expend twenty thousand dollars of said appropriation in improving Gowanus Creek Channel under the project to obtain twenty-one feet depth of water.
Red Hook Channel.	
<i>Proviso</i> Gowanus Creek Channel.	
Great Sodus Bay, N. Y.	Improving harbor at Great Sodus Bay, New York: Continuing improvement, fifteen thousand dollars.
Little Sodus Bay, N. Y.	Improving harbor at Little Sodus Bay, New York: Continuing improvement, eight thousand dollars.
Ogdensburg, N. Y.	Improving harbor at Ogdensburg, New York: Continuing improvement, twenty thousand dollars.
Oswego, N. Y.	Improving harbor at Oswego, New York: Continuing improvement, thirty-seven thousand dollars, of which ten thousand dollars shall be expended in repairing the breach recently made in the breakwater; and not exceeding ten thousand dollars of which may, in the discretion of the Secretary of War, be used for removing rock to widen and deepen the inner harbor near the mouth of the Oswego River.
Rondout, N. Y.	Improving harbor at Rondout, New York: For maintenance, five thousand dollars.

Improving New York Harbor, New York: Continuing improvement, seventy-five thousand dollars.	New York Harbor.
Improving harbor at Saugerties, New York: For completion, five thousand dollars.	Saugerties, N. Y.
Improving harbor at Port Chester, New York: Continuing improvement, five thousand dollars.	Port Chester, N. Y.
Improving Tonawanda Harbor and Niagara River, New York: Continuing improvement, fifty thousand dollars.	Tonawanda, and Niagara River, N. Y.
Improving Niagara River from Tonawanda to Port Day with a view to obtaining a channel of twelve feet depth to Schlosser's Dock by cutting through the shoal at the head of Connor's Island as indicated in the report of the Chief of Engineers for eighteen hundred and ninety-three, page three thousand one hundred and thirteen, ten thousand dollars; and the unexpended balance of the appropriation heretofore made in the River and Harbor Act of July thirteenth, eighteen hundred and ninety-two, for the improvement of the Niagara River from Tonawanda to Port Day is hereby re-appropriated for this purpose.	Niagara River. Balance reappropriated. Vol. 27, p. 97.
Improving channel between Staten Island and the New Jersey shore, New York and New Jersey: Continuing improvement, six thousand dollars.	Staten Island and New Jersey channel.
Improving Arthur Kill, between Staten Island and New Jersey shore, New York and New Jersey: For completion, four thousand five hundred dollars.	Arthur Kill, N. Y.
Improving harbor at Huntington, New York: Continuing improvement, two thousand dollars.	Huntington, N. Y.
Improving Buttermilk Channel, New York Harbor: Continuing improvement, fifty thousand dollars.	Buttermilk Channel, N. Y.
Improving harbor at Port Jefferson Inlet, New York: Seven thousand five hundred dollars to be expended in obtaining twelve feet in depth at mean low water in Port Jefferson Inlet and Harbor, in accordance with the plan submitted in annual report of the Chief of Engineers for eighteen hundred and eighty-nine.	Port Jefferson, N. Y.
Improving harbor at Pultneyville, New York: Continuing improvement, one thousand five hundred dollars.	Pultneyville, N. Y.
Improving harbor at Sacketts Harbor, New York: For completion, five thousand dollars.	Sacketts Harbor, N. Y.
Improving harbor at Raritan Bay, New Jersey: Continuing improvement, forty thousand dollars, one-half of which, in the discretion of the Secretary of War, shall be used in dredging bar between South Amboy and Great Beds Light. This appropriation shall include a survey between South Amboy and Great Beds Light, with a view to deepening the channel to twenty-one feet at mean low water.	Raritan Bay, N. J.
Improving Keyport Harbor, New Jersey: Completing improvement, five thousand dollars.	Keyport, N. J.
Improving harbor at Erie, Pennsylvania: Continuing improvement, ten thousand dollars.	Erie, Pa.
Improving Delaware Breakwater, Delaware: Continuing improvement, fifty thousand dollars.	Delaware Breakwater.
Improving harbor at Wilmington, and Christiana River, Delaware: Continuing improvement, twenty-five thousand dollars, including a survey of the Christiana River and harbor, with a view of obtaining a depth of twenty-one feet.	Wilmington, Del.
Improving harbor at Baltimore, Maryland: For maintenance, fifty thousand dollars.	Baltimore, Md.
Improving harbor at Norfolk and its approaches, Virginia: Continuing improvement, one hundred thousand dollars.	Norfolk, Va.
Improving harbor at Winyaw Bay, South Carolina: Continuing improvement, one hundred and ten thousand dollars.	Winyaw Bay, S. C.
Harbor of Savannah, Georgia: The Secretary of War is hereby directed to report whether the works projected for the improvement of the harbor will, when completed, afford safe anchorage for vessels lying in Tybee Roads; if not, whether there is any necessity for so	Savannah, Ga. Report on anchorage.

	constructing them, giving, if so, such changes in plans and estimates as may be necessary.
Brunswick, Ga.	Improving harbor at Brunswick, Georgia: For maintenance, ten thousand dollars.
Outer bar.	Improving the outer bar of Brunswick, Georgia, thirty thousand
Payment to C. P. Goodyear.	dollars, the whole of which shall be paid to C. P. Goodyear for depth
Vol. 27, p. 280.	of water heretofore obtained over said outer bar. And the Secretary of War is hereby authorized to pay to said C. P. Goodyear, his heirs or assigns, upon procurement by the said Goodyear, his heirs or assigns, of a practical channel over said outer bar at Brunswick at least one hundred feet in width and of a minimum depth of twenty-three feet at ordinary mean high tide on or before November first, eighteen hundred and ninety-five, the sum of thirty thousand dollars; upon the procurement as aforesaid, on or before the first day of January, eighteen hundred and ninety-seven, of a depth of water in said channel over said outer bar of a minimum depth at ordinary mean high tide of twenty-four feet, and of said width, forty thousand dollars, to be paid in manner aforesaid; upon the procurement as aforesaid, on or before January first, eighteen hundred and ninety-eight, of a depth of water in said channel of a minimum depth at ordinary mean high tide of twenty-five feet, and of said width, fifty thousand dollars, to be paid in manner aforesaid. And should the depth of twenty-five feet at ordinary mean high tide in said channel over said outer bar be procured as aforesaid and maintained for two years thereafter for the width above named, twenty-five thousand dollars in addition shall be paid in manner aforesaid. The said C. P. Goodyear, his heirs and assigns, shall procure said
Use of dynamite.	work on said outer bar by the explosion of dynamite on the bottom of said channel or sunk beneath the bottom thereof, in his or their discretion, and not otherwise, and shall use the necessary auxiliary means for smoothing the bottom of the bar. The money necessary to carry out the provisions of this item is hereby appropriated out of any money in the Treasury not otherwise appropriated: <i>Provided</i> , That no payments except the first, of thirty thousand dollars, shall be made except upon a certificate of a majority of a board of officers, two of whom shall be officers of the Engineer Corps, detailed for that purpose by the Secretary of War, and the third shall be the Chief of the Coast and Geodetic Survey, that the said C. P. Goodyear, his heirs and assigns, have complied with all the conditions as to any of the depths and widths named or as to the maintenance of a depth of twenty-five feet accomplished in accordance with the provisions of this item.
<i>Proviso.</i> Certificate from officers.	
Cumberland Sound, Ga.	Improving Cumberland Sound, Georgia: Continuing improvement, one hundred and seventy thousand dollars.
Darien, Ga.	Improving harbor at Darien, Georgia: Continuing improvement, twenty-five thousand dollars.
Apalachicola Bay, Fla.	Improving harbor at Apalachicola Bay and River, Florida: Continuing improvement, fifteen thousand dollars.
Pensacola, Fla.	Improving harbor at Pensacola, Florida: Continuing improvement, one hundred thousand dollars; and the Secretary of War may, if he deems it advisable, begin the improvement recommended by the Board of Engineers appointed in January, eighteen hundred and ninety-one, to consider and report upon the improvement of said harbor.
Key West, Fla.	Improving entrance to harbor at Key West, Florida: Continuing improvement, eighty thousand dollars.
Saint Augustine, Fla.	Improving harbor at Saint Augustine, Florida: Continuing improvement, six thousand dollars.
Charlotte, Fla.	Improving Charlotte Harbor and Pease Creek, Florida: Continuing improvement, twenty thousand dollars.
Mobile, Ala. Surveys.	Harbor at Mobile, Alabama: The Secretary of War shall cause a survey to be made to ascertain the cost of widening the channel of said harbor now in course of improvement, to obtain a width of one hundred feet at the bottom, with a proper slope therefor, and also a survey to ascertain the best point for and the cost of a sufficient channel between

Mobile Bay and the Mississippi Sound for the proper accommodation of commerce; and the expenses of said two surveys shall be paid out of any appropriation made for the improvement of the channel of Mobile Harbor.

Payment.
Post. p. 404.

The Secretary of War is authorized, at his discretion, to use not exceeding ten thousand dollars of the amount appropriated for the improvement of Mobile Harbor in keeping the channel clear of timber, logs and other obstructions.

Clearing channel.

The Secretary of War is authorized, at his discretion, to use such amount as may be necessary, not to exceed fifty thousand dollars, of the amount appropriated for the improvement of Mobile Harbor by the sundry civil bill for the fiscal year ending June thirtieth, eighteen hundred and ninety-five, in removing shoals and other obstructions in the Mobile and Tombigbee rivers, between the mouth of Chickasabogue Creek and Nannahubba Bluff, so as to secure a depth of sixteen feet at low water: *Provided*, That if a contract has been entered into for the improvement of said harbor, by the terms of which the amount to be so appropriated for said fiscal year should be paid to a contractor or contractors for work to be done by him or them, then no part of said appropriation shall be so diverted without the consent of such contractor or contractors.

Removing obstructions from Mobile and Tombigbee rivers.

Proviso.
Terms of contract to be complied with.

Improving mouth and passes of Calcasieu River, Louisiana: Continuing improvement, ninety thousand dollars, of which fifteen thousand dollars, or so much thereof as may be necessary, shall be used on the inner bars.

Calcasieu River, La.

Improving harbor at Vicksburg, Mississippi, not including work at Delta Point, Louisiana: Continuing improvement under the direction of the Secretary of War, forty thousand dollars.

Vicksburg, Miss.

Improving and maintaining ship channel in Galveston Bay, Texas: Continuing improvement according to the existing project, fifty thousand dollars.

Galveston Bay, Tex.,
ship channel.

Improving channel in West Galveston Bay, Texas: Continuing improvement according to existing project, five thousand dollars.

West Galveston Bay, Tex.

Improving harbor at Sabine Pass, Texas: Continuing improvement, two hundred and seventy-five thousand dollars.

Sabine Pass, Tex.

Improving harbor at Ashtabula, Ohio: Continuing improvement, seventy-five thousand dollars, including a survey to determine what improvement thereof should be made with a view to making it a harbor of refuge and enlarging its capacity for the purposes of commerce.

Ashtabula, Ohio.

Improving harbor at the mouth of Black River, Ohio: Continuing improvement, ten thousand dollars.

Black River, Ohio.

Improving harbor at Cleveland, Ohio: Continuing improvement, fifty thousand dollars.

Cleveland, Ohio.

Improving harbor at Fairport, Ohio: Continuing improvement, twenty thousand dollars.

Fairport, Ohio.

Improving harbor at Huron, Ohio: Continuing improvement, ten thousand dollars.

Huron, Ohio.

Improving harbor at Port Clinton, Ohio: Continuing improvement, six thousand dollars.

Port Clinton, Ohio.

Improving harbor at Sandusky, Ohio: Continuing improvement, thirty thousand dollars, five thousand dollars of which may be used in removing shoal at outer approach to harbor; and the Secretary of War is authorized and directed, in his discretion, to cause a survey, if necessary for the purpose, and an estimate to be made of the cost of further necessary improvement of said harbor, including the channel over said outer bar.

Sandusky, Ohio.

Improving harbor at Toledo, straight channel through Maumee Bay, Ohio: Continuing improvement, seventy thousand dollars, a part of which may be used, in the discretion of the Secretary of War, in removing shoal in the old channel and in extending the improvement up the Maumee River.

Toledo, Ohio.

Conneaut, Ohio.	Improving Conneaut Harbor, Ohio: Continuing improvement according to the existing plan, forty thousand dollars.
Vermillion, Ohio.	Improving harbor at Vermillion, Ohio: For maintenance and repairs, two thousand dollars.
Michigan City, Ind.	Improving outer harbor at Michigan City, Indiana: Continuing improvement, twenty thousand dollars.
	Improving inner harbor at Michigan City, Indiana: Continuing improvement, ten thousand dollars.
Calumet, Ill.	Improving Calumet Harbor, Illinois: For maintenance of existing works, fifteen thousand dollars, including survey with a view to such additional improvement as may be required.
Chicago, Ill.	Improving harbor at Chicago, Illinois: Completing improvement, eighty thousand dollars; and the Secretary of War may, in his discretion, use twenty-five thousand dollars of this sum in the improvement of Chicago River up to the forks of said river.
Waukegan, Ill.	Improving harbor at Waukegan, Illinois: Continuing improvement, twenty thousand dollars.
Charlevoix, Mich.	Improving harbor at Charlevoix and entrance to Pine Lake, Michigan: Continuing improvement, eight thousand dollars.
Frankfort, Mich.	Improving harbor at Frankfort, Michigan: Continuing improvement, and repairs, fifty thousand dollars.
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, twenty thousand dollars.
Manistee, Mich.	Improving harbor at Manistee, Michigan: Continuing improvements, and for repairs, twelve thousand dollars: <i>Provided</i> , That no part of this sum shall be used in aid of the inner navigation until the city authorities, or private owners, have taken proper steps to prevent erosion of the banks and the washing of silt into the bed of the river.
<i>Proviso.</i> Protecting banks, etc.	
Holland, Mich.	Improving harbor at Holland (Black Lake), Michigan: Completing improvement, fifteen thousand dollars.
Monroe, Mich.	Improving harbor at Monroe, Michigan: Continuing improvement, and maintenance, five thousand dollars.
Muskegon, Mich.	Improving harbor at Muskegon, Michigan: Continuing improvement, thirty thousand dollars.
Ontonagon, Mich.	Improving harbor at Ontonagon, Michigan: Continuing improvement, and for repairs, seven thousand dollars.
Pentwater, Mich.	Improving harbor at Pentwater, Michigan: Continuing improvement, five thousand dollars.
Sand Beach, Mich.	Improving harbor at Sand Beach, Michigan: Continuing improvement according to the existing project, twenty thousand dollars.
Portage Lake, Mich.	Improving harbor at Portage Lake, Michigan: Continuing improvement, twenty-five thousand dollars.
Saint Joseph, Mich.	Improving harbor at Saint Joseph, Michigan: Continuing improvement, thirty thousand dollars.
South Haven, Mich.	Improving harbor at South Haven, Michigan: Continuing improvement, twenty thousand dollars.
White Lake, Mich.	Improving harbor at White Lake, Michigan: Continuing improvement, five thousand dollars.
Marquette, Mich.	Improving harbor at Marquette, Michigan: Continuing improvement, thirty thousand dollars.
Ludington, Mich.	Improving harbor at Ludington, Michigan: Continuing improvement, six thousand dollars.
Petoskey, Mich. Vol. 27, p. 94.	Improving harbor at Petoskey, Michigan: Ten thousand dollars, to be expended together with the unexpended appropriations for this harbor, according to the larger of the two projects submitted in the report of December twenty-first, eighteen hundred and eighty-nine, and printed in the annual report for eighteen hundred and ninety, pages twenty-six hundred and seventy-four and twenty-six hundred and seventy-five.
Saugatuck, Mich.	Improving harbor at Saugatuck, Michigan: Continuing improvement and for restraining works to prevent the drifting of sand into the harbor, twelve thousand dollars.

Improving harbor at Menominee, Michigan and Wisconsin: Continuing improvement, ten thousand dollars.

Menominee, Mich.
and Wis.

Improving Cheboygan Harbor, Michigan: The Secretary of War is hereby directed to expend the unexpended balance on hand in dredging. He is also directed to make an estimate of the amount required to deepen the present channel to a depth of eighteen feet.

Cheboygan, Mich.
Dredging.
Vol. 25, p. 405.

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

Ahnapee, Wis.

Improving harbor at Green Bay, Wisconsin: Continuing improvement, twenty-five thousand dollars.

Green Bay, Wis.

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

Kenosha, Wis.

Improving harbor at Kewaunee, Wisconsin: Continuing improvement, twenty thousand dollars.

Kewaunee, Wis.

Improving harbor at Manitowoc, Wisconsin: Continuing improvement and maintenance, twenty thousand dollars.

Manitowoc, Wis.

Improving harbor of refuge at Milwaukee, Wisconsin: Continuing improvement, forty-five thousand dollars.

Milwaukee, Wis.
Harbor of refuge.

Improving harbor at Milwaukee, Wisconsin: For repairs of piers and dredging, seven thousand dollars, and including survey of the harbor at South Milwaukee with a view to the improvement thereof.

Repairs, etc.

Improving harbor at Port Washington, Wisconsin: Continuing improvement, five thousand dollars.

Port Washington,
Wis.

Improving harbor at Racine, Wisconsin: Continuing improvement, twenty thousand dollars.

Racine, Wis.

Improving harbor at Superior Bay and Saint Louis Bay, Wisconsin: Continuing improvement, fifty thousand dollars, a portion of which may, in the discretion of the Secretary of War, be used in dredging in Superior Bay along the dock line between the Quebec channel and the main channel opposite the base of Connor's Point: *Provided*, That so much of said sum as may be necessary may be used for the purpose of making a survey of said harbor with a view of deepening it to twenty feet and making estimates therefor.

Superior and Saint
Louis bays, Wis.

Proviso.
Survey.

Improving harbor at Sheboygan, Wisconsin: Continuing improvement, twenty-five thousand dollars, of which the sum of four hundred and thirty-nine dollars and fifty-six cents may be paid by the Secretary of War to the C. Reiss Coal Company, of Sheboygan, Wisconsin, for dredging done by them in the harbor.

Sheboygan, Wis.

Dredging.

Improving harbor at Ashland, Wisconsin: Continuing improvement, twenty-five thousand dollars.

Ashland, Wis.

Improving harbor at Two Rivers, Wisconsin: Continuing improvement, three thousand dollars.

Two Rivers, Wis.

Improving harbor of refuge at Sturgeon Bay Canal, Wisconsin: For maintenance of channel and piers, five thousand dollars.

Sturgeon Bay, Wis.

Improving harbor at Oconto, Wisconsin: To maintain works, three thousand dollars: *Provided*, That so much of said sum as may be necessary may be used for the purpose of making a survey and submitting plans and estimates for the improvement and confinement of the current in the river to maintain a standard depth of water, and to obtain a channel sixteen feet deep, and for extending the piers and for the construction of a harbor sixteen feet deep in Green Bay exterior to the river channel.

Oconto, Wis.

Proviso.
Survey, etc.

Improving harbor at Duluth, Minnesota, including repairs to the canal, piers, the channel on the north shore of Saint Louis Bay and the Saint Louis River, seventy-five thousand dollars, of which an amount not to exceed twenty-five thousand dollars, in the discretion of the Secretary of War, may be expended in the channel of Saint Louis River above Grassy Point: *Provided*, That so much of said sum as may be necessary may be used for the purpose of making a survey of said harbor with a view of deepening it to twenty feet and making estimates therefor. The Secretary of War is authorized to negotiate with the city of Duluth for the unconditional donation of the land needed for said

Duluth, Minn.

Proviso.
Survey.

Donation of lands
from city.

- canal, canal entrances, and piers, accompanied by vacation of the abutting streets. In the event the city refuses to make an unconditional donation, but accompanies the donation with the reservation of a right of way for a tunnel, the Secretary of War may accept such conditional donation of the land; provided the said tunnel follows such lines and grades as he may approve.
- Grand Marais, Minn. Improving harbor at Grand Marais, Minnesota: Continuing improvement, three thousand dollars.
- Agate Bay, Minn. Improving harbor at Agate Bay, Minnesota: Continuing improvement, thirty thousand dollars.
- Oakland, Cal. Improving harbor at Oakland, California: Continuing improvement, one hundred thousand dollars, of which twelve thousand dollars, or so much thereof as may be necessary, shall be used in opening the western end of the tidal canal in said harbor to the depth of eight feet below low tide.
- San Diego, Cal. Improving harbor at San Diego, California: Continuing improvement, fifty thousand dollars.
- San Luis Obispo, Cal. Improving harbor at San Luis Obispo, California: Continuing improvement, forty thousand dollars.
- Coos Bay, Oreg. Improving entrance and harbor at Coos Bay, Oregon: Continuing improvement, ninety-five thousand dollars; and for the construction or purchase of a dredger, and operating the same in removing obstructions from and deepening the harbor of Coos Bay in front of Marshfield, thirteen thousand dollars.
- Yaquina Bay, Oreg. Improving harbor at Yaquina Bay, Oregon: Continuing improvement, fifty thousand dollars.
- Tillamook Bay, Oreg. Improving Tillamook Bay, Oregon: Continuing improvement, sixteen thousand dollars.
- Grays Harbor, Chehalis River, Wash. Improving Grays Harbor and Chehalis River, Washington: Continuing improvement, twenty-five thousand dollars.
- Olympia, Wash. Improving Olympia Harbor, Washington: Continuing improvement, forty thousand dollars.
- Rivers. Improving Bagaduce River, Maine: Continuing improvement, five thousand dollars.
- Bagaduce River, Me.
- Lubec Channel, Me. Improving Lubec Channel, Maine: Continuing improvement according to plan submitted by Colonel J. A. Smith December thirtieth, eighteen hundred and ninety, five thousand dollars; and the Secretary of War is hereby authorized, in his discretion, to expend on this improvement any unexpended balance of appropriations hitherto made for the improvement of the Saint Croix River.
- Kennebec River, Me. Improving Kennebec River, Maine: Continuing improvement, fifty thousand dollars.
- Narragausus River, Me. Improving Narragausus River, Maine: Continuing improvement, five thousand dollars.
- Harraseeket River, Me. Harraseeket River, Maine: To complete improvement, five thousand dollars.
- Saco River, Me. Improving Saco River, Maine, including breakwater: Continuing improvement, ten thousand dollars.
- Bellamy River, N. H. Improving Bellamy River, New Hampshire: Continuing improvement, seven thousand five hundred dollars.
- Cocheco River, N. H. Improving Cocheco River, New Hampshire: Continuing improvement, fifteen thousand dollars.
- Otter Creek, Vt. Improving Otter Creek, Vermont: Continuing improvement, five thousand dollars.
- Powow River, Mass. Improving Powow River, Massachusetts: Continuing improvement, fifteen thousand dollars.
- Taunton River, Mass. Improving Taunton River, Massachusetts: Continuing improvement, five thousand dollars.
- Weymouth River, Mass. Improving Weymouth River, Massachusetts: Continuing improvement, five thousand dollars, of which two thousand five hundred dollars shall be used in the improvement of Weymouth Back River.

Improving Essex River, Massachusetts: Continuing improvement, five thousand dollars.	Essex River, Mass.
Improving Mystic and Malden rivers, Massachusetts: Continuing improvement, ten thousand dollars.	Mystic and Malden rivers, Mass.
Improving Pawtucket River, Rhode Island: Continuing improvement, twenty-five thousand dollars.	Pawtucket River, R. I.
Improving Pawcatuck River, Rhode Island and Connecticut: Continuing improvement according to original plan for excavation of channel to a width of forty feet between the lower and upper wharves in the town of Westerly, and continuing the excavation of the channel to the full width of one hundred feet, six thousand dollars.	Pawcatuck River, R. I. and Conn.
Improving Providence River and Narragansett Bay, Rhode Island: Continuing improvement, seventeen thousand five hundred dollars.	Providence River, Narragansett Bay, R. I.
Improving Green Jacket Shoal, Providence, Rhode Island: Continuing improvement, seven thousand five hundred dollars.	Green Jacket Shoal, R. I.
Improving Connecticut River below Hartford, Connecticut: Continuing improvement, twenty thousand dollars.	Connecticut River, Conn.
Improving Housatonic River, Connecticut: Continuing improvement, twenty-five thousand dollars.	Housatonic River, Conn.
Improving Thames River, Connecticut: Continuing improvement, twelve thousand five hundred dollars.	Thames River, Conn.
Improving Mystic River, Connecticut: Continuing improvement, three thousand five hundred dollars.	Mystic River, Conn.
Improving Saugatuck River, Connecticut: For completion, three thousand dollars.	Saugatuck River, Conn.
Improving Newtown Creek, New York: Continuing improvement, twenty thousand dollars.	Newtown Creek, N. Y.
Improving Harlem River, New York: Continuing improvement, one hundred and twenty-five thousand dollars.	Harlem River, N. Y.
Improving East River and Hell Gate, New York: Continuing improvement, seventy-five thousand dollars.	East River and Hell Gate, N. Y.
Improving Browns Creek, Sayville, Long Island, New York: For maintenance, four thousand dollars.	Browns Creek, N. Y.
Improving East Chester Creek, New York: Continuing improvement, twelve thousand dollars.	East Chester Creek, N. Y.
Improving Great Chazy River, New York: For completion, three thousand dollars.	Great Chazy River, N. Y.
Improving Patchogue River, New York: Continuing improvement, four thousand dollars.	Patchogue River, N. Y.
Improving shoal between Sister Islands and Cross-Over Light, Saint Lawrence River, New York: Continuing improvement, eight thousand dollars, to be expended for improving shoals between Sister Islands and Cross-Over Light, and in the Saint Lawrence River between Ogdensburg and the foot of Lake Ontario.	Saint Lawrence River, N. Y.
Improving Passaic River, New Jersey: Continuing improvement, fifteen thousand dollars.	Passaic River, N. J.
Improving Raritan River, New Jersey: Continuing improvement, twenty thousand dollars.	Raritan River, N. J.
Improving Shrewsbury River, New Jersey: Continuing improvement, five thousand dollars.	Shrewsbury River, N. J.
Improving South River, New Jersey: Continuing improvement, five thousand dollars.	South River, N. J.
Improving Alloway Creek, New Jersey: Continuing improvement, three thousand dollars.	Alloway Creek, N. J.
Improving Elizabeth River, New Jersey: Continuing improvement, three thousand dollars.	Elizabeth River, N. J.
Improving Mattawan Creek, New Jersey: For dredging, three thousand dollars.	Mattawan Creek, N. J.
Improving Rancocas River, New Jersey: Continuing improvement, three thousand dollars.	Rancocas River, N. J.
Improving Shoal Harbor and Compton Creek, New Jersey: Continuing improvement, three thousand dollars.	Shoal Harbor and Compton Creek, N. J.

Salem River, N. J.	Improving Salem River, New Jersey : For completion, one thousand seven hundred dollars.
Goshen Creek, N. J.	Improving Goshen Creek, New Jersey : Continuing improvement, three thousand dollars.
Allegheny River, Pa.	Improving Allegheny River, Pennsylvania : Continuing improvement, twelve thousand five hundred dollars.
Schuylkill River, Pa.	Improving Schuylkill River, Pennsylvania : Continuing improvement, twenty thousand dollars.
Frankford Creek, Pa.	Improving Frankford Creek, Pennsylvania, by straightening the same between the crossings of Tulip and Roxborough streets, in the county of Philadelphia, two thousand dollars.
Delaware River, Pa. and N. J.	Improving Delaware River, from Trenton to its mouth, Pennsylvania and New Jersey: Continuing improvement, one hundred and seventy thousand dollars, of which five thousand dollars shall be expended in the improvement of the channel over Perriwig Bar.
Herrs Island Dam, Pa.	For continuing construction of dam at Herrs Island, Allegheny River, Pennsylvania, forty thousand dollars.
Monongahela River, W. Va. and Pa.	Improving Monongahela River, West Virginia and Pennsylvania: Continuing improvement, twenty thousand dollars. The Secretary of War is hereby authorized and directed to investigate and report to the next Congress the sum of money necessary to acquire by purchase the locks and dams on the Monongahela River, in Pennsylvania, belonging to the Monongahela Navigation Company, as a whole, and separately; and also to take testimony as to the value of said improvements, and the commercial importance of free navigation of said river; and the Secretary of War shall report thereon to Congress at its next succeeding session, to the end that Congress may determine as to the expediency of making the navigation of said river free from tolls.
Purchase of dams, etc. <i>Post, p. 973.</i>	
Appoquinimink River, Del.	Improving Appoquinimink River, Delaware: Continuing improvement, five thousand dollars.
Smyrna River, Del.	Improving Smyrna River, Delaware: Continuing improvement, five thousand dollars.
Murderkill River, Del.	Improving Murderkill River, Delaware: Continuing improvement, six thousand five hundred dollars, of which one thousand five hundred dollars, in the discretion of the Secretary of War, may be used in removing the bar and obstructions at the mouth of Saint Jones River.
Mispillion River, Del.	Improving Mispillion River, Delaware: Continuing improvement, ten thousand dollars.
Waterway, Chincoteague and Delaware bays.	Improving the inland waterway from Chincoteague Bay, Virginia, to Delaware Bay, at or near Lewes, Delaware, to be used from Delaware Bay to Indian River: Continuing improvement, twenty-five thousand dollars.
Broad Creek River, Del.	Improving Broad Creek River, Delaware: Continuing improvement, five thousand dollars, of which so much as may be necessary shall be used for removal of bar that extends from the railroad bridge at Seaford toward the mouth of Nanticoke River.
Choptank River, Md.	Improving Choptank River, Maryland: Continuing improvement, two thousand dollars.
Susquehanna River, Md. and Pa.	Improving Susquehanna River, Maryland and Pennsylvania: For maintenance, four thousand dollars, to be expended above Havre de Grace, including survey from a point one mile below the town of Havre de Grace to a point one mile above Port Deposit, to ascertain what is necessary to prevent the accumulation of ice and ice gorges in said river and the cost thereof.
Chester River, Md.	Improving Chester River, Maryland: Continuing improvement, one thousand five hundred dollars.
Manokin River, Md.	Improving Manokin River, Maryland: Continuing improvement, four thousand dollars.
Wicomico River, Md.	Improving Wicomico River, Maryland: Continuing improvement, three thousand dollars.
La Trappe River, Md.	Improving La Trappe River, Maryland: Completing improvement, four thousand seven hundred and fifty dollars.

Improving Warwick River, Maryland: Continuing improvement, two thousand dollars.	Warwick River, Md.
Improving Patapsco River and channel to Baltimore: Continuing improvement from main ship channel to Curtis Bay, twelve thousand dollars.	Patapsco River, Md.
That the President of the United States is hereby authorized to appoint a board, to consist of an officer of the Engineer Corps of the United States Army, not below the rank of lieutenant-colonel, an officer of the United States Navy, not below the rank of captain, and two civilians, who, together with the Chief of the Engineers of the United States Army, shall examine and determine, from the surveys heretofore made under the direction of the War Department, the most feasible route for the construction of the Chesapeake and Delaware Canal. And in making such selection said board shall select a route which in its judgment shall give the greatest facility to commerce and will be best adapted for national defense. The said board shall report its conclusions to the Secretary of War, who shall transmit the same to Congress at its next session; and the sum of five thousand dollars is hereby appropriated to pay the expenses of the said board.	Delaware and Chesapeake Canal. Board to select route, etc. Report.
Improving Potomac River, Washington, District of Columbia: Continuing improvement, one hundred and fifty thousand dollars.	Potomac River, D.C.
Improving Appomattox River, Virginia: Continuing improvement, five thousand dollars.	Appomattox River, Va.
Improving Nansemond River, Virginia: Continuing improvement, ten thousand dollars, including survey and preparing estimate for the improvement of Nandua creek.	Nansemond River, Va.
Improving James River, Virginia: Continuing improvement, one hundred thousand dollars.	James River, Va.
Improving Mattaponi River, Virginia: Continuing improvement, four thousand dollars, of which one thousand five hundred dollars shall be expended between Aylett's and Guinea's bridges.	Mattaponi River, Va.
Improving Nomini Creek, Virginia: Continuing improvement, five thousand dollars.	Nomini Creek, Va.
Improving Pamunkey River, Virginia: Continuing improvement, two thousand dollars.	Pamunkey River, Va.
Improving Rappahannock River, Virginia: Continuing improvement, ten thousand dollars.	Rappahannock River, Va.
Improving Urbanna Creek, Virginia: Continuing improvement, three thousand dollars.	Urbanna Creek, Va.
Improving York River, Virginia: Continuing improvement, twenty thousand dollars.	York River, Va.
Improving Aquia Creek, Virginia: Continuing improvement, three thousand dollars.	Aquia Creek, Va.
Improving Occoquan Creek, Virginia: Continuing improvement, five thousand dollars.	Occoquan Creek, Va.
Protecting Jamestown Island from the encroachments of James River, ten thousand dollars, or so much thereof as may be necessary.	James River, Jamestown Island, Va.
Improving Lower Machodoc Creek, Virginia: Continuing improvement, three thousand dollars.	Lower Machodoc Creek, Va.
Improving Elk River, West Virginia: Continuing improvement, two thousand dollars.	Elk River, W. Va.
Improving Guyandotte River, West Virginia: For maintenance, two thousand dollars.	Guyandotte River, W. Va.
Improving Gauley River, West Virginia: Continuing improvement, three thousand dollars.	Gauley River, W. Va.
Improving Roanoke River, North Carolina: Continuing improvement, thirty thousand dollars.	Roanoke River, N. C.
Improving inland waterway between Beaufort Harbor and New River, North Carolina: Continuing improvement, two thousand five hundred dollars.	Waterway, Beaufort to New River, N. C.
Improving Trent River, North Carolina: Continuing improvement, four thousand dollars.	Trent River, N. C.

North East River, N. C.	Improving North East (Cape Fear) River, North Carolina: Continuing improvement, five thousand dollars.
Pasquotank River, N. C.	Improving Pasquotank River, North Carolina: Completing improvement, one thousand dollars.
Cape Fear River, N. C., above Wilmington. Below Wilmington.	Improving Cape Fear River, North Carolina, above Wilmington: Continuing improvement, fourteen thousand dollars. Improving Cape Fear River, North Carolina, from Wilmington to its mouth: Continuing improvement, two hundred thousand dollars.
Pamlico and Tar rivers, N. C.	Improving Pamlico and Tar Rivers, North Carolina, up to Rocky Mount: Continuing improvement, ten thousand dollars.
Contentnia Creek, N. C.	Improving Contentnia Creek, North Carolina: Continuing improvement, ten thousand dollars.
Black River, N. C.	Improving Black River, North Carolina: For maintenance, two thousand dollars.
Lumber River, N. C. and S. C.	Improving Lumber River, North and South Carolina: Continuing improvement, four thousand dollars.
Neuse River, N. C.	Improving Neuse River, North Carolina: Continuing improvement, seven thousand dollars.
Waterway, Norfolk, Va., to Albemarle Sound, N. C.	Improving inland water route from Norfolk Harbor, Virginia, to Albemarle Sound, North Carolina, through Currituck Sound: Continuing improvement, ten thousand dollars.
Survey for ship canal, Va. and N. C.	For the survey of the waterways through the sounds of North Carolina and for the survey of the Dismal Swamp Canal, Virginia and North Carolina, with a view of obtaining a depth of nine feet and the necessary width of a ship canal, and for the survey of the rivers and water connections connecting said canal with the sounds of North Carolina, five thousand dollars, or so much thereof as is necessary.
Lockwoods Folly River, N. C.	Improving Lockwoods Folly River, North Carolina: Continuing improvement, ten thousand dollars.
Great Pedee River, S. C.	Improving Great Pedee River, South Carolina: Continuing improvement, six thousand dollars.
Santee River, S. C.	Improving Santee River, South Carolina: Continuing improvement, forty thousand dollars, to be used in snagging and in making new cut between Estherville and Minim Creek, and in maintaining the Musquito Creek Channel.
Waccamaw River, N. C. and S. C.	Improving Waccamaw River, North and South Carolina, up to Lake Waccamaw: Continuing improvement, six thousand dollars.
Wappoo Cut, S. C.	Improving Wappoo Cut, South Carolina: Continuing improvement, seven thousand dollars.
Wateree River, S. C.	Improving Wateree River, South Carolina: For maintenance, two thousand five hundred dollars.
Congaree River, S. C.	Improving Congaree River, South Carolina: Continuing improvement, four thousand dollars.
Mingo Creek, S. C.	Improving Mingo Creek, South Carolina: For completion, four thousand dollars.
Little Pedee River, S. C.	Improving Little Pedee River, South Carolina: Continuing improvement, four thousand dollars.
Beaufort River, S. C.	Improving Beaufort River, South Carolina: Continuing improvement, five thousand dollars.
Altamaha River, Ga.	Improving Altamaha River, Georgia: Continuing improvement, ten thousand dollars.
Chattahoochee River, Ga. and Ala.	Improving Chattahoochee River, Georgia and Alabama: Continuing improvement, thirty thousand dollars, of which five thousand dollars are to be used on that portion of the river between West Point and Franklin, and ten thousand dollars in rebuilding snag boat.
Flint River, Ga.	Improving Flint River, Georgia: Continuing improvement, eight thousand dollars.
Ocmulgee River, Ga.	Improving Ocmulgee River, Georgia: Continuing improvement, ten thousand dollars, of which five thousand dollars are to be expended between Macon and Hawkinsville and the like sum below Hawkinsville.
Oconee River, Ga.	Improving Oconee River, Georgia: Continuing improvement, ten

thousand dollars, of which three thousand dollars are to be expended between Milledgeville and the Central Railroad bridge.

Improving Savannah River, between Savannah and Augusta: Continuing improvement, fifteen thousand dollars. Savannah River, Ga., lower.

Improving Savannah River, above Augusta, Georgia: Continuing improvement, six thousand dollars. Above Augusta.

Improving Jekyl Creek, Georgia: Continuing improvement, four thousand dollars. Jekyl Creek, Ga.

Improving Coosa River, between Rome, Georgia, and the East Tennessee, Virginia and Georgia Railroad bridge, in Alabama: Continuing improvement, one hundred and ten thousand dollars. Coosa River, Ga. and Ala.

Improving Coosa River between Wetumka, Alabama, and the East Tennessee, Virginia and Georgia Railroad bridge: Continuing improvement, one hundred and ten thousand dollars. Coosa River, Ala.

Inside water route between Savannah, Georgia, and Fernandina, Florida: Continuing improvement, twenty thousand dollars. Waterway, Savannah to Fernandina.

Continuing improvement, Apalachicola River, Florida, including the cut-off, Lees Slough and Lower Chipola River: Five thousand dollars. Apalachicola River, Fla.

Improving Caloosahatchee River and Punta Rassa, Florida: For maintenance, two thousand dollars. Caloosahatchee River and Punta Rassa, Fla.

Improving Choctawhatchee River, Florida and Alabama: Continuing improvement, six thousand dollars: *Provided*, That no part of said sum shall be expended above Hollis bridge until a draw, approved by the Secretary of War, is put in said bridge. Choctawhatchee River, Fla. and Ala.
 Proviso.
 Drawbridge.

Improving Indian River, Florida, dredging channel from the channel of the Indian River through the Negro Cut to the bar at the Indian River inlet, five thousand dollars, and, in addition thereto, the Secretary of War is hereby authorized to expend in making said improvement the fifteen thousand dollars appropriated for the improvement of Indian River by Act approved July thirteenth, eighteen hundred and ninety-two. Indian River, Fla.

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Improving Escambia and Conecuh rivers, Florida: Continuing improvements, six thousand dollars. Escambia and Conecuh rivers, Fla.

Improving Manatee River, Florida: Continuing improvement, three thousand dollars. Manatee River, Fla.

Improving Suwanee River, Florida: Continuing improvement, three thousand dollars. Suwanee River, Fla.

Improving Volusia Bar, Florida: For maintenance, one thousand dollars. Volusia Bar, Fla.

Improving Ocklawaha River, Florida: For maintenance, three thousand dollars. Ocklawaha River, Fla.

Improving Sarasota Bay, Florida: Continuing improvement, two thousand five hundred dollars. Sarasota Bay, Fla.

Improving Withlacoochee River, Florida: For maintenance, including a survey of the mouth of said river, eight hundred dollars. Withlacoochee River, Fla.

Improving Alabama River, Alabama: Continuing improvement, fifty thousand dollars. Alabama River, Ala.

Improving Black Warrior River, Alabama, from Tuscaloosa to Daniels Creek: Continuing improvement, thirty-seven thousand five hundred dollars; and the Secretary of War shall cause a survey of said river to be made for its further improvement to the Mulberry and Locust Fork, in harmony as to width and depth of channel with the work now being done between Tuscaloosa and Daniels Creek, and the expense of said survey shall be paid out of this appropriation. Black Warrior River, Ala.
 Survey.

Improving Warrior and Tombigbee rivers, Alabama, from mouth of Tombigbee River to Tuscaloosa: Continuing improvement, one hundred and fifteen thousand dollars, of which seventy-five thousand dollars are to be expended on the Tombigbee River and forty thousand dollars on the Warrior River; and so much of said sums as may be necessary is authorized to be expended in acquiring, by purchase or condemnation, under the laws of Alabama, the lands needed in making such improvements. Warrior and Tombigbee rivers, Ala.
 Distribution.

Tombigbee River, Ala. and Miss.	Improving Tombigbee River from Fulton to Columbus: Continuing improvement, four thousand dollars. Improving Tombigbee River from Demopolis, Alabama, to Columbus, Mississippi: Continuing improvement, fifty thousand dollars. Improving Tombigbee River, from Walkers Bridge to Fulton: Continuing improvement, one thousand dollars.
Big Sunflower River, Miss.	Improving Big Sunflower River, Mississippi: Continuing improvement, five thousand dollars.
Noxubee River, Miss.	Improving Noxubee River, Mississippi: For maintenance, three thousand dollars.
Pascagoula River, Miss.	Improving Pascagoula River, Mississippi: Continuing improvement, thirteen thousand dollars, and so much of said sum as may be necessary may be used for removal of the bar in Horn Island Pass.
Pearl River, Miss.	Improving Pearl River, Mississippi, between Edinburg and Carthage: For maintenance, five hundred dollars. Improving Pearl River, between Carthage and Jackson, Mississippi: For completion, two thousand four hundred dollars.
	Improving Pearl River, Mississippi, below Jackson: Continuing improvement, five thousand dollars, which, in the discretion of the Secretary of War, may be expended north of Columbia.
Tallahatchee River, Miss.	Improving Tallahatchee River, Mississippi: Continuing improvement, four thousand dollars.
Tchula Lake, Miss.	Improving Tchula Lake, Mississippi: Continuing improvement, three thousand dollars.
Yazoo River, Miss.	Improving Yazoo River, Mississippi: Continuing improvement, twenty thousand dollars, of which so much as may be necessary shall be expended in removing the bar at Yazoo City and the bars at the upper and lower ends of Tchula Lake, beginning with the bar at Yazoo City.
Chickasahay River, Miss.	Improving Chickasahay River, Mississippi, from the mouth up to railroad bridge, near Shubuta: Continuing improvement, five thousand dollars.
Leaf River, Miss.	Improving Leaf River, Mississippi, from its mouth to Bowie Creek: Continuing improvement, two thousand five hundred dollars.
Yazoo River, Miss., at mouth.	Improving mouth of the Yazoo River, Mississippi: Continuing improvement, two hundred and twenty-five thousand dollars, to be expended in accordance with plan of Captain J. H. Willard, Corps of Engineers, as set out in House Executive Document, numbered one hundred and twenty-five, of the first session, Fifty-second Congress.
Amite River, and Bayou Manchac, La.	Improving Amite River and Bayou Manchac, Louisiana: For maintenance, two thousand five hundred dollars.
Boeuf River, La.	Improving Boeuf River, Louisiana: Continuing improvement, eight thousand dollars.
Bayou Bartholomew, La. and Ark.	Improving Bayou Bartholomew, Louisiana and Arkansas: Continuing improvement, five thousand dollars.
Bayous D'Arbonne and Corney, La.	Improving bayous D'Arbonne and Corney, Louisiana: Continuing improvement, three thousand dollars, of which one thousand dollars shall be expended in removing obstructions from the Little D'Arbonne.
Tensas River, and Bayou Macon, La. and Ark.	Improving Tensas River and Bayou Macon, Louisiana and Arkansas: Continuing improvement, five thousand dollars.
Red River, La. and Ark.	Improving Red River, Louisiana and Arkansas, from Fulton, Arkansas, to the Atchafalaya River: Continuing improvement, according to the plan of Captain J. H. Willard, Corps of Engineers, United States Army, and for completion of survey, one hundred and fifty thousand dollars, of which fifteen thousand dollars, or so much thereof as may be necessary, shall be used in the further prosecution of the work at Alexandria, and five thousand dollars for improving the Sulphur River, a tributary of the Red River.
Tickfaw River, La.	Improving Tickfaw River, Louisiana: For maintenance, one thousand dollars.
Bayou Plaquemine, La.	Improving Bayou Plaquemine, Louisiana: Continuing improvement, one hundred and ten thousand dollars, of which sum not exceeding

ten thousand dollars may be used, in the discretion of the Secretary of War, in removing obstructions from Grand River and Pigeon bayous, forming part of the Bayou Plaquemine route.

Improving Bayou Lafourche, Louisiana: Continuing improvement and removing obstructions, forty thousand dollars, and a dredge boat for use in said bayou is hereby authorized to be constructed, the expense of same to be paid out of this appropriation.

Bayou Lafourche, La.

Improving Chefuncte River and Bogue Falia, Louisiana: For maintenance, one thousand dollars.

Chefuncte River and Bogue Falia, La.

Improving Bogue Chitto, Louisiana: Continuing improvement, five thousand dollars.

Bogue Chitto, La.

Improving Mermentau River and tributaries, Louisiana: Continuing improvement, five thousand dollars.

Mermentau River, etc., La.

Improving channel, bay, and passes of Bayou Vermilion, Louisiana: Continuing improvement, five thousand dollars.

Bayou Vermilion, La.

Improving Bayou Courtableau, Louisiana: Continuing improvement, five thousand dollars.

Bayou Courtableau, La.

Improving Bayou Teche, Louisiana: Continuing improvement, six thousand dollars.

Bayou Teche, La.

Improving Buffalo Bayou, Texas: Continuing improvement, fifteen thousand dollars.

Buffalo Bayou, Tex.

Improving Trinity River, Texas: Continuing improvement including survey from Magnolia to the city of Dallas, five thousand dollars.

Trinity River, Tex.

Improving Cypress Bayou, Texas: For dredging and removing obstructions and straightening channel between Jefferson, Texas, and Shreveport, Louisiana, ten thousand dollars.

Cypress Bayou, Tex.

Improving Sabine River, Texas: For completion, five thousand dollars.

Sabine River, Tex.

Improving Arkansas River, Arkansas and Indian Territory: Continuing improvement, two hundred and fifty thousand dollars, two-fifths of which amount shall be expended from the mouth of the river to Little Rock, and a portion of which, may in the discretion of the Secretary of War, be used to prevent the further caving of the bank near Red Fork, two-fifths from Little Rock to Fort Smith, and one-fifth above Fort Smith: *Provided*, That, in the discretion of the Secretary of War, ten thousand dollars of the amount hereby appropriated for said river may be used in removing obstructions and operating snag boats.

Arkansas River, Ark. and Ind. Ter.

Proviso.
Snag boats, etc.

Improving Saint Francis River, Arkansas: Continuing improvement, eighty-three thousand dollars, seventy-five thousand dollars of which to be expended by the Mississippi River Commission for the prevention of a formation of a cut through to the Saint Francis River by the action of the overflow water from the Mississippi River, as recommended in the report of Colonel Charles R. Suter, dated May twenty-ninth, eighteen hundred and ninety-four.

Saint Francis River, Ark.

Prevention of cut, Mississippi River Commission.

Improving Arkansas River: Removing obstructions and operating snag boats, twenty thousand dollars.

Arkansas River. Snag boats, etc.

Improving Black River, Arkansas and Missouri: Continuing improvement, nine thousand five hundred dollars.

Black River, Ark. and Mo.

Improving White River, Arkansas: Continuing improvement, fifty-two thousand dollars, of which two thousand dollars may, in the discretion of the Secretary of War, be expended in removing obstructions in Cache River, and eight thousand dollars in the rectification of the channel of the White River at Batesville.

White River, Ark.

Improving Ouachita and Black rivers, Arkansas and Louisiana: Continuing improvement, fifty thousand dollars; and the Secretary of War is directed to submit, with his next report on the Ouachita River, plans and estimates for the improvement of said Ouachita River by locks and dams, to give slackwater navigation as far above its mouth as in his judgment such improvement is practicable, the cost of the same to be paid out of this appropriation.

Ouachita and Black rivers, Ark. and La.

Improving Red River above Fulton, Arkansas: Continuing improvement three thousand five hundred dollars.

Red River, Ark.

Current River, Ark. and Mo.	Improving Current River, Arkansas and Missouri: Continuing improvement in accordance with the project submitted by H. S. Tabor, captain of engineers, on December eleventh, eighteen hundred and ninety, eight thousand dollars, of which four thousand three hundred and fifty dollars may be used in building a snag boat and rock barge.
Clinch River, Tenn.	Improving Clinch River, Tennessee: Continuing improvement, two thousand five hundred dollars.
Cumberland River.	Improving Cumberland River, Kentucky and Tennessee: Continuing improvement above Nashville, two hundred thousand dollars, of which five thousand dollars may be used, in the discretion of the Secretary of War, above the town of Burnside. Improving Cumberland River below Nashville, Tennessee: Continuing improvement, thirty thousand dollars.
French Broad and Little Pigeon rivers, Tenn.	Improving French Broad and Little Pigeon rivers, Tennessee: Continuing improvement, seven thousand dollars.
Tennessee River, Below Chattanooga, Tenn. Distribution.	Improving Tennessee River below Chattanooga, Tennessee: Continuing improvement, four hundred thousand dollars, of which twenty-five thousand dollars may, in the discretion of the Secretary of War, be used in continuing the work at Livingston Point, Kentucky, and ten thousand dollars in improving the river between Hobbs Island and Gunter'sville, and one hundred thousand dollars below Riverton, of which last sum ninety-thousand dollars, or so much thereof as may be necessary, shall be used in the removal of snags and other obstructions to navigation between Riverton and the mouth of said Tennessee River, and the remainder of said sum of one hundred thousand dollars, or so much thereof as may be necessary, shall be used in making a survey of said Tennessee River below Riverton and submitting plans for its improvement.
Above Chattanooga, Tenn.	Improving Tennessee River above Chattanooga, Tennessee, fifty thousand dollars, to be expended in accordance with the project submitted by Lieutenant-Colonel Henry M. Robert, on February twenty-third, eighteen hundred and ninety-three, and printed in House Executive Document numbered two hundred and fifty-two, second session of Fifty-second Congress.
Obion River, Tenn.	Improving Obion River, Tennessee, from its mouth to the town of Obion on the Newport News and Mississippi Valley Railroad, in Obion County: Continuing improvement, seven thousand five hundred dollars.
Kentucky River, Ky.	Improving Kentucky River, Kentucky: Continuing improvement, one hundred and thirty-five thousand dollars, of which ten thousand dollars shall be used in improving Rough River, Kentucky.
Falls of the Ohio River, Ky.	Improving the Falls of the Ohio River, Kentucky: Continuing improvement, sixty thousand dollars.
Indiana Chute, Ky.	Improving Indiana Chute, Falls of the Ohio River, Kentucky: Continuing improvement, twenty thousand dollars.
Rough River, Ky.	Improving Rough River, Kentucky: Continuing improvement, twelve thousand five hundred dollars.
Big Sandy River, Ky. Levisa Fork.	Improving Levisa Fork, Big Sandy River, Kentucky: For maintenance, two thousand five hundred dollars.
Tug Fork.	Improving Tug Fork, Big Sandy River, Kentucky: For maintenance, two thousand five hundred dollars.
Green River, Ky.	Improving Green River, Kentucky, above the mouth of Big Barren River: For lock number five, according to report and recommendation of Major D. W. Lockwood, Corps of Engineers, United States Army, submitted August eleventh, eighteen hundred and ninety-one, twenty-five thousand dollars.
Lock No. 2.	Improving Green River, Kentucky: For rebuilding lock number two in accordance with the existing plans, one hundred and five thousand dollars.
Big Sandy River, Ky.	Improving Big Sandy River, near Louisa, Kentucky: For continuing construction of movable dam in accordance with the existing plans, forty thousand dollars.

Ice harbor at the mouth of the Muskingum River, Ohio: For the completion of the ice harbor at the mouth of the Muskingum River in Ohio, and for the completion of the lock machinery at Taylorsville, Ohio, the sum of thirteen thousand dollars remaining to the credit of the Taylorsville lock appropriation is hereby appropriated, and the Secretary of War is authorized and directed to require the necessary changes to be made in the county bridge at Taylorsville and in the bridge of the Baltimore and Ohio Southwestern Railway Company at Marietta, Ohio, necessary to make said bridges conform to and accommodate the commerce of said river and to the improvements made therein by the United States, and to use for that purpose so much of the funds for the care and maintenance of public works as may be necessary to complete and perfect such changes, requiring that the county commissioners of Muskingum County and the managers of the railway line aforesaid shall construct the superstructure of the draws in said bridges, under the supervision and to the satisfaction of the Secretary of War, and maintain the same in good order to protect the navigation of said river; and a survey shall be made of said river from Zanesville to Dresden with a view to its improvement.

Muskingum River,
Ohio.
Ice harbor, etc.

That the Secretary of War is hereby authorized and directed to appoint a board of three engineers of the Army, whose duty it shall be to survey the Miami and Erie Canal, the Ohio Canal and such branches thereof and such river and stream channels as may in their judgment form available portions of a continuous canal connecting the waters of Lake Erie with the Ohio River through the State of Ohio, and to report as to the feasibility and advisability of improving and widening such canal to seventy feet at the water line, and deepening the same to seven feet, and by construction of new locks not less than one hundred and fifty feet in length and twenty-one feet in width, with a capacity for vessels of at least two hundred and eighty tons burden, and to report to the next session of Congress with detailed plans and an estimate of the cost of such improvement; and twenty thousand dollars, or so much thereof as may be necessary for the cost of said survey, is hereby appropriated: *Provided*, That nothing herein shall be construed to commit the Government to proceed with the construction of said improvement.

Canal connecting
Lake Erie and Ohio
River.
Commission to ex-
amine and report on.
Post, p. 967.

Proviso.
Construction not
binding.

Improving Ohio River, Ohio: Continuing improvement, two hundred and fifty thousand dollars, of which twelve thousand dollars shall be used in continuing the work at Shawneetown; twenty-five thousand dollars, or so much thereof as may be necessary, in preventing the cut-off threatened at the peninsula near Evansville, Indiana; eighteen thousand seven hundred and fifty dollars, or so much thereof as may be necessary, in constructing an additional ice pier at Middleport, Ohio, pursuant to the plans of the Chief of Engineers, and in enlarging and improving the ice pier at Pomeroy, Ohio, and in constructing an ice pier at or near Syracuse, Ohio, or at or near Hartford, West Virginia, upon the plans heretofore adopted for such piers in the Ohio River. The precise points for the construction of said piers at said localities shall be fixed by the Secretary of War so as to best accommodate the commerce of those sections of said river.

Ohio River.

Shawneetown.

Evansville, Ind.

Middleport, Ohio.

Ice piers.

Improving Ohio River by the construction of a movable dam at or below the mouth of Beaver River, Pennsylvania: Continuing improvement, seventy-five thousand dollars.

Ohio River.
Movable dam.

Improving Saginaw River, Michigan: Continuing improvement, forty thousand dollars, of which sixteen thousand dollars, or such less sum as may be necessary, shall be expended on the river above Bay City.

Saginaw River,
Mich.

Improving Saint Clair Flats Ship Canal, Michigan: All work pertaining to this canal is hereby declared to be embraced within the project adopted by the Act approved July thirteenth, eighteen hundred and ninety-two, and the Secretary of War is directed to perform the same in accordance therewith.

Saint Clair Flats
Canal, Mich.
Character of work.
Vol. 27, p. 108.

Black River, Mich.	Improving Black River, at Port Huron, Michigan: Continuing improvement up to Washington avenue, four thousand dollars.
	Improving mouth of Black River, Michigan: Continuing improvement, four thousand dollars.
Clinton River, Mich.	Improving Clinton River, Michigan: Continuing improvement, five thousand dollars.
Rouge River, Mich.	Improving Rouge River, Michigan: Continuing improvement, five thousand dollars.
Detroit River, Mich.	Improving Detroit River, Michigan, by removal of shoals from the city of Detroit to Lake Erie: Continuing improvement, thirty thousand dollars.
Alpena Harbor, Mich.	Improving Alpena Harbor, Michigan: Continuing improvement, four thousand dollars.
Waterway, Keweenaw Bay to Lake Superior.	Improving the water communication across Keweenaw Point, Lake Superior, from Keweenaw Bay to Lake Superior, in the State of Michigan, in accordance with the existing project, one hundred and thirty thousand dollars.
Saint Joseph River, Mich.	Improving Saint Joseph River, Michigan: Continuing improvement, five hundred dollars.
Chippewa River, Wis.	Improving Chippewa River, including Yellow Banks, Wisconsin: Continuing improvement, including a survey of the river for two miles south of the Dells Dam, ten thousand dollars.
Fox River, Wis.	Improving Fox River, Wisconsin: Continuing improvement, thirty-seven thousand five hundred dollars, of which twenty-five hundred dollars, or so much thereof as may be necessary, may be used for work in the harbor of Fond du Lac, Wisconsin, and approaches thereto; of which said sum, two thousand five hundred dollars, or so much thereof as shall be necessary, shall be used in the removal of the bar that exists at the intersection of Fox River with Big Lake Buttesdesmorts, and five thousand dollars, or so much thereof as may be necessary, may be used in erecting, operating, and maintaining on the Menasha dam slash boards to be so adjusted as to raise said dam one foot in height: <i>Provided, however,</i> That said dam shall not be raised if, in the judgment of the engineers or the Secretary of War, there is any possibility of any damage whatsoever being inflicted upon any private property by flowage of water or otherwise.
<i>Proviso.</i> Raising dam.	
Saint Croix River, Wis. and Minn.	Improving Saint Croix River, Wisconsin and Minnesota: Continuing improvement, four thousand dollars.
Menominee River, Mich. and Wis.	Improving Menominee River, Michigan and Wisconsin: Continuing improvement, six thousand dollars.
Sturgeon Bay and Lake Michigan Canal.	Improving Sturgeon Bay and Lake Michigan Ship Canal: Continuing improvement, twenty thousand dollars.
Red River of the North, Minn.	Improving Red River of the North, Minnesota: Continuing improvement, fifteen thousand dollars.
Wabash River, Ind. and Ill.	Improving Wabash River, Indiana and Illinois, above Vincennes: Continuing improvement, five thousand dollars.
	Improving Wabash River, Indiana and Illinois, below Vincennes: Continuing improvement, fifteen thousand dollars.
White River, Ind.	Improving White River, Indiana: Continuing improvement, including a resurvey of said river, five thousand dollars.
Calumet River, Ind. and Ill.	Improving Calumet River, Indiana and Illinois: Continuing improvement, forty-five thousand dollars, of which thirty-five thousand dollars is to be used below the forks of the river and ten thousand dollars above the forks to one-half mile east of Hammond.
Illinois River, Ill.	Improving Illinois River, Illinois: Continuing improvement, thirty-five thousand dollars.
Illinois and Michigan Canal.	For construction of the Illinois and Mississippi Canal: Continuing construction, one hundred and ninety thousand dollars.
Iowa River. Part declared not navigable.	So much of the Iowa River within the State of Iowa as lies between the town of Toolsboro and the town of Wapello, in the county of Louisa, shall not be deemed a navigable river or public highway, but dams and bridges may be constructed across it.

For examination and survey for the location of a canal connecting Lake Superior and the Mississippi River, ten thousand dollars; and the engineers making said examination and survey shall report the most feasible route for such canal, either by way of the Saint Croix, Rum, or Upper Mississippi rivers: *Provided*, That nothing herein shall be construed to commit the Government to proceed with the construction of said improvement.

Lake Superior and Mississippi River. Survey of canal to connect.

Proviso. Construction not binding.

For care and maintenance of reservoirs at the head-waters of the Mississippi River, fifty-one thousand dollars, and so much thereof as shall be required shall be expended in completing connections with the reservoir dams; in completing Sandy Lake dam; and any balance may be used for the construction of a reservoir and dam at Gull Lake, Minnesota: *Provided*, That the United States shall not be subject to any cost or expense for lands, mills, or other property necessarily taken or injured for the last-named reservoir and dam. The provisions of section four of an Act entitled "An Act making appropriations for the construction, repair, and preservation of certain public works on rivers and harbors, and for other purposes," approved July fifth, eighteen hundred and eighty-four, are hereby made applicable to said reservoirs so far as concerns their care, preservation, and maintenance. For dredging the channel at Quincy Bay, at Quincy, Illinois, the Secretary of War is hereby authorized to set apart, out of any appropriations heretofore made, or which may be made, by this Congress for continuing the improvement of the Mississippi River, from the mouth of the Missouri River to Minneapolis, the sum of fifteen thousand dollars, if, in his discretion, said sum shall be necessary for that purpose. And out of said appropriation he shall cause a survey to be made on the west side of the Mississippi River, commencing at the mouth of Flint Creek, in Des Moines County, State of Iowa, and running along the west bank of the river to the mouth of the Iowa River, and along the east bank of the Mississippi River from the city of Warsaw to the city of Quincy, with a view to improving the navigation by preventing the water from overflowing the natural and artificial banks along those parts of the river and deepening the channel.

Mississippi River. Reservoirs at head-waters.

Proviso. No cost for lands, etc.

Maintenance. Vol. 23, p. 147.

Quincy, Ill. *Post*, p. 404.

Survey to prevent overflows.

Improving the Mississippi River between the Chicago, Saint Paul, Minneapolis and Omaha Railroad bridge at Saint Paul to the Washington Avenue bridge at Minneapolis, fifty-one thousand dollars, which together with the unexpended balance standing to the credit of this improvement shall be expended under the project or plan to extend navigation from Saint Paul to the flour mills at Minneapolis, estimated for by Major A. McKenzie as appears by his report made to General Thomas L. Casey, Chief of Engineers, United States Army, under date of March first, eighteen hundred and ninety-four, by the construction of lock and dam numbered two in the same project.

From Saint Paul to Minneapolis, Minn.

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

Work under Mississippi River Commission.

At the harbor of Greenville, Mississippi: Continuing improvement, eighty thousand dollars.

Greenville, Miss.

At the harbor of New Madrid, Missouri: Continuing improvement, twenty thousand dollars.

New Madrid, Mo.

At the harbor of New Orleans, Louisiana: Continuing improvement, one hundred and ten thousand dollars.

New Orleans, La.

At the harbor of Natchez and Vidalia, Mississippi and Louisiana: Continuing improvement, eighty thousand dollars.

Natchez and Vidalia, Miss. and La.

At the harbor of Memphis, Tennessee: Continuing improvement, fifty thousand dollars, of which ten thousand dollars may be used in dredging at the mouth of Wolf River, in the discretion of the Secretary of War.

Memphis, Tenn.

The Mississippi River Commission shall cause to be expended on the harbor at Hickman, Kentucky, the unexpended balance, of any appropriation heretofore made for improving the harbor at that point.

Hickman, Ky. Unexpended balance.

At the head of the Atchafalaya and the mouth of Red River, Louisiana, for the rectification thereof: Continuing improvement, seventy

Atchafalaya and Red rivers, La.

thousand dollars, of which two thousand five hundred dollars may be used in improving Bayou Des Glaises, in the parish of Avoyelles, and the said Commission is directed to report to Congress in their next regular report their views on the advisability of effecting a separation between the Mississippi and Red Rivers at the present junction thereof and maintaining navigation between the same through Bayou Plaquemine or by means of a canal.

Saint Francis River,
Mo.
Gasconade River,
Mo.
Osage River, Mo.

Improving Saint Francois River, in Missouri, five thousand dollars. Improving Gasconade River, Missouri: Continuing improvement, five thousand dollars; and improving Osage River, Missouri: Continuing improvement, forty-six thousand dollars, to be expended by the Missouri River Commission.

Missouri River Com-
mission.
Distribution.

Missouri River, from its mouth to the lower limits of Sioux City, Iowa: The Missouri River Commission is authorized and directed to expend from the appropriations for the improvement of said river seventy-five thousand dollars in the rectification of the river at Omaha, Nebraska; thirty-five thousand dollars at Atchison, Kansas; and fifty thousand dollars at Saint Joseph and other localities on the river in the State of Missouri where the Commission may deem such improvement necessary.

Upper Missouri Riv-
er, between Stubb's
Ferry, Mont., and
Sioux City, Iowa.
Distribution.

Improving Upper Missouri River between Stubb's Ferry, in Montana, and the lower limits of Sioux City, Iowa: One hundred and ten thousand dollars, of which ten thousand dollars may be expended in the protection and completion of the works at Sioux City; forty thousand dollars are to be expended in the rectification of the river at Pierre and Fort Pierre; forty thousand dollars, in the discretion of the Secretary of War, may be used for the protection of Bismarck Harbor and the rectification of the river by works to prevent the river from eroding the banks and cutting a new channel at or near that point; twenty thousand dollars shall be expended between the Great Falls of said river, in Montana, and Stubb's Ferry, in Montana.

Sacramento and
Feather rivers, Cal.

Improving Sacramento and Feather Rivers, California: Continuing improvements, including treatment of the Yuba River, near and above Marysville, and of the Bear River, one hundred and fifteen thousand dollars; of which ten thousand dollars, or so much thereof as may be necessary, shall be expended in snagging and other work between Tehama and Redding, on the Sacramento River; and, in the discretion of the Secretary of War, ten thousand dollars, or so much thereof as may be necessary, shall be expended in making a cut-off to avoid Shanghai bend on Feather River: *Provided*, That no money shall be expended in making said cut-off until the right of way therefor shall have been conveyed to the United States free of expense.

Proviso.
Right of way.

San Joaquin River,
Cal.

Improving San Joaquin River, California, including making cut-off at Twenty-one Mile Slough; and if, in the discretion of the Secretary of War, it is deemed beneficial to navigation by preventing deposit of sediment in Stockton Channel, or otherwise, the making of a double cut-off beginning at Mormon Slough immediately above its junction with Stockton Channel, thence across the same, entering the San Joaquin River immediately below junction therewith of Stockton Channel: Continuing improvement, fifty thousand dollars, of which ten thousand dollars, or so much thereof as may be necessary, shall be expended in snagging and other work in aid of navigation on the San Joaquin River, above the city of Stockton and in the Tuolumne River and other tributaries of the former: *Provided*, That no money shall be expended in making said double cut-off until the right of way therefor shall have been conveyed to the United States free of charge.

Cut-off, etc.

Proviso.
Right of way.

Petaluma Creek, Cal.

Improving Petaluma Creek, California: Continuing improvement, fifteen thousand dollars.

Mokelumne River,
Cal.

Improving Mokelumne River, California: Continuing improvement, two thousand five hundred dollars, including snagging as far as county bridge at Thornton's, on said river: *Provided*, That no part of said

Proviso.

sum shall be used until the drainage canal cut by private parties near New Hope landing shall have been closed.

Drainage canal.

Improving Napa River, California: Continuing improvement, four thousand dollars.

Napa River, Cal.

Improving Upper Columbia River, including Snake River as far up as Asotin, Oregon and Washington: Continuing improvement, five thousand dollars.

Columbia River.
Upper.

Improving Columbia River from Rock Island Rapids to Foster Creek Rapids: The Secretary of War may, in his discretion, expend the unexpended balance, eight thousand two hundred and ten dollars and ninety-two cents, of the appropriation heretofore made for the improvement of the Columbia River between the head of Rock Island Rapids and the foot of Priest Rapids, Washington, for the building of a snag boat for use on the Columbia River between Rock Island Rapids and Foster Creek Rapids, and for such other work as may be necessary for the improvement of navigation of said river within the above-named limits.

Rapids, Rock Island
to Foster Creek.
Snag boat, etc.

Improving mouth of Columbia River, Oregon, and Washington: Completing improvement, three hundred and thirty-eight thousand one hundred and eighty dollars.

Mouth.

Improving Columbia River, Oregon and Washington, at Three-Mile Rapids, and the construction and equipment of a boat railway from the foot of The Dalles Rapids to the head of Celilo Falls, said boat railway to be provided at each terminus with hydraulic lifts, and other necessary appliances, for the purpose of raising and lowering the boats on suitable cars to and from its tracks, the whole to be located, constructed, and equipped for the passage of eight boats of six hundred tons each in each direction in twelve hours, on the south side of the Columbia River, substantially in accordance with the location and plans submitted by the board of engineers, appointed by the President in pursuance of the provision of the Act of Congress approved July thirteenth, eighteen hundred and ninety-two, and entitled "An Act making appropriations for the construction, repair, and preservation of certain public works on rivers and harbors, and for other purposes," with their report, which is contained in Senate Executive Document Numbered Seven, Fifty-third Congress, first session, one hundred thousand dollars: *Provided*, That the Secretary of War is hereby authorized and directed to proceed to acquire without unnecessary delay by purchase or condemnation, in the manner and according to the conditions now prescribed by law, the necessary right of way for said boat railway and the right to the use of lands required for terminal and other facilities for said boat railway, and to expend so much of the amount hereby appropriated as may be necessary for that purpose.

Boat railway at The
Dalles Rapids.

Vol. 27, p. 109.

Proviso.
Right of way, etc.,
to be secured.

Improving Lower Willamette River in front of and below Portland, Oregon and Columbia River below the Willamette River in Oregon and Washington: Continuing improvement, fifty thousand dollars.

Lower Willamette
and Columbia rivers,
Oreg. and Wash.

Improving Willamette River above Portland, Oregon: Continuing improvement, twenty-three thousand dollars, of which eight thousand dollars, or so much thereof as may be necessary, shall be used at Corvallis, and two thousand dollars may, in the discretion of the Secretary of War, be used in the removal of obstructions in Yam Hill River up to McMinnville.

Willamette River,
Oreg.

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

Coquille River, Oreg.

Improving Upper Coquille River, between Coquille City and Myrtle Point, Oregon: Continuing improvement, five thousand dollars.

Upper Coquille
River, Oreg.

Improving the mouth of Siuslaw River: Continuing improvement, twenty-five thousand dollars.

Siuslaw River, Oreg.

For gauging waters of the Columbia River, measuring tidal and river volumes, one thousand dollars.

Gauging Columbia
River.

Improving Upper Snake River, Idaho, between Seven Devils mining district and Huntington bridge, twenty-five thousand dollars.

Upper Snake River,
Idaho.

Cowlitz River, Wash.	Improving Cowlitz River, Washington: Continuing improvement, three thousand dollars.
Puget Sound, etc., Wash.	Improving Puget Sound and its tributary waters, Washington: Continuing improvement, fourteen thousand dollars, which, together with the unexpended balance, may, in the discretion of the Secretary of War, or so much thereof as shall be necessary, be used for repairs to snag boat.
Swinomish Slough, Wash.	Improving Swinomish Slough, Washington: Continuing improvement in accordance with existing plan, twenty-five thousand dollars.
Willapa River, Wash. <i>Proviso.</i> Removing obstructions.	Improving Willapa River and Harbor, Washington: For completion, thirteen thousand three hundred and fifty dollars: <i>Provided</i> , That in the discretion of the Secretary of War two thousand five hundred dollars of the amount hereby appropriated for said river and harbor may be used in removing obstructions in North River.
Waterway, Puget Sound to lakes Union and Washington.	For dredging Salmon Bay, and the improvement of the waterway connecting the waters of Puget Sound, at Salmon Bay, with lakes Union and Washington by enlarging the said waterway into a ship canal, with the necessary locks and appliances in connection therewith, twenty-five thousand dollars: <i>Provided</i> , That no part of said amount shall be expended on the improvement of the waterway connecting the waters of Puget Sound with lakes Union and Washington until the entire right of way and a release from all liability to adjacent property owners have been secured to the United States free of cost and to the satisfaction of the Secretary of War.
<i>Proviso.</i> Right of way to be secured free.	
Everett, Wash.	For dredging Everett Harbor, including mouth of Snohomish River, and Snohomish River from mouth to Lowell, in the State of Washington, the sum of ten thousand dollars.
New York Harbor. Fishing, etc., in ship channels forbidden.	SEC. 2. It shall be unlawful for any person or persons to engage in fishing or dredging for shell fish in any of the channels leading to and from the harbor of New York, or to interfere in any way with the safe navigation of those channels by ocean steamships and ships of deep draft.
Penalty for violations.	Any person or persons violating the foregoing provisions of this section shall be deemed guilty of a misdemeanor, and on conviction thereof shall be punished by fine or imprisonment, or both, such fine to be not more than two hundred and fifty dollars nor less than fifty dollars, and the imprisonment to be not more than six months nor less than thirty days, either or both united, as the judge before whom conviction is obtained shall decide.
Arrests.	It shall be the duty of the United States Supervisor of the harbor to enforce this Act, and the deputy inspectors of the said supervisor shall have authority to arrest and take into custody, with or without process, any person or persons who may commit any of the acts or offenses prohibited by this Act: <i>Provided</i> , That no person shall be arrested without process for any offense not committed in the presence of the supervisor or his inspector or deputy inspectors, or either of them: <i>And provided further</i> , That whenever any such arrest is made the person or persons so arrested shall be brought forthwith before a commissioner, judge, or court of the United States for examination of the offenses alleged against him; and such commissioner, judge or court shall proceed in respect thereto as authorized by law in case of crimes against the United States.
<i>Provisos.</i> Process.	
Proceedings.	
New York Harbor. Law prohibiting injurious deposits amended. Vol. 25, p. 209.	SEC. 3. That section three of the "Act to prevent obstructive and injurious deposits within the harbor and adjacent waters of New York City, by dumping or otherwise, and to punish and prevent such offenses," approved June twenty-ninth, eighteen hundred and eighty-eight, shall be, and hereby is, amended so as to read as follows:
Supervisor to designate place of deposit.	"SEC. 3. That in all cases of receiving on board of any scows or boats such forbidden matter or substance as herein described, the owner or master, or person acting in such capacity on board of such scows or boats, before proceeding to take or tow the same to the place of deposit, shall apply for and obtain from the supervisor of the harbor appointed

hereunder a permit defining the precise limits within which the discharge of such scows or boats may be made; and it shall not be lawful for the owner or master, or person acting in such capacity, of any tug or towboat to tow or move any scow or boat so loaded with such forbidden matter until such permit shall have been obtained; and every person violating the foregoing provisions of this section shall be deemed guilty of a misdemeanor, and on conviction thereof shall be punished by a fine of not more than one thousand nor less than five hundred dollars, and in addition thereto the master of any tug or towboat so offending shall have his license revoked, or suspended for a term to be fixed by the judge before whom tried and convicted.

Permits.

Penalty for violating.

"And any deviation from such dumping or discharging place specified in such permit shall be a misdemeanor, and the owner and master, or person acting in the capacity of master, of any scows or boats dumping or discharging such forbidden matter in any place other than that specified in such permit shall be liable to punishment therefor as provided in section one of the said Act of June twenty-ninth, eighteen hundred and eighty-eight; and the owner and master, or person acting in the capacity of master, of any tug or towboat towing such scows or boats shall be liable to equal punishment with the owner and master, or person acting in the capacity of master, of the scows or boats; and, further, every scowman or other employee on board of both scows and towboats shall be deemed to have knowledge of the place of dumping specified in such permit, and the owners and masters, or persons acting in the capacity of masters, shall be liable to punishment, as aforesaid, for any unlawful dumping, within the meaning of this Act or of the said Act of June twenty-ninth, eighteen hundred and eighty-eight, which may be caused by the negligence or ignorance of such scowman or other employee; and, further, neither defect in machinery nor avoidable accidents to scows or towboats, nor unfavorable weather, nor improper handling or moving of scows or boats of any kind whatsoever, shall operate to release the owners and masters and employees of scows and towboats from the penalties hereinbefore mentioned."

Penalty for discharging at other places.

Persons liable.

Every scow or boat engaged in the transportation of dredgings, earth, sand, mud, cellar dirt, garbage, or other offensive material of any description shall have its name or number and owner's name painted in letters and numbers at least fourteen inches long on both sides of the scow or boat; these names and numbers shall be kept distinctly legible at all times, and no scow or boat not so marked shall be used to transport or dump any such material.

Boats to have name, etc., painted.

The supervisor of the harbor of New York, designated as provided in section five of the said Act of June twenty-ninth, eighteen hundred and eighty-eight, is authorized and directed to appoint inspectors and deputy inspectors, and, for the purpose of enforcing the provisions of this Act and of the Act aforesaid, and of detecting and bringing to punishment offenders against the same, the said supervisor of the harbor, and the inspectors and deputy inspectors so appointed by him, shall have power and authority:

Appointment of inspectors.
Vol. 25, p. 210.

First. To arrest and take into custody, with or without process, any person or persons who may commit any of the acts or offenses prohibited by this section and by the Act of June twenty-ninth, eighteen hundred and eighty-eight, aforesaid, or who may violate any of the provisions of the same: *Provided*, That no person shall be arrested without process for any offense not committed in the presence of the supervisor or his inspectors or deputy inspectors, or either of them: *And provided further*, That whenever any such arrest is made the person or persons so arrested shall be brought forthwith before a commissioner, judge, or court of the United States for examination of the offenses alleged against him; and such commissioner, judge, or court shall proceed in respect thereto as authorized by law in case of crimes against the United States.

Duties.
Arrests.Provisos.
Process.

Custody of offender.

Seizure of boats.	Second. To go on board of any scow or towboat engaged in unlawful dumping of prohibited material, or in moving the same without a permit as required in this section of this Act, and to seize and hold said boats until they are discharged by action of the commissioner, judge, or court of the United States before whom the offending persons are brought.
Custody of witness.	Third. To arrest and take into custody any witness or witnesses to such unlawful dumping of prohibited material, the said witnesses to be released under proper bonds.
Accompanying tow-boats.	Fourth. To go on board of any towboat having in tow scows or boats loaded with such prohibited material, and accompany the same to the place of dumping, whenever such action appears to be necessary to secure compliance with the requirements of this Act and of the Act aforesaid.
Inspecting gas, etc., works.	Fifth. To enter gas and oil works and all other manufacturing works for the purpose of discovering the disposition made of sludge, acid, or other injurious material, whenever there is good reason to believe that such sludge, acid, or other injurious material is allowed to run into the tidal waters of the harbor in violation of section one of the aforesaid Act of June twenty-ninth, eighteen hundred and eighty-eight.
Penalty for bribing, etc.	Every person who, directly or indirectly, gives any sum of money or other bribe, present, or reward or makes any offer of the same to any inspector, deputy inspector, or other employee of the office of the supervisor of the harbor with intent to influence such inspector, deputy inspector, or other employee to permit or overlook any violation of the provisions of this section or of the said Act of June twenty-ninth, eighteen hundred and eighty-eight, shall, on conviction thereof, be fined not less than five hundred dollars nor more than one thousand dollars, and be imprisoned not less than six months nor more than one year.
Return of permits.	Every permit issued in accordance with the provisions of this section of this Act which may not be taken up by an inspector or deputy inspector shall be returned within forty-eight hours after issuance to the office of the supervisor of the harbor; such permit shall bear an indorsement by the master of the towboat, or the person acting in such capacity, stating whether the permit has been used, and if so the time and place of dumping. Any person violating the provisions of this section shall be liable to a fine of not more than five hundred dollars nor less than one hundred dollars.
Indorsement.	
Penalty.	
Use of canals, etc., to be regulated by Secretary of War.	SEC. 4. That it shall be the duty of the Secretary of War to prescribe such rules and regulations for the use, administration, and navigation of any or all canals and similar works of navigation that now are, or that hereafter may be, owned, operated, or maintained by the United States as in his judgment the public necessity may require.
Posting rules.	Such rules and regulations shall be posted, in conspicuous and appropriate places, for the information of the public; and every person and every corporation which shall knowingly and willfully violate such rules and regulations shall be deemed guilty of a misdemeanor and, on conviction thereof in any district court in the United States within whose territorial jurisdiction such offense may have been committed, shall be punished by a fine not exceeding five hundred dollars, or by imprisonment (in the case of a natural person) not exceeding six months, in the discretion of the court.
Drawbridges. Regulations for use to be published.	SEC. 5. That it shall be the duty of all persons owning, operating, and tending the drawbridges now built, or which may hereafter be built across the navigable rivers and other waters of the United States, to open, or cause to be opened, the draws of such bridges under such rules and regulations as in the opinion of the Secretary of War the public interests require to govern the opening of drawbridges for the passage of vessels and other water crafts, and such rules and regulations, when so made and published, shall have the force of law. Every such person who shall willfully fail or refuse to open, or cause to be opened,

the draw of any such bridge for the passage of a boat or boats, or who shall unreasonably delay the opening of said draw after reasonable signal shall have been given, as provided in such regulations, shall be deemed guilty of a misdemeanor, and on conviction thereof shall be punished by a fine of not more than two thousand dollars nor less than one thousand dollars, or by imprisonment (in the case of a natural person) for not exceeding one year, or by both such fine and imprisonment, in the discretion of the court: *Provided*, That the proper action to enforce the provisions of this section may be commenced before any commissioner, judge, or court of the United States, and such commissioner, judge, or court shall proceed in respect thereto as authorized by law in case of crimes against the United States: *Provided further*, That whenever, in the opinion of the Secretary of War, the public interests require it, he may make rules and regulations to govern the opening of drawbridges for the passage of vessels and other water crafts, and such rules and regulations, when so made and published, shall have the force of law, and any violation thereof shall be punished as hereinbefore provided.

Penalty for violations.

Provisos.
Proceedings.

Secretary of War may make rules, etc.

SEC. 6. That it shall not be lawful to place, discharge, or deposit, by any process or in any manner, ballast, refuse, dirt, ashes, cinders, mud, sand, dredgings, sludge, acid, or any other matter of any kind other than that flowing from streets, sewers, and passing therefrom in a liquid state, in the waters of any harbor or river of the United States, for the improvement of which money has been appropriated by Congress, elsewhere than within the limits defined and permitted by the Secretary of War; neither shall it be lawful for any person or persons to move, destroy, or injure in any manner whatever any sea wall, bulkhead, jetty, dike, levee, wharf, pier, or other work built by the United States, in whole or in part, for the preservation and improvement of any of its navigable waters, or to prevent floods, or as boundary marks, tide gauges, surveying stations, buoys, or other established marks; any and every such act is made a misdemeanor, and every person knowingly engaged in or who shall knowingly aid, abet, authorize, or instigate a violation of this section shall, upon conviction, be punishable by fine or imprisonment, or both, such fine to be not less than two hundred and fifty dollars nor more than twenty-five hundred dollars, and the imprisonment to be not less than thirty days nor more than one year, either or both united, as the judge before whom conviction is obtained shall decide, one-half of said fine to be paid to the person or persons giving information which shall lead to conviction of this misdemeanor.

Deposits of refuse, etc., in navigable waters forbidden.

Injuries to jetties, etc., forbidden.

Penalties.

SEC. 7. That any and every master, pilot, and engineer, or person or persons acting in such capacity, respectively, on board of any boat or vessel who may willfully injure or destroy any work of the United States contemplated in section six of this Act, or who shall knowingly engage in towing any scow, boat, or vessel loaded with any such prohibited matter to any point or place of deposit or discharge in any harbor contemplated in section six of this Act, elsewhere than within the limits defined and permitted by the Secretary of War, shall be deemed guilty of a violation of this Act and shall, upon conviction, be punishable as hereinbefore provided for offenses in violation of section six of this Act, and shall also have his license revoked or suspended for a term to be fixed by the judge before whom tried and convicted.

Masters, pilots, etc., injuring works, etc., to have licenses revoked or suspended.

SEC. 8. Any boat, vessel, scow or other craft used or employed in violating any of the provisions of sections six and seven of this Act shall be liable to the pecuniary penalties imposed thereby, and in addition thereto to the amount of the damages done by said boat, vessel, scow, or other craft, which latter sum shall be placed to the credit of the appropriation for the improvement of the harbor in which the damage occurred, and said boat, vessel, scow, or other craft may be proceeded against summarily by way of libel in any district court of the United States having jurisdiction thereof.

Libel against boats violating deposit, etc., prohibitions.

Displacement of tide
waters by piers, etc.
Compensating ba-
sin.

SEC. 9. That whenever the Secretary of War grants to any person or persons permission to extend piers, wharves, bulkheads, or other works, or to make deposits in any tidal harbor or river of the United States beyond any harbor lines established under authority of the United States, he shall cause to be ascertained the amount of tide water displaced by any such structure or by any such deposits, and he shall, if he deem it necessary, require the parties to whom the permission is given to make compensation for such displacement either by excavating in some part of the harbor, including tide-water channels between high and low water mark, to such an extent as to create a basin for as much tide water as may be displaced by such structure or by such deposits, or in any other mode that may be satisfactory to him: *Provided*, That all such dredging or other improvement shall be carried on under the direction of the Secretary of War, and shall in no wise injure any existing channels.

Proviso.
Dredging.

Preliminary exami-
nations.

SEC. 10. That the Secretary of War is hereby directed to cause preliminary examinations to be made at the following localities, to wit:

Arkansas.

ARKANSAS.

Little River, from Fulton to White Cliffs.
Bayou Macon above Floyd.
Boueff River above Wallaces Landing.
Cache River to Riverside, with a view to low-water navigation.
Upper White River, to determine the proper method of improvement.

Arizona.

ARIZONA.

Colorado River above Yuma to the highest point of navigation.

Connecticut.

CONNECTICUT.

Harbor of West Haven, and West River from the steam railroad crossing to the main channel of New Haven Harbor.
Black Rock Harbor.
Greenwich Harbor.
Byram Harbor.

California.

CALIFORNIA.

San Francisco Harbor, obstructions therein and in the approaches thereto, as follows: Noonday Rocks, Mile Rocks, the Sunken Rocks off Fort Point, Anita Rock, near Fort Point; Arch Rock, Shag Rock, Blossom Rock, Two Mission Rocks, Invincible Rock, one-half mile southerly from The Brothers light-house; Whiting Rock, one-eighth of a mile north of Invincible Rock, and Fifteen Feet Rock, a quarter of a mile west of said light-house, with a view to their removal.

San Rafael Creek and Mendocino Harbor.

Georgiana River.

San Joaquin River, above the mouth of Stanislaus River, with a view to improvement, including closure of sloughs to a height sufficient to maintain current in main channel during low-water period.

Feather River, above Marysville.

American River, with a view to prevention of sand flowing into the Sacramento River, near the city of Sacramento.

Harbor of El Moro.

Napa River, between North and South Vallejo, with a view of improvement and confinement of current to keep channel open.

Steamboat Channel, and from junction thereof with Sacramento River to mouth of said river, with a view to improvement, enlargement of navigable channel, and to increase capacity for flood discharge.

Suisun Creek, with a view to improvement of channel.

DELAWARE.

Delaware.

Christiana River above Wilmington to Newport.
For a canal from Pocomoke River to Indian River.
Mouth of Broad Kiln River.
Mahon River.

MARYLAND.

Maryland.

Harbor at Claiborne, the west terminus of the Baltimore and Eastern Shore Railroad.

Chapel Point Harbor, at the junction of the Potomac and Port Tobacco rivers, with a view to the improvement of said harbor and its approaches.

FLORIDA.

Florida.

Tampa Bay, from Port Tampa to the mouth of the bay.
Crystal River, at its mouth.
Carabelle bar and harbor.
Saint Johns River, at Orange Mills Flats, near Palatka and for the improvement of the channel of the Saint John's River to Sandford and points above with a view to obtaining sufficient water for sea-going vessels.

Saint Lucia Inlet and River.
Withlacoochee River, from its mouth to head of navigation.
Entrance to Biscayne Bay.
Ancote River.

ILLINOIS.

Illinois.

Quincy Bay.

KENTUCKY.

Kentucky.

For ice-harbor, including lock and dam at a point about three miles from mouth of Licking River.

LOUISIANA.

Louisiana.

Bayou Teche, from Saint Martinsville to Port Barre.
Bayou Bonfua in Saint Tammany Parish.
Harbor at Baton Rouge.
Harbor at Bayou Sara.
Chefunete River and Bogue Falia.
Tickfaw River and tributaries.
Bayou Dugdamona.
Bayou Castor.
Little River.

MASSACHUSETTS.

Massachusetts.

Manchester Harbor, from mouth of the river below the Point of Rocks, with a view to a channel one hundred feet wide and five feet deep, and removal of sand bar at mouth of river and removal of sand bar and rocks at the Point of Rocks.

Plymouth Harbor, with a view to the removal of the obstructions known as "Splitting Knife" and "Middle Ground," and the north and south sides of the excavated channel in said harbor with a view to deepening and improving the same.

Onset Harbor.
Bass River.
Hyannis Harbor.
Chatham New Harbor.
Mount Hope Bay and harbor of Fall River.
Byrams Cove Harbor.

Maine.

MAINE.

Glen Cove Harbor.
Parkers Head harbor and channel.
Royals River, from the village of Yarmouth to Casco Bay.
Harbor of Cape Porpoise.

Missouri.

MISSOURI.

Saint Francis River, from the Sunk Lands to Greenville, Missouri.

Michigan.

MICHIGAN.

Kalamazoo River, from its mouth to the city of Kalamazoo.
White Fish River, for a harbor at the mouth in Little Badenoek Bay.
Clinton River.
Shiawassee River, from Saginaw River to Bad River; Bad River to village of Saint Charles; Flint River to head of navigation.
Kawkawlin River.
Tittabawassee River, from Saginaw to the head of navigation.

Minnesota.

MINNESOTA.

Big Stone Lake, with a view to construction of reservoirs.
Minnesota River, with a view to protecting the banks opposite the borough of Belle Plain, so as to prevent the river from cutting through the narrow neck of land at that point and with a view of protecting the banks at and near the city of Mankato.
Red Lake River, with the view of improving Red Lake River from Thief River Falls to the Red Lake.

Mississippi.

MISSISSIPPI.

Yallahusha River.
Noxubee River, from Macon to mouth of Hashuqua Creek.
Bogue Phalia, especially at the point known as "The Narrows."
Bear Creek, from where it empties into the Yazoo, up stream.
Big Sunflower River, with a view to its improvement as high as Clarksdale by locks and dams.
The bar recently formed in Horn Island Pass.

Montana.

MONTANA.

Flathead River, from Columbia Falls, in Montana, to its mouth at Flathead Lake, and from its outlet on the south at Flathead Lake to the Clarkes Fork of the Columbia River.
Kootenai River, from Jennings, in Montana, to the international boundary, with a view of removing rocks and obstructions in the canyon above the town of Jennings.
Pend d'Oreille River, from Flathead Lake to Jocko Station, Montana.
Tongue River, with a view of straightening its channel along the eastern edge of the Fort Keogh military reservation.

Nebraska.

NEBRASKA.

The Nebraska side of the Missouri river opposite Sioux City, Iowa from a point in Nebraska where an extension of the lower limits of Sioux City, Iowa, would intersect the Nebraska side of the river and up the river to a point in Nebraska opposite the mouth of Big Sioux River.

New York.

NEW YORK.

Echo Bay and New Rochelle Harbor.
Channel connecting Irondequoit Bay with Lake Ontario.

Port Chester.
 Woodsburg Channel, in Hempstead Bay.
 Carls River.
 West branch of Newtown Creek, from Metropolitan Avenue bridge
 to the head of navigation.
 Harbor of Waddington.
 Harbor of Greenport.
 Milton Harbor at Milton Point.
 Gravesend Bay.
 Dunkirk.
 Cold Spring Harbor.
 Hempstead Harbor.
 Peekskill.

NORTH CAROLINA.

North Carolina.

Core Sound, from mouth of North River to Beaufort Harbor, and
 Cape Lookout Harbor of Refuge, with a view to improvement of navi-
 gation.

Drum Inlet, between Portsmouth and Cape Lookout.
 Tar River, from Washington to Greenville, with a view to obtaining
 a depth of three feet.
 South Creek, from mouth to head of navigation.
 Turners Cut, a branch of Pasquotank River.
 Scuppernon River.

NEW JERSEY.

New Jersey.

Mantua Creek.
 Buckshutem.
 Cold Spring Inlet.
 Rancocas River.
 Inside of Absecon Inlet, near the southwesterly point of Brigantine
 Beach, with a view to uniting the waters of that part of the water bed
 known as the "main channel," now flowing under or along Brigantine
 Beach, with said water bed now flowing under or along Rum Point, and
 with the waters of Absecon Channel, so as to improve and shorten
 steamboat or ferry navigation between the termini of railroad trans-
 portation at Atlantic City and Brigantine Beach.
 Delaware River, between Trenton and Burlington, for improvement
 of river and protection of banks.
 Inlet at mouth of Shark River, for harbor of refuge.
 Elizabeth River, to report upon the desirability of placing locks in
 the mouth of said river, and the cost of same.
 The Lumberton branch of the Rancocas River as far as Lumberton.
 Salem River from the mouth of said river as far as Salem City.
 Rahway River, to report upon the desirability of placing locks in the
 mouth of said river and the cost of same.

OHIO.

Ohio.

Iron-ton, with a view of protecting the Ohio River front within the
 limits of the city.

OREGON.

Oregon.

Yaquina Bay Bar, for increased depth.
 Tualiton River to Hillsboro, and to the head of navigation.
 Clatskanie River, from mouth to town of Clatskanie.
 Umpqua River, from Scottsburg to Elkton Rapids.

PENNSYLVANIA.

Pennsylvania.

Clarion River.
 Tionesta River.
 Susquehanna River between Nanticoke and Pittston.

Rhode Island.

RHODE ISLAND.

Connanicut Island, with a view of cutting a channel through the same. Seaconnet Point.

Stone Bridge over Seaconnet River to ascertain the cost of widening and deepening the passage at the draw of said bridge to the same extent as prescribed in the recent order of the Secretary of War, respecting the railroad bridge across said river, and the Secretary of War is directed to prepare and submit to Congress an estimate of the cost of such work.

Tennessee.

TENNESSEE.

Wolf River, from its mouth to a point five miles above.

Texas.

TEXAS.

Channel through Sabine Lake, from the mouth of the Sabine and Neches rivers to the head of the pass from said lake to the Gulf of Mexico.

Brazos River, from the city of Waco, to the town of Richmond.

Bar and Harbor at Brazos Santiago.

Colorado River from the mouth to the city of Wharton.

Guadalupe River from its mouth to the city Cuero.

Virginia.

VIRGINIA.

Deep Creek branch of Elizabeth River, with a view of obtaining a depth equal to that of the Lake Drummond Canal, formerly the Dismal Swamp Canal, and the western branch of the said Elizabeth River.

Harris Creek prong of Back River.

Lyons Creek.

For internal waterway, extending from Franklin City southward to Cape Charles. The chief obstructions exist in what is known as Boggs Bay, Cat Creek, Kegotank Bay, Weir Passage, and Burtons Bay.

Jacksons Creek, near mouth of Piankatank River.

Ware River.

Quantico Creek.

Great Wicomico River, from Cedar Point to Indian Point.

Little Wicomico River, at its mouth.

Hunting Creek from its mouth to head of navigation.

Vermont.

VERMONT.

Missisquoi River, particularly between the village of Swanton and the lake.

Washington.

WASHINGTON.

North River, from its mouth in Wallapa Bay, upward twenty-five miles.

Quillayute Harbor and River.

Okanagon River, from mouth to head of navigation.

Bellingham Bay.

Clallam Bay, with a view to its improvement as a harbor of refuge.

Lewis River, from La Center to its mouth, with a view of deepening the channel and improving the navigation.

From Hood's Canal in Puget Sound to North Bay in said sound, with a view of constructing a water way and channel between the two bodies of water at the most practicable place, of sufficient depth to be navigable for all classes of vessels.

WISCONSIN.

Wisconsin.

Month of Iron River, Lake Superior.

Flag Lake and mouth of Flag River.

La Cross Harbor, for removal and prevention of bar.

Oconto River, to obtain a channel sixteen feet deep and one hundred and fifty feet wide.

Habors of Superior, Wisconsin, and Duluth, Minnesota, with a view of deeping said harbors and entrances thereto to twenty feet.

WEST VIRGINIA.

West Virginia.

Little Kanawha River, with a view of improvement by locks and dams, including an estimate of the probable cost to the Government of each lock and dam now in existence on said river and not owned by the Government.

Guyandotte River, with a view of improvement by locks and dams.

Big Coal River.

Little Coal River.

Elk River, with a view of locking and damming same.

SEC. 11. That the preliminary examinations ordered in this Act shall be made by the local engineer in charge of the district, or an engineer detailed for the purpose; and such local or detailed engineer and the division engineer of the locality shall report to the Chief of Engineers, first, whether, in their opinion, the harbor or river under examination is worthy of improvement by the General Government, and shall state in such report fully and particularly the facts and reasons on which they base such opinions, including the present and prospective demands of commerce, and, second, if worthy of improvement by the General Government, what it will cost to survey the same, with the view of submitting plan and estimate for its improvement; and the Chief of Engineers shall submit to the Secretary of War the reports of the local and division engineers, with his views thereon and his opinion of the public necessity or convenience to be subserved by the proposed improvement; and all such reports of preliminary examinations, with such recommendations as he may see proper to make, shall be transmitted by the Secretary of War to the House of Representatives, and are hereby ordered to be printed when so made.

Making preliminary examinations.

Report to Chief of Engineers.

Report to Secretary of War.

Report to House of Representatives to be printed.

Surveys and estimates ordered.

SEC. 12. That the Secretary of War is hereby directed, at his discretion, to cause surveys to be made and the cost of improvement to be estimated at the following localities, to wit:

CALIFORNIA.

California.

Old River Branch of San Joaquin River.
Crescent City Harbor.

CONNECTICUT.

Connecticut.

Westport Harbor.
Norwalk Harbor.
Stonington Harbor.

DELAWARE.

Delaware.

Nanticoke River, in Delaware.

FLORIDA.

Florida.

Canaveral Harbor.

Saint John's River from Jacksonville to the ocean. The Secretary of War is hereby directed to prepare and submit plans and estimates for continuing the work with a view to secure an increase of the depth of the channel to twenty-four feet.

Georgia.

GEORGIA.

Savannah River, between Spirit Island and the point where the Charleston and Savannah Railroad crosses said river. The Secretary of War is hereby directed to cause the project to be prepared and an estimate of cost of improvement of this locality to be made.

Idaho.

IDAHO.

The Secretary of War is hereby directed to prepare and submit plans and estimates for the improvement of the Kootenai River, Idaho, as recommended by Captain Symonds in the preliminary examination submitted by him under date of October twelfth, eighteen hundred and ninety-two.

Indiana.

INDIANA.

Harbor of Evansville.

Illinois.

ILLINOIS.

Harbor of Elizabethtown.

Maine.

MAINE.

Georges River, from Thomaston to mouth.
Carvers Harbor.
Machias River Channel, and Sasanoa River, from Bath to Boothbay.

Maryland.

MARYLAND.

Pocomoke River, with a view of uniting the waters of said river with the waters of Sinepuxent Bay, at a point above Snow Hill, and of improving said river between Snow Hill and Shad Landing.
Rock Hall Harbor.
Baltimore Harbor, to widen the ship channel to one thousand feet.

Massachusetts.

MASSACHUSETTS.

Chelsea River, from Grand Junction Railroad bridge to Boston and Maine Railroad bridge.
East Boston Channel.
Tarpaulin Cove, Naushon Island.
Woods Holl, and Little Woods Holl Harbor.

Michigan.

MICHIGAN.

Belle River.
Sebewaing River.
Pine River, at Saint Clair City, Michigan. The Secretary of War is directed to cause the project to be prepared and an estimate of the cost of the improvement of this locality to be made.

New Jersey.

NEW JERSEY.

Cooper Creek.
Dennis Creek.

North Carolina.

NORTH CAROLINA.

North East (Cape Fear) River, from the old County Ferry to Juniper Swamp, or Creek, a point about one mile north of Hilton railroad bridge, with a view to obtaining an increased depth of channel.
Alligator River.
Cape Fear River, above Fayetteville.

Oregon.

OREGON.

Coos River.
Yam Hill River, up to town of McMinnville with a view of improving the same by locks or dams or otherwise.

Columbia River, below Tongue Point, by way of the southern channel in front of Astoria.

Willamette River from Portland to Eugene.

Alsea River.

Nestucca River from town of Woods to the ocean.

Port Orford, with a view to improving the same for shipping purposes and as a harbor of refuge, commencing at Graveyard Point and by jetty, sea wall, or other proper construction extending southerly or southeasterly into the ocean three hundred or more feet, if necessary, and suitable for vessels of middle draft; and, secondly, if necessary, by another jetty, sea wall, or other constructive work, extending from the next high point or headland southwesterly four hundred or more feet, so as to accommodate vessels of maximum draft.

PENNSYLVANIA.

Pennsylvania.

Allegheny River, for lock and dam at or near Tarentum, and lock and dam at the most practicable point for navigation between the proposed dam at Tarentum and Herrs Island Dam.

Ohio River, movable dams, numbered three, four, and five.

RHODE ISLAND.

Rhode Island.

Wickford Harbor, in Narragansett Bay.

Great Salt Pond, Block Island, with a view to making harbor of refuge therein.

Pawcatuck River, with reference to its further improvement from Westerly, Rhode Island, to Stonington, Connecticut.

SOUTH CAROLINA.

South Carolina.

Steamboat Channel, seven feet deep at mean low water, between Beaufort, South Carolina, and Savannah, Georgia.

TENNESSEE.

Tennessee.

Forked Deer River from Dyersburg, Tennessee, to its junction with the Obion River, and thence to the Mississippi River, so as to make said stream navigable all the year.

TEXAS.

Texas.

Brazos River from the town of Velasco to the town of Richmond.

For determining the causes of the erosion of the easterly end of Galveston Island, and estimating the cost of works to prevent the same.

VIRGINIA.

Virginia.

Bar at the northwest entrance of Milford Haven from Piankatank River.

Mouth of Cranes Creek, a tidal estuary of Great Wicomico River.

WASHINGTON.

Washington.

Columbia River, from Rock Island Rapids to the Okanogan River.

Nootsack River.

Grays Harbor and its bar entrance, with a view to the improvement of its channels.

WISCONSIN.

Wisconsin.

Alouez Bay.

SEC. 13. For preliminary examinations, surveys, except where otherwise herein especially provided for, contingencies, expenses connected with inspection of bridges, the service of notice required in such cases, the examination of bridge sites and reports thereon, and for incidental

Appropriation for preliminary examinations, surveys, etc.

Provisos.
Restriction.
Additional reports forbidden.
No project authorized until appropriated for.

repairs for which there is no special appropriation for rivers and harbors, one hundred and twenty-five thousand dollars: *Provided*, That no preliminary examinations, survey, project, or estimate for new works other than those designated in this Act shall be made: *And provided further*, That after the regular or formal report on any examination, survey, project, or work under way or proposed is submitted, no supplemental or additional report or estimate, for the same fiscal year, shall be made unless ordered by a resolution of Congress. The Government shall not be deemed to have entered upon any project for the improvement of any waterway or harbor mentioned in this Act until funds for the commencement of the proposed work shall have been actually appropriated by law.

Received by the President, August 7, 1894.

[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.]

August 18, 1894.

Marine-Hospital Service.
Quarantine duties.
Vol. 27, p. 450.
Consular bills of health not required from ports near frontier.
Regulations.

CHAP. 300.—An Act To amend section two of the Act approved February fifteenth, eighteen hundred and ninety-three, entitled "An Act granting additional quarantine powers and imposing additional duties upon the Marine-Hospital Service."

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled, That section two of the Act approved February fifteenth, eighteen hundred and ninety-three, entitled "An Act granting additional quarantine powers and imposing additional duties upon the Marine-Hospital Service," is hereby amended by adding to the end of said section the following:

"The provisions of this section shall not apply to vessels plying between foreign ports on or near the frontiers of the United States and ports of the United States adjacent thereto; but the Secretary of the Treasury is hereby authorized, when, in his discretion, it is expedient for the preservation of the public health, to establish regulations governing such vessels."

Approved, August 18, 1894.

August 18, 1894.

Sundry civil expenses appropriations.

CHAP. 301.—An Act Making appropriations for sundry civil expenses of the Government for the fiscal year ending June thirtieth, eighteen hundred and ninety-five, 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 be, and the same are hereby, appropriated, for the objects hereinafter expressed, for the fiscal year ending June thirtieth, eighteen hundred and ninety-five, namely:

Treasury Department.

UNDER THE TREASURY DEPARTMENT.

Public buildings.

PUBLIC BUILDINGS.

Engraving and Printing Bureau.

Building for Bureau of Engraving and Printing: For two additional stories on old boiler house, thirty-eight thousand dollars.

Buffalo, N. Y.

For post-office at Buffalo, New York: For continuation of building under present limit, sixty-four thousand dollars.

Charleston, S. C.

For post-office and court-house at Charleston, South Carolina: For completion of building under present limit, fifty thousand dollars.