

graduate and reduce the price of the public lands to actual settlers and cultivators," approved August fourth, eighteen hundred and fifty-four, the respective periods therein referred to shall be computed from the dates on which the lands became subject to private entry, after the first or original offering of the same.

the land became subject to private entry.  
1854, ch. 244.  
Vol. x. p. 574.

APPROVED, August 18, 1856.

CHAP. CLXVII.—*An Act making Appropriations for Fortifications and other Works of Defence, and for Repairs of Barracks and Quarters, for the Year ending the thirtieth of June, eighteen hundred and fifty-seven.*

Aug. 18, 1856.

*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 they are hereby appropriated, out of any money in the treasury not otherwise appropriated, for the construction, preservation, and repairs of certain fortifications, barracks, and quarters, for the year ending the thirtieth of June, one thousand eight hundred and fifty-seven.

Appropriations

For Fort Montgomery, outlet of Lake Champlain, twenty-five thousand dollars;

For Fort Knox, at the Narrows of the Penobscot River, Maine, sixty thousand dollars;

For Fort Winthrop, Governor's Island, Boston harbor, ten thousand dollars;

For Fort Richmond, at the Narrows, New York harbor, seventy-five thousand dollars;

For Fort Warren, Boston harbor, twenty thousand dollars;

For Fort Delaware, Delaware River, one hundred and fifty thousand dollars;

For Fort Carroll, Baltimore harbor, one hundred and fifty thousand dollars;

For Fort Calhoun, entrance to Hampton Roads, Virginia, fifty thousand dollars;

For Fort Sumpter, Charleston harbor, South Carolina, fifty thousand dollars;

For Fort Pulaski, Savannah River, Georgia, nineteen thousand dollars;

For Fort Clinch, entrance to Cumberland Sound, Florida, twenty-five thousand dollars;

For Fort McRee, and preservation of its site, Florida, twenty-five thousand dollars;

For Fort Barrancas, Pensacola harbor, Florida, twenty-five thousand dollars;

For Fort Gaines, Dauphin Island, Alabama, fifty thousand dollars;

For Fort Taylor, Key West, Florida, one hundred and fifty thousand dollars;

For Fort Jefferson, Tortugas, Florida, one hundred and fifty thousand dollars;

For fortifications at Alcatraz Island, San Francisco Bay, California, two hundred thousand dollars;

For fortifications at Fort Point, entrance of San Francisco Bay, California, three hundred and fifty thousand dollars;

For repairs of Castle Pinckney, Charleston harbor, ten thousand dollars;

For repairs of Fort Jackson, Savannah River, fourteen thousand dollars;

For repairs of Fort Morgan, mouth of Mobile Bay, Alabama, twenty-five thousand dollars;

For extension of Battery at Fort Jackson, Mississippi River, ten thousand dollars;

For repairs and extension of Fort St. Philip, Mississippi River, thirty thousand dollars;

Contingencies. For contingent expenses of fortifications not herein mentioned, the preservation of sites, the protection of titles, and repairs of sudden damages to forts, thirty thousand three hundred dollars.

APPROVED, August 18, 1856.

Aug. 18, 1856.

CHAP. CLXVIII.—*An Act to establish certain Post-Roads.*

*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:—*

Alabama

ALABAMA.

From Burnt-Corn, via Andalusia, Elba, Indigo Head, Hawkridge, Westville, Daleville, Newton, Abbeville, to Fort Gaines, Georgia.

From Clayton, via Louisville, Justice's Store, Rocky Head, Haw-Ridge, Indigo Head, to Elba.

From Burnt-Corn, in Monroe county, to Ft. Gaines, Georgia.

From Elba, via Old Town, to Almaranti, in Florida.

From Elba, via Indigo Head, and Rocky Head, to Louisville.

From Greenville via Starlington, to Sparta.

From Elba, via Indigo Head, Rockyhill, and Louisville, to Clayton.

From Greenville, via Milleville, Cook's Store, Greenland, to Elba.

From Genoa, via Barber's Ferry, to Andalusia.

From Andalusia to Williams' Mill, in Covington county.

From Eufala, via Fort Browden, Spring Hill, Enon, to Tuskegee.

From Jonesboro' to Mudd Creek.

From Jonesboro' to Waldrop's Mill.

From Fort Gaines, Georgia, via Abbeville, Newton, Daleville, Indigo Head, Elba, Andalusia, Sparta, to Burnt-Corn, Alabama.

From Louisville in Barbour county, via Justice's Store, Rocky Head, to Indigo Head, in Coffee county.

From Woodshop, in Dale county, to Newton.

From Elba, via Greenland, Cook's Store, Millville, to Greenville.

From Abbeville, via Flag Pond, to Big Creek, in Dale county.

From Andalusia, in Covington county, to Ucheanna, Florida.

From Perote, in Pike county, to Monticello.

From Mount Meigs, via Lime Creek, Bruceville, Arbor Vitæ, Perote, Indian Creek, to Mount Andrew.

From Waverly, via Home, to Wind Creek.

From Oxford, via Arbacocho, Bowdon, and Cawatton, (Georgia,) to Newman, (Georgia.)

From Benton, by Pleasant Hill, Cantonville, and Richmond, to Camden.

From Greenville, via Oaky Streak, to Andalusia.

From Marion, in Perry county, by Burrough's Ferry, on the Cahaba River, Ford's Mill, and James Griffins, to Randolph, Bibb county.

From Abbeville, via Flag Pond, to Big Creek.

From Newton, via William Britt's and Barker's Mills, to Genoa.

From Andalusia to Uchee Anna, (Florida.)

From Beaverton to Orin Davis', (at Thornhill.)

From Eufaula, via Fort Browden, Springhill, Enon, to Tuskegee.

From Winchester, on Mobile and Ohio Railroad, to Linden, Merango county, Alabama, via Jersey, Butler, Mount Sterling, and Tompkinsville, in Choctaw county, Alabama.

From Thornhill, Hancock county, to Moscow, Marion county, via Greene Haley's.

From the Lauderdale Springs, in the State of Mississippi, via Livingston, in Sumpter county, Alabama, Demopolis, Spring Hill, Dayton, and