

September 13, 1890.

CHAP. 906.—An act authorizing the Lexington Pontoon Bridge Company to construct and maintain a pontoon bridge across the Missouri River, and to legalize the bridge already constructed, at the city of Lexington, in the State of Missouri.

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled, That it shall be lawful for the Lexington Pontoon Bridge Company, a corporation having authority from the State of Missouri, its successors and assigns, to build, construct, and maintain a pontoon wagon and foot bridge across the Missouri River at some convenient point in or near the corporate limits of the city of Lexington, in Lafayette County, in said State, and extending to the county of Ray, opposite thereto.

SEC. 2. That said bridge shall be constructed with one suitable pontoon-draw of not less than five hundred feet in width, located over the main channel of said river, which said draw shall be opened promptly upon reasonable signal to allow the passage of boats: *Provided,* That said bridge shall not interfere with the place for landing of steamboats at Lexington.

SEC. 3. That said bridge shall be built and located under and subject to such regulations for the security of the navigation of said river as the Secretary of War shall prescribe; and to secure that object the said company or corporation shall submit to the Secretary of War, for his examination and approval, a design and drawings of the bridge, and a map of the location, giving, for the space of one mile above and one mile below the proposed location, the topography of the banks of the river, the shore lines at high and low water, the direction and strength of the currents at all stages, and the soundings accurately showing the bed of the stream, the location of any other bridge or bridges, and shall furnish such other information as may be required for a full and satisfactory understanding of the subject; and until the said plan and location of the bridge are approved by the Secretary of War the bridge shall not be commenced or built, and should any change be made in the plan of said bridge during the progress of construction such changes shall be subject to the approval of the Secretary of War.

SEC. 4. The said company or corporation shall maintain, at its own expense, from sunset till sunrise, such lights or other signals on said bridge as the Light-House Board shall prescribe.

SEC. 5. That the right is reserved in Congress to amend, alter, or repeal this act at any time, without any cost or damage to the said United States.

Approved, September 13, 1890.

September 19, 1890.

CHAP. 907.—AN ACT Making appropriations for the construction, repair, and preservation of certain public works on rivers and harbors, and for other purposes.

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled, That the following sums of money be, and are hereby, appropriated, to be paid out of any money in the Treasury not otherwise appropriated, to be immediately available, and to be expended under the direction of the Secretary of War, for the construction, completion, repair, and preservation of the public works hereinafter named:

Improving harbor at Rockland, Maine: Continuing improvement, thirty-seven thousand five hundred dollars.

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

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

Lexington Pontoon Bridge Company may bridge Missouri River at Lexington, Mo.

Pontoon wagon and foot bridge.

Pontoon-draw. Opening draw.

Proviso.

Steamboat landing.

Security of navigation.

Secretary of War to approve plans, etc.

Change of plan.

Lights, etc.

Amendment, etc.

River and harbor appropriations.

Harbors.

Rockland, Me.

York, Me.

Mount Desert Breakwater, Me.

Improving harbor at Portland, Maine: Continuing improvement, forty thousand dollars.	Portland, Me.
Improving harbor at Camden, Maine: Continuing improvement, six thousand dollars.	Camden, Me.
Improving harbor at Back Cove, Portland Harbor, Maine: Continuing improvement, twenty-five thousand dollars.	Back Cove, Portland, Me.
Improving harbor at Rockport, Maine: Completing improvement, five thousand dollars.	Rockport, Me.
Improving Moose-a-bec Bar, Maine: Continuing improvement, fifteen thousand dollars.	Moose-a-bec Bar, Me.
Improving harbor at Belfast, Maine: Ten thousand dollars.	Belfast, Me.
Improving Portsmouth Harbor, New Hampshire, by removing Pier Rock to depth of twelve feet at mean low water: To complete improvement, thirteen thousand dollars.	Portsmouth, N. H.
Improving harbor of refuge at Little Harbor, New Hampshire: Continuing improvement, forty thousand dollars.	Little Harbor, N. H.
Improving harbor at Burlington, Vermont: For repairs, twenty thousand dollars.	Burlington, Vt.
Improving harbor at Gordon's Landing, Lake Champlain, Vermont: To complete breakwater, six thousand dollars.	Gordon's Landing, Vt.
Improving harbor at Boston, Massachusetts: Continuing improvement, one hundred and forty-five thousand dollars, of which sum seven thousand dollars to be used in widening Nantasket Beach Channel; twenty-five thousand dollars in extending main ship channel from its termination at the southeast corner of Grand Junction Wharf eastwardly toward Jeffrey's Point, and twenty thousand dollars for continuing improvement of Charles River: <i>Provided</i> , That no expenditure, of said twenty thousand dollars shall be made until the draws in the Arsenal street and Market street bridges, shall be made to conform to the projected channel without cost to the United States.	Boston, Mass. <i>Proviso.</i> Arsenal and Market streets bridge-draws.
Improving harbor at Lynn, Massachusetts: Continuing improvement, fifteen thousand dollars, and the engineers in charge shall expend the whole or part of this appropriation, at their discretion within the lines of the Harbor Commissioners.	Lynn, Mass.
Improving harbor at Nantucket, Massachusetts: Continuing improvement, twenty-five thousand dollars.	Nantucket, Mass.
Improving harbor at Newburyport, Massachusetts: Continuing improvement, twenty-five thousand dollars.	Newburyport, Mass.
Improving harbor at Plymouth, Massachusetts: Continuing improvement and repairs of work on Long Beach, eight thousand dollars.	Plymouth, Mass.
Improving harbor at Provincetown, Massachusetts: Completing existing project, seven thousand five hundred dollars.	Provincetown, Mass.
Improving harbor at Scituate, Massachusetts: Continuing improvement, ten thousand dollars.	Scituate, Mass.
Improving harbor, at Gloucester, Massachusetts: Continuing improvement, fifteen thousand dollars.	Gloucester, Mass.
Improving harbor at Wareham, Massachusetts: Continuing improvement, five thousand dollars.	Wareham, Mass.
Improving harbor at New Bedford, Massachusetts: Continuing improvement, ten thousand dollars.	New Bedford, Mass.
Improving harbor at Hingham, Massachusetts: Continuing improvement, five thousand dollars.	Hingham, Mass.
Improving harbor at Winthrop, Massachusetts: Continuing improvement, five thousand dollars.	Winthrop, Mass.
Improving harbor at Hyannis, Massachusetts: Continuing improvement, eight thousand dollars.	Hyannis, Mass.
Improving harbor at Vineyard Haven, Massachusetts: Continuing improvement, ten thousand dollars.	Vineyard Haven Mass.
Improving harbor at Wellfleet, Massachusetts: Continuing improvement, four thousand dollars.	Wellfleet, Mass.

- Sandy Bay, Mass. Improving national harbor of refuge at Sandy Bay, Cape Ann, Massachusetts: Continuing improvement, one hundred and fifty thousand dollars.
- Manchester, Mass. Improving harbor at Manchester, Massachusetts: Continuing improvement, five thousand dollars.
- Martha's Vineyard, Mass. Improving Martha's Vineyard inner harbor at Edgartown, Massachusetts, for dredging, two thousand dollars.
- Salem, Mass. Improving Salem Harbor, including South River, Massachusetts, fourteen thousand dollars.
- Stage, Mass. Improving Stage Harbor at Chatham, Massachusetts, five thousand dollars.
- Westport, Mass. Improving Westport Harbor and East and West Branch of Westport River, Massachusetts, one thousand dollars, to be applied in extending the jetty on Horse Neck Point and to dredging in Westport Harbor.
- Block Island, R. I. Improving harbor at Block Island, Rhode Island: Continuing improvement, fifteen thousand dollars; and the wharf on the land side of the inner harbor is hereby conveyed to the town of New Shoreham for the public use of said town; but no tolls or charges shall ever be exacted for the use of said wharf by public vessels of the United States or freight carried in such vessels.
- Conveyance to New Shoreham of wharf. Wharf tolls, etc.
- Newport, R. I. Improving harbor at Newport, Rhode Island: Continuing improvement, twelve thousand five hundred dollars.
- Greenwich Bay, R. I. Improving harbor at Greenwich Bay, Rhode Island: To complete, two thousand dollars.
- Coaster's Harbor Island, R. I. Improving cove near southeast extremity of Coaster's Harbor Island, Rhode Island, and water-way between said island and Rhode Island, to complete, five thousand five hundred dollars.
- Point Judith, R. I. Constructing national harbor of refuge at or near Point Judith, Rhode Island: Commencing construction, seventy-five thousand dollars.
- Bridgeport, Conn. Improving harbor at Bridgeport, Connecticut: Continuing improvement, twenty thousand dollars, of which fifteen thousand dollars shall be expended in constructing breakwater between the Tongue and inner beacon, and five thousand dollars to complete improvement above the bridge.
- Black Rock, Conn. Improving harbor at Black Rock, Connecticut: Continuing improvement, five thousand dollars.
- New Haven, Conn. Constructing breakwaters at New Haven, Connecticut, in accordance with the plans submitted by Chief of Engineers in report for eighteen hundred and eighty-nine, page six hundred and seventy-eight: Continuing improvement, one hundred and twenty thousand dollars.
- Improving harbor at New Haven, Connecticut: Continuing improvement, fifteen thousand dollars.
- Norwalk, Conn. Improving harbor at Norwalk, Connecticut: Completing improvement, four thousand dollars.
- Wilson's Point, Conn. Improving harbor at Wilson's Point, Connecticut: For widening and deepening channel, thirty thousand dollars.
- Stonington, Conn. Improving harbor at Stonington, Connecticut: Continuing improvement, twelve thousand five hundred dollars.
- Stamford, Conn. Improving harbor at Stamford, Connecticut: Completing improvement, five thousand dollars.
- Five Mile River, Conn. Improving harbor at Five Mile River, Connecticut: Continuing improvement, five thousand dollars.
- Milford, Conn. Improving harbor at Milford, Connecticut: Completing improvement, two thousand five hundred dollars.
- Duck Island, Conn. Improving harbor of refuge, Duck Island Harbor, on Long Island Sound, Connecticut: twenty-five thousand dollars.
- Clinton, Conn. Improving harbor at Clinton, Connecticut: Continuing improvement, three thousand five hundred dollars.

Improving harbor at Buffalo, New York: Continuing improvement, three hundred thousand dollars, for continuance of concrete construction and repairs and extension of breakwater.	Buffalo, N. Y.
Improving breakwater at Rouse's Point, New York: Continuing improvement, fifteen thousand dollars.	Rouse's Point, N. Y.
Improving harbor at Canarsie Bay, New York: Continuing improvement, five thousand dollars.	Canarsie Bay, N. Y.
Improving harbor at Charlotte, New York: Continuing improvement twenty-five thousand dollars	Charlotte, N. Y.
Improving harbor at Dunkirk, New York: Continuing improvement, twenty thousand dollars.	Dunkirk, N. Y.
Improving harbor at Flushing Bay, New York: Continuing improvement, twenty thousand dollars.	Flushing Bay, N. Y.
Improving channel at Gowanus Bay, New York: Continuing improvement, by deepening to twenty-one feet mean low water and widening the channel to four hundred feet on the northerly side from the foot of Percival street, along the wharves to the twenty-three foot curve, opposite the entrance to the Erie Basin, sixty thousand dollars.	Gowanus Bay, N. Y.
Improving Bay Ridge Channel in Gowanus Bay, New York Harbor, 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-one foot contour or depth of water, so that the channel so to be opened shall be of a uniform depth of twenty-one feet and width of four hundred feet at low water, one hundred thousand dollars.	
Improving harbor at Great Sodus Bay, New York: Continuing improvement, ten thousand dollars.	Great Sodus Bay, N. Y.
Improving harbor at Little Sodus Bay, New York: Continuing improvement, thirteen thousand dollars.	Little Sodus Bay, N. Y.
Improving harbor at Greenport, New York: Continuing improvement, five thousand dollars.	Greenport, N. Y.
Improving harbor at Oak Orchard, New York: Continuing improvement, five thousand dollars.	Oak Orchard, N. Y.
Improving harbor at Ogdensburgh, New York: Continuing improvement, forty-two thousand dollars, including new project.	Ogdensburgh, N. Y.
Improving harbor at Olcott, New York: Continuing improvement, thirty thousand dollars:	Olcott, N. Y.
Improving harbor at Oswego, New York: Continuing improvement, thirty thousand dollars.	Oswego, N. Y.
Improving harbor at Rondout, New York: Repairing existing works, five thousand dollars.	Rondout, N. Y.
Improving Tonawanda Harbor and Niagara River, New York: Continuing improvement, seventy-five thousand dollars.	Tonawanda, N. Y.
Improving New York Harbor, New York: Completing improvement, one hundred and sixty thousand dollars.	New York, N. Y.
Improving harbor at Saugerties, New York: Continuing improvement, ten thousand dollars.	Saugerties, N. Y.
Improving harbor at Port Chester, New York: Continuing improvement, five thousand dollars.	Port Chester, N. Y.
Improving harbor at Glen Cove, New York: Continuing improvement, fifteen thousand dollars.	Glen Cove, N. Y.
Improving harbor at Pultneyville, New York, two thousand dollars.	Pultneyville, N. Y.
Improving channel between Staten Island and the New Jersey shore, New York and New Jersey: Continuing improvement, fifteen thousand dollars.	Staten Island Channel, N. Y. and N. J.
Improving Arthur Kill, between Staten Island and the New Jersey shore, New York and New Jersey: Dredging and straightening	Arthur Kill, N. Y. and N. J.

channel near Staten Island Bridge, and removing the point of land westerly of same, seven thousand dollars.

Port Jefferson Inlet,
N. Y.

Improving harbor at Port Jefferson Inlet on the project to give a channel ten feet deep and two hundred feet wide, twenty-five thousand dollars.

Plattsburgh, N. Y.

Improving harbor at Plattsburgh, New York: For repairs and extension of breakwater, to complete, thirty-two thousand five hundred dollars.

Larchmont, N. Y.

Improving harbor at Larchmont, on Long Island Sound, New York: five thousand dollars.

Huntington, N. Y.

Improving harbor at Huntington, Long Island, New York, ten thousand dollars.

Raritan Bay, N. J.

Improving harbor at Raritan Bay, New Jersey: Continuing improvement, forty thousand dollars, one-half of which may be used in dredging bar between South Amboy and Great Beds Light.

Erie, Pa.

Improving harbor at Erie, Pennsylvania: Continuing improvement, forty thousand dollars.

Philadelphia, Pa.,
and N. J.

Improving the harbor of Philadelphia: For removal of Smith's Island and Windmill Island, in the State of Pennsylvania, and Petty's Island, in the State of New Jersey, or such parts of them and the shoals adjacent thereto as may be required, and for the improvement of the harbor between the cities of Philadelphia, Pennsylvania, and Camden, New Jersey, two hundred thousand dollars: *Provided*,

Providis.

Delaware River con-
tracts.

That contracts may be entered into by the Secretary of War for the work required for the improvement of the Delaware River between the cities of Philadelphia, Pennsylvania, and Camden, New Jersey, according to the plan reported by the Board of Engineers and transmitted to Congress April seventh, eighteen hundred and eighty-eight, and printed as House Executive Document two hundred and sixty, Fiftieth Congress, first session, or such modifications thereof as may be determined upon by the Secretary of War: *Provided*, That the cost of the improvement shall not be thereby increased, to be paid for as appropriations may from time to time be made by law.

Limit of cost, etc.

Marcus Hook, Pa.

Improving ice-harbor at Marcus Hook, Pennsylvania: Continuing improvement, five thousand dollars.

Delaware Break-
water. Del.

Improving Delaware Breakwater, Delaware: Continuing improvement, eighty thousand dollars.

New Castle, Del.

Improving ice-harbor at New Castle, Delaware: Completing improvement, eight thousand one hundred dollars.

Wilmington, Del.

Improving harbor at Wilmington, Delaware: Continuing improvement, thirty thousand dollars.

Commission to re-
port on permanent im-
provement.

The Secretary of War is directed to appoint a commission of three persons, one of whom shall be a civil engineer of experience in the improvement of rivers and harbors, who shall proceed to make an accurate survey of the tidal streams which form the harbor of Wilmington, Delaware, making all necessary observations to obtain all the data required for a plan for the permanent improvement of the harbor to suit the present and prospective wants of commerce and navigation; and that said commissioners shall, as soon as possible, make to the Secretary of War a report, submitting with it a plan for the improvement of said harbor.

Baltimore, Md.

Proviso.

Contracts.

Improving harbor at Baltimore, Maryland: Continuing improvement, three hundred and forty thousand dollars: *Provided*, That such contracts as may be desirable may be entered into by the Secretary of War for the completion of the existing project, or any part of same, to be paid for as appropriations may from time to time be made by law.

Breton Bay, Md.

Improving harbor at Breton Bay, Maryland: Continuing improvement, five thousand dollars.

Cambridge, Md.

Improving harbor at Cambridge, Maryland: Continuing improvement, five thousand dollars.

Improving harbor at Norfolk and its approaches, Virginia : Continuing improvement, one hundred and fifty thousand dollars, fifty thousand dollars of which shall be expended in improving the approach to the inner harbor and the United States navy-yard at Norfolk, by increasing anchorage between Lambert's Point and Fort Norfolk.	Norfolk, Va.
Improving harbor at Cape Charles City and approaches by Chenton Inlet, Virginia: Twenty-five thousand dollars, for dredging only.	Cape Charles City, Va.
Improving harbor at Onancock, Virginia, six thousand dollars.	Onancock, Va.
Improving harbor at Beaufort, North Carolina: Continuing improvement, fifteen thousand dollars.	Beaufort, N. C.
Improving the inland water-way between Beaufort and New River, North Carolina: Continuing improvement, fifteen thousand dollars.	Water-way, Beaufort and New River, N. C.
Improving harbor at Charleston, including Sullivan's Island, South Carolina: Continuing improvement, three hundred and seventy thousand dollars, of which five thousand dollars shall be expended on Mount Pleasant shore of inner harbor of Charleston, South Carolina.	Charleston, S. C.
Improving harbor at Georgetown, South Carolina: Continuing improvement, eight thousand dollars.	Georgetown, S. C.
Improving Winyaw Bay, South Carolina: Continuing improvement, one hundred thousand dollars.	Winyaw Bay, S. C.
Improving harbor at Brunswick, Georgia: Continuing improvement, thirty-five thousand dollars.	Brunswick, Ga.
Improving Cumberland Sound, Georgia and Florida: Continuing improvement, one hundred and twelve thousand five hundred dollars.	Cumberland Sound, Ga. and Fla.
Improving harbor at Savannah, Georgia: Continuing improvement on extended project, three hundred and fifty thousand dollars.	Savannah, Ga.
Improving harbor at Darien, Georgia: twenty-five thousand dollars.	Darien, Ga.
Improving harbor at Apalachicola Bay and the mouth of the river, Florida: Continuing improvement, twenty thousand dollars.	Apalachicola Bay, Fla.
Improving harbor at Cedar Keys, Florida: Continuing improvement, two thousand five hundred dollars, a part of which may be expended at Derrick Island Gap on the inside channel from Suwanee River.	Cedar Keys, Fla.
Improving harbor at Pensacola, Florida: Continuing improvement, twenty-five thousand dollars.	Pensacola, Fla.
Improving harbor at Tampa Bay, Florida: Continuing improvement, twenty-five thousand dollars.	Tampa Bay, Fla.
Improving entrance to harbor at Key West, Florida, forty thousand dollars.	Key West, Fla.
Improving, dredging, and deepening the channel of Charlotte Harbor and Pease Creek, Florida, to the pier at Punta Gorda, the terminus of the Florida Southern Railroad, thirty-five thousand dollars.	Charlotte Harbor, Fla.
Improving harbor at Saint Augustine, Florida: To complete protection from erosion, according to the estimate of Captain W. M. Black under date of May twenty-fourth, eighteen hundred and ninety, twenty thousand dollars.	Saint Augustine, Fla.
Improving harbor at Mobile, Alabama, up to the mouth of Chickasabogue Creek: Continuing improvement, three hundred and fifty thousand dollars.	Mobile, Ala.
Improving harbor at Biloxi, Mississippi: Continuing improvement, nine thousand dollars.	Biloxi, Miss.
Improving mouth and passes of Calcasieu River, Louisiana, according to the plan reported by Major W. H. Heuer Corps of Engineers, in eighteen hundred and eighty-six, and confirmed by Captain W. L. Fisk, Corps of Engineers, in his report of November, eighteen hundred and eighty-eight, seventy-five thousand dollars.	Calcasieu River, La.

- Sabine Pass, Tex. Improving harbor at Sabine Pass, Texas: Continuing improvement, three hundred thousand dollars, and of this amount the Secretary of War may, in his discretion, use fifty thousand dollars, or so much of said fifty thousand dollars as may be necessary, for dredging.
- Galveston, Tex.,
ship-channel. Improving and maintaining ship-channel in Galveston Bay, Texas, from Bolivar Channel through Morgan's Cut and Morgan's Channel constructed through Morgan's Point to the San Jacinto River, forty thousand dollars.
- Galveston, Tex.
Proviso.
Contracts. Improving entrance to Galveston Harbor, Texas: Continuing improvement, five hundred thousand dollars: *Provided*, That contracts may be entered into by the Secretary of War for such materials and work as may be necessary to carry out the plan contained in the report of the Chief of Engineers for eighteen hundred and eighty-six for the improvement of that harbor, to be paid for as appropriations may from time to time be made by law.
- Ashtabula, Ohio. Improving harbor at Ashtabula, Ohio: Continuing improvement, forty thousand dollars.
- Black River, Ohio. Improving harbor at mouth of Black River, Ohio: Continuing improvement, twelve thousand dollars.
- Cleveland, Ohio. Improving harbor at Cleveland, Ohio: Continuing improvement, seventy-five thousand dollars.
- Fairport, Ohio. Improving harbor at Fairport, Ohio: Continuing improvement, thirty thousand dollars, of which eight thousand seven hundred dollars may in the discretion of the Secretary of War be expended in dredging and deepening the channel of Grand River from its mouth to the new docks on the west side of the same.
- The owners of dock property abutting on the East Government pier on Grand River shall have the right to load and unload coal, ore, and other freight over so much of said pier as lies north of the inner shore-line represented on map in the report of the Chief of Engineers of eighteen hundred and eighty-one, on prepayment of such rent therefor and under such limitations as to time and use and such other conditions of such right as shall be prescribed by the Secretary of War and always revocable by him, or by Congress.
- Huron, Ohio. Improving harbor at Huron, Ohio: Continuing improvement, in amended project to give sixteen feet depth at low water, sixteen thousand dollars. The owners of dock property abutting on the old Government pier on the east side of Huron River shall have the right to load and unload coal, ore, and other freight over so much of said pier as lies south of the shore line of Lake Erie, under such limitations as to time and use as shall be approved by the Secretary of War said right to be always revocable by him or Congress and in consideration thereof the owners of such dock property shall, at their own proper cost and expense, sufficiently repair, renew, and protect the portion of said pier south of said shore line, and do all necessary dredging in Huron River in front thereof; all such repairs, renewals, and dredging to be done under the supervision of the Chief of Engineers of the United States Army.
- Sandusky, Ohio. Improving harbor at Sandusky, Ohio: Continuing improvement, forty-five thousand dollars.
- Toledo, Ohio. Improving harbor at Toledo, Ohio: Continuing improvement, two hundred thousand dollars.
- Improving harbor at Toledo, Ohio: For clearing the old channel, five thousand dollars.
- Muskingum River,
Ohio. For ice-harbor at the mouth of Muskingum River, Ohio: For repairs, thirty thousand dollars.
- Fort Clinton, Ohio. Improving harbor at Port Clinton, Ohio: Continuing improvement, three thousand dollars.
- Vermillion, Ohio. Improving harbor at Vermillion, Ohio: For preservation of piers, two thousand dollars.

Improving outer harbor at Michigan City, Indiana: Continuing improvement, fifty thousand dollars.	Michigan City, Ind.
Improving inner harbor at Michigan City, Indiana: Continuing improvement, seven thousand five hundred dollars, of which two thousand five hundred dollars may be expended for a new dump-scow.	
Improving harbor at Calumet, Illinois: Continuing improvement, twenty thousand dollars.	Calumet, Ill.
Improving harbor at Chicago, Illinois: Continuing improvement, one hundred thousand dollars.	Chicago, Ill.
Improving harbor at Waukegan, Illinois: Continuing improvement, thirty-five thousand dollars.	Waukegan, Ill.
Improving harbor at Charlevoix and entrance to Pine Lake, Michigan: Continuing improvement, nine thousand dollars.	Charlevoix, Mich.
Improving harbor at Frankfort, Michigan: Continuing improvement, ten thousand dollars.	Frankfort, Mich.
Improving harbor at Grand Haven, Michigan: Continuing improvement, seventy-five thousand dollars.	Grand Haven, Mich.
Improving harbor of refuge at Grand Marais, Michigan: Continuing improvement, fifty thousand dollars.	Grand Marais, Mich.
Improving harbor at Manistee, Michigan: Continuing improvement, fifty thousand dollars.	Manistee, Mich.
Improving harbor at Black Lake, Michigan: Continuing improvement, ten thousand dollars.	Black Lake, Mich.
Improving harbor at Monroe, Michigan: Continuing improvement, five thousand dollars.	Monroe, Mich.
Improving harbor at Muskegon, Michigan: Continuing improvement, fifty thousand dollars, thirty-four thousand dollars of which to close gap as recommended by engineer in charge.	Muskegon, Mich.
Improving harbor at Ontonagon, Michigan: Continuing improvement, ten thousand dollars.	Ontonagon, Mich.
Improving harbor at Pentwater, Michigan: Continuing improvement, eight thousand dollars.	Pentwater, Mich.
Improving harbor of refuge at Portage Lake, Michigan: Continuing improvement, eight thousand dollars.	Portage Lake, Mich.
Improving harbor of refuge at Sand Beach, Michigan: For repairs, custody, and control of harbor and dredging the same, thirty thousand dollars.	Sand Beach, Mich.
Improving harbor at Saint Joseph, Michigan: Continuing improvement, twenty thousand dollars, five thousand dollars of which shall be expended on the water channel leading to Benton Harbor.	Saint Joseph, Mich.
Improving harbor at South Haven, Michigan: Continuing improvement, fifteen thousand dollars.	South Haven, Mich.
Improving harbor at White River, Michigan: Continuing improvement, seventeen thousand dollars.	White River, Mich.
Improving harbor at Marquette, Michigan: Continuing improvement, forty thousand dollars.	Marquette, Mich.
Improving harbor at Thunder Bay, Michigan: To restore fourteen-foot channel, five thousand five hundred dollars.	Thunder Bay, Mich.
Improving harbor at Petoskey, Michigan: For breakwater and harbor of refuge, fifteen thousand dollars.	Petoskey, Wis.
Improving harbor at Ahnapee, Wisconsin: Continuing improvement, six thousand dollars.	Ahnapee, Wis.
Improving harbor at Green Bay, Wisconsin: Continuing improvement, ten thousand dollars.	Green Bay, Wis.
Improving harbor at Kenosha, Wisconsin: Continuing improvement, seventeen thousand five hundred dollars, two thousand five hundred dollars of the above appropriation to be expended in dredging the inner harbor.	Kenosha, Wis.
Improving harbor at Kewaunee, Wisconsin: Continuing improvement, twenty thousand dollars.	Kewaunee, Wis.

- Manitowoc, Wis.** Improving harbor at Manitowoc, Wisconsin: Completing improvement, eight thousand dollars; and the engineer in charge, with the approval of the Secretary of War, may use such part of the above appropriation in the construction of an outer breakwater as he may deem proper.
- Milwaukee, Wis.** Improving harbor of refuge at Milwaukee, Wisconsin: Continuing improvement, eighty thousand dollars.
Improving harbor at Milwaukee, Wisconsin: Continuing improvement, six thousand dollars.
- Port Washington, Wis.** Improving harbor at Port Washington, Wisconsin: Continuing improvement, three thousand dollars.
- Racine, Wis.** Improving harbor at Racine, Wisconsin: Continuing improvement, seventeen thousand five hundred dollars.
- Superior and Saint Louis Bays, Wis.** Improving harbor at Superior Bay and Saint Louis Bay, Wisconsin: Continuing improvement, sixty-five thousand dollars.
- Sheboygan, Wis.** Improving harbor at Sheboygan, Wisconsin: Continuing improvement, fifteen thousand dollars.
- Ashland, Wis.** Improving harbor at Ashland, Wisconsin: Continuing improvement, sixty thousand dollars.
- Two Rivers, Wis.** Improving harbor at Two Rivers, Wisconsin: Continuing improvement, three thousand dollars.
- Sturgeon Bay Canal.** Improving Sturgeon Bay Canal harbor of refuge: For maintenance of channel and piers, three thousand dollars.
- Minnesota Point, Wis.** Improving Minnesota Point at Superior, Wisconsin: For the preservation of said point and the protection of the harbor at Superior Bay by the construction of sand fences, four thousand eight hundred and ninety-five dollars.
- Duluth, Minn.** Improving harbor at Duluth, Minnesota: Continuing improvement, one hundred thousand dollars, of which sum forty thousand dollars shall be expended on the harbor basin and new channel east of Rice's Point and in the preservation and maintenance of the canal and piers at the harbor entrance, and sixty thousand dollars shall be expended on the channel west of Rice's Point and from thence along the northern shore of Saint Louis Bay to Grassy Point.
- Grand Marais, Minn.** Improving harbor at Grand Marais, Minnesota: Continuing improvement, twenty-two thousand three hundred and fifty dollars.
- Agate Bay, Minn.** Improving harbor at Agate Bay, Minnesota: Continuing improvement, twenty-five thousand dollars.
- Humboldt, Cal.** Improving harbor at Humboldt, California: Continuing improvement, eighty thousand dollars.
- Oakland, Cal.** Improving harbor at Oakland, California: Continuing improvement, two hundred and fifty thousand dollars, one half of which may, in the discretion of the Secretary of War, be expended in dredging the entrance to the harbor.
- Wilmington, Cal.** Improving harbor at Wilmington, California: Continuing improvement, thirty-four thousand dollars.
- San Luis Obispo, Cal.** Improving harbor at San Luis Obispo, California: Continuing improvement, forty thousand dollars.
- San Diego, Cal.** Improving harbor at San Diego, California, sixty thousand five hundred dollars, of which sum five hundred dollars shall be expended for repairs, eight thousand dollars for dredging, and the remainder to commence construction of jetty on Zuninga Shoals.
- Board to project deep water harbor, between Points Duma and Capistrano, Pacific Coast.** That the Secretary of War is authorized and directed to appoint a board of three engineer officers of the United States Army, whose duty it shall be to examine the Pacific Coast between Points Duma and Capistrano with a view to determining the best location for a deep-water harbor. The said board shall report to the Secretary of War a project for said harbor, with the estimated cost of the same, who shall lay said report before Congress at its next session, with the views of the commission and of the Chief of Engineers of the United States Army thereon; and the sum of five thousand dollars,
- Report, etc.**

or so much thereof as may be necessary, is hereby appropriated for the purpose.

Improving entrance to harbor at Coos Bay, Oregon: Continuing improvement, one hundred and twenty-five thousand dollars.

Coos Bay, Oreg.

Improving harbor at Yaquina Bay, Oregon: Continuing improvement, one hundred and sixty-five thousand dollars.

Yaquina Bay, Oreg.

Improving harbor at Tillamook Bay, Oregon: Completing improvement, five hundred dollars.

Tillamook Bay, Oreg.

Improving entrance to harbor at Nehalem Bay, Oregon, ten thousand dollars for commencement of jetty construction.

Nehalem Bay, Oreg.

The Secretary of War is authorized and directed to appoint a board of three officers of the Corps of Engineers, United States Army, whose duty it shall be to re-examine the harbor at Port Orford, in the State of Oregon, with a view of minimizing the project and estimates of the proposed improvement for a harbor of refuge at that point to such proportions as will largely reduce the original estimate of the cost of such improvement heretofore made under the direction of the Secretary of War in pursuance of the previous action of Congress, and to report to the Secretary of War, on or before the first Monday in December next, the result of such re-examination, together with the reduced estimate of the cost of such improvement, in the event that such board shall determine that the same can be made on a less expensive scale than originally recommended, and the cost of such re-examination and re-estimate shall be paid by the Secretary of War out of the one hundred and fifty thousand dollars heretofore appropriated for the commencement of a breakwater at such point: *Provided, however,* That such expense shall not exceed the sum of five thousand dollars.

Board to report on reduced project, etc., for harbor of refuge at Port Orford, Oreg.

Proviso.

Limit of cost.

For the purchase of the two canals known as the Portage Lake and River Improvement Company Canal, from Keweenaw Bay to Portage Lake, and the Lake Superior Ship-Canal, Railway, and Iron Company Canal, from Portage Lake to Lake Superior, being the water communication across Keweenaw Point, Lake Superior, from Keweenaw Bay to Lake Superior, in the State of Michigan, by way of the Portage River and Lake and the artificial cut made by said companies to render them available to commerce and navigation, together with the works of improvement on Portage Lake; the harbor works upon Lake Superior and Keweenaw Bay, with all lands and franchises connected therewith, free from all incumbrances, three hundred and fifty thousand dollars: *Provided,* That for the purpose of preserving and continuing the use and navigation of said canals, the sum of ten thousand dollars for each of the present and the next fiscal year be appropriated, out of any money in the Treasury not otherwise appropriated, or so much thereof as may be necessary, to pay the actual expenses of operating and keeping said canals in repair; and that an itemized statement of said expenses shall accompany the annual report of the Chief of Engineers: *And provided further,* That no money appropriated for this purpose shall be available until a valid title to all of said premises shall be vested in the United States, nor until the State of Michigan shall have ceded to the United States exclusive jurisdiction over the same, during the time the United States shall be or remain the owner thereof, for all purposes except the administration of the criminal laws of said State and the service of civil process on the lands and right of way so conveyed. The balance of the appropriation, to wit, five thousand one hundred and twenty-eight dollars and seventy cents, for examination of Portage Lake and Lake Superior Ship Canals, contained in the river and harbor act of August fifth, eighteen hundred and eighty-six, is hereby made available for each and every purpose connected with the establishment of new harbor lines in Portage Lake under the provisions of the act of June twentieth,

Purchase of Portage Lake and River Improvement Company Canal and Lake Superior Ship-Canal, Railway, and Iron Company Canal, etc., Mich.

Provisos.

Operating, etc., expenses.

Report.

Title.

Jurisdiction.

Available balance.

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eighteen hundred and ninety, authorizing and directing said establishment.

- Bagaduce River, Me.** Improving Bagaduce River, Maine: Continuing improvement, four thousand dollars.
- Penobscot River, Me.** Improving Penobscot River, Maine: Continuing improvement, and for dredging near Stern's mill, twenty five thousand dollars
- Narragausus River, Me.** Improving Narragausus River, Maine: Continuing improvement, seven thousand five hundred dollars.
- Kennebec River, Me.** Improving Kennebec River, Maine: Continuing improvement, fifty thousand dollars.
- Saco River, Me.** Improving Saco River, Maine: Continuing improvement, including breakwater and the construction of a proposed jetty opposite the same, sixty-five thousand dollars: *Provided*, That the whole of said sum may be used in the discretion of the Secretary of War in the construction of said proposed jetty.
- Proviso.**
- Jetty.**
- Harrisseeckit River, Me.** Improving Harrisseeckit River, Maine, ten thousand dollars.
- Saint Croix River, Me.** Improving Saint Croix River, Maine, thirty-five thousand dollars; but upon the condition that the Government of the Dominion of Canada shall expend a like sum in the improvement of said river.
- Conditional.**
- Kennebunk River, Me.** Improving Kennebunk River, Maine, at or near its mouth, twenty thousand dollars, the entire amount to be expended in repairs if necessary.
- Pleasant River, Me.** Improving Pleasant River, Maine: To complete improvement, three thousand five hundred dollars.
- Bellamy River, N.H.** Improving Bellamy River, New Hampshire: Continuing improvement, ten thousand dollars.
- Cocheco River, N.H.** Improving Cocheco River, New Hampshire, twenty-five thousand dollars.
- Otter Creek, Vt.** Improving Otter Creek, Vermont: Continuing improvement five thousand dollars.
- Powow River, Mass.** Improving Powow River, Massachusetts: Continuing improvement, five thousand dollars: *Provided*, That this sum shall not be expended until the towns of Amesbury and Salisbury, or either of them, shall have caused such a draw to be placed in the present bridge over said river as may be approved by the Secretary of War.
- Proviso.**
- Draw in bridge.**
- Taunton River, Mass.** Improving Taunton River, Massachusetts: Continuing improvement, seven thousand dollars.
- Merrimac River, Mass.** Improving Merrimac River at Mitchell's Falls, Massachusetts: Continuing improvement, ten thousand dollars.
- Weymouth River, Mass.** Improving Weymouth River, Massachusetts: ten thousand dollars.
- Pawtucket River, R. I.** Improving Pawtucket River, Rhode Island: Continuing improvement, thirty thousand dollars.
- Providence River, R. I.** Improving Providence River and Narragansett Bay, Rhode Island, Continuing improvement, fifty thousand dollars.
- Improving Green Jacket Shoal, Providence River, Rhode Island:** Continuing improvement, twenty-five thousand dollars.
- Pawcatuck River, R. I.** Improving Pawcatuck River, Rhode Island: Completing improvement, sixteen thousand six hundred dollars.
- Connecticut River, Conn.** Improving Connecticut River below Hartford, Connecticut: Continuing improvement, twelve thousand five hundred dollars.
- Housatonic River, Conn.** Improving Housatonic River and for breakwater, Connecticut: Continuing improvement, thirty-five thousand dollars.
- Thames River, Conn.** Improving Thames River, Connecticut, Continuing improvement, twenty thousand dollars, which may be expended at any point between Norwich and New-London.
- Mystic River, Conn.** Improving Mystic River, Connecticut, ten thousand dollars.
- Hudson River, N. Y.** Improving Hudson River, New York: Continuing improvement, one hundred and fifty thousand dollars.
- Newtown Creek, N. Y.** Improving Newtown Creek and Bay, New York: Continuing improvement, thirty-five thousand dollars, one fourth of said sum to be expended on the main branch of said creek between Maspeth

avenue and Metropolitan avenue, and one fourth of said sum to be expended on the English Kills Branch of said creek.

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

East River, N. Y.

Improving Harlem River, New York: Continuing improvement, two hundred and fifty thousand dollars; and the Secretary of War is directed to cause the low bridges now crossing said Harlem River to be replaced by other bridges at the expense of the owners thereof as soon as the necessary legislation, if any such legislation be necessary, shall have enabled the change in grade to the approaches of said bridges, thus required, to be made, the owners of said bridges being allowed a reasonable time in which to complete the work necessary for said approaches. Said bridges shall leave a clear space, between the under sides thereof and the high water of spring tides, of twenty four feet, and shall be provided with draw-spans and draws of the width and length to be determined by the Secretary of War, and shall in all respects comply with this law and conform to the requirements of the Secretary of War: *Provided*, That the Secretary of War shall prescribe the times and regulations for the opening and operating of the draws in said bridges, but said draws shall not be opened except for vessels propelled by steam with or without vessels in tow; nor shall they be required to be opened at any times other than between ten o'clock in the forenoon and five o'clock in the afternoon.

Harlem River, N. Y.
Secretary of War to replace low bridges with high ones.

Legislation.
Approaches.

Height of bridges.

Draw-spans and draws.

Proviso.
Opening of draws for steam-vessels only.

Time limit.

Improving Grass River, New York: Completing improvement, six thousand dollars.

Grass River, N. Y.

Improving Great Chazy River, New York, from its mouth on Lake Champlain to Champlain Village, ten thousand dollars.

Great Chazy River, N. Y.

Improving Patchogue River, New York, fifteen thousand dollars.

Patchogue River, N. Y.
Ticonderoga River, N. Y.

Improving Ticonderoga River, New York: Continuing improvement two thousand dollars.

Improving Wappinger's Creek, New York, from the falls to its mouth, thirteen thousand dollars.

Wappinger's Creek, N. Y.

Improving Brown's Creek, Sayville, Long Island, New York, twelve thousand dollars.

Brown's Creek, N. Y.

Improving shoal between Sister Islands and the Cross over light, Saint Lawrence River, New York, five thousand dollars.

Shoal in Saint Lawrence River, N. Y.

Improving Passaic River above Newark, New Jersey: Continuing improvement, five thousand one hundred dollars, one thousand five hundred dollars of which, or so much thereof as may be necessary, shall be expended in making an examination and survey of said river.

Passaic River above Newark, N. J.

Improving Maurice River, New Jersey: Continuing improvement, eight thousand dollars.

Maurice River, N. J.

Improving Passaic River below Newark, New Jersey: Continuing improvement, forty thousand dollars.

Passaic River below Newark, N. J.

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

Raritan River, N. J.

Improving Shrewsbury River, New Jersey: Continuing improvement, ten thousand dollars, one-half of which shall be expended on the South Branch.

Shrewsbury River, N. J.

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

South River, N. J.

Improving Squan River, New Jersey, by the removal of obstructions placed by the Government at the mouth of said river, if, in the discretion of the Secretary of War, the same should be done, two thousand dollars.

Squan River, N. J.

Improving Shoal Harbor and Compton's Creek, New Jersey, so as to give a channel four feet deep at mean low water, five thousand dollars.

Shoal Harbor and Compton's Creek, N. J.

Improving Elizabeth River, New Jersey, five thousand dollars.

Elizabeth River, N. J.

- Mattawan Creek, N. J. Improving Mattawan Creek, New Jersey, two thousand five hundred dollars.
- Alloway Creek, N. J. Improving Alloway Creek, New Jersey, six thousand dollars.
- Allegheny River, Pa. Improving Allegheny River, Pennsylvania: Continuing improvement, twenty thousand dollars.
- Schuylkill River, Pa. Improving Schuylkill River, Pennsylvania: Continuing improvement, forty-five thousand dollars.
- Delaware River, Pa., and N. J. Improving Delaware River, Pennsylvania and New Jersey: Continuing improvement, from Trenton to its mouth, two hundred and fifty thousand dollars, ten thousand dollars of which shall be expended in continuing improvement on the Rancocas River, one of the tidal tributaries of said river.
- Rancocas River.
- Herr's Island Dam, Allegheny River, Pa. For continuing construction of the dam at Herr's Island in Allegheny River, near Pittsburgh, Pennsylvania, thirty-five thousand dollars.

Upon condemnation, etc., of lock and dam No. 7., etc., purchase of lock and dam No. 6, etc., from Monongahela Navigation Company, authorized.

Appropriation for purchase.

Condemnation proceedings on failure to purchase.

Proviso. Estimating value.

Operating expenses.

That whenever the proceedings commenced by the United States against the Monongahela Navigation Company, a corporation organized under the laws of Pennsylvania to condemn lock and dam number seven constituting a part of the improvement in water communication in the Monongahela River between Pittsburgh in the State of Pennsylvania, and a point at or near Morgantown in the State of West Virginia, shall be finally determined, and the United States shall have acquired the title to said lock and dam number seven and its appurtenances, the Secretary of War be, and he is hereby, authorized and directed to negotiate for and purchase, at a cost not to exceed one hundred and sixty-two thousand dollars, lock and dam number six and its appurtenances, of the Monongahela Navigation Company, also constituting a part of said improvement. And the sum of one hundred and sixty two thousand dollars, or so much thereof as may be necessary, is hereby appropriated out of any moneys in the Treasury not otherwise appropriated, for consummating said purchase, the same to be paid on the warrant of the Secretary of War, upon full and absolute conveyance to the United States of the said lock and dam number six and its appurtenances, of the said Monongahela Navigation Company.

In the event of the inability of the Secretary of War to make voluntary purchase of said lock and dam number six and its appurtenances for said sum of one hundred and sixty two thousand dollars, or a less sum, then the Secretary of War is hereby authorized and directed to institute and carry to completion proceedings for the condemnation of said lock and dam number six and its appurtenances, said condemnation proceedings to be as prescribed and regulated by the provisions of the general railroad law of Pennsylvania, approved February nineteenth, eighteen hundred and forty-nine, and its supplements, except that the United States shall not be required to give any bond, and except that jurisdiction of said proceedings is hereby given to the circuit court of the United States for the western district of Pennsylvania with right of appeal by either party to the Supreme Court of the United States: *Provided*, That in estimating the sum to be paid by the United States, the franchise of said corporation to collect tolls shall not be considered or estimated; and the sum of five thousand dollars, or so much thereof as may be necessary, is hereby appropriated, out of any moneys in the Treasury not otherwise appropriated, to pay the necessary costs of said condemnation proceedings; and upon final judgment being entered therein the Secretary of War, if in his opinion the judgment is reasonable, is hereby authorized and directed to draw his warrant on the Treasury for the amount of said judgment and costs, and said amount for the payment thereof is hereby appropriated out of any moneys in the Treasury not otherwise appropriated. And when said lock and dam number six and its appurtenances shall have been acquired by the United States, whether by purchase or condemnation, the Secretary

of War shall take charge thereof, and the same shall thereafter be subject to the provisions of section four of an act entitled "An act making appropriations for the construction, repair, and preservation for certain public work on rivers and harbors, and for other purposes," approved July fifth, eighteen hundred and eighty-four.

Improving the Ohio River by the construction of a movable dam at or below the mouth of Beaver River, Pennsylvania, at such locality as the Secretary of War may consider most advantageous, two hundred and fifty thousand dollars.

Improving Appoquinnimink River and the mouth of the same, Delaware, five thousand dollars.

Improving Smyrna River, Delaware: Continuing improvement, five thousand dollars.

Improving Choptank River, Maryland: Continuing improvement, seven thousand five hundred dollars.

Improving Susquehanna River, Maryland and Pennsylvania: Continuing improvement, four thousand dollars, to be expended above the Philadelphia, Wilmington and Baltimore Railroad Bridge.

Improving Fairlee Creek or Inlet, Maryland: Continuing improvement, five thousand dollars.

Improving Patuxent River, Maryland, continuing improvement, six thousand dollars.

Improving Wicomico River, Maryland, ten thousand dollars.

Improving Manokin River, Maryland, seven thousand five hundred dollars.

Improving Chester River, Maryland, five thousand dollars, from Crumpton to Jones' Landing.

Improving Elk River, Maryland, ten thousand dollars.

Improving North East River, Maryland, two thousand five hundred dollars.

Improving Potomac River at Washington: Continuing improvement, two hundred and eighty thousand dollars, of which twenty thousand dollars, or so much thereof as may be necessary, may be expended on the channel in the Eastern Branch between the navy-yard and Giesborough Point.

Improving Appomattox River, Virginia: Continuing improvement, fifteen thousand dollars.

Improving Chickahominy River, Virginia: Continuing improvement, two thousand five hundred dollars.

Improving James River, Virginia: Continuing improvement, two hundred thousand dollars: *Provided*, That three thousand five hundred dollars of this amount, or so much thereof as may be necessary, may be expended in the discretion of the Secretary of War in removing the bar at the mouth of Turkey Island Creek or Bayou.

Improving Mattaponi River, Virginia: Continuing improvement, three thousand dollars, fifteen hundred dollars of which may be expended above Ayletts.

Improving channel at Mount Vernon: To complete, two thousand five hundred dollars.

Improving Nomini Creek, Virginia: Continuing improvement, five thousand dollars

Improving Pamunkey River, Virginia: Continuing improvement, three thousand dollars.

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

Improving Staunton River, Virginia: Continuing improvement, eight thousand dollars on the consolidated project.

Improving Urbana Creek: Continuing improvement, three thousand dollars.

Improving York River, Virginia: Continuing improvement, thirty thousand dollars.

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Ohio River, Pa.

Appoquinnimink River, Del.

Smyrna River, Del.

Choptank River, Md.

Susquehanna River, Md. and Pa.

Fairlee Creek, Md.

Patuxent River, Md.

Wicomico River, Md.

Manokin River, Md.

Chester River, Md.

Elk River, Md.

North East River, Md.

Potomac River, D. C.

Appomattox River Va.

Chickahominy River, Va.

James River, Va.

Provido.

Turkey Island Creek.

Mattaponi River, Va.

Potomac River, Mount Vernon, Va.

Nomini Creek, Va.

Pamunkey River, Va.

Rappahannock River, Va.

Staunton River, Va.

Urbana Creek, Va.

York River, Va.

- Water-way, Chincoteague Bay, Va., to Delaware Bay, Del. Improving by dredging and otherwise the inland water-way from Chincoteague Bay, Virginia to Delaware Bay at or near Lewes, Delaware, to be used from Chincoteague Bay to Delaware Bay: Continuing improvement, fifty thousand dollars, no part of which shall be expended until the right of way is secured free of cost to the United States.
- Nansemond River, Va. Improving Nansemond River, Virginia: Continuing improvement, ten thousand dollars.
- Hampton Creek, Va. Improving Hampton Creek and Bar, Virginia: To complete improvement ten thousand dollars.
- Occoquan Creek, Va. Improving Occoquan Creek, Virginia: ten thousand dollars.
- Acquia Creek, Va. Improving Acquia Creek, Virginia: ten thousand dollars.
- Big Sandy River, W. Va. and Ky. Improving Big Sandy River, West Virginia and Kentucky: To complete improvement, thirty-one thousand dollars.
- Elk River, W. Va. Improving Elk River, West Virginia: Continuing improvement, two thousand five hundred dollars.
- Buchannon River, W. Va. Improving Buchannon River, West Virginia: Continuing improvement, one thousand dollars.
- Great Kanawha River, W. Va. Improving Great Kanawha River, West Virginia: Continuing improvement, three hundred thousand dollars.
- Guyandotte River, W. Va. Improving Guyandotte River, West Virginia: To complete improvement, two thousand dollars.
- Little Kanawha River, W. Va. Tolls prohibited. Improving Little Kanawha River, West Virginia: To complete projected lock and dam, forty thousand dollars, but no toll shall be collected by any person or corporation for this improved navigation, and such right, if any exist, shall be relinquished in a manner satisfactory to the Secretary of War before the expenditure of any of the money herein appropriated for this work.
- Gauley River, W. Va. Improving Gauley River, West Virginia: Continuing improvement, three thousand dollars.
- Big Sandy River, Ky. and W. Va. Improving Tug Fork of Big Sandy River, Kentucky and West Virginia: For snagging and the removal of other obstructions, two thousand five hundred dollars.
- Tug Fork.
- Levisa Fork. Improving Levisa Fork of Big Sandy River, Kentucky: For snagging and the removal of other obstructions, two thousand five hundred dollars.
- Cheat River, W. Va. Improving Cheat River, West Virginia: To complete improvement, thirteen thousand dollars.
- Cape Fear River, N. C. Improving Cape Fear River, North Carolina, above Wilmington: Continuing improvement, fifteen thousand dollars.
- Above Wilmington. At and below Wilmington. Improving Cape Fear River at and below Wilmington, North Carolina, one hundred and seventy thousand dollars.
- Contentnia Creek, N. C. Improving Contentnia Creek, North Carolina: Continuing improvement, seven thousand dollars.
- Water route, Currituck Sound 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.
- Neuse River, N. C. Improving Neuse River, up to Smithfield, North Carolina: Continuing improvement, twenty thousand dollars.
- New River, N. C. Improving New River, North Carolina: Continuing improvement, five thousand dollars.
- Pamlico and Tar Rivers, N. C. Improving Pamlico and Tar Rivers, including the Tar River from Tarboro to Little Falls, North Carolina: Continuing improvement, ten thousand dollars.
- Trent River, N. C. Improving Trent River, North Carolina: Continuing improvement, five thousand dollars.
- Lumber River, N. C. and S. C. Improving Lumber River, North Carolina and South Carolina: Continuing improvement, five thousand dollars.
- Roanoke River, N. C. Improving Roanoke River, North Carolina: Continuing improvement, from its mouth to Clarksville, twenty-five thousand dollars.
- Yadkin River, N. C. Improving Yadkin River, North Carolina, up to Bailey's Ferry, North Carolina: Continuing improvement, five thousand dollars.

Improving Ocracoke Inlet, North Carolina, ninety thousand dollars.	Ocracoke Inlet, N. C.
Improving Mackey's Creek, North Carolina, fifteen thousand dollars to complete the project for nine feet depth of channel.	Mackey's Creek, N. C.
Improving North East (Cape Fear) River, North Carolina, so far as to clear out its natural obstructions from Wilmington up to Kornegay's Bridge, five thousand dollars.	North East (Cape Fear) River, N. C.
Improving water way between New River and Swansboro, North Carolina, five thousand dollars.	Water way, New River to Swansboro, N. C.
Improving Lockwood's Folly River, North Carolina, five thousand dollars.	Lockwood's Folly River, N. C.
Improving Fishing Creek, North Carolina, from its mouth to Bellamy's Mill, so far as to remove its natural obstructions, ten thousand dollars: <i>Provided</i> , That no part of this sum shall be expended until the bridges over that part of said river to be improved have been removed or suitable draws have been provided in the same, so as not to obstruct the navigation of said river.	Fishing Creek, N. C. <i>Proviso.</i> Draws in bridges.
Improving Pasquotank River, North Carolina, three thousand dollars.	Pasquotank River, N. C.
Improving Edisto River, South Carolina: Continuing improvement, five thousand dollars, which shall be expended in equal sums in the north and south forks of said river.	Edisto River, S. C.
Improving Great Pee Dee River, South Carolina: Continuing improvement, twelve thousand five hundred dollars.	Great Pee Dee River, S. C.
Improving Salkiehatchie River, South Carolina: To complete existing project, five thousand dollars.	Salkiehatchie River, S. C.
Improving Santee River, South Carolina: Continuing improvement, thirty thousand dollars, to be used in snagging and in making new cut between Estherville and Minim Creek, as recommended by the engineer in charge of the improvement of said river.	Santee River, S. C.
Improving Waccamaw River to Waccamaw Lake, North Carolina and South Carolina: Continuing improvement, twelve thousand five hundred dollars.	Waccamaw River, N. C. and S. C.
Improving Wappoo Cut, South Carolina: Continuing improvement, ten thousand dollars.	Wappoo Cut, S. C.
Improving Wateree River, South Carolina: Completing improvement, twelve thousand five hundred dollars: <i>Provided</i> , That no part of said appropriation shall be expended until the Wilmington, Columbia and Augusta Railroad Company and the Camden branch of the South Carolina Railway Company shall have built suitable draw-spans in their bridges over said river, to be approved by the Secretary of War.	Wateree River, S. C. <i>Proviso.</i> Draw-span in bridges.
Improving Congaree River, South Carolina: Continuing improvement, five thousand dollars: <i>Provided</i> , That no part of said appropriation shall be expended until the South Carolina Railroad Company have built a suitable draw-span in its bridge over said river, to be approved by the Secretary of War.	Congaree River, S. C. <i>Proviso.</i> Draw-span in bridge.
Improving Mingo Creek, South Carolina: Continuing improvement, five thousand dollars.	Mingo Creek, S. C.
Improving Clark's River, South Carolina: Continuing improvement, two thousand five hundred dollars.	Clark's River, S. C.
Improving Little Pee Dee River, South Carolina: Continuing improvement, five thousand dollars.	Little Pee Dee River, S. C.
Improving Beaufort River, South Carolina, or that part of it known as Brickyard Creek, at the point called Brickyard, near Coosaw Mouth, twelve thousand five hundred dollars.	Beaufort River, S. C.
Improving Altamaha River, Georgia, Continuing improvement, fifteen thousand dollars.	Altamaha River, Ga.
Improving Chattahoochee River, Georgia and Alabama: Continuing improvement twenty thousand dollars.	Chattahoochee River, Ga. and Ala.
Improving the Coosa River in Georgia and Alabama, between Rome, in Georgia, and the East Tennessee, Virginia and Georgia	Coosa River, Ga. and Ala.

	Railroad Bridge, in Alabama: Continuing improvement under approved existing project, one hundred and fifty thousand dollars. Also for improving said river between Wetumpka, in Alabama, and said East Tennessee, Virginia and Georgia Railroad Bridge, work to be commenced at Wetumpka end, one hundred and fifty thousand dollars, of which so much 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 improvement, as the same become necessary; such improvement to be made in harmony with the existing approved project for the improvement of the Coosa River between Rome and said bridge; locks to be forty feet wide and two hundred and ten feet between miter sills.
Purchase, etc., of needed lands.	
Character of improvement.	
Locks.	
Flint River, Ga.	Improving Flint River, Georgia, Continuing improvement, twenty thousand dollars, of which five thousand dollars are to be expended between Albany and Montezuma, and fifteen thousand below Albany.
Ocmulgee River, Ga.	Improving Ocmulgee River Georgia: Continuing and extending improvement, thirty thousand dollars, of which fifteen thousand dollars are to be expended between Macon and Hawkinsville and fifteen thousand dollars between Hawkinsville and its mouth.
Oconee River, Ga.	Improving Oconee River, Georgia: Continuing and extending improvement, twenty-five thousand dollars, of which five thousand dollars are to be expended between Milledgeville and the Central Railroad Bridge.
Savannah River, Ga.	Improving the Savannah River, between Augusta and Savannah: Continuing improvement, twenty-five thousand dollars.
Jekyl Creek, Ga.	Improving Jekyl Creek, Georgia: Continuing improvement, seven thousand five hundred dollars.
Apalachicola River, Fla.	Improving Apalachicola River, Florida: To maintain existing works, including Lee's Slough, two thousand dollars.
Choctawhatchie River, Fla. and Ala.	Improving Choctawhatchie River, Florida and Alabama: Continuing improvement under existing projects, and to secure low-water navigation between Geneva and Newton, twelve thousand five hundred dollars: <i>Provided</i> , That no part of said sum shall be expended above Hollis's Bridge until a draw, approved by the Secretary of War, is put in said bridge.
Proviso.	
Draw in Hollis's Bridge.	
Escambia and Conecuh Rivers, Fla. and Ala.	Improving Escambia and Conecuh Rivers, Florida and Alabama: Continuing improvement, seven thousand five hundred dollars.
Manatee River, Fla.	Improving Manatee River, Florida: Continuing improvement, six thousand dollars.
Saint John's River, Fla.	Improving Saint John's River, Florida, from Jacksonville to the ocean, including the channel over the bar at the mouth: Continuing improvement, one hundred and seventy thousand dollars.
Suwanee River, Fla.	Improving Suwanee River, Florida: Continuing improvement, three thousand dollars, a part of which may be expended on the inside channel to Cedar Keys.
Volusia Bar, Fla.	Improving Volusia Bar, Florida: For repairs, five hundred dollars.
Withlacoochee River, Fla.	Improving Withlacoochee River, Florida: Completing improvement, five thousand four hundred dollars.
Caloosahatchee River, Fla.	Improving Caloosahatchee River, Florida: To complete improvement, three thousand six hundred dollars.
La Grange Bayou, Fla.	Improving La Grange Bayou, Florida: Continuing improvement of Holmes River, three thousand dollars.
Ocklawaha River, Fla.	Improving Ocklawaha River, Florida, to Leesburgh on Lake Griffin, ten thousand dollars.
Sarasota Bay, Fla.	Improving Sarasota Bay, from Tampa Bay to Sarasota, Florida, as recommended by W. M. Black, captain of engineers, in his report of November twenty-seventh, eighteen hundred and eighty-nine, five thousand dollars.
Alabama River, Ala.	Improving Alabama River, Alabama: Continuing improvement, twenty thousand dollars.

Improving Black Warrior River, Alabama, from Tuscaloosa to Daniel's Creek: Continuing improvement, one hundred and fifty thousand dollars.	Black Warrior River, Ala.
Improving Tallapoosa River, Alabama: Maintaining existing works, four thousand dollars.	Tallapoosa River, Ala.
Improving Cahawba River, Alabama: The existing provision restricting the expenditure of the balance now available for the improvement of said river is hereby repealed, and said balance shall be expended in continuing the improvement thereof.	Cahawba River, Ala. Vol. 24, p. 321, proviso repealed. Available balance.
Improving Tombigbee and Warrior Rivers, Alabama: Extending improvement so as to secure six feet draught at low water, from the mouth of Tombigbee River to Tuscaloosa, Alabama, one hundred thousand dollars, of which fifty-five thousand dollars to be expended on the Tombigbee and forty-five thousand dollars on the Warrior; 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.	Tombigbee and Warrior Rivers, Ala. Acquisition of needed lands.
Improving Tombigbee River from Demopolis, Alabama, to Columbus, Mississippi: Extending improvement to secure six feet draught at low water, fifteen thousand dollars.	Tombigbee River, Ala. and Miss.
Improving Tombigbee River from Walker's Bridge to Fulton: Continuing improvement, four thousand dollars.	
Improving Tombigbee River from Fulton to Vienna: Continuing improvement, six thousand dollars.	
Improving Big Sunflower River Mississippi: Continuing improvement, five thousand dollars, of which one thousand five hundred dollars is to be used between Woodburn and Lehrton.	Big Sunflower River, Miss.
Improving Noxubee River, Mississippi: Continuing improvement, three thousand dollars.	Noxubee River, Miss.
Improving Pascagoula River, Mississippi: Continuing improvement, twenty thousand dollars.	Pascagoula River, Miss.
Improving Pearl River, Mississippi, between Edinburgh and Carthage: To complete improvement, five thousand dollars.	Pearl River, Miss.
Improving Pearl River, Mississippi, between Carthage and Jackson: Continuing improvement, three thousand dollars.	
Improving Pearl River, Mississippi, below Jackson: Continuing improvement, twenty thousand dollars, five thousand dollars of which shall be used for dredging at the mouth.	
Improving Steele's Bayou, Mississippi, including Washington Bayou: Continuing improvement, two thousand five hundred dollars.	Steele's Bayou, Miss.
Improving Tallahatchie River, Mississippi: Continuing improvement, five thousand dollars.	Tallahatchie River, Miss.
Improving Tchula Lake, Mississippi: Continuing improvement, three thousand dollars.	Tchula Lake, Miss.
Improving Yazoo River Mississippi Continuing improvement, twenty-five thousand dollars, of which five thousand dollars, or so much as may be necessary, shall be used in making a survey of the Yazoo River from the bridge of the Louisville, New Orleans and Texas Railway to its mouth, for the purpose of determining in what manner the mouth of the river can be so improved as to freely permit the passage through the same, at all seasons of the year, of vessels engaged in the navigation of the river; and said survey shall also include an investigation into the feasibility and advantages of making a new mouth or outlet for said river, by way of Chickasaw Bayou, or otherwise, together with an estimate of the cost of the same.	Yazoo River, Miss. Survey, etc.
Improving Bluff Creek, Mississippi: To complete improvement one thousand dollars.	Bluff Creek, Miss.
Improving Chickasahay River, Mississippi, by the removal of logs, snags, and overhanging trees, from the mouth up to Railroad Bridge, near Shubuta, five thousand dollars.	Chickasahay River, Miss.

- Leaf River, Miss. Improving Leaf River, Mississippi, from its mouth to the mouth of Bowie Creek, five thousand dollars.
- Big Black River, Miss. Improving Big Black River, Mississippi: The sum of five thousand dollars, heretofore appropriated for the improvement of this river, may be expended in the improvement of said river, notwithstanding the proviso contained in the act of eighteen hundred and eighty-six making said appropriation.
- Appropriation available. Vol. 23, p. 322.
- Amite River and Bayou Manchac, La. Improving Amite River and Bayou Manchac, Louisiana: Completion of old project, three thousand eight hundred dollars: *Provided*, That this sum may be expended upon the Manchac or Amite in such proportions as the engineers may deem best.
- Proviso. Allowment.
- Boeuf River, La. Improving Boeuf River, Louisiana: Continuing improvement, five thousand dollars.
- Bayou Bartholomew, La. and Ark. Improving Bayou Bartholomew, Louisiana and Arkansas: Continuing improvement, five thousand dollars.
- Bayou Courtableau, La. Improving Bayou Courtableau, Louisiana: Completing improvement, two thousand two hundred dollars.
- Bayou D'Arbonne, La. Improving Bayou D'Arbonne, Louisiana: Continuing improvement, two thousand dollars.
- Tensas River and Bayou Macon, La. Improving Tensas River and Bayou Macon, Louisiana: Continuing improvement, five thousand dollars.
- Tickfaw River, La. Improving Tickfaw River, Louisiana: To complete, one thousand dollars.
- Bayous Rondeway and Vidal, La. Improving Bayous Rondeway and Vidal, Louisiana: Re-opening old bayou, one thousand dollars.
- Bayou Plaquemine, La. Improving Bayou Plaquemine, Louisiana: Continuing improvement, one hundred thousand dollars.
- Bayou Lafourche, La. Improving Bayou Lafourche, Louisiana, including immediate dredging to secure low water navigation, fifty thousand dollars.
- Red River, La. and Ark. Improving Red River, Louisiana and Arkansas, from Fulton, Arkansas, to the Atchafalaya River: Continuing improvement, one hundred thousand dollars, of which fifteen thousand dollars shall be used in the work at Alexandria, twenty thousand dollars in deepening and widening that portion of the river known as Little River, from the Scoping Cut off to Knox Point, and five thousand dollars in closing what is called the Sale and Murphy Outlet, or canal, on the west bank of the river above Shreveport.
- Survey. For completion of survey of Red River from Fulton, Arkansas, to the Atchafalaya River, Louisiana, twenty eight thousand dollars.
- Bayou Teche, La. Improving Bayou Teche, Louisiana, from the mouth to Saint Martinsville, five thousand dollars.
- Bogue Chitto, La. Improving Bogue Chitto, Louisiana, five thousand dollars; to be expended from its mouth to where the first bridge obstructing navigation is located.
- Tchefuncte and Bogue Phalia. Improving Tchefuncte and Bogue Phalia: For removal of snags, trees, and obstructions, one thousand dollars.
- Buffalo Bayou, Tex. Improving Buffalo Bayou, Texas: Continuing improvement, twenty-five thousand dollars.
- Cedar Bayou, Tex. Improving Cedar Bayou, Texas, by removal of bar at the mouth of said bayou, where it empties into Galveston Bay: Completing improvement, eighteen thousand one hundred and fifty dollars.
- Trinity River, Tex. Improving Trinity River, Texas: Continuing improvement, ten thousand dollars.
- Cypress Bayou and lakes, La. The Secretary of War is hereby directed to cause a survey to be made of Cypress Bayou and the lakes between Jefferson, Texas, and Shreveport, Louisiana, in order to ascertain if the navigation of the said bayou and lakes can be materially and permanently improved by the construction of such dams, and locks and dams, as may be necessary, and if found practicable the probable cost thereof, and for this purpose the sum of ten thousand dollars, or so much thereof as may be necessary, is hereby appropriated.
- Survey and estimates for locks and dams.

<p>Improving Arkansas River, Arkansas, Indian Territory, and Kansas: Continuing improvement from Wichita, Kansas, to its mouth, one hundred and eighty thousand dollars</p>	<p>Arkansas River, Ark., Ind. T., and Kans.</p>
<p>Improving Saint Francis River, Arkansas: Continuing improvement, four thousand dollars.</p>	<p>Saint Francis River, Ark.</p>
<p>Improving Arkansas River, Arkansas, Indian Territory and Kansas, from Wichita, Kansas, to its mouth: For operating snag-boats and removing obstructions, twenty thousand dollars; and the plant and money now available for operations of this character upon any part of the Arkansas river shall be available for operations under this head; and the Secretary of War is authorized to transfer or sell the heavy steel hull snag-boat now belonging to the plant of the Arkansas river, to the plant of the Missouri or Mississippi river at such charge or price as he may deem just, and said charge or price shall be deducted from the appropriation for the improvement of the river to which this boat may be assigned, and said sum of money shall become available for the improvement of the Arkansas river under the provisions of this clause: <i>Provided</i>, That the foregoing transfer or sale shall not be made until the commission having charge of the improvement of the river to which the transfer or sale may be made shall certify to the Secretary of War their approval of the transfer or sale and of the terms proposed: <i>Provided further</i>, That authority is hereby granted to construct, out of money acquired by the foregoing sale or transfer, a new snag-boat suitable for the present and future wants of the Arkansas river, the same to cost not exceeding twenty thousand dollars.</p>	<p>Arkansas River, Ark., Ind. T., and Kans. Available plant and money. Heavy steel hull snag-boat. <i>Proviso.</i> Approval of transfer or sale. New snag-boat.</p>
<p>Improving Red River above Fulton, Arkansas, to complete, two thousand dollars.</p>	<p>Red River above Fulton, Ark.</p>
<p>Improving Black River, Arkansas and Missouri: Maintaining existing works, five thousand dollars.</p>	<p>Black River, Ark. and Mo.</p>
<p>Improving White River, Arkansas: Continuing improvement, thirty thousand dollars.</p>	<p>White River, Ark.</p>
<p>Improving Fourche River: Completing improvement, seven thousand five hundred dollars.</p>	<p>Fourche River, Ark.</p>
<p>Improving Ouachita and Black Rivers, Arkansas and Louisiana: Continuing improvement, fifteen thousand dollars.</p>	<p>Ouachita and Black Rivers, Ark. and La.</p>
<p>Improving Big Hatchie River, Tennessee: Continuing improvement five thousand dollars.</p>	<p>Big Hatchie River, Tenn.</p>
<p>Improving Caney Fork River, Tennessee: Continuing improvement, in accordance with last survey, two thousand five hundred dollars.</p>	<p>Caney Fork River, Tenn.</p>
<p>Improving Clinch River, Tennessee: Continuing improvement, four thousand dollars.</p>	<p>Clinch River, Tenn.</p>
<p>Improving Cumberland River, Tennessee and Kentucky, Continuing improvement above Nashville, two hundred and fifty thousand dollars. <i>Provided</i>, That in the discretion of the Secretary of War fifty thousand dollars of this sum may be expended in commencing the improvement of said river at Smith's Shoals.</p>	<p>Cumberland River, Tenn. and Ky. <i>Proviso.</i> Smith's Shoals.</p>
<p>Improving Cumberland River, Tennessee and Kentucky, below Nashville: Continuing improvement, forty thousand dollars, thirty thousand dollars of which to be used in improving the mouth of the river. The five thousand dollars heretofore appropriated by act of second of August, eighteen hundred and eighty-two, for "improving the Cumberland River above the mouth of Jellico, Kentucky," which said sum of five thousand dollars is yet held over under said act and not expended, be applied to the removal of snags and sand-bars in the said Cumberland River above Nashville, Tennessee, said amount to be thus expended under the direction of the engineer in charge of that work and with the approval of the Secretary of War.</p>	<p>Cumberland River, Tenn. and Ky. Vol. 22, p. 202. Balance, available.</p>
<p>Improving French Broad River, Tennessee: Continuing improvement, ten thousand dollars.</p>	<p>French Broad River, Tenn.</p>

- Hiawassee River, Tenn.** Improving Hiawassee River, Tennessee: To complete improvement, fifteen hundred dollars.
- Forked Deer River, Tenn.** Improving Forked Deer River, Tennessee: Continuing improvement, two thousand five hundred dollars, to be expended on the North Fork from Dyersburgh to the main river, and thence on the main river to its mouth.
- Tennessee River, Tenn.** Improving Tennessee River above Chattanooga, Tennessee: Continuing improvement, thirty thousand dollars, of which fifteen thousand dollars, or so much thereof as may be necessary, shall be used in making a careful and comprehensive survey of said river from Chattanooga to the junction of the Holston and French Broad Rivers, with a view of ascertaining to what extent the navigation of the river is capable of improvement, and the cost of the same, and the preparation of suitable plans therefor.
- Improving Tennessee River, below Chattanooga, Tennessee, including Colbert Shoals and Bee Tree Shoals: Continuing improvement, four hundred and seventy-five thousand dollars, out of which twenty-five thousand dollars may be used at Livingston Point at the mouth of said river, in accordance with the recommendation of the engineer in charge of that portion of the river.
- Kentucky River, Ky.** Improving Kentucky River, Kentucky: Continuing improvement, one hundred and eighty thousand dollars.
- Ohio River. Distribution. Construction of ice-pier. Provisos.** Improving the Ohio River: Continuing improvement, three hundred thousand dollars, of which sum seven thousand five hundred dollars shall be expended in constructing an ice-pier pursuant to the present or prospective plan of the Chief of Engineers, at or near the mouth of Kerr's Run, in Ohio: *Provided*, That the Secretary of War is hereby authorized and directed to obtain, if he can do so without cost to the United States, a perpetual lease or conveyance of the riparian rights of the property owners at said locality, in the event said ice-pier shall be located where there is no landing place: *And provided further*, That at said locality, if it be an improved landing, he shall first obtain a relinquishment of wharfage right and dues in favor of water-craft seeking protection from damage by ice; and no part of this appropriation shall be used for such purpose until the foregoing conditions are complied with; and a like sum for like purposes upon similiar terms in all respects may be used in the discretion of the engineer in charge of the Ohio River at Ripley, Ohio, and at Portsmouth, Ohio; and twenty thousand dollars of said Ohio River appropriation may be used for continuation of harbor improvement at Madison, Indiana, according to the plans heretofore submitted by Lieutenant Colonel Merrill; thirteen thousand two hundred and fifty dollars may be expended in the completion of the construction of the embankment on the south side of the Great Miami River near its junction with the Ohio to confine the waters of said Miami River in great floods to the general course of its channel at or near the Ohio, to the end that the formation of the bar in the Ohio now obstructing navigation may be arrested; and fifteen thousand dollars may be expended in completing the embankment at Shawneetown, already partly constructed for the preservation of the harbor at that place; the further sum of twenty thousand dollars may be expended for the removal of rock obstruction at the mouth of Licking River, Kentucky.
- Riparian rights and location of ice-pier. Relinquishment of wharfage rights, etc. Conditional expenditure.**
- Falls of the Ohio.** Improving the Falls of the Ohio River: Continuing improvement, sixty thousand dollars.
- Indiana Chute Fall.** Improving Indiana Chute Fall, Ohio River: Continuing improvement, twenty-five thousand dollars.
- Licking River, Ky.** Improving Licking River, from Farmer's to West Liberty, Kentucky: Continuing improvement, three thousand dollars.
- Rough River, Ky.** Improving Rough River, Kentucky, twenty-five thousand dollars; to be expended in procuring the necessary land, commencing the construction of a lock and dam, and removing obstructions in the

river from its mouth to Hartford, Kentucky, on the least expensive estimate recommended by Captain James C. Post, Corps of Engineers, in his report of January twenty-seventh, eighteen hundred and eighty-five.

The Secretary of War is hereby authorized and empowered to grant leases or licenses for the use of the water-powers on the Green and Barren Rivers at such a rate and on such conditions and for such periods of time as may seem to him just, equitable, and expedient; said leases not to exceed the period of twenty years: *Provided*, That the leases or licenses shall be limited to the use of the surplus water not required for navigation. And he is also empowered to grant leases or licenses for the occupation of such lands belonging to the United States on said Green and Barren Rivers as may be required for mill-sites or for other purposes not inconsistent with the requirements of navigation; said leases or licenses not to extend beyond the period of twenty years; and all moneys received under such leases or licenses shall be turned into the Treasury of the United States, and the itemized statement thereof shall accompany the annual report of the Chief of Engineers. But nothing in this act shall be construed to affect any vested right, if such there be, of any lessee of water-power on said river.

Improving Sandusky River, Ohio, one thousand five hundred dollars.

Improving Saginaw River, Michigan: Continuing improvement, seventy-five thousand dollars; thirty-seven thousand five hundred dollars of which shall be expended above Bay City.

Improving Saint Mary's River at the Falls, Michigan: Continuing improvement on new locks and approaches, nine hundred thousand dollars: *Provided*, That such contracts as may be desirable may be entered into by the Secretary of War for materials and labor for the entire structure and approaches, or any part of the same, to be paid for as appropriations may from time to time be made by law.

Improving Hay Lake Channel, Michigan: Continuing improvement, four hundred thousand dollars: *Provided*, That such contracts as may be desirable may be entered into by the Secretary of War for materials and labor for the entire work, or any part of the same, to be paid for as appropriations may from time to time be made by law.

Improving Saint Clair Flats Ship-Canal, Michigan: Continuing improvement, eighty thousand dollars.

Improving Clinton River, Michigan: Continuing improvement, ten thousand dollars.

Improving Saint Joseph River, Michigan: Completing improvement, one thousand dollars.

Improving mouth of Black River, Michigan: Continuing improvement, ten thousand dollars.

Improving Rouge River, Michigan, at its junction with Detroit River, and up the river as far as the bridge of Saint Louis and Wabash Railroad, ten thousand dollars.

Improving Thunder Bay River, Alpena, Michigan: For sixteen-foot channel from mouth to one mile above, ten thousand dollars.

Improving Black River, at Port Huron, Michigan: To deepen channel from mouth to Grand Trunk Railroad Bridge to depth of sixteen feet, twenty-five thousand dollars.

Improving Menomonee River, Michigan and Wisconsin: Continuing improvement up the river from termination of old work, fifty-four thousand dollars.

Improving Chippewa River including Yellow Banks, Wisconsin: Continuing improvement, ten thousand dollars.

Improving Fox River, Wisconsin, below Portage, except as herein provided: Continuing improvement, one hundred thousand dollars; of this sum five thousand dollars, or so much thereof as may be nec-

Green and Barren Rivers.
Water-power leases.

Proviso.
Limited to surplus water.

Mill-site leases.

Moneys covered in.

Report, etc.
Vested rights.

Sandusky River
Ohio.

Saginaw River,
Mich.

Saint Mary's River
at the Falls, Mich.

Proviso.
Contracts.

Hay Lake Channel,
Mich.
Proviso.
Contracts.

Saint Clair Flats
Ship-Canal, Mich.

Clinton River, Mich.

Saint Joseph River,
Mich.

Black River, Mich.

Rouge River, Mich.

Thunder Bay River,
Alpena, Mich.

Black River, Port
Huron, Mich.

Menomonee River,
Mich. and Wis.

Chippewa River,
Wis.

Fox River, Wis.

essary, shall be used for deepening the south outlet of Lake Winnebago, at Neenah, Wisconsin, so as to make navigation practicable during low-water season; the sum of eight thousand dollars, or so much thereof as may be necessary, shall be used for removing the sand-bar at outlet of Fon du Lac River, Wisconsin, according to recommendations in report of Major Charles E. L. B. Davis, major of engineers, dated November fourteenth, eighteen hundred and eighty-nine.

Saint Croix River,
Wis. and Minn.

Improving Saint Croix River, Wisconsin and Minnesota: Continuing improvement, eight thousand dollars.

Red River of the
North, Minn.

Improving Red River of the North, Minnesota: Continuing improvement, twenty-five thousand dollars.

Wabash River, Ind.
and Ill.

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

Improving Wabash River, Indiana and Illinois, below Vincennes: Continuing the work on lock and dam at Grand Rapids, near Mount Carmel, Illinois, sixty thousand dollars, including snagging; and six thousand dollars of said sum may be expended on said river at or near Grayville in the State of Illinois.

White River, Ind.
Vol. 25, p. 419.

Improving White River, Indiana: The five thousand dollars heretofore appropriated is hereby directed to be expended, notwithstanding the conditions upon which such appropriation was made.

Calumet River, Ill.
and Ind.

Improving Calumet River, Illinois and Indiana: Continuing improvement, fifty thousand dollars.

Galena River, Ill.

City of Galena may
improve channel of,
to Mississippi River.

That the city of Galena, Illinois, be and hereby is, authorized to continue and complete the improvement and navigation of the channel of Galena River from a point eight hundred feet below the Custom House in said city to the main channel of the Mississippi River upon conditions hereinafter mentioned: *Provided*, That unless said city or her representatives shall commence the work within one year and secure a navigable channel within five years from the approval of this act, the provisions herein shall be null and void.

Proviso.

Commencement and
completion.

Dam and lock may
be constructed.

In carrying out the provisions of this act, the city of Galena or her representatives shall be authorized to construct a dam above the point to be opened for navigation, rising not more than twelve feet above low water or a like dam may be constructed below the point to be opened to navigation with a lock not less than two hundred and eighty feet long and fifty two feet wide.

Consideration for
improvements.

In consideration of said improvements the United States promise and agree to pay to the city of Galena, her assigns or legal representatives, the sum of one hundred thousand dollars, when a channel has been opened and maintained for navigation one season to a depth of at least three feet, and of a width sufficient to accommodate any raft or boat that can pass through the lock above described, including sidings or slips, for boats to pass each other, not more than two miles apart.

Management, con-
trol, etc., of works.

These improvements though managed and controlled by the city of Galena or her representatives shall be held to belong to the United States and shall be exempt from taxation and no tolls or charges shall be collected, and at the completion of the work, the improved channel with dam and lock shall be turned over to the management, control, and ownership of the United States.

Tolls.

Punishment for in-
juring works.

That any person maliciously or intentionally injuring said works or interfering with the construction thereof shall be deemed guilty of a misdemeanor and may be tried for such offense before the District Court of the United States for the district wherein such offense may be committed, and if found guilty, he shall be liable to a fine not exceeding one thousand dollars, or to imprisonment for not more than two years, or to both fine and imprisonment as aforesaid, for each offense.

Compliance with
conditions.

If the conditions of this act have been complied with, the collector of the Port of Galena and the local Inspectors of steamboats for

that District, shall certify to the fact. Upon the receipt of this certificate by the secretary of war he is hereby authorized and directed to draw his warrant on the Treasurer of the United States in favor of the city of Galena, her assigns or legal representatives, in payment of the aforesaid amount: *Provided*, That in no case shall the Government of the United States be liable for any losses or damages incurred by said City of Galena, or its representatives, in the performance of the work herein mentioned, nor shall any payments thereon be made in excess of the sum nor contrary to the terms hereinbefore prescribed.

Improving Illinois River, Illinois: Continuing improvement, two thousand dollars.

Improving the Kaskaskia River, Illinois, from the mouth to Baldwin Bridge, six thousand dollars.

For the construction of the Illinois and Mississippi Canal to connect the Illinois River at a point near the town of Hennepin with the Mississippi River, at the mouth of Rock River, together with a branch canal or feeder from said Rock River to the main line of said canal, five hundred thousand dollars. Said canal and feeder shall be known as the Illinois and Mississippi Canal, and shall be constructed on the route located by the Secretary of War in pursuance of the provisions of "An act making appropriations for the construction, repair, and preservation of certain public works on rivers and harbors, and for other purposes," which act became a law August eleventh, eighteen hundred and eighty-eight, and said canal and feeder shall be eighty feet wide at the water line and seven feet deep, the locks one hundred and seventy feet in length and thirty feet in width, and shall have a capacity for vessels of at least two hundred and eighty tons burden, with guard gates, waste-weirs, locks, lock-houses, basins, bridges, and all other erections and fixtures that may be necessary for safe and convenient navigation of said canal and feeders, and shall be constructed on plans and specifications to be approved by the Secretary of War: *Provided*, That the Secretary of War shall, in his discretion, change or alter the dimensions of the locks of said canal and feeder if in his opinion the cost of said improvement is not thereby increased.

It shall be the duty of the Secretary of War, in order to secure the right of way for such canal and feeder, to acquire the title to such lands as may be necessary by agreement, purchase, or voluntary conveyance from the owners, if it can be done on reasonable terms; but if that should be found impracticable, then the Secretary of War shall apply at any term of the circuit or district court of the United States for the northern district of Illinois to be held thereafter, at any general or special term held in said district, and in the name of the United States institute and carry on proceedings to condemn such lands as may be necessary for right of way as aforesaid; and in such proceedings said court shall be governed by the laws of the State of Illinois, so far as the same may be applicable to the subject of condemning private property for public use; the Secretary of War to cause said work to commence as soon as practicable by the construction of one of the locks and dams on said Rock River at such point as he may deem most advisable, and shall cause said work to be constructed in accordance with the foregoing provisions and of permanent and substantial materials and in a good and workmanlike manner.

For continuing operations upon the reservoirs at the head waters of the Mississippi River, eighty thousand dollars, to be expended in accordance with the recommendations of the Chief of Engineers in his annual report for the year eighteen hundred and eighty-nine.

Improving the Mississippi River above Saint Anthony's Falls: Continuing improvement, eighteen thousand dollars.

Payment.
Proviso.
Liability for losses, etc.

Illinois River, Ill.
Post, p. 683.
Kaskaskia River, Ill.

Illinois and Mississippi (Hennepin) Canal.

Name.
Location.
Vol. 25, p. 419.

Dimensions of canal and feeder.
Of the locks.
Capacity for vessels.

Safety, etc., of navigation.
Secretary of War to approve plans.
Proviso.
Changes, etc.

Secretary of War to secure right of way by purchase, etc.

Condemnation proceedings.

Commencement of construction.

Mississippi River. Storage reservoirs.

Above Saint Anthony's Falls.

Minneapolis to Des
Moines Rapids.

Improving the Mississippi from the landing on the west bank below the Washington Avenue Bridge, Minneapolis, to the Des Moines Rapids: Continuing improvement, five hundred thousand dollars, of which sum thirty thousand dollars, or so much thereof as may be necessary, shall be expended by the engineers in charge in removing the sand-bars and other obstructions to navigation in the East Channel of the Mississippi River opposite the prairie, on which the city of Prairie du Chien, in the State of Wisconsin, is located, the same being between Minneapolis and Des Moines Rapids; of which sum also fifty thousand dollars shall be expended between the Chicago, Saint Paul, Minneapolis and Omaha Railroad bridge at Saint Paul and the Washington Avenue bridge, Minneapolis, in dredging, removal of gravel, bowlders, and broken rock and the construction of dams and revetments; and in the discretion of the Secretary of War, the sum of five thousand dollars, or so much thereof as may be necessary, shall be expended in removing the bar in the river at Port Byron, in the State of Illinois; five thousand dollars at Burlington, Iowa, and two thousand dollars at Montrose, Iowa.

Distribution.

Des Moines Rapids
Canal.

Improving the Mississippi River at Des Moines Rapids Canal: For completion of existing project, twenty-two thousand dollars.

To mouth of Illinois
River.

Improving Mississippi River, from Des Moines Rapids to the mouth of the Illinois River, one hundred and sixty-five thousand dollars, out of which twenty-five thousand dollars shall be expended in continuing the dredging in Quincy Bay, in the State of Illinois, and the Secretary of War is authorized and directed to cause an examination and report to be made by a competent engineer upon the advisability of reopening Willow Slough, or some other channel, from the Mississippi River to Quincy Bay; and also fifteen thousand dollars of said sum shall be used in the rectification of the river at Clarks-ville, Missouri, as suggested in the report of Captain Ruffner; and also twenty-five thousand dollars of said sum, or so much thereof as may be necessary may be expended at the discretion of the Secretary of War to protect the banks of the river from erosion and prevent the destruction of the embankment of the Sny Island levee.

Distribution.

Examination and
report.

To mouth of Ohio
River.

Improving the Mississippi River, from the mouth of the Illinois River to the mouth of the Ohio River, and, at the discretion of the Secretary of War, the protection of the Illinois shore opposite the mouth of the Missouri River, four hundred thousand dollars, fifty thousand dollars of which shall be expended in completing the work at Alton, and fifty thousand dollars in improving the river at Saint Genevieve, in the State of Missouri.

Harbor at St. Louis,
Mo.

Improving harbor at Saint Louis, Missouri, one hundred and eighty-two thousand dollars.

Head of the Passes
to Ohio River.
Pay, etc., of Missis-
sippi River Commis-
sion.

Improving Mississippi River from the Head of the Passes to the mouth of the Ohio River, including salaries, clerical, office, travel-
ing, and miscellaneous expenses of the Mississippi River Commission: Continuing improvement, three million two hundred thousand dol-
lars, which sum shall be expended under the direction of the Secre-
tary of War in accordance with the plans, specifications, and recom-
mendations of the Mississippi River Commission, for the general
improvement of the river, for the building of levees, for surveys,
including the survey from the head of the Passes to the head waters
of the river, for the work at the harbors at Hickman, Kentucky, at
New Madrid, Missouri, at Helena, Arkansas, at Greenville, Vicks-
burg, and Natchez, Mississippi, at New Orleans, Louisiana, at the
head of the Atchafalaya and the mouth of the Red River, and at
other localities, in such manner, to such extent, and in such pro-
portion as in their opinion shall best promote the interests of com-
merce and navigation: *Provided*, That the amount expended from
such sum for work at the harbors aforesaid shall not exceed six
hundred thousand dollars, and the amount expended at the head of

Objects.

Harbors at Hickman,
Ky.; New Madrid, Mo.;
Helena, Ark.; Green-
ville, Vicksburg, and
Natchez, Miss.; New
Orleans, La., head of
Atchafalaya, mouth
of Red River, etc.

Proviso.
Limit of certain ex-
penditures.

the Atchafalaya and the mouth of Red River for the rectification thereof pursuant to the plan heretofore adopted, including keeping open a navigable channel through the mouth of Red or Old River into the Mississippi River shall not exceed two hundred and fifty thousand dollars.

Improving Gasconade River, Missouri: Continuing improvement, four thousand dollars.

Gasconade River, Mo.

Improving Little River, Missouri, from Hornersville to its junction with the Saint Francis River: Completing improvement, three thousand dollars.

Little River, Mo.

Improving Saint Francis River, from Greenville to the Arkansas line: Continuing improvement, ten thousand five hundred dollars; and the Secretary of War is hereby authorized to purchase the Cut-off Canal now owned and controlled by the Dunklin County Transportation Company of Dunklin County, Missouri, if, in his judgment, the interests of commerce require the purchase to be made, and the sum he finds to be reasonable for the purpose may be taken from the money herein appropriated.

Saint Francis River, Mo.

Purchase of Cut-off Canal from Dunklin County Transportation Company.

Improving the Osage River, Missouri, fifty-five thousand dollars, of which sum five thousand dollars is to be used for snagging and fifty thousand dollars is to be used in commencing the construction of a lock and dam at or near the mouth of said river.

Osage River, Mo.

Improving Black River, Missouri: Continuing improvement, seven thousand dollars.

Black River, Mo.

Improving Missouri River from its mouth to Sioux City, Iowa, inclusive, embracing office, clerical, traveling, and other expenses of the Missouri River Commission, surveys, permanent bench-marks, and gauges, eight hundred thousand dollars, to be expended by the Secretary of War in the systematic improvement of the river from its mouth up according to the plans, and specification of the Missouri River Commission, to be approved by him in reaches to be designated by them: *Provided*, That in the discretion of the Commission such portion of said sum and of all unexpended balances from former appropriations during the last four years for the improvement of the Missouri River below Sioux City, or any part thereof, not exceeding two hundred and three thousand dollars, as they may deem proper shall be expended in the protection of harbors and localities on any part of the river within said limits.

Missouri River. Below Sioux City, Iowa.

Expenses Missouri River Commission, etc. Distribution discretionary.

Proviso. Discretionary protection of harbors, etc. Unexpended balances.

Improving Missouri River between the foot of the Great Falls of the said river in Montana and Sioux City, three hundred thousand dollars, to be expended in the discretion of the Secretary of War, and he is authorized to use so much thereof as may be necessary for the providing of two ice harbors, to be located by him.

Above Sioux City. Discretionary expenditure.

Improving Sacramento and Feather Rivers, California: Continuing improvement, thirty thousand dollars.

Ice harbors. Sacramento and Feather Rivers, Cal.

Improving Napa River, California: Completing improvement, ten thousand dollars.

Napa River, Cal.

Improving San Joaquin River, California: Continuing improvement, seventy-five thousand dollars, of which sum twenty-three thousand seven hundred and fifty dollars, or so much thereof as may be necessary, shall be expended in closing Laird's Slough and Paradise Cut, and twenty-four thousand dollars, or so much thereof as may be necessary, shall be expended in dredging, and twenty-seven thousand two hundred and fifty dollars, or so much thereof as may be necessary, shall be expended for cutting off Head Reach.

San Joaquin River, Cal.

Improving Pet-a-luma Creek in California: Continuing improvement, four thousand dollars.

Pet-a-luma Creek, Cal.

Improvement of Redwood Creek, California: To complete dredging, eight thousand dollars.

Redwood Creek, Cal.

Improving canal at the Cascades, Oregon: Continuing improvement, four hundred and thirty-five thousand dollars.

Columbia River, Oreg.

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

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

Lower Willamette and Columbia Rivers, Oreg.

Improving Lower Willamette and Columbia Rivers in front and below Portland, Oregon: Continuing improvement, one hundred thousand dollars.

Willamette River, Oreg.

Improving Willamette River above Portland, Oregon, eleven thousand dollars, of which sum five thousand dollars, or so much thereof as may be necessary, may be used, in the discretion of the Secretary of War, for improvement of the river at Clackamas Rapids and Ross Island.

Coquille River, Oreg.

Improving Coquille River, Oregon: Continuing improvement thirty thousand dollars, not exceeding three thousand dollars of which may, with the approval of the Chief of Engineers, be used for snagging.

Umpqua River, Oreg.

Improving Umpqua River, Oregon: To complete, nine thousand dollars.

Siuslaw River, Oreg.

Improving the mouth of Siuslaw River, in Oregon: To commence construction of jetty, fifty thousand dollars.

Youngs and Klaskuine Rivers, Oreg.

Improving Youngs and Klaskuine Rivers, in Oregon: To complete, one thousand six hundred dollars.

Columbia River, Wash.

Improving Columbia River from the head of Rock Island Rapids to the foot of Priest Rapids, Washington, seventy thousand dollars, of which ten thousand dollars, or so much thereof as may be necessary, may be used in the survey of the Columbia River from the international boundary to Rock Island Rapids.

Survey.

Chehalis River, Wash.

Improving Chehalis River, Washington: Continuing improvement, three thousand dollars.

Cowlitz River, Wash.

Improving Cowlitz River, Washington: Continuing improvement, eight thousand dollars.

Shagit, Stielaquamish, Nootsack, Snohomish, and Snowqualme Rivers, Wash.

Improving Shagit, Stielaquamish, Nootsack, Snohomish, and Snowqualme Rivers, Washington: Continuing improvement, twelve thousand dollars.

Board to survey, etc., ship-canal from Lakes Union, Washington, and Samamish to Puget Sound.

The Secretary of War is authorized and directed to appoint a board of three officers of the Corps of Engineers of the United States Army, whose duty it shall be to select and survey the most feasible location, and estimate the expense of construction of a ship-canal to connect the waters of Lakes Union, Washington, and Samamish with Puget Sound; and the sum of ten thousand dollars, or as much thereof as may be necessary, is hereby appropriated for its expenses.

Two or more works may be in one contract, etc.
R. S., sec. 3717, p. 734, modified.
Vol. 25, p. 423.

SEC. 2. That nothing contained in section thirty-seven hundred and seventeen of the Revised Statutes of the United States, nor in section three of the river and harbor act of August eleventh, eighteen hundred and eighty-eight, shall be so construed as to prohibit or prevent the cumulation of two or more works of river and harbor improvement in the same proposal and contract, where such works are situated in the same region and of the same kind or character.

Vol. 25, p. 424, amended, etc.

SEC. 3. That section five of the river and harbor act of August eleventh, eighteen hundred and eighty-eight, be amended and re-enacted so as to read as follows:

Regulations for navigation of South Pass, Mississippi River.

That the Secretary of War be, and is hereby, authorized to make such rules and regulations for the navigation of the South Pass of the Mississippi River as to him shall seem necessary or expedient for the purpose of preventing any obstruction to the channel through said South Pass and any injury to the works therein constructed.

Punishment for violation.

The term "South Pass," as herein employed, shall be construed as embracing the entire extent of channel between the upper ends of the works at the head of the Pass and the outer or sea end of the jetties at the entrance from the Gulf of Mexico; and any willful violation of any rule or regulation made by the Secretary of War in

pursuance of this act shall be deemed a misdemeanor, for which the owner or owners, agent or agents, master or pilot of the vessel so offending shall be separately or collectively responsible, and on conviction thereof shall be punished by a fine not exceeding two hundred and fifty dollars or by imprisonment not exceeding three months, at the discretion of the court.

SEC. 4. That section nine of the river and harbor act of August eleventh, eighteen hundred and eighty-eight, be amended and reenacted so as to read as follows :

Vol. 25, pp. 424, 425 amended.

That whenever the Secretary of War shall have good reason to believe that any railroad or other bridge now constructed, or which may hereafter be constructed over any of the navigable water-ways of the United States is an unreasonable obstruction to the free navigation of such waters on account of insufficient height, width of span, or otherwise, or where there is difficulty in passing the draw-opening or the draw-span of such bridge by rafts, steam boats, or other watercraft, it shall be the duty of the said Secretary, first giving the parties reasonable opportunity to be heard, to give notice to the persons or corporations owning or controlling such bridge so to alter the same as to render navigation through or under it reasonably free, easy, and unobstructed ; and in giving such notice he shall specify the changes required to be made, and shall prescribe in each case a reasonable time in which to make them. If at the end of such time the alteration has not been made, the Secretary of War shall forthwith notify the United States district attorney for the district in which such bridge is situated, to the end that the criminal proceedings mentioned in the succeeding section may be taken.

Obstructions to navigation by bridges.

Secretary of War to provide against.

Notice of alterations

Consequences of default.

SEC. 5. That section ten of the river and harbor act of August eleventh, eighteen hundred and eighty-eight, be amended and reenacted so as to read as follows :

Vol. 25, p. 425, amended, etc.

That if the persons, corporation, or association owning or controlling any railroad or other bridge shall, after receiving notice to that effect as hereinbefore required from the Secretary of War and within the time prescribed by him, willfully fail or refuse to remove the same, or to comply with the lawful order of the Secretary of War in the premises such persons, corporation or association shall be deemed guilty of a misdemeanor and, on conviction thereof, shall be punished by a fine not exceeding five thousand dollars, and every month such persons, corporation, or association shall remain in default in respect to the removal or alteration of such bridge shall be deemed a new offense, and subject the persons, corporation, or association so offending to the penalties above prescribed.

Punishment for default in making alterations, etc

SEC. 6. That it shall not be lawful to cast, throw, empty, or unlade, or cause, suffer, or procure to be cast, thrown, emptied, or unladen, either from or out of any ship, vessel, lighter, barge, boat, or other craft, or from the shore, pier, wharf, furnace, manufacturing establishments, or mills of any kind whatever, any ballast, stone, slate, gravel, earth, rubbish, wreck, filth, slabs, edgings, sawdust, slag, cinders, ashes, refuse, or other waste of any kind, into any port, road, roadstead, harbor, haven, navigable river, or navigable waters of the United States which shall tend to impede or obstruct navigation, or to deposit or place or cause, suffer, or procure to be deposited or placed, any ballast, stone, slate, gravel, earth, rubbish, wreck, filth, slabs, edgings, sawdust, or other waste in any place or situation on the bank of any navigable waters where the same shall be liable to be washed into such navigable waters, either by ordinary or high tides, or by storms or floods, or otherwise, whereby navigation shall or may be impeded or obstructed: *Provided*, That nothing herein contained shall extend or be construed to extend to the casting out, unlading, or throwing out of any ship or vessel, lighter, barge, boat, or other craft, any stones, rocks, bricks, lime, or other materials used, or to be used, in or toward the building, repairing, or

Obstructing navigation by deposits of refuse, etc., in navigable waters.

Proviso.
Lawful deposits.

keeping in repair any quay, pier, wharf, weir, bridge, building, or other work lawfully erected or to be erected on the banks or sides of any port, harbor, haven, channel, or navigable river, or to the casting out, unloading, or depositing of any material excavated for the improvement of navigable waters, into such places and in such manner as may be deemed by the United States officer supervising said improvement most judicious and practicable and for the best interests of such improvements, or to prevent the depositing of any substance above mentioned under a permit from the Secretary of War, which he is hereby authorized to grant, in any place designated by him where navigation will not be obstructed thereby.

Deposits by permit.

Obstructions by wharves, etc.

Construction of bridges, under State legislation.

Secretary of War to approve plans.

Alteration, etc., of channels.

Provido.

Existing lawful bridges excepted.

No bridges, under State legislation, over waters not wholly in State.

Wrecks, etc., to be removed by Secretary of War.

Injuries to Government works, etc., in navigable waters.

No unlawful obstructions to be created or continued.

Separate offenses.

SEC. 7. That it shall not be lawful to build any wharf, pier, dolphin, boom, dam, weir, breakwater, bulkhead, jetty, or structure of any kind outside established harbor-lines, or in any navigable waters of the United States where no harbor-lines are or may be established, without the permission of the Secretary of War, in any port, roadstead, haven, harbor, navigable river, or other waters of the United States, in such manner as shall obstruct or impair navigation, commerce, or anchorage of said waters, and it shall not be lawful hereafter to commence the construction of any bridge, bridge-draw, bridge piers and abutments, causeway or other works over or in any port, road, roadstead, haven, harbor, navigable river, or navigable waters of the United States, under any act of the legislative assembly of any State, until the location and plan of such bridge or other works have been submitted to and approved by the Secretary of War, or to excavate or fill, or in any manner to alter or modify the course, location, condition, or capacity of the channel of said navigable water of the United States, unless approved and authorized by the Secretary of War: *Provided*, That this section shall not apply to any bridge, bridge-draw, bridge piers and abutments the construction of which has been heretofore duly authorized by law, or be so construed as to authorize the construction of any bridge, draw bridge, bridge piers and abutments, or other works, under an act of the legislature of any State, over or in any stream, port, roadstead, haven or harbor, or other navigable water not wholly within the limits of such State.

SEC. 8. That all wrecks of vessels and other obstructions to the navigation of any port, roadstead, harbor, or navigable river, or other navigable waters of the United States, which may have been permitted by the owners thereof or the parties by whom they were caused to remain to the injury of commerce and navigation for a longer period than two months, shall be subject to be broken up and removed by the Secretary of War, without liability for any damage to the owners of the same.

SEC. 9. That it shall not be lawful for any person or persons to take possession of or make use for any exclusive purpose, or build upon, alter, deface, destroy, injure, obstruct, or in any other manner impair the usefulness of 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, nor remove for ballast or other purposes any stone or other material composing such works.

SEC. 10. That the creation of any obstruction, not affirmatively authorized by law, to the navigable capacity of any waters, in respect of which the United States has jurisdiction, is hereby prohibited. The continuance of any such obstruction, except bridges, piers, docks and wharves, and similar structures erected for business purposes, whether heretofore or hereafter created, shall constitute an offense and each week's continuance of any such obstruction

shall be deemed a separate offense. Every person and every corporation which shall be guilty of creating or continuing any such unlawful obstruction in this act mentioned, or who shall violate the provisions of the last four preceding sections of this act, shall be deemed guilty of a misdemeanor, and on conviction thereof shall be punished by a fine not exceeding five thousand dollars, or by imprisonment (in the case of a natural person) not exceeding one year, or by both such punishments, in the discretion of the court, the creating or continuing of any unlawful obstruction in this act mentioned may be prevented and such obstruction may be caused to be removed by the injunction of any circuit court exercising jurisdiction in any district in which such obstruction may be threatened or may exist; and proper proceedings in equity to this end may be instituted under the direction of the Attorney-General of the United States.

Punishment for violation.

Ante, pp. 453, 454.

Prevention, etc., by injunction.

Jurisdiction.

Procedure.

SEC. 11. That it shall be the duty of officers and agents having the supervision, on the part of the United States, of the works in progress for the preservation and improvement of said navigable waters, and, in their absence, of the United States collectors of customs and other revenue officers to enforce the provisions of this act by giving information to the district attorney of the United States for the district in which any violation of any provision of this act shall have been committed: *Provided*, That the provisions of this act shall not apply to Torch Lake, Houghton County, Michigan.

Enforcement.

Proviso.

Torch Lake exempted. Vol. 25, p. 425, amended, etc.

SEC. 12. That section twelve of the river and harbor act of August eleventh, eighteen hundred and eighty-eight, be amended and re-enacted so as to read as follows:

Where it is made manifest to the Secretary of War that the establishment of harbor-lines is essential to the preservation and protection of harbors, he may, and is hereby authorized, to cause such lines to be established, beyond which no piers, wharves, bulk-heads or other works shall be extended or deposits made, except under such regulations as may be prescribed from time to time by him; and any person who shall willfully violate the provisions of this section, or any rule or regulation made by the Secretary of War in pursuance of this section, shall be deemed guilty of a misdemeanor, and, on conviction thereof, shall be punished by a fine not exceeding one thousand dollars, or imprisonment not exceeding one year, at the discretion of the court for each offense.

Harbor-lines.

Punishment for violation.

SEC. 13. That for the purpose of securing the uninterrupted work of operating snag-boats on the Ohio River and removing snags, wrecks, and other obstructions in said river, the Secretary of War, upon the application of the Chief of Engineers, is hereby authorized to draw his warrant or requisition from time to time upon the Secretary of the Treasury for such sums as may be necessary to do such work, not to exceed in the aggregate for each year the sum of twenty-five thousand dollars: *Provided, however*, That an itemized statement of said expenses shall accompany the annual report of the Chief of Engineers.

Snag-boats on Ohio River.

Appropriation for, made permanent.

Proviso. Report.

SEC. 14. That the dry dock constructed at the Des Moines Rapids Canal under the provisions of acts of Congress approved August second, eighteen hundred and eighty-two, July fifth, eighteen hundred and eighty-four, August fifth, eighteen hundred and eighty-six, and August eleventh, eighteen hundred and eighty-eight, shall be considered an integrant part of the Des Moines Rapids Canal, and the act of Congress approved March third, eighteen hundred and eighty-one, which provides for expenses of operating and care of Des Moines Rapids and other canals, and the act of Congress approved July fifth, eighteen hundred and eighty-four, which provides penalties for violation of rules and regulations prescribed by the Secretary of War, shall also apply to the said dry-dock.

Des Moines Rapids Canal dry dock.

Vol. 22, p. 204; vol. 23, p. 146; vol. 24, p. 328. Vol. 25, p. 421.

Vol. 21, p. 478.

Operating expenses.

Vol. 23, p. 143.

Violation of rules, etc.

Engineer officers.
Computation of
mileage.

SEC. 15. That in determining the mileage of officers of the corps of engineers traveling without troops on duty connected with works under their charge, no deduction shall be made for such travel as may be necessary on free or bond-aided or land-grant railways.

Buffalo Bayou Ship-
Channel, Galveston
Bay, Tex., free to
navigation, etc.

SEC. 16. That whereas the United States, in compliance with its obligation to the Buffalo Bayou Ship-Channel Company, has constructed a ship-channel through Galveston Bay from the Bolivar Channel to the channel constructed by said Buffalo Bayou Ship-Channel Company, known as Morgan's Cut, for vessels of twelve feet draught, it is therefore declared that the ship-channel through Galveston Bay from Bolivar Channel to the point where the San Jacinto River enters what is known as the Morgan Channel, excavated through Morgan's Point, is now the property of the United States and is declared to be free to navigation; and the Secretary of War is hereby directed to keep said ship-channel free to navigation: *Provided*, That the Secretary of War shall first ascertain by a Commission of United States Engineers to be by him designated for that purpose, and whose report shall be subject to his approval, the present value of any portion of said channel which may have been constructed by the Buffalo Bayou Ship Channel Company, agreed to be paid for by the United States in the act of Congress of March third, eighteen hundred and seventy-nine, but in appraising the value thereof no account shall be taken of the charter granted to said Company by the Legislature of Texas, or of any franchise right claimed thereunder, and the amount so ascertained and certified to be correct by the Secretary of War shall be paid to said Buffalo Bayou Ship Channel Company, and is hereby appropriated out of any money in the Treasury not otherwise appropriated.

Proviso.

Engineer Commission to report value.

Vol. 20, pp. 367, 368.
Ascertainment of value.

Payment.
Appropriation.

Surveys.

SEC. 17. That the Secretary of War is hereby directed, at his discretion, to cause examinations or surveys, or both, to be made, and the estimated cost of improvement to be estimated, at the following localities, to wit:

Arkansas.

ARKANSAS.

Clarendon and the lower White River, to determine the effect of back water from the Mississippi River and its cause, and the means and cost of preventing injury therefrom.

Arizona.

ARIZONA.

Colorado River above Yuma to Eldorado Canyon, to determine the advisability and probable cost of improving said river.

Alabama.

ALABAMA.

Sucarnochee River, from its mouth to the Mobile and Ohio Railroad Bridge.

Mouth of Gunter's Creek at Gunter'sville, with the view of ascertaining the practicability and approximate cost of so improving the same as to secure a safe landing above high water mark.

Alabama River, to ascertain cost of securing a six foot channel at low water from mouth to Wetumpka.

California.

CALIFORNIA.

Sacramento and Feather Rivers, to be considered by a board of three United States engineers, with a view to project for future improvement.

San Rafael River.

San Simeon Bay.

Alviso Harbor and straightening, deepening, and improving of Alviso Creek.

Harbor of refuge at Santa Cruz.
 Improving and straightening Redwood Creek.
 Mokelumne River, for snagging.
 Redondo Beach Harbor.

CONNECTICUT.

Connecticut.

Connecticut River, from Long Island Sound to Hartford, with a view to such improvement as will keep the channel from shifting its course at certain places.

Shaw's Cove, New London Harbor.
 Connecticut River below Hartford.
 Saugatuck River.
 Stamford Harbor, Stamford.
 Cos Cob or Miamus River.
 Stony Creek River at Stony Creek.

DELAWARE.

Delaware.

Murderkill River.
 Broad Creek River.
 Mispillion River, with a view of cutting a canal so as to shorten the distance to the bay, and making an outlet in the bay which would furnish deeper water.

NORTH DAKOTA.

North Dakota.

Creel's Bay, Totten Bay, and Minnewauken Shoals, in Devil's Lake, with an estimate of the cost of improving the same by dredging or otherwise, so as to re-establish the navigation of said lake.

NORTH DAKOTA AND MINNESOTA.

North Dakota and Minnesota.

Red River of the North, with a view of improving the navigation of the same by the construction of a lock and dam at Goose Rapids in said river.

FLORIDA.

Florida.

Charlotte Harbor.
 Peace River.
 Channel lying north and west of the town of Cedar Keys, known as Boat or Number Four Channel.
 Indian River between Titusville and Jupiter Inlet.
 Saint John's River, from Jacksonville to Sanford, to obtain an estimate of the cost of deepening the channel so as to secure navigation for ocean steamers, and to report separately the cost of opening the channel of the river in the vicinity of Orange Mills.
 The upper part of the Saint John's River from Lake Monroe southward, or in a southerly direction through the river and connecting lakes to the head of steam-boat navigation.
 St. Augustine, for improvement of channel so as to make a deep sea channel over the outer and inner bars.

GEORGIA.

Georgia.

Chattahoochee River, Georgia and Alabama, between West Point and Franklin.

The Inside Route between Savannah, Georgia, and Fernandina, Florida, with a view of obtaining a steam-boat channel of seven feet depth at mean low water.

The Inside Route between Doboy and Sopelo, with a view of making the same navigable for sea-going vessels.

Brunswick Outer Bar, to determine the feasibility and cost of deepening the same to twenty-six feet at ordinary high water.

Yellow River from the Railroad Bridge near Covington to the Ocmulgee with a view of obtaining a steamboat channel of five feet deep at mean low water.

Illinois.

ILLINOIS.

Mississippi River at Warsaw, Illinois, with a view of removing bar.

Slough at Hamilton, with a view to dredging out the same.

Illinois River from La Salle to the Mississippi River, as recommended by Captain W. L. Marshall, corps of engineers, in his report dated March ten, eighteen hundred and ninety, with a view to ascertaining what lands would be subject to overflow by the construction of a navigable waterway between Lake Michigan and the Mississippi river, but not more than twenty-five thousand dollars of the money appropriated for surveys shall be allotted to this river.

Indiana.

INDIANA.

Wabash River from Terra Haute to La Fayette with a view of removing obstructions of snags and bars and re-establishing the navigation of said river between these cities.

With a view to improving the Ohio River, between the mouth of Green River, in the State of Kentucky, and the city of Evansville, in the State of Indiana, and confining the waters of the first named river within its present channel, and preventing danger to navigation from any changes therein, the Secretary of War is hereby authorized and directed to make, or cause to be made under his direction a complete survey of the Ohio River between the points named, together with full estimates of any expenditures that may be necessary to prevent any injuries or threatened injuries to its permanent use and navigation.

Idaho.

IDAHO.

The Upper Snake River, between the Huntington Bridge and Seven Devils Mining District in Idaho, with a view of overcoming obstructions to steam-boat navigation.

Iowa.

IOWA.

Mississippi River at and above Clinton, Iowa, with view of removing bars north of Little Rock Island.

Kentucky.

KENTUCKY.

Russel's Fork of the Big Sandy River with the view of removing obstructions from the same.

Harbor of Owensboro, Kentucky, on the Ohio River.

Harbor of Smithland, Kentucky.

Kentucky and Tennessee.

KENTUCKY AND TENNESSEE.

Mississippi River from high water mark Lake County, Tennessee, to high water mark Fulton County, Kentucky, north and west of Reef Foot Lake to ascertain if navigation of the River may not be improved by restraining the flow of water into said Lake, and adjoining low lands.

Green River, Kentucky, above the mouth of Big Barren River, completing survey with a view of extending slack-water navigation on Green River.

Big Barren River, Kentucky, above Bowling Green, with a view of extending slack-water navigation by additional locks and dams.

LOUISIANA.

Louisiana.

- Bayou Terre Bonne from Houma to Thibodeaux.
 Bayou Black to connect with Terre Bonne.
 Berwick's Bay to the Gulf, with a view of obtaining a deeper channel.
 Bayou Teche from Saint Martinsville to Port Barre.
 Bayou Vermillion, bay and passes.
 Bayou Black for connection between Calcasieu Lake and Sabine Lake.
 Bayou Des Glaises, with a view of clearing the stream of obstructions from the Atchafalaya River to Cottonport.
 Mermenton River, including its tributaries and course through Lake Arthur and Grand Lake to the Gulf of Mexico.
 Bayou Cocodrie, in Saint Landry Parish.
 Cane River, with a view of improving the same by locks and dams for the purpose of giving permanent navigation the year round.
 Shoals on Lake Pontchartrain near the Rigolets, known as the "Middle Ground," with a view of dredging a channel ten feet deep and revetting sides of the same.
 Bayou Castor.
 Bayou Chevreuil and Bayou Tigre from Lake Des Allemands to points near Vacherie, Chigby and Malagay settlements in Saint James Parish for removal of bars and other obstructions to navigation.

MARYLAND.

Maryland.

- La Trappe.
 Turner's Creek.
 Rock Hall Harbor
 Nanticoke River, the northwest fork of the same.
 Linchester River.
 Patapsco River, from the Craighill channel to the sugar refinery wharves, Curtis Bay.
 Susquehanna River, above Havre de Grace.
 Broad Creek.
 Warwick.
 Piscataway Creek.
 Saint Leonard's Creek.
 Newport Creek, head of Wicomico River, Charles County.
 Smith's Creek.
 Eastern Branch of the Potomac River, including that portion in District of Columbia.
 Saint Jerome Bay.

MASSACHUSETTS.

Massachusetts.

- Canapitsit channel between the island of Cuttyhunk and Neshawana, with a view of deepening the same and clearing the channel from obstructions to navigation.
 Menemsha Bite, an outlet into Vineyard Sound on the north shore of the island of Martha's Vineyard, with a view of preventing the closing of said inlet.
 Kingston Harbor, with a view to its improvement.
 Town River.
 Shoals at the mouth of North River, with a view of removing the same and other obstructions.
 North River, Salem, from Beverly bridge to the North street bridge.
 Mystic River, and the Malden River, a tributary of the Mystic, from the bridge of the Boston and Maine Railroad, eastern division, to the head of navigation on said rivers.
 Weymouth Back River.
 Essex River.

Maine.

MAINE.

Kennebec River, from Waterville to steam-boat wharf at Augusta, Maine.

Sullivan Falls, Hancock County, Maine, with a view to its improvement for navigation.

Lubec channel.

Harbor of Bluehill, with especial reference to the removal of the ledges known as Middle Ground, eastern and western.

Penobscot River.

Pepperell Cove, forming the eastern boundary of Portsmouth Lower Harbor.

Michigan.

MICHIGAN.

Sebewaing River, with a view of deepening the channel from the mouth to the village of Sebewaing to the depth of eight feet.

Corsica Shoal, situated at the lower end of Lake Huron, near the entrance to the Saint Claire River, with a view to its removal.

The American channel of the Detroit River, beginning at the western boundary of the city of Detroit, and from thence continuously in American waters to Lake Erie, with a view to deepening said channel to the same depth as has been attained and is contemplated under present plan in the Canadian channel of said river, the said survey to be made in the channel of said river fronting the towns of Springwells, Ecorse, Monquagon, and Brownstown, and the American shore of said river to such a point in Lake Erie as may be necessary to reach a proper depth of water in said lake to correspond with the increased depth of the river contemplated by this bill.

Rouge River, with a view of locating and constructing basin in said river, at a point on the same within four miles of its junction with the Detroit River, convenient for the turning and anchoring of vessels in the same.

Ship-channel twenty feet in depth and of a suitable width in the shallows of the connecting waters of the lakes between Chicago, Duluth, and Buffalo.

Grand River, below Grand Rapids, with a view of determining the existence or non-existence of underlying rock, the hydraulics of the river and the detailed topography of the valley subject to overflow.

Re-survey and re-location of harbor line in Portage Lake, Houghton County, Michigan, in conformity with the provisions of recent law.

Minnesota.

MINNESOTA.

Red River and tributaries above Fergus Falls and Crookston, and of Big Stone Lake, with a view to improving navigation thereon by the erection of suitable dams or by such other means as may be deemed best, together with an estimate of the cost.

The Saint Louis River from Grassy Point in Saint Louis Bay to Fond du Lac, or the State line between Minnesota and Wisconsin.

Missouri.

MISSOURI.

Current River, from Van Buren, Missouri, to its mouth.

Missouri River, from the old mouth of the Platte River, Little Point, to a point opposite the city of Leavenworth. Also of the river at the city of Weston, Missouri, with a view of returning said river to its ancient channel, and the best plan of accomplishing the same.

MONTANA.

Montana.

Missouri River, between Sioux City and Fort Benton.

Missouri River, between Great Falls and canyon next below Stubbs Ferry.

Tongue River, with a view of determining the practicability and approximate cost of straightening the channel of said river, immediately west of Miles City and north of the Northern Pacific railroad track.

Nebraska and South Dakota, Missouri River from the mouth of the Big Sioux River to the north line of the State of South Dakota.

Yellowstone River, from its mouth to the mouth of Tongue River.

Clark's Fork of the Columbia River (by whatever name called) from the international boundary line to the mouth of the Big Black-foot River, in the State of Montana.

NEW YORK.

New York.

Buttermilk channel and Gowanus Bay channels in New York Harbor, with a view of straightening the same by removing the shoals opposite the southeast side of Governor's Island, protecting the channels by a sea-wall on Governor's Island, and to provide for the full width thereof a uniform depth of twenty-six feet at mean low water throughout these channels along the wharves of Brooklyn from a point opposite Wall Street Ferry to the foot of Bryant Street, Brooklyn.

Bay Ridge channel, with a view of removing the shoal and providing a uniform depth of twenty-three feet at mean low water opposite the Bay Ridge shore to the twenty-three-foot curve in the New York harbor.

Hudson River at Cornwall from the Moodna River, otherwise known as Murderer's Creek, to the channel or deep water of the Hudson River.

Inner Bay near mouth of Saranac River at Plattsburgh, for harbor of refuge.

Sag Harbor, Suffolk County, for breakwater.

Princess Bay, Staten Island, for breakwater.

Peconic River, Suffolk County, and Mattituck Bay, Suffolk County, for breakwater.

From Main channel from Jamaica Bay easterly to Long Beach Inlet, for canal.

Champlin's Creek, in town of Islip.

That the Secretary of War is authorized and directed to appoint a board of three officers of the Corps of Engineers, United States Army, whose duty it will be to thoroughly examine the obstructions to navigation in the Hudson River, between New York City and the State dam at Troy, New York, and report a project and estimate of the cost of widening and deepening said river between New York City and the city of Albany, and also between New York City and the State dam at the city of Troy for the navigation of sea-going vessels drawing twenty feet of water, and also a separate estimate of the expense of improving the river between Coxsackie and the State dam at Troy, to such an extent as to secure a navigable channel twelve feet deep at mean low water. Said board shall accompany their report with a statement as to the usefulness of such improvements and of their relations and value to commerce, and of the advisability of entering upon the same at this time; and the Secretary of War shall transmit said reports to Congress with his own views and those of the Chief of Engineers United States Army thereon, and the expenses of said board shall be paid out of the appropriation made in this act for the improvement of the Hudson River, not to exceed ten thousand dollars.

Boquet River, from mouth on Lake Champlain to Willsborough, New York.

Bronx River.

Port Day above Niagara Falls.

Westchester Creek, Westchester and New York Counties.

New Jersey.

NEW JERSEY.

Hackensack River, from below the Newark and New York Railroad Bridge, on Newark Bay, to the town of Hackensack.

Pensauken Creek.

Toms River.

Little Egg Harbor Bay and Inlet including Great Bay with reference to establishing a harbor of refuge.

Sound between Barnegat Bay and Great Egg Harbor Bay.

Shark River.

Goshen Creek.

Cape May City, for breakwater.

Thoroughfare from Cape May to the Great Bay north of Atlantic City.

North Carolina.

NORTH CAROLINA.

Water-way from Pungo River to the town of Sladesville.

North-West River up to Moyock.

Drum Inlet.

Water-way between Pamlico River and Bay River.

White Oak River from Roberts' Landing to Collins Crossing.

Harbor of Washington, Pamlico River.

Ohio.

OHIO.

Conneant Harbor.

Grand River between Richmond and the mouth.

Oregon.

OREGON.

Tillamook Bay and Bar.

Alsea Bay and River.

Coos Bay, for improving upper harbor by removal of shoals and in dredging.

The Lower Willamette and Columbia Rivers, with a view of securing twenty-five feet at low water from Portland to the mouth of the Columbia.

The Yamhill River from its mouth to McMinnville, with a view of improving the same by removing snags and other obstructions.

Willamette River, deepening channel on west side of Swan Island, improvement of navigation at Clackamas Rapids and Ross Island and near city of Corvallis.

Lower Columbia River, on south side, between Astoria and Wood's Landing for snagging.

Young's Bay channel from the ship channel of the Columbia River to the head of Young's Bay, a distance of one and one-half miles, with a view to improving the same by dredging, so as to secure a depth of eighteen feet at low tide.

Lewis and Clarke's River, for snagging.

Coquille River, for deepening channel from Coquille City to Myrtle Point to four feet at mean low depth.

Pennsylvania.

PENNSYLVANIA.

Delaware Bay, with a view of determining the best site near the mouth of the same for a National harbor of refuge suitable for deep draught vessels. The examination to be made by a commission of three engineer officers, who will make the examination and submit

to the Secretary of War a report thereon with a project and estimate of cost of construction of such a harbor of refuge.

The West Branch of the Susquehanna River in the State of Pennsylvania, in order to ascertain if the navigation of said river can be materially and permanently improved by the construction of embankments or otherwise; such survey also to be made with a view of ascertaining the best practicable method of confining the waters of said river in times of great flood, to the general course of its channel.

Tionesta, from the town of Tionesta, to the village of Balltown, with a view to the improvement and the removal of obstructions.

RHODE ISLAND.

Rhode Island.

Watch Hill Cove, in Little Narragansett Bay.

Narragansett Bay Channel between Starve Goat Island and the main land, with a view of deepening the same.

Newport Harbor, South of Goat Island, with a view to the removal of the Spit at the south end of the Island.

SOUTH CAROLINA.

South Carolina.

Wateree River from Camden to the falls of the Catawba, also of the bend or curve in said river about four miles below Camden between the plantations of Witte and Williams to determine if it is advisable in the interest of navigation to make a cut off across the neck of said bend.

Black River, from Kingstree to its mouth.

TENNESSEE.

Tennessee.

Obion River, from its mouth to the crossing of the Louisville and Memphis Railroad in Obion County.

Little Pigeon River from mouth to Sevierville.

Memphis Harbor, especially for the removal of the bar forming opposite the upper part of the city or the prevention of the river bank taking the form that the natural forces are now giving it.

TEXAS.

Texas.

Brazos River from its mouth to Waco.

Sabine River from where said river empties in Sabine Lake to Sudduth's Bluff, on said Sabine River.

Survey to remove obstructions at mouth of Double Bayou in Chambers County, to remove obstructions.

Colorado River, with a view of removing raft at mouth of same.

Saint Charles Bay, with a view of removing obstructions at mouth of same.

Aransas Bay, to remove Half-Moon reef.

West Galveston Bay, from Christian's Point, with a view of re-opening the channel through West Bay.

Trinity River from its mouth to Dallas.

VIRGINIA

Virginia.

Water-way to connect Lynn Haven Bay with Eastern Branch of Elizabeth River.

Potomac Creek.

Chickahominy River, from Holly Landing to Long Bridge.

Tangier Harbor.

Wicomico River.

Nottoway River, from mouth of river to Courtland.
 West Neck River, to and beyond Dozier's Bridge.
 Western Branch of Elizabeth River.
 Upper Machodoc Creek.
 Crane's Creek.
 Nandua Creek.
 Piscataway Creek.

West Virginia.

WEST VIRGINIA.

Elk River, with a view of improving the same by locks and dams.

Washington.

WASHINGTON.

Nooksack River, Skagit, Snohomish, D'Wamish, Black, Puyallup, Nasel, North, Gray's, Deep, Skamakawa, and Crooked Rivers.

Gray's Harbor and Bar, and extending up Chehalis River to Montesano.

Gray's River, for snagging.

Swinomish Slough, with the view of constructing a ship channel through the same, connecting Saratoga Passage Skagit Bay with Padilla Bay, and to report the most suitable and feasible plan for making such improvement, with the cost of the same.

Shoalwater Bay, from and including its entrance, to South Bend, about two miles up the Willapah River, and from said South Bend, about ten miles up said river, to Woodward's Landing, with a view to improving the same for navigation.

Olympia Harbor, from deep water in Budd's Inlet to Fourth Street Bridge in the city of Olympia, and separately from said bridge to the mouth of the Des Chutes River at Tumwater, and to report as to the most practical and convenient channel and the most feasible, economical, and suitable plan for improving the same for navigation by the class of vessels employed on Puget Sound, and also to cause to be made an estimate of the cost of each of such improvements.

Columbia River, from the mouth of Willamette River to the upper limits of the city of Vancouver, with a view of establishing a ship-channel.

For a ship channel between Port Townsend Bay, Puget Sound and Oak Bay.

Wisconsin.

WISCONSIN.

Allonez Bay at the west end of Lake Superior, also the Nemadji River for a distance of four miles above its mouth, with a view of determining the best method of improving and making them available as a portion of the harbor system of the city of Superior.

Harbor at Hudson, with a view to prevent the city being cut off from the navigable channel of the Saint Croix Lake, as a result of the Government dike now constructed at that point, and with a view to the feasibility of conducting the waters of Willow River past the city of Hudson into the navigable channel of the lake.

Virginia and Maryland.

VIRGINIA AND MARYLAND.

Potomac River, up to the City of Washington, with the view of removing obstructions and deepening the channel.

Appropriation for surveys, etc.

SEC. 18. That for examinations, surveys, and contingencies, and for incidental repairs, for which there is no special appropriation, for rivers and harbors two hundred and twenty-five thousand dollars: *Provided*, That no survey shall be made of any harbors or rivers until the Chief of Engineers shall have directed a preliminary

Provisos.

Preliminary examination to be made before survey.

examination of the same by the local engineer in charge of the district, or an engineer detailed for the purpose and such local or detailed engineer and the division engineer of the locality shall report to said Chief of engineers whether, in their opinion, said harbor or river is worthy of improvement, 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 it shall be the duty of the Chief of Engineers to direct the making of such survey, if, in his opinion, the harbor or river proposed to be surveyed be worthy of improvement by the General Government; and he shall report to the Secretary of War the facts, and what public necessity or convenience may be subserved thereby, together with the full reports of the local engineer: *And Provided further*, That no survey for new works other than those designated by law shall be made and the Government shall not be deemed to have entered upon any project for the construction or improvement of any water-way, harbor, or canal mentioned in this act unless or until the work of construction shall have been actually appropriated for. Said reports of preliminary examinations and surveys shall be made to the House of Representatives, and are hereby ordered to be printed when so made.

Canal, etc., projects.

Reports of preliminary examinations to be printed, etc.

Approved, September 19, 1890.

CHAP. 908.—An act to amend certain sections of the Revised Statutes relating to lotteries, and for other purposes.

September 19, 1890.

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled, That section thirty-eight hundred and ninety-four of the Revised Statutes be, and the same is hereby, amended to read as follows:

Postal crimes. Abuse of mails by lotteries, etc.

“**SEC. 3894.** No letter, postal-card, or circular concerning any lottery, so-called gift concert, or other similar enterprise offering prizes dependent upon lot or chance, or concerning schemes devised for the purpose of obtaining money or property under false pretenses, and no list of the drawings at any lottery or similar scheme, and no lottery ticket or part thereof, and no check, draft, bill, money, postal note, or money-order for the purchase of any ticket, tickets, or part thereof, or of any share or any chance in any such lottery or gift enterprise, shall be carried in the mail or delivered at or through any post-office or branch thereof, or by any letter carrier; nor shall any newspaper, circular, pamphlet, or publication of any kind containing any advertisement of any lottery or gift enterprise of any kind offering prizes dependent upon lot or chance, or containing any list of prizes awarded at the drawings of any such lottery or gift enterprise, whether said list is of any part or of all of the drawing, be carried in the mail or delivered by any postmaster or letter-carrier. Any person who shall knowingly deposit or cause to be deposited, or who shall knowingly send or cause to be sent, anything to be conveyed or delivered by mail in violation of this section, or who shall knowingly cause to be delivered by mail anything herein forbidden to be carried by mail, shall be deemed guilty of a misdemeanor, and on conviction shall be punished by a fine of not more than five hundred dollars or by imprisonment for not more than one year, or by both such fine and imprisonment for each offense. Any person violating any of the provisions of this section may be proceeded against by information or indictment and tried and punished, either in the district at which the unlawful publication was mailed or to which it is carried by mail for delivery according to the direction thereon, or at which it is caused to be delivered by mail to the person to whom it is addressed.”

R. S., sec. 3894, p. 758, amended. Lottery, gift enterprise, etc., circulars, etc., not mailable.

Newspapers, etc., containing lottery advertisements, etc., not mailable.

Punishment.

Process.

Jurisdiction.