

man, one thousand two hundred dollars; two clerks, at one thousand dollars each; timekeeper, eight hundred dollars; assistant foreman, nine hundred dollars; tapper and machinist, nine hundred dollars; three steam engineers, at one thousand one hundred dollars each; property keeper, six hundred dollars; driver, four hundred and eighty dollars; hostler, four hundred and eighty dollars; calker, seven hundred and twenty dollars; in all, thirty thousand six hundred and sixteen dollars.

Contingent expenses. For contingent expenses, including books, blanks, stationery, forage, advertising, printing, and other necessary items and services, two thousand five hundred dollars.

Fuel, etc. For fuel, repairs to boilers, machinery, and pumping stations, pipe distribution to high and low service, material for high and low service, including public hydrants and fire plugs, and labor in repairing, replacing, raising, and lowering mains, laying new mains and connections, and erecting and repairing fire plugs and public hydrants, ninety thousand dollars.

For purchase of water meters, to be placed in such private residences as desired, and installed at the expense of the property owner, and said meters shall at all times remain and be the property of the water department, five thousand dollars.

Interest and sinking fund. For interest and sinking fund on water-stock bonds, six thousand and twenty-five dollars.

Extending high-service system. For continuing the extension of the high-service system of water distribution, to include all necessary land, machinery, buildings, mains, and appurtenances, so much as may be available in the water fund, during the fiscal year nineteen hundred and one, after providing for the expenditures hereinbefore authorized, is hereby appropriated.

Limit of requisitions on the Treasury. SEC. 2. That said Commissioners shall not make requisitions upon the appropriations from the Treasury of the United States for a larger amount during the fiscal year nineteen hundred and one than they make on the appropriations arising from the revenues, including drawback certificates, of said District.

Approved, June 6, 1900.

June 6, 1900.

CHAP. 790.—An Act Making provision for emergencies in river and harbor works, for certain surveys, and for the diversion of certain appropriations or modification of provisions heretofore made.

Appropriations for emergencies in river and harbor works, etc. Amount. Expenditure. *Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled,* That the sum of two hundred and fifty thousand dollars be, and the same is hereby, appropriated, to be paid out of any money in the Treasury not otherwise appropriated, to be immediately available, and to be expended under the direction of the Secretary of War and the supervision of the Chief of Engineers, for the following purposes, to wit:

—for emergencies. (1) To provide for the restoration of channels, or river and harbor improvements, heretofore established or made by the Government, where, by reason of emergency occurring since the passage of the river and harbor Act of March third, eighteen hundred and ninety-nine, the usual depth of such channels, or customary use of such improvement, can not be maintained, and there is no sufficient fund available for such restoration. The amount herein provided, or so much thereof as is not required for the surveys hereinafter mentioned, shall be allotted by the Secretary of War: *Provided*, That in no case shall such allotment be made unless recommended by the local engineer having such channel or improvement in charge, and the Chief of Engineers, respectively: *Provided further*, That for no single channel or improvement shall a sum greater than ten thousand dollars be

—allotments. *Proviso*, Recommendation of local engineer, etc., requisite. Limit for single channel.

allotted; and in expending any such allotment advertisement for bids may be dispensed with on the recommendation of the local engineer.

(2) For the necessary cost of the surveys herein directed to be made: *Provided*, That the necessary expenses for such examinations and surveys on rivers, or at harbors where work is being carried on by the United States, may be paid from available funds where the unexpended balances of former appropriations for such works are sufficient for such purpose.

Surveys,
—unexpended bal-
ances available.

SEC. 2. That the Secretary of War is hereby authorized to cause preliminary examinations and surveys to be made at the localities named in this section, as hereinafter provided. In all cases a preliminary examination shall first be made, which shall embrace information concerning the commercial importance, present and prospective, of the river or harbor mentioned, and a report as to the advisability of its improvement. If upon such preliminary examination the proposed improvement is not deemed advisable no further action shall be taken thereon without the further direction of Congress; but in case the report shall be to the effect that such river or harbor is worthy of improvement, the Secretary of War is hereby authorized, at his discretion, to authorize surveys to be made and the cost of improving such river or harbor to be estimated and to be reported to Congress, to wit:

Preliminary exam-
inations and surveys
directed.
—scope of, etc.

ARKANSAS.

Arkansas.

Red River, in the States of Louisiana, Arkansas, and Texas, and in the Indian Territory, from the city of Shreveport, in the State of Louisiana, to the city of Denison, in the State of Texas: With a view to ascertaining whether the navigation of said river can be permanently improved by a system of cut-offs, levees, locks, and dams, or by any other plan; the cost of said examination and survey, if made, to be paid out of the unexpended balance of the appropriation made for continuing the improvement of said river by the Act of March third, eighteen hundred and ninety-nine.

Vol. 30, p. 1140.

The river and harbor front of the city of Camden, Arkansas, on the Ouachita River: With a view to improving said harbor and grading and protecting the river bank in front of said city, the expenses of said examination and survey to be paid out of any fund now available for the improvement of the Ouachita River.

ALABAMA.

Alabama.

Mobile Harbor: With a view to obtaining channels of a width of three hundred feet at the bottom across the bar below Fort Morgan, with appropriate side slopes, and with mean depths of twenty-five and thirty feet respectively.

Warrior and Tombigbee rivers: With a view to the construction of locks and dams numbered one, two, and three, between the mouth of said rivers and Tuscaloosa; and an amount sufficient for such survey or surveys may, in the discretion of the Secretary of War, be diverted from any appropriation heretofore made for said rivers.

CALIFORNIA.

California.

San Joaquin River, above the mouth of the Stanislaus River: With a view of determining the advisability of closing the mouths of the more important blind sloughs leading from said San Joaquin River and tributaries, especially those known as Finegan, Amphlet, and Walden sloughs, that the water in the main channel of the said San Joaquin River may be retained therein and more effectually promote navigation thereof.

The San Joaquin River and the waterways connecting the same with the Straits of Carquines, extending from the town of Antioch to Suisun Point.

Oakland Harbor: With a view to the improvement of said harbor to meet the needs of present and prospective commerce from the western end of the tidal canal to deep water in San Francisco Bay, including the excavation of a tidal basin.

Connecticut.

CONNECTICUT.

Branford Harbor:

Delaware.

DELAWARE.

Smyrna River: With a view to securing two short crosscuts to shorten the distance from the head of navigation to Delaware Bay.

Mispillion River, from its mouth to the head of navigation.

Florida.

FLORIDA.

Carrabelle Harbor:

Georgia.

GEORGIA.

Savannah Harbor: With a view to a reexamination of the plan for deepening said harbor as submitted in the Report of the Chief of Engineers for eighteen hundred and eighty-eight, page ten hundred and fifty-nine, and a report as to what changes or modifications, if any, are necessary to carry out said plan.

Skiddaway Narrows:

Preliminary examination and survey of the Skiddaway Narrows, connecting the Isle of Hope River with Burnside River, for a channel seventy-five feet wide and six feet deep at mean low water.

Illinois.

ILLINOIS.

Upper Illinois River and Des Plaines River:

That the board of three engineers, appointed by the Secretary of War, in pursuance of a paragraph in the river and harbor Act approved March third, eighteen hundred and ninety-nine, to make a survey and estimates of cost of the improvement of the Upper Illinois River and the lower Des Plaines River in Illinois, with a view to the extension of navigation from the Illinois River to Lake Michigan at or near the city of Chicago, is hereby authorized to report the estimates of cost for a channel ten feet deep, and for a channel twelve feet deep, and for a channel fourteen feet deep through said proposed route, and that the said estimates cover and include a proper connection at Lockport with the sanitary and ship canal which has been constructed by the sanitary district of Chicago. The said board of engineers is also further authorized to make a survey and estimate of cost for the improvement of the Lower Illinois River from the end of said proposed route to the mouth of said river, for channels ten, twelve, and fourteen feet deep, respectively, and to report the estimates of cost thereof: *And provided further*, That surveys and estimates of cost shall be made in pursuance of the provisions contained in the Act aforesaid, and especially in accordance with section twenty-two of said Act: *And provided further*, That said surveys shall be commenced and the expenses for said surveys and reports shall be paid as follows: Any unexpended balance of the appropriation of thirty thousand dollars not required for the completion of the survey already contained in said Act shall be first applied and used, and no further expense shall be incurred for such estimates and surveys without the further direction of Congress, and the Secretary of War shall ascertain and report

Upper Illinois, etc., rivers. Further surveys, etc., by Board of Engineers authorized. Vol. 30, p. 1146.

Provisos, —how made. Vol. 30, p. 1155. Expenses, etc.

to Congress what amount of money shall be required to complete said surveys and estimates of costs.

Rock River, at the head of the feeder for the Illinois and Mississippi Canal: With a view to the construction of a lock and a dam in Rock River in connection with said canal.

The harbor of Harrisonville, in the Mississippi River: With a view of restoring it.

KENTUCKY AND TENNESSEE.

Kentucky and Tennessee.

The east bank of the Mississippi River between the highlands near the city of Hickman, in the State of Kentucky, and Slough Landing, in Lake County, in the State of Tennessee, with a view to constructing such works as may be required to prevent overflows along said section of the river, such examination and survey to be made under the direction of the Mississippi River Commission, the cost thereof to be paid out of the unexpended balance authorized to be expended by said commission.

MAINE.

Maine.

Portland Harbor: With a view to removing so much of Witch Rock as endangers navigation.

MARYLAND.

Maryland.

Harbor of Havre de Grace: With a view to the removal of rocks near the entrance.

MASSACHUSETTS.

Massachusetts.

Boston Harbor: With a view to providing channels two thousand feet wide, or such width as may be necessary, and thirty-five feet deep from the navy-yard at Charlestown and the Chelsea Bridge and Charles River Bridge to President Roads, and from President Roads through Broad Sound Channel to the ocean.

Lynn Harbor: With a view of securing a channel two hundred feet wide and fifteen feet deep at mean low water, including the basin extending beyond the inner ship channel, and the removal of a small point on the eastern bank of the channel near to said basin.

Beverly Harbor: With a view to the straightening, widening, deepening, and otherwise improving the entrance to the harbor and the approaches to the wharves and docks therein.

MICHIGAN.

Michigan.

Muskegon Harbor: With a view to obtaining a channel of the depth of twenty feet and a uniform width of three hundred feet from the exterior to the interior lake; the plan to provide for sheet piling to prevent erosion along the banks not protected by cribs.

Saint Clair Flats Canal, in Lake Saint Clair: With a view to doubling the capacity of the so-called Saint Clair Flats Canal.

Detroit River: With a view to obtaining a sufficient depth of water in the channel on the west side of Grosse Isle.

MINNESOTA.

Minnesota.

Burlington Bay, Lake County: With a view to improving said bay and the construction of a harbor therein.

Warroad Harbor and Warroad River.

MONTANA.

Montana.

Kootenai River between Jennings, Montana, and the international boundary line, with a view to removing obstructions to navigation.

New Hampshire.

NEW HAMPSHIRE.

Hendersons Point, Portsmouth Harbor: With a view of removing a portion of said point for the purpose of improving navigation to the navy-yard.

New Jersey.

NEW JERSEY.

Beach Thoroughfare:

New York.

NEW YORK.

Lake Erie entrance to Black Rock Harbor and Erie Basin.

Grasse River from its confluence with the Saint Lawrence River to Massena: With a view to obtaining a depth of twenty-one feet.

Saint Lawrence River, at the head of Long Sault Island: With a view of removing the rock obstruction in the south branch of said river, so as to give a navigable depth of twenty feet of water.

Buttermilk Channel, New York Harbor: With a view to obtaining a channel of the same width and depth as those contemplated by the project adopted for Bay Ridge and Red Hook channels.

Fire Island Inlet, in Great South Bay, to Patchogue River: With a view to obtaining a channel not less than ten feet in depth and two hundred feet in width at mean low water.

Nevada.

NEVADA.

Colorado River: Between El Dorado Canyon and Rioville, Nevada, with a view to the extension of navigation to Rioville.

North Carolina.

NORTH CAROLINA.

Trent River from the junction of Trent River with Neuse River up to Trenton: With a view to obtaining a depth of eight feet at mean low water at the city of Newbern and up to the wharves and freight depots of said city, and a channel fifty feet wide and eight feet deep from Newbern through Foy's Flats to Pollokville, and a channel thirty feet wide and four feet deep at mean low water from Pollokville to Trenton.

Wilmington Harbor: With a view to providing a sufficient width and depth to permit vessels now using said harbor to turn or swing around therein, Cape Fear River, with a view to obtaining a navigable channel from Wilmington to Fayetteville of four, six, or eight feet at mean low water.

Pasquotank River: With the view of obtaining a navigable depth of sixteen feet at mean low water from South Mills, on the Pasquotank River, thence down the Pasquotank River, through Albemarle Sound, Croatan Sound, Pamlico Sound, and Core Sound, to Beaufort Inlet, including also cost of procuring a navigable depth of eighteen feet through Beaufort Inlet and eighteen feet through Ocracoke Inlet, respectively.

Scuppernong River: With the view of improving the bar at the mouth of Scuppernong River, emptying into Albemarle Sound, North Carolina, to the end that the channel be dredged one thousand two hundred feet long, one hundred and fifty feet wide, with nine feet depth of water at mean low tide.

Ohio.

OHIO.

Cleveland Harbor: With a view to the further improvement of said harbor: First, by such additional construction or extension as may be necessary to provide a safer and better entrance for vessels at the main

entrance to the breakwater in said harbor. Second, to provide such additional harbor room as may be found necessary by an extension eastward of the breakwater now under construction in said harbor.

Sandusky Harbor: With a view to obtaining and maintaining a channel twenty-one feet deep at mean lake level, with a width of four hundred feet in the approaches to harbor front and three hundred feet in the harbor channels.

OHIO RIVER (IN KENTUCKY).

Ohio River, Kentucky.

With a view to the construction of a pier for a harbor of refuge on the south shore at or near the city of Maysville, Kentucky.

With a view to ascertaining the desirability of acquiring the island immediately below the Louisville and Portland Canal in the Ohio River, known as Sand Island, and probable cost of purchasing the same.

OHIO RIVER.

Ohio River.

Continuing and completing the survey of the Ohio River from Marietta to the mouth of the Big Miami River in accordance with the provisions of the river and harbor Act of March third, eighteen hundred and ninety-nine, the expense thereof to be paid out of any moneys already appropriated and not expended for the general improvement of the Ohio River.

OREGON.

Oregon.

Columbia River between the foot of The Dalles Rapids and the head of Celilo Falls, Oregon and Washington; with a view to the construction of a canal and locks to overcome the obstructions to navigation.

RHODE ISLAND.

Rhode Island.

Ohio Reef, located in the east passage of Narragansett Bay: With a view to determining the advisability of removing said reef as a dangerous obstruction to the navigation of said bay.

Sakonnet Harbor: To ascertain the advisability and cost of removing rocks which are an obstruction to navigation.

Pawtucket River: With a view to securing a channel two hundred feet wide and eighteen feet deep from the mouth of the river at Providence to the lower wharves in the city of Pawtucket.

SOUTH CAROLINA.

South Carolina.

Great Pedee River between Cheraw and the Wilmington, Columbia and Augusta Railroad bridge.

Ashley River from the city of Charleston to the head of navigation.

SOUTH DAKOTA.

South Dakota.

For a survey of the Sioux River and an estimate of the cost of constructing a dam for the storage of the water of said stream in Lake Kempeska and Lake Ponsett, together with an estimate of the capacity of said reservoir and the feasibility of utilizing the same.

TEXAS.

Texas.

Trinity River from the city of Dallas to the city of Fort Worth: With a view to securing a navigable depth of four, five, and six feet respectively.

Galveston Bay: With a view to widening, deepening, and extending the present channel from a point where it now is of sufficient width and depth to a point opposite Twentieth street; thence to a point opposite Thirty-fifth street; thence to a point opposite Fifty-first street, with a report as to the relative importance of the respective sections.

Also for survey and making plans for improvement of inner harbor of Galveston.

Sabine Pass: With a view to widening and straightening the main ship channel and increasing the depth, if necessary, from a point one thousand feet north of the United States life-saving station to Sabine Lake.

Brazos River from its mouth to the city of Waco: With a view to procuring a navigable depth of four, five, and six feet, first, from its mouth to the town of old Washington, in Washington County; second, from said town of old Washington to the city of Waco. In case a survey is made, the report thereon shall show the most advantageous depth to each point, and whether a system of locks and dams will be necessary, and if so, the cost and location of same.

Virginia.

VIRGINIA.

Quantico Creek:

Norfolk: To remove bar and secure depth of twenty-eight feet at point between the twenty-eight foot channel and the pier of the Southern Railway Company near Norfolk, Virginia.

Appomattox River: Resurvey and estimate for the deflection of the river at Petersburg.

Pagan River from Smithfield, Virginia, to James River, with a view to securing a channel eighty feet wide and ten feet deep at mean low tide, or such improvement as may be found expedient.

Chesconnessex Creek, an estuary of the Chesapeake Bay running up into land on the western side of Accomac County, Virginia, with a view to dredging the same.

Washington.

WASHINGTON.

Tacoma Harbor:

Snake River, in the States of Idaho and Washington, from the head of navigation on said river to the point of junction with the Columbia River, with a view to improving said river.

Wisconsin.

WISCONSIN.

Manitowoc Harbor: With a view of making a harbor of refuge with a depth of not less than twenty feet.

Sturgeon Bay and Lake Michigan Ship Canal: With a view to deepening the Sturgeon Bay and Lake Michigan Ship Canal to eighteen feet; said improvement to begin at the Lake Michigan end of said waterway and to continue throughout the length of said canal and in the waters of Sturgeon Bay so far as is necessary to secure a navigable channel having a depth of eighteen feet of water from Lake Michigan to the waters of Green Bay.

Milwaukee Harbor: With a view to necessary enlargement and suitable protection therefor: *Provided, however,* That at the following named localities preliminary examinations only shall be made: Mahon Harbor, Delaware; Long Prairie River, and its sources; Sioux River, South Dakota.

Milwaukee Harbor.
Proviso.
—preliminary examinations only.

Channel, South Pass, Mississippi River.
Termination of Eads contract authorized.

SEC. 3. That the Secretary of War is hereby authorized, in his discretion, to terminate the contract heretofore entered into with the late James B. Eads for the maintenance of the channel through the South Pass of the Mississippi River, in pursuance of an Act of Congress approved March third, eighteen hundred and seventy-five, entitled "An Act authorizing James B. Eads and others to construct

jetties, and so forth, and to maintain channels between South Pass of Mississippi River and Gulf of Mexico," and of an Act of Congress approved June nineteenth, eighteen hundred and seventy-eight, entitled "An Act to amend an Act entitled 'An Act making appropriations for the repair, preservation, and completion of certain public works on rivers and harbors, and for other purposes,'" approved March third, eighteen hundred and seventy-five, and of an Act of Congress approved March third, eighteen hundred and seventy-nine, entitled "An Act to amend an Act entitled 'An Act making appropriations for the repair, preservation, and completion of certain public works on rivers and harbors, and for other purposes,'" approved March third, eighteen hundred and seventy-five. The Secretary of War is also authorized, in his discretion, to purchase from the heirs or legal representatives of the said James B. Eads the dredges and other plant including real estate now used by them for the maintenance of said channel, or such portion of said plant as he may deem desirable; and in case the Secretary of War and the heirs or legal representatives of the estate of James B. Eads, deceased, are unable to agree upon the price to be paid for said dredges and plant, including real estate, or so much thereof as the Secretary of War may deem necessary to purchase, then such price shall be assessed by a board of three appraisers to be appointed as follows: One appraiser to be appointed by the Secretary of War, one by the heirs or legal representatives of James B. Eads, deceased, and in case these two fail to agree, they shall jointly choose a third appraiser, and the three so appointed shall, by a majority vote, duly appraise the price to be paid for said dredges and plant, including real estate, and in case such appraisal is approved by the Secretary of War, the same shall be deemed to be the price which the Secretary of War is authorized to pay for said dredges and plant including real estate or so much thereof as the Secretary of War may deem necessary to purchase: *Providing*, That in no event shall more than two hundred thousand dollars be paid for all the dredges, plant and real estate owned or possessed by the heirs or legal representatives of James B. Eads, deceased, at or about the South Pass. And in case the Secretary of War shall terminate said contract the sum of two hundred thousand dollars, or so much thereof as may be necessary, is hereby appropriated, out of any money in the Treasury not otherwise appropriated, to be immediately available, for the purchase of the whole or a part of said plant, or for otherwise providing a proper plant for the maintenance of said Pass. In case of the termination of said contract, by virtue of the provisions hereof or by expiration of said contract the Secretary of War is hereby directed to take charge of said channel, including the jetties, and all auxiliary works connected therewith, and thereafter to maintain with the utmost efficiency said South Pass Channel; and for that purpose he is hereby authorized to draw his warrants from time to time on the Treasurer of the United States, until otherwise provided for by law, for such sums of money as may be necessary, not to exceed in the aggregate for any one year one hundred thousand dollars. In the event that the Secretary of War shall elect to terminate said contract, any sum which shall at that time have been appropriated by Congress to pay what would be due to the heirs or legal representatives of said James B. Eads at the expiration of said contract may be used by him in making such payment, when he shall terminate the same, anything in the law making such appropriation to the contrary notwithstanding.

SEC. 4. That the Secretary of War is authorized in his discretion to direct diversions from appropriations heretofore made or to make modifications in projects heretofore included in river and harbor bills as follows:

Cumberland Sound: The sum of fifty thousand dollars, or so much

Vol. 20, p. 168.

Vol. 20, p. 376.

Purchase of dredges etc., authorized.

—board to assess price.

Proviso.
—limit of payment.

—appropriation.

Secretary of War to maintain channel if contract is terminated.

—appropriation.

Payment of available funds to Eads heirs authorized.

Diversion of appropriations authorized.

Cumberland Sound.

thereof as may be necessary, may be diverted from the sums of money heretofore appropriated and now standing to the credit of the existing project for jetty work in Cumberland Sound, in the States of Florida and Georgia, to be used for sluicing and dredging at the mouth of said sound or elsewhere in said sound, and belonging to said project, where sluicing and dredging may be needed or required; but nothing herein contained shall be construed to increase the limit of cost of said project or improvement beyond the amount fixed by the Acts making appropriation for said project and fixing the ultimate sum which may finally be devoted to said project: *And provided further*, That any changes in the location of the jetties which the Secretary of War may consider for the interest of the work are authorized.

Vol. 30, p. 1106, etc.

Proviso.
Change of jetties.

Lake George Channel, Mich., etc.

Lake George Channel and connecting waters below Sault Sainte Marie, Michigan: So as to restore and make available a channel formerly used through said lake of a depth and a width not less than formerly employed, an amount not exceeding one hundred thousand dollars may be diverted from the balance remaining from the amounts heretofore appropriated for the Saint Marys River at the Falls in Michigan.

Buffalo Harbor, N. Y.

Buffalo Harbor, New York: The sum of ten thousand dollars, or so much thereof as may be necessary, may be diverted from amounts now available for maintenance of Buffalo Harbor, in deepening the entrance to Buffalo Harbor and the City Ship Canal.

Milford Haven, Va.

Milford Haven, Virginia: The unexpended balance of the appropriation for the improvement of the harbor at Milford Haven, Virginia, or any part thereof, may, in the discretion of the Secretary of War, be used for the improvement of the bar within said harbor.

Charleston, S. C.

Charleston Harbor, South Carolina: The amounts heretofore authorized for a contract or contracts for materials and work, or so much thereof as may be necessary, may be expended in the work of dredging in accordance with the approved project.

Winyah Bay, S. C.

Winyah Bay, South Carolina: The dredge or dredges employed in connection with the work of improvement at the entrance to Winyah Bay, and such other dredges owned or controlled by the Government as are used on Winyah Bay River systems and canals, may be used in dredging the shoal places between the entrance and the city of Georgetown, South Carolina, the places at which and depths to which such dredging shall be done to be determined by the Secretary of War, upon the recommendation of the Chief of Engineers, United States Army; and any expense so caused shall be paid from amounts heretofore appropriated for said Winyah Bay.

California.
Purchase of sites for
débris dams, etc.
Vol. 29, p. 232.

Land for débris dams and impounding works in California: From the funds appropriated by the river and harbor Act of eighteen hundred and ninety-six for the construction of débris dams and impounding works in California, the sum of ten thousand dollars may be expended for the purchase of lands necessary for the construction of said works: *Provided*, That an equal amount is paid by the State of California: *And provided further*, That the Secretary of War may proceed at once with the construction of said works and that the gross expenditure for lands in the construction of said works shall not exceed in the aggregate twenty thousand dollars: *And provided further*, That where in such works more than one dam or impounding work is embraced within a project the Secretary of War may proceed to construct the said works in parts or sections and submit the plans and specifications for such parts or sections to the State board of examiners of said State for approval under the laws thereof: *And provided further*, That in all cases one-half of the expense of such works shall be paid by the State of California.

Provisos.
State to pay half.
Limit of cost.

Construction in sections, etc.

State to pay half.

Lorain Harbor, Ohio.
Vol. 30, p. 1129.

Lorain Harbor, Ohio: The Secretary of War may enter into a contract or contracts for portions of the work authorized by the Act of March third, eighteen hundred and ninety-nine, without regard to the estimate heretofore made in the report of the Chief of Engineers for

the completion of said work: *Provided*, That the total amount contracted for shall not exceed the sum heretofore authorized: *Provided*, That the cost of any portion of such work shall not exceed by more than one-tenth the estimate of cost as heretofore made in the Report of Chief of Engineers.

Proviso.
Limit of cost.

Upper White River, Arkansas, Lock and Dam Numbered Two: That the provision in the river and harbor Act approved March third, eighteen hundred and ninety-nine, making appropriation for improving Upper White River, Arkansas, is hereby amended to read as follows:

Upper White River,
Ark.

“Improving Upper White River, Arkansas: For the construction of Lock and Dam Numbered One, on Upper White River, at or near Batesville, according to the project, plans, and specifications submitted in report printed in House Document Numbered Seventy-eight, Fifty-fourth Congress, second session, to complete said lock and dam, one hundred and sixty thousand dollars; and the Secretary of War may also expend toward the construction of Lock and Dam Numbered Two, according to the same plan, by contract or in any manner that in his judgment may be most economical and advantageous to the Government, a sum not to exceed one hundred and fifty thousand dollars, to be paid for as appropriations may from time to time be made by law.”

Vol. 30, p. 1142,
amended.

Ocmulgee River, Georgia: The provision in the river and harbor Act approved March third, eighteen hundred and ninety-nine, authorizing contracts to be made for improving Ocmulgee River, is hereby amended to read as follows: “*Provided*, That a contract or contracts may be entered into by the Secretary of War to complete the present project of improvement, or the required materials may be purchased and the work of improvement be carried on otherwise than by contract, to be paid for as appropriations may from time to time be made by law, not to exceed in the aggregate one hundred and thirty-six thousand dollars, exclusive of amounts herein and heretofore appropriated.”

Ocmulgee River, Ga.
Vol. 30, p. 1138,
amended.

Proviso.
Contracts

Yaquina Bay, Oregon: The balance remaining of twenty-five thousand dollars appropriated by the river and harbor Act of eighteen hundred and ninety-six for said Yaquina Bay, or so much thereof as may be necessary, may be expended in removing the cluster of rocks on one side of the channel, located about two thousand feet beyond the end of the south jetty, in accordance with the recommendation of a board of engineers made November fourteenth, eighteen hundred and ninety-nine, in House Document Numbered One hundred and ten, Fifty-sixth Congress, first session.

Yaquina Bay, Oreg.
Vol. 29, p. 214.

Ashland Harbor, Wisconsin: That in lieu of completing the shore end of the breakwater at Ashland, Wisconsin, as provided for in the river and harbor Act of March third, eighteen hundred and ninety-nine, there shall be substituted a breakwater, starting at a point on the shore about two thousand six hundred feet east of the point at which the existing shore arm of breakwater would meet shore if prolonged, and running in a direction parallel to existing breakwater for a distance of four thousand seven hundred feet, or of such a length as may be necessary to fully protect the harbor of Ashland.

Ashland Harbor,
Wis.
Vol. 30, p. 1132.

Warroad River, Minnesota: The following paragraph in an Act entitled “An Act making appropriations for the construction, repair, and preservation of certain public works on rivers and harbors, and for other purposes,” approved March third, eighteen hundred and ninety-nine, to wit:

Warroad River,
Minn.
Vol. 30, p. 1145,
amended.

“For removing a sand bar at the mouth of Warroad River, Minnesota, three thousand dollars, or so much thereof as may be necessary,” is hereby amended so as to read as follows:

“For improving the mouth of Warroad River, Minnesota, three thousand dollars, or so much thereof as may be necessary.”

Mississippi River,
Vol. 30, p. 1127,
amended.

Outlet of Mississippi River: Section one of the Act entitled "An Act making appropriations for the construction, repair, and preservation of certain public works on rivers and harbors, and for other purposes," approved March third, eighteen hundred and ninety-nine, be, and the same is hereby, amended as follows: In the paragraph beginning "Improving outlet of the Mississippi River," strike out the word "two" before the word "dredges" and insert in lieu thereof the words "one or more."

East Channel, New
York Harbor, re-
named Ambrose
Channel.
Vol. 30, p. 1123.
Post, p. 627.

SEC. 5. That the so-called East Channel across Sandy Hook Bar, New York Harbor, for the improvement of which provision was made by the river and harbor Act approved March third, eighteen hundred and ninety-nine, shall hereafter be known as Ambrose Channel.

Guam.
Harbor improve-
ment board author-
ized.

SEC. 6. That the Secretary of the Navy is hereby authorized and directed to appoint two naval officers, and the Secretary of War one engineer officer, to constitute a board whose duty it shall be, under the direction of the Secretary of the Navy, to make a survey, plan, and estimates for the improvement of a harbor at the island of Guam; and the sum of ten thousand dollars, or so much thereof as may be necessary, is hereby appropriated, out of any money in the Treasury not otherwise appropriated, for this purpose.

Approved, June 6, 1900.

June 6, 1900.

CHAP. 791.—An Act Making appropriations for sundry civil expenses of the Government for the fiscal year ending June thirtieth, nineteen hundred and one, and for other purposes.

Appropriations for
sundry civil expenses.

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled, That the following sums be, and the same are hereby, appropriated, for the objects hereinafter expressed, for the fiscal year ending June thirtieth, nineteen hundred and one, namely:

Treasury Department.

UNDER THE TREASURY DEPARTMENT.

Public buildings.

PUBLIC BUILDINGS.

Altoona, Pa.

For court-house and post-office at Altoona, Pennsylvania: The Secretary of the Treasury is hereby authorized to enter into a contract or contracts for the completion of said building within its present limit of cost.

Albany, N. Y.

For custom-house and post-office at Albany, New York: For making cellar water-tight and for special necessary repairs to building and approaches, twenty-five thousand dollars.

Boston, Mass.

For post-office and subtreasury at Boston, Massachusetts: For repairs of the building, installation of elevator system, remodeling, and plumbing, and work incident to electric-light service, one hundred and seventy-five thousand dollars.

Baltimore, Md.

For custom-house at Baltimore, Maryland: For continuation of building under present limit, one hundred and fifty thousand dollars, and the Secretary of the Treasury is hereby authorized to enter into a contract or contracts for the completion of said building within its present limit of cost.

—repairs, old court-
house building.

For rental of temporary quarters for the accommodation of custom-house and other Government officials at Baltimore, Maryland, and for removing furniture, fixtures, safes, and other Government property, and for repairing the old United States court-house building and the adjacent building erected by the city of Baltimore and to adapt the same to the uses of Government offices, twenty-three thousand dollars: *Provided*, That all the provisions in the sundry civil Act approved March second, eighteen hundred and ninety-five, relating to the build-

Proviso.
Building for use of
State courts.