

Bremen line, until the expiration of their existing contract, receiving and delivering mails at Southampton, Cowes, or Plymouth, as the Postmaster-General may direct, according to such schedule as shall be prescribed by the Postmaster-General, in order thereby to maintain through such lines, and the Collins line, a regular weekly communication by American mail steamers between the United States and the Kingdom of Great Britain and Ireland; but the compensation for such additional trip shall not exceed the compensation allowed for each trip under the said existing contract: *And provided, further*, That the Postmaster-General shall be, and he is hereby authorized, in his discretion, to negotiate with the contractors, for changing the terminus of the Havre line from Havre to Antwerp, in Belgium, and to make an agreement for such change, if he shall think proper, but the increased compensation to be allowed for such change shall be limited to a *pro rata* allowance for the increased distance.

Compensation therefor.

Change of terminus from Havre to Antwerp.

Certain bridges at Wheeling, declared lawful structures.

SEC. 6. *And be it further enacted*, That the bridges across the Ohio River at Wheeling, in the State of Virginia, and at Bridgeport, in the State of Ohio, abutting on Zane's Island, in said river, are hereby declared to be lawful structures in their present position and elevation, and shall be so held and taken to be, any thing in any law or laws of the United States to the contrary notwithstanding.

Said bridges made post-roads, and not to be interfered with.

SEC. 7. *And be it further enacted*, That the said bridges are declared to be and are established post-roads for the passage of the mails of the United States, and that the Wheeling and Belmont Bridge Company are authorized to have and maintain their said bridges at their present site and elevation; and the officers and crews of all vessels and boats navigating said river, are required to regulate the use of their said vessels and boats, and of any pipes or chimneys belonging thereto, so as not to interfere with the elevation and construction of said bridges.

APPROVED, August 31, 1852.

August 31, 1852. CHAP. CXII.—*An Act making Appropriations for Light-houses, Light-boats, Buoys, &c., and providing for the Erection and Establishment of the same, and for other Purposes.*

Appropriations.

Proviso as to when they shall go to the surplus fund.

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled, That the following appropriations be, and the same are hereby, made and directed to be paid out of any money in the treasury not otherwise appropriated, to enable the Secretary of the Treasury to carry the provisions of this act into effect: *Provided, however*, If a good title to any land, which it may be necessary to use, cannot be obtained on reasonable terms, or the exclusive right to such land cannot be acquired by cession, when the interest of the United States demands it, before the appropriation would by law fall into the surplus fund, in any and all such cases the appropriations shall be applicable to the objects for which they are made at any time within two years after the first meeting of the Legislature in any State wherein such land may be situated, subsequent to the passage of this act, to wit:

Maine.

Maine.—For a light-house on the Nubble, Cape Neddich, York, five thousand dollars.

For a dumb beacon on Haddock's Ledge, in Penobscot Bay, five hundred dollars.

For Jones' fog-bells, to be placed at Cape Elizabeth, Sequin, Whitehead, and West Quoddyhead light-houses, ten thousand dollars.

1850, ch. 77.

For the erection of a beacon on Logey's Ledge, in Portsmouth Harbor, in addition to an appropriation of five hundred dollars by the act of September twenty-eighth, eighteen hundred and fifty, five hundred dollars.

For two spar-buoys on the Eastern and Western Sisters, at the entrance of Piscataqua River, one hundred and sixty dollars.

For rebuilding the light-house and keeper's house on Boon Island, twenty-five thousand dollars.

For a beacon on Steel's Ledge, in Penobscot Bay, one thousand dollars.

For a light-house at the easterly end of the thoroughfare between North Haven and Vinalhaven, or on Heron Neck, as the Department shall determine, five thousand dollars.

For beacons, buoys, and spindles at points on the Kennebec River, five thousand dollars.

For Jones's fog-bell, to be placed near the light-house at Petit Menan, two thousand five hundred dollars.

For buoys to be placed on Old Man's Ledge, at the entrance of Penobscot Bay, five hundred dollars.

For the erection of beacons on a reef of ledges at the entrance of Camden Harbor, one near Negro Island, and one near North-east Point, and for placing buoys on other ledges in said harbor, one thousand dollars.

For the erection of beacons or spindles and placing of buoys on the ledges at the entrance of Naraguagus Harbor, one thousand dollars.

For the erection of a harbor-light on a point of land lying west of the entrance of Buck's Harbor, in Brooksville, three thousand five hundred dollars.

Post, p. 243.

For the erection of beacons, buoys, and spindles between Owlshead and Whitehead light-houses, and through Muscle Ridge Channel, four thousand dollars.

For the erection of four buoys at Goldsborough, at the following places: one on the south-east point of Calf Island; one on the western point of the Middle Ground, off Stone Island; one on Half-Tide Ledge, and one on a sunken rock at the entrance of Flanders Bay, two hundred dollars.

For repairing or reconstructing the stone beacon on Buck Ledge, Penobscot River, five hundred dollars.

New Hampshire. — For a beacon on Wiley's Ledge and a spar-buoy on Half-Way Rock, in the harbor of Portsmouth, eight hundred dollars.

Massachusetts. — For a light-boat near Succonesset Shoal, north channel Vineyard Sound, twelve thousand dollars.

For three buoys in Holmes' Hole Harbor, three hundred dollars.

For the erection of a beacon and the repair of beacons and for buoys in the harbor of Newburyport, two thousand dollars.

For a beacon on Fawn Bar, near Deer Island, in Boston Harbor, in addition to the former appropriation, one thousand dollars.

1851, ch. 37.

For two iron spindles on the north-east ledge of the Graves and on Harding's Ledge, in Boston Harbor, in addition to the former appropriation, six thousand dollars.

1851, ch. 37.

Post, p. 336.

For a light-boat near Killpond Bar, or a light-house in the vicinity of it, as on examination may be thought most expedient, twelve thousand dollars.

For a spar-buoy on Bibb Rock, near Wellfleet Harbor, seventy-five dollars.

For a buoy-boat on Great Rip, five hundred dollars.

For a buoy-boat on Sand Shoal near north end of Bass Rip, five hundred dollars. The above buoys to be located under the direction of the Superintendent of Coast Survey.

For a first class light-vessel to be moored on or near the New South Shoal off Nantucket, under the direction of the Superintendent of the Coast Survey, to be built under the direction of a competent naval architect, and fitted with a life-boat, duplicate moorings, and a fog-bell, the illuminating apparatus to be of large size parabolic reflectors and Argand lamps, to produce a light properly distinguished, which shall be

seen as far as the elevation of the lanterns above the level of the sea will permit, thirty thousand dollars.

For Jones' fog-bells at Baker's Island, at the entrance of Salem Harbor and at Race Point, Cape Cod, five thousand dollars.

For a buoy to be placed on a rock in the Vineyard Sound, near Point Gammon light-house, one hundred and twenty dollars.

For a buoy to be placed over a sunken vessel, at Succonesset Point, one hundred and twenty dollars.

Post, pp. 243,
592.

Towards the erection of a light-house of granite, iron, or a combination of both, on the outer Minot Ledge, at the entrance of Boston Harbor, upon a plan to be approved by the Topographical Bureau; a contract for the building thereof to be made with the lowest responsible bidder who shall give sufficient security for the faithful performance of the same, and the work to be executed in strict conformity with the plan or plans approved by the Topographical Bureau, under the supervision of such person as the Secretary of the Treasury may designate, eighty thousand dollars.

For four spar-buoys in the harbor of New Bedford, three hundred dollars.

For a light-vessel to be moored off Minot's Ledge, until the proposed light-house on said ledge be completed, sixteen thousand dollars.

Rhode Island.

Rhode Island.—For an iron can-buoy to be placed on a rock in the channel leading from Narraganset Bay to Nanaquacket Pond, two hundred and fifty dollars.

For a dolphin or buoy to be placed on the south point of Goat Island, in the harbor of Newport, one hundred and fifty dollars.

For the preservation of the light-house and dike-wall at Goat Island, Newport Harbor, three thousand five hundred dollars.

Connecticut.

Connecticut.—For a light on the Long Wharf, in the harbor of New Haven, five hundred dollars.

New York.

New York.—For a light-house on Point Au Roche, on the west side of Lake Champlain, five thousand dollars.

For six spar-buoys in Hudson River, between Albany and Troy, four hundred and eighty dollars.

For a beacon light on Black Rock Pier, six hundred dollars.

To repair or rebuild the foundation of the light-house on the break-water at Oswego, five thousand dollars.

For Jones' fog-bells, to be placed at the Sandy Hook and Throgg's Neck light-houses, five thousand dollars.

For a new light-ship to take the place of that now moored off Sandy Hook, twenty thousand dollars.

1851, ch. 37.

For completing the light-house on Gardner's Island, in addition to the appropriation of six thousand dollars, by the act of March third, eighteen hundred and fifty-one, one thousand dollars.

1851, ch. 37.

For erecting a beacon on the sand-spit in the harbor of Sag Harbor, in addition to the appropriation of seven hundred dollars made by the act of March third, eighteen hundred and fifty-one, four hundred and fifty dollars.

For three buoys to mark the entrance of Stoney Brook Harbor, Long Island, three hundred dollars.

For the repair of the pier at the mouth of Genesee River, and the erection of a beacon-light on the same, twenty-six hundred dollars.

For the erection of three small beacon-lights on the Hudson River; one at the south point of the island east of Barren Island, one at the north point of the island opposite and east of Coeyman's Bar, and one on the point of the island at the mouth of Schodack Channel and opposite Mull Rocks, fifteen hundred dollars.

For ten additional spar-buoys in the bay of New York, five hundred dollars.

For a spindle or beacon to be placed on the extreme eastern point of the north fork of Long Island, three thousand dollars.

New Jersey. — For a monument on Mill Reef, in Kill Van Kill Passage, four thousand dollars. New Jersey.

For can-buoys to be placed in the inlet, leading in Little Egg Harbor one thousand dollars.

For a beacon to be placed on the shoal in Newark Bay, known as the West Oyster Bed, and bug-lights on the Elbow Beacon and Set-off Point, and for replacing the fog-bell at the Passaic light-house, three thousand dollars.

For one buoy in New Inlet, Great Egg Harbor, and three buoys in Hereford, two hundred dollars.

Maryland. — For a fog-bell to be erected at the light-house on Seven-foot Knoll, at the mouth of Patapsco River, two thousand five hundred dollars. Maryland.

For six spar-buoys to be placed in Pocomoke Sound and the entrance of Chesamissig Harbor, four hundred and eighty dollars.

For a beacon light to be placed at Fort Sollers, on the Patapsco River, when said fort shall be so far completed as to receive the same, fifteen hundred dollars.

For a buoy to be placed over a wreck in Hooper's Straits, in Chesapeake Bay, eighty dollars.

For a bell to be placed on one of the light-boats in Chesapeake Bay, to be designated by the Secretary of the Treasury, two hundred dollars.

Michigan. — For buoys in Saganaw Bay and at the mouth of Saganaw River, six hundred dollars. Michigan.

For a beacon light on Round Island, in Lake Superior, near the entrance of the river St. Marie, four thousand dollars.

For the repair and the removal of the light-house and keeper's house at the mouth of Clinton River, on Lake St. Clair, five thousand dollars.

For a light-house at the mouth of South Black River, five thousand dollars.

Wisconsin. — For spar-buoys at the entrance of Neenah or Fox River, five hundred dollars. Wisconsin.

For a light-house at the northern outlet of Winnebago Lake, five thousand dollars.

For the removal of the light-house at Milwaukie, and rebuilding the same, at and on the north point of Milwaukie Bay, five thousand dollars.

Ohio. — For a light-house or range lights at or near the head of Maumee Bay, or the mouth of Maumee River, five thousand dollars. Ohio.

For buoys at the ledge between West Sister Island and the entrance of Maumee Bay, three hundred dollars.

For the repair of the light-house, pier, and pier head in the harbor of Huron, on which the light-house is built, six thousand dollars.

For renewing the light at Vermillion Harbor, and repairing the pier on which it is placed, three thousand dollars.

Delaware. — For six spar-buoys to be placed in the Delaware Bay, from Mahon River to the upper point of the shoal known as the Shears, four hundred and eighty dollars. Delaware.

For the construction of two ice-breakers, for the protection of the light-house on the Brandywine Shoal, in the Delaware Bay, three thousand six hundred dollars. Post, p. 243.

For marking Joe Flogger Shoal in the Delaware Bay, with first class nun-buoys and can-buoys, to be constructed and placed in their position under the direction of the Superintendent of the Coast Survey, three thousand dollars.

Virginia.

Virginia.— For two spar-buoys at Chincoteague Inlet, one hundred and sixty dollars.

For two spar-buoys to be placed at Metompkin Inlet, one hundred and sixty dollars.

For a light-boat at Pungoteague Creek, or a light-house to be built on a point of land adjoining said creek, as shall be found most expedient on examination, ten thousand dollars.

For the purchase of a site and the erection of a light-house on Jones' Point, in the Potomac River, near Alexandria, five thousand dollars.

For Jones' fog-bells to be placed at Assateague, Smith's Island, and Cape Henry light-houses, seven thousand five hundred dollars.

For a beacon on White Shoal, James River, one thousand dollars.

For beacon lights on Day's Point, on the Point of Shoals, and on Jordan's Point, James River, fifteen thousand dollars.

For a beacon light on the shore opposite Lyon's Creek Shoals, five thousand dollars.

For a large buoy on the tail of the Horse-shoe Shoal, in Chesapeake Bay, five hundred dollars.

For two spar-buoys to be placed at White Point and Elbow Point, in Mushapingo Bay, one hundred and sixty dollars.

For two spar-buoys to be placed to buoy out Occahonnock Creek, one hundred and sixty dollars.

North Carolina.

North Carolina.— For Jones' fog bell to be placed near Bald Head Light-house at the entrance of Cape Fear River, two thousand six hundred dollars.

For a harbor light-house on the eastern point of Bouge Banks, at the entrance of Beaufort Harbor, five thousand dollars.

For two buoys to be placed in the mouth of Alligator River, in Albemarle Sound, two hundred dollars.

For a buoy to be placed on the north-east end of Falker's Shoal, in Croaton Sound, eighty dollars.

For buoys to be placed in North River, in the county of Currituck, one hundred dollars.

For a first class life-boat to be moored on Fryingpan Shoals, under the direction of the Superintendent of the Coast Survey, to be built on the most approved plan and model, under the direction of a competent naval architect, and fitted with a life-boat, duplicate moorings, and fog-bell, the illuminating apparatus to be composed of large-sized parabolic reflectors and Argand lamps, to produce a light properly distinguished, thirty thousand dollars.

For four large buoys to mark the two channels over the Fryingpan Shoals, to be constructed and located under the direction of the Superintendent of the Coast Survey, one thousand six hundred dollars.

For four second class buoys, to mark the Main and Oak Island Channels, leading into the Cape Fear River, in addition to the buoys now authorized, to be constructed and located under the direction of the Superintendent of the Coast Survey, one thousand dollars.

For six hollow iron buoys for the waters of Cape Fear, one thousand three hundred and twenty dollars.

South Carolina.

South Carolina.— For a bell-boat to be moored at Cape Roman Shoal, three thousand five hundred dollars.

For a harbor light to be placed on the battery in the harbor of Charleston, five hundred dollars.

For three iron buoys to be moored at the entrance of the harbor of Georgetown, six hundred and thirty dollars.

For two beacon or range lights on South Island Point, and one beacon or range light on North Island, to range with the main light at the entrance of Georgetown Harbor, five thousand dollars.

Alabama.

Alabama.— For an iron floating bell-buoy, with heavy moorings, and

in every respect complete, for the entrance of Mobile Bay, four thousand dollars.

For six large iron can and nun-buoys, to be properly distinguished, and to be moored at points off the west bank, the middle ground, and the south-west point of the Spit, two thousand one hundred dollars.

For a buoy on the north-west end of North-West Pelican Shoal, two hundred dollars.

For four wooden beacons fitted with sixth order Fresnel lenses or with a single twenty-one inch parabolic reflector each, to be erected on Sand Island and Mobile Point, four thousand dollars.

For a screw-pile beacon on Revenue Point, three thousand dollars.

All of the above buoys and beacons to be located under the direction of the Superintendent of the Coast Survey.

Mississippi.— For the erection of a light-house at or near the entrance of East Pascagoula River, instead of a former appropriation, five thousand dollars.

Mississippi.
1850, ch. 77.

For a light-house on the west end of Ship Island, being a renewal of a former appropriation for this purpose, twelve thousand dollars.

For nine buoys in Cat and Ship Island harbors, to be located under the direction of the Superintendent of the Coast Survey, eighteen hundred dollars.

Louisiana.— For the examination and survey of Ship Shoal and Raccoon Point, on the coast of Louisiana, with reference to the location and erection of a light-house and the procuring a plan for the same, three thousand dollars.

Louisiana.

For three spar-buoys to mark the channel of a harbor of refuge at Horn Island Pass Mississippi, to be placed by the Coast Survey, two hundred and forty dollars.

Florida.— For four iron can and nun-buoys, one to be placed on the end of Sandbore, off Soldier Key, and three to mark the channel through Boca Grande Passage, eight hundred and forty dollars.

Florida.

For a first class light-house near Coffins' Patches, off Dry Bank, half-way between Carysfort Reef and Sand Key Light, to be constructed under the direction of the Topographical Bureau, and fitted with the most approved illuminating apparatus, thirty-five thousand dollars.

For a large buoy on Sea-Horse Reef, two hundred and fifty dollars.

For three hollow iron buoys to be moored in the channel leading into a harbor recently discovered on Florida Reef, about ten miles south of Cape Florida, seven hundred dollars.

The above buoys to be located under the direction of the Coast Survey.

For a beacon on Rebecca Shoal, between Marquesas and Dry Tortugas Keys, ten thousand dollars.

For securing the light-house at the mouth of St. John River, Florida, ten thousand dollars.

Texas.— For a light-boat to be moored at Aransas Pass, or a light-house, as may be deemed most expedient upon further examination, and for channel buoys in said channel, and a buoy at Dollar Point, in addition to the sum appropriated for a light-house at said point, two thousand five hundred dollars.

Texas.

1851, ch. 37.

For constructing three small or harbor light-houses in Galveston Bay, namely: one at Red Fish Bar, one at Clopper's Bar, and one at Half-Moon Shoal, five thousand dollars in addition to the amount (twenty thousand dollars) already appropriated for a light-house on Red Fish Bar.

1851, ch. 37.
Ante, p. 86.

California.— For large buoys to be placed on sunken rocks, in the Bay of San Francisco, under the direction of the Superintendent of Coast Survey, one thousand dollars.

California.

For a beacon at Humboldt's Harbor near North Spit, to be located by the officers of the Coast Survey, five thousand dollars.

For a light-house at the harbor at La Pointe, on Lake Superior, five thousand dollars.

Post, p. 343.

For the erection of a light-house at Santa Cruz, California, thirty thousand dollars.

California and Oregon.

For the completion of light-houses in California and Oregon, one hundred and twenty thousand dollars.

Light-boats, and other assistance to wrecks.

For light-boats, and other means for rendering assistance to wrecked mariners and others on the coast of the United States, to be expended under the control and direction of the Secretary of the Treasury, ten thousand dollars.

Wilson and Meacham's Apparatus.

For testing the apparatus of Wilson and Meacham, for illuminating light-houses, one thousand dollars, to be expended under the direction of the Secretary of the Treasury.

Light-house at Otter Creek, (Mich.) to be sold, and special jurisdiction of U. S. to cease.

SEC. 2. *And be it further enacted*, That the Secretary of the Treasury be and hereby is authorized to cause the light-house buildings and land belonging thereto, at Otter Creek, in the State of Michigan, to be sold, and on payment of the consideration agreed for into the treasury of the United States, to make, execute, and deliver all needful conveyances of the same, and the special jurisdiction of the United States over the same shall thereafter cease.

Holmes's Hole. 1851, ch. 37.

SEC. 3. *And be it further enacted*, That the Secretary of the Treasury is hereby authorized and directed to apply the money appropriated by the act of March third, eighteen hundred and fifty-one, for the erection of a light-house at Holmes' Hole Harbor, to the erection of three beacon or bug lights at said Holmes' Hole Harbor, according to the recommendation in the report of the Superintendent of the Coast Survey.

Flynn's Knoll, Gedney's Channel, Point Comfort, (N. J.) 1851, ch. 37.

SEC. 4. *And be it further enacted*, That the sum of thirty thousand dollars, appropriated by the act approved March third, eighteen hundred and fifty-one, "for the erection of a light-house on Flynn's Knoll," be, and the same is hereby, authorized to be applied to the erection of two range beacon-lights for Gedney's Channel, to be placed near Point Comfort, in the State of New Jersey; and two range beacon-lights for the Swash Channel of the harbor of New York, to be placed on Staten Island, near the Elm Tree Beacon, and to be constructed under the direction of the Topographical Bureau, and according to the recommendation of the Light-House Board and the Superintendent of the Coast Survey; and for a large iron floating bell-beacon, to be moored off Flynn's Knoll, under the direction of the Superintendent of the Coast Survey.

Staten Island.

Preliminary surveys.

SEC. 5. *And be it further enacted*, That if such person as the Secretary of the Treasury shall designate, shall report, in any of the cases herein provided for, that preliminary surveys are necessary to determine the site of a proposed light-house or light-boat, beacon or buoy, or to ascertain more fully what the public exigency demands, the Secretary of the Treasury shall thereupon direct the Superintendent of the Survey of the Coast of the United States, to perform such duty on the seaboard, and the Colonel of the Corps of Topographical Engineers to perform such duty on the north-western lakes.

Report as to such surveys.

SEC. 6. *And be it further enacted*, That the officers so directed shall forthwith enter upon the discharge of the duty, and, after fully ascertaining the facts, shall report: First, whether the proposed facility to navigation is the most suitable for the exigency which exists. And second, where it should be placed, if the interest of commerce demands it. Third, if the thing proposed be not the most suitable, whether it is expedient to make any other kind of improvement. Fourth, whether the proposed light has any connection with other lights, and if so, whether it cannot be so located as to subserve both the general and the local wants of trade and navigation. And fifth, whether there be any, and if any, what other facts of importance touching the subject.

Action on such report.

SEC. 7. *And be it further enacted*, That all such reports shall, as

speedily as may be, be laid before the Secretary of the Treasury; and if such as to authorize the work without further legislation, he shall forthwith proceed with it; otherwise such reports shall be laid before Congress at the next ensuing session; but in all cases where the person designated by the Secretary of the Treasury does report such preliminary examination as expedient, the provisions of this act shall without delay be carried into execution.

SEC. 8. *And be it further enacted*, That the President be, and he is hereby, authorized and required to appoint, immediately after the passage of this act, two officers of the navy, of high rank, one officer of the corps of engineers of the army, one officer of the corps of topographical engineers of the army, and two civilians of high scientific attainments, whose services may be at the disposal of the President; and an officer of the navy and an officer of engineers of the army, as secretaries, who shall constitute the Light-house Board of the United States, and shall have power to adopt such rules and regulations for the government of their meetings, as they may judge expedient; and the board so constituted shall be attached to the office of the Secretary of the Treasury, and under his superintendence shall discharge all the administrative duties of said office relating to the construction, illumination, inspection, and superintendence of light-houses, light-vessels, beacons, buoys, sea-marks, and their appendages, and embracing the security of foundations of works already existing, procuring illuminating and other apparatus, supplies, and materials of all kinds for building and for rebuilding when necessary, and keeping in good repair, the light-houses, light-vessels, beacons, and buoys of the United States.

Light-house Board constituted.
Members.

Secretaries.

Their powers and duties.

To be attached to the office of the Secretary of the Treasury.

Their duties.

SEC. 9. *And be it further enacted*, That the Secretary of the Treasury shall be ex officio President of the Light-house Board of the United States, and the said board, at their first meeting, shall proceed to ballot for one of their members as chairman, and the member who shall receive the majority of ballots of the whole board, shall be declared by the President to be chairman of the Light-house Board, who shall, in the absence of the president of the board, preside over their meetings, and do and perform such acts as may be required by the rules of the board.

President of the Board.

Chairman.

SEC. 10. *And be it further enacted*, That the Light-house Board shall meet four times in each year for the transaction of general and special business, each meeting to commence on the first Monday in March, June, September, and December, and that the Secretary of the Treasury is hereby authorized to convene the Light-house Board whenever, in his judgment, the exigencies of the service may require it.

Meetings of the Board.

SEC. 11. *And be it further enacted*, That the Secretary of the Treasury be, and he is hereby required, to cause such clerks as are now employed on light-house duties in the Treasury Department, to be transferred to the Light-house Board without any change of salary; and to provide the necessary accommodations for the secretaries and clerks, for the preservation of the archives, models, drawings, &c. &c., and for holding the meetings of the board, and that he cause to be transferred to the proper officers of the Light-house Board all the archives, books, documents, drawings, models, returns, apparatus, &c., &c., belonging to the Light-house Establishment of the United States.

Certain clerks, archives, &c., to be transferred to such Board.

SEC. 12. *And be it further enacted*, That it shall be the duty of the Light-house Board, immediately after being organized, to arrange the Atlantic, Gulf, Pacific, and Lake Coasts of the United States into light-house districts, not exceeding twelve in number; and the President is hereby authorized and required to direct, that an officer of the army or navy be assigned to each district as a light-house inspector, subject to and under the orders of the Light-house Board, who shall receive for such service the same pay and emoluments that he would be entitled to

Light-house districts.

Officer of the army or navy to be assigned to each.

His pay.

by law for the performance of duty in the regular line of his profession, and no other, except the legal allowance per mile, when travelling under orders connected with his duties.

Rules and regulations to be established and distributed.

SEC. 13. *And be it further enacted*, That the said Light-house Board by and with the consent and approbation of the Secretary of the Treasury, be authorized and required to cause to be prepared and distributed among the light-keepers, inspectors, and others employed in the Light-house Establishment, such rules, regulations, and instructions as shall be necessary for securing an efficient, uniform, and economical system of administering the Light-house Establishment of the United States, and to secure responsibility from them, which rules, regulations, and instructions, when approved, shall be respected and obeyed until altered and annulled by the same authority.

Preparation of plans, estimates, &c.

SEC. 14. *And be it further enacted*, That it shall be the duty of the Light-house Board to cause to be prepared by the engineer secretary of the board, or by such officer of engineers of the army as may be detailed for that service, all plans, drawings, specifications, and estimates of cost, of all illuminating and other apparatus, and of construction and repair of towers, buildings, &c., connected with the Light-house Establishment, and no bid or contract shall be accepted or entered into, except upon the decision of the board, at a regular or special meeting, and through their properly authorized officers.

Bids, how acted on.

Materials, how contracted for.

SEC. 15. *And be it further enacted*, That hereafter all materials for the construction and repair of light-houses, light-vessels, beacons, buoys, &c., &c., shall be procured by public contracts, under such regulations as the board may from time to time adopt, subject to the approval of the Secretary of the Treasury, and all works of construction, renovation, and repair shall be made by the orders of the board, under the immediate superintendence of their engineer secretary, or of such engineer of the army as may be detailed for that service.

Works, how to be executed.

Board to furnish estimates of expenses, to be laid before Congress.

SEC. 16. *And be it further enacted*, That it shall be the duty of the Light-house Board to furnish upon the requisition of the Secretary of the Treasury, all the estimates of expense which the several branches of the light-house service may require, and such other information as may be required, to be laid before Congress at the commencement of each session.

Inconsistent acts repealed.

SEC. 17. *And be it further enacted*, That all acts and parts of acts inconsistent with the provisions of this act, are hereby repealed, and all acts and parts of acts, relating to the Light-house Establishment of the United States, not inconsistent with the provisions of this act, and necessary to enable the Light-house Board, under the superintendence of the Secretary of the Treasury, to perform all duties relating to the management, construction, illumination, inspection, and superintendence of light-houses, light-vessels, beacons, buoys, sea-marks, and their accessories, including the procuring and testing of apparatus, supplies, and materials of all kinds for illuminating, building, and rebuilding when necessary, maintaining and keeping in good repair the light-houses, light-vessels, beacons, buoys, and sea-marks of the United States, and the second and third sections of the act making appropriations for light-houses, light-vessels, buoys, &c., approved March third, eighteen hundred and fifty-one, are hereby declared to be in full force, and shall have the same effect as though this act had not passed: *Provided*, That no additional salary shall be allowed to any civil, military, or naval officer who shall be employed on the Light-house Board, or who may be in any manner attached to the light-house service of the United States under this act: *And provided further*, That it shall not be lawful for any member of the Light-house Board, inspector, light-keeper, or other person in any manner connected with the light-house service, to be engaged either directly or indirectly in any contract for labor, materials, or supplies for the light-house service, nor to possess either as principal

Other acts continued in force.

1851, ch. 87, § 2 and 3, continued in force.

No additional salary to be paid.

Members of the Board not to be interested.

or agent any pecuniary interest in any patent, plan, or mode of construction or illumination, or in any article of supply for the light-house service of the United States.

APPROVED, August 31, 1852.

CHAP. CXIII.—*An Act to establish certain Post-roads, and for other Purposes.* August 31, 1852.

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled, That the following be established as post-roads:

In Maine.—From Ellsworth to Waltham.

Maine.

From North Lincoln, in the county of Penobscot, via Chester, to Nicker-ton, in said county.

From Alexander, through the town of Crawford, to Wesley.

From Rockland to Isle au Haut.

From Aurora to township number thirty-three, Hancock county.

From Hampden, via South Hampden, South Newberg, East Dixmont, Morton's Corner, in Jackson, to Jackson Centre.

From the city of Bangor, via Eddington, Mariaville, Wesley, Crawford, Alexander, Baring, over the Black Road, so called, to Calais.

From South Paris to Harrison, North Bridgton, Bridgton, West Bridg-ton to Fryeburg.

In New Hampshire.—From North Charleston to Unity.

New Hampshire.

From Lisbon, via Sugar Hill, to Franconia.

From Lower Bartlett, via Jackson and Pinkham's Grant, to Gorham.

From Keene, via Swansey Center, to Richmond Center.

From Exeter, via Epping, Nottingham, Northwood, Epsom, to Pitts-field.

From Pittsfield to Farmington Dock.

In Rhode Island.—From Washington Village to Rice City.

Rhode Island.

In New York.—From Valonia Springs, via Nineveh and Coventry, to Oxford, in the county of Chenango.

New York.

From Ithaca, through West Danley to, Spencer, in Tioga county.

From Rathboneville to Jasper, in Steuben county.

From Fishkill Village, through Brinkerhoof, Johnsville, Oregonville, Gayhead, and Cortlandville, through Stormville, to Poquag, in Dutchess county.

From Havana, via Odessa, Cayutaville, Enfield Center and Apple-gate's Corner, to Ithaca, in Tompkins county.

From French Mountain, via Queensbury, Patten Mills, Griswold's Mills, and West Fort Ann, to Fort Ann, in Washington county.

From East Aurora, in Erie county, via Willis's Mills, to South Alden.

From Stockton, on the line of the Chautauque Central Railroad, to the south line of the town of Gerry.

From Ellenville, via Woodbourne, to Liberty, in Sullivan county.

From Rough and Ready, via the head of Bennet's Creek, Joshua Sly-ter's, and Brookfield, in the State of Pennsylvania, to Deerfield, in Tioga county, Pennsylvania.

From Bath via John S. Depew's and Noble H. Rising's, to West Ad-dison in Steuben county.

From Addison to Elkland, Tioga county, Pennsylvania.

From Bath via Mitchellville, to Plattsburg, Steuben county.

From Savona via Bradford, to Tyrone, in Steuben county.

From Hornersville via Stevens' Mills, Haskenville, Loonlake, Patchin's Mills, to Wayland Depot, on the Buffalo, Corning and New York Rail-road.

From Bath via Holman Marsh's and Moses Bennett's, to Towlesville. in Steuben county.