

address similar to the double postal card; said letter-sheet and double postal card and double envelope to be issued under such regulations as the Postmaster-General may prescribe: *Provided*, That the appropriation for postal cards and letter-envelopes for the years ending June thirtieth, eighteen hundred and seventy-nine and eighteen hundred and eighty, shall be available for the purchase of said letter-sheet envelopes, double or return postal cards, and double-letter envelopes: *And provided*, That no money shall be paid for royalty or patent on any of the articles named.

Proviso.

Proviso.

SEC. 33. That so much of this act as is embraced in sections four to thirty-one both inclusive, shall take effect from the first day of May, 1879, and all acts or parts of acts inconsistent with the provisions of this act, are hereby repealed.

*In force.
Repeals.*

Attest:

Approved, March 3, 1879.

CHAP. 181.—An act making appropriations for the construction, repair, preservation, and completion of certain works on rivers and harbors, and for other purposes.

March 3, 1879.

Be it enacted by the Senate and House of Representatives of the United 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 expended, under the direction of the Secretary of War, for the construction, completion, repair and preservation of the public works hereinafter named:

Appropriations.
Rivers and harbors.

For improving Penobscot River, Maine, six thousand dollars.

Penobscot River.

For improving harbor at Belfast, Maine, five thousand dollars.

Belfast Harbor.

For improving Richmond Island Harbor, Maine, three thousand dollars.

Richmond Island Harbor.

For improving Kennebunk River, Maine, two thousand dollars.

Kennebunk River.

For improving Merrimac River, Massachusetts, five thousand dollars.

Merrimac River.

For repair of harbor at Plymouth, Massachusetts, three thousand five hundred dollars

Plymouth Harbor.

For the maintenance and annual repairs of the harbor at Provincetown, Massachusetts, one thousand dollars.

Provincetown Harbor.

For improving the harbor of Hyannis, Massachusetts, two thousand five hundred dollars; of which sum five hundred dollars, or so much thereof as may be necessary, shall be expended in the removal of the wreck at that point.

Hyannis Harbor.

For improving Taunton River, Massachusetts, one thousand dollars.

Taunton River.

For improving Providence River and Narragansett Bay, Rhode Island, sixty thousand dollars.

Providence River and Narragansett Bay.

For improving Little Narragansett Bay, Rhode Island and Connecticut, five thousand dollars.

Little Narragansett Bay.

For improving Connecticut River below Hartford, Connecticut, including dredging between Hartford and Middletown, ten thousand dollars.

Connecticut River.

For improving harbor at Stonington, Connecticut, thirty-seven thousand five hundred dollars.

Stonington Harbor.

For improving Thames River, Connecticut, to secure a fourteen-foot channel twelve thousand dollars.

Thames River.

For improving harbor at Bridgeport, Connecticut, ten thousand dollars.

Bridgeport Harbor.

For improving harbor at Norwalk, Connecticut, ten thousand dollars: of which sum not exceeding one thousand five hundred dollars shall be expended on the bar below the bridge.

Norwalk Harbor.

For improving harbor at Port Jefferson, Long Island Sound, New York, five thousand dollars.

Port Jefferson Harbor.

For improving harbor at New Haven, Connecticut, fifteen thousand dollars.

New Haven Harbor.

For improving Hudson River, New York, thirty thousand dollars.

Hudson River.

East River and Hell Gate.	For removing obstructions in East River and Hell Gate, New York, two hundred and fifty thousand dollars.
Echo Harbor.	For improving Echo Harbor, New Rochelle, New York, three thousand dollars.
Plattsburg Harbor.	For improving harbor at Plattsburg, New York, dredging, two thousand dollars.
Raritan River.	For improving Raritan River, New Jersey, sixty thousand dollars.
Superior Bay.	For improving Superior Bay, Wisconsin, five thousand dollars.
Duluth Harbor.	For improving Duluth Harbor, Minnesota, twenty-five thousand dollars.
Passaic River.	For improving Passaic River, New Jersey, two thousand dollars.
East Chester Creek.	For improving East Chester Creek, New York, three thousand five hundred dollars.
Burlington Harbor, Vt.	For improving harbor at Burlington, Vermont, fifteen thousand dollars.
Swanton Harbor.	For improving harbor at Swanton, Vermont, six thousand dollars.
Otter Creek.	For improving Otter Creek, Vermont, five thousand dollars.
Lewes pier.	For constructing pier in Delaware Bay, near Lewes, Delaware, ten thousand five hundred dollars.
Newcastle ice-harbor.	For piers of ice-harbor at New Castle, Delaware, five thousand five hundred dollars.
Wilmington Harbor, Del.	For improving harbor at Wilmington, Delaware, three thousand five hundred dollars.
Schuylkill River.	For improving Schuylkill River, Pennsylvania, twenty-five thousand dollars.
Delaware River.	For improving Delaware River below Bridesburg, Pennsylvania, forty-five thousand dollars.
Delaware River.	For improving Delaware River between Trenton and White Hill, New Jersey, six thousand dollars.
Allegheny River.	For the improvement of the navigation of the Allegheny River from the mouth of French Creek to Pittsburgh, Pennsylvania, ten thousand dollars.
Cohansey Creek.	For improving Cohansey Creek, New Jersey, four thousand five hundred dollars.
Baltimore Harbor.	For improving harbor at Baltimore, Maryland, one hundred and sixty thousand dollars.
Wicomico River.	For improving Wicomico River, Maryland, three thousand dollars.
James River.	For improving James River, Virginia, seventy-five thousand dollars.
Appomattox River.	For improving Appomattox River, Virginia, twenty thousand dollars.
Great Kanawha River.	For improving Great Kanawha River, West Virginia, one hundred and fifty thousand dollars.
Cape Fear River.	For improving Cape Fear River, North Carolina, one hundred thousand dollars.
Breton Bay.	For improving Breton Bay, Leonardtown, Maryland, four thousand dollars.
Nomoni Creek.	For improving mouth of Nomoni Creek, Virginia, two thousand five hundred dollars.
Rappahannock River.	For improving Rappahannock River, Virginia, ten thousand dollars.
Norfolk Harbor.	For improving harbor at Norfolk, Virginia, and its approaches, seventy-five thousand dollars.
Washington Harbor.	For improving the harbors and channels at Washington and Georgetown, District of Columbia, fifty thousand dollars; of which sum twenty thousand dollars shall be expended in dredging the channel of the Potomac River between the Long Bridge and the United States Arsenal, and thirty thousand dollars shall be expended in Georgetown harbor and channel; and the whole of said sum of fifty thousand dollars is hereby directed to be so expended as to produce the greatest immediate benefit to navigation and commerce.
Blackwater River.	For improving Blackwater River, Virginia, two thousand five hundred dollars.

For improving Neuse River, North Carolina, forty-five thousand dollars.	Neuse River
For improving Hampton River, Virginia, two thousand dollars.	Hampton River.
For improving Chickahominy River, Virginia, one thousand dollars.	Chickahominy River.
For improving French Broad River, North Carolina, five thousand dollars.	French Broad River.
For improving Pamlico River, North Carolina, three thousand dollars.	Pamlico River.
For improving harbor at Edenton, North Carolina, one thousand dollars.	Edenton Harbor.
For improving harbor at Charleston, South Carolina, two hundred thousand dollars.	Charleston Harbor, S. C.
For improving harbor at Savannah, Georgia, one hundred thousand dollars.	Savannah Harbor.
For improving inside passage between Fernandina and Saint John's, Florida, seven thousand dollars.	Fernandina and Saint John's Passage.
For improving harbor at Cedar Keys, Florida, including removal of wrecks, fifteen thousand dollars.	Cedar Keys Harbor.
For improving Choctawhatchee River, Florida and Alabama, five thousand dollars.	Choctawhatchee River.
For improving Alabama River, Alabama, thirty thousand dollars.	Alabama River.
For improving Chattahoochee River, Georgia, fifteen thousand dollars.	Chattahoochee River.
For improving Flint River, Georgia, seven thousand dollars.	Flint River.
For improving Saint Augustin's Creek, Georgia, five thousand dollars.	Saint Augustin's Creek.
For improving Warrior and Tombigbee Rivers, Alabama and Mississippi, thirty thousand dollars; of which sum ten thousand dollars shall be expended on the Tombigbee above Columbus, and twenty thousand dollars on the Warrior and Tombigbee below Columbus.	Warrior and Tombigbee Rivers.
For improving the Apalachicola River, Florida, including the slough connecting the Apalachicola with the Chippola River, five thousand dollars.	Apalachicola River, etc.
For improving New River from Lead Mines in Wythe County, Virginia, to mouth of Greenbrier, twelve thousand dollars.	New River.
For improving Pensacola Harbor, Florida, ten thousand dollars	Pensacola Harbor.
For improving harbor at New Orleans, Louisiana, sixty thousand dollars.	New Orleans Harbor.
For deepening channel of Sabine Pass and at Blue Buck Bar, Texas, twenty-five thousand dollars.	Sabine Pass.
For improving entrance to Galveston Harbor, Texas, one hundred thousand dollars.	Galveston Harbor.
For improving Narrows of Sabine River above Orange, Texas, and to deepen the channel at the mouth of the Sabine River, six thousand dollars	Sabine River.
For improving mouth of Trinity River, Texas, two thousand five hundred dollars.	Trinity River.
For improving mouth of Neches River, Texas, five thousand dollars.	Neches River.
For improving Passo Cavallo Inlet into Matagorda Bay, Texas, twenty-five thousand dollars.	Passo Cavallo Inlet.
For examinations and surveys of South Pass of the Mississippi River: To ascertain the depth of water and width of channel secured and maintained from time to time by James B. Eads at the South Pass of the Mississippi River, and to enable the Secretary of War to report during the construction of the work the payments made from time to time, and the probable times of other payments, and to report during the construction of the work all important facts relating to the progress of the same, materials used, and the character and permanency with which the said jetties and auxiliary works are being constructed, as required by act approved March third, eighteen hundred and seventy-	Examination and surveys of South Pass.

- 1878, ch. 313,
Ante, 168.
- Red River Raft. For removing raft in Red River and closing Tones Bayou, Louisiana, fifteen thousand dollars.
- Red River. For removing obstructions from Red River, Louisiana, twenty-two thousand five hundred dollars.
- Cypress Bayou. For improving Cypress Bayou, Texas and Louisiana, six thousand dollars.
- Red River. For improving mouth of Red River, Louisiana, forty thousand dollars.
- Mississippi River. For improving harbor and the Mississippi River at Memphis, Tennessee, thirty seven thousand dollars.
- Mississippi River. For improving Mississippi River at and near Vicksburg, and protection of harbor at Vicksburg, Mississippi, fifty thousand dollars.
- Ouachita River. For improving Ouachita River, Arkansas and Louisiana, ten thousand dollars.
- Yazoo River. For improving Yazoo River, Mississippi, fifteen thousand dollars.
- Mississippi River. For annual expense of gauging the waters of the Mississippi River and its tributaries: Continuing observation of the rise and fall of the river and its chief tributaries, as required by joint resolution of February twenty-first, eighteen hundred and seventy-one, five thousand dollars.
- Mississippi, Missouri, and Arkansas Rivers. For improving Mississippi, Missouri, and Arkansas Rivers: Removing snags, sand-bars, wrecks, and other obstructions, and correcting and deepening the channel, one hundred and ninety thousand dollars; of which sum one hundred thousand dollars shall be expended on the Mississippi River, sixty thousand dollars shall be expended on the Missouri River, and thirty thousand dollars shall be expended on the Arkansas River.
- Mississippi River. For improving Mississippi River from Saint Paul to Des Moines Rapids, one hundred thousand dollars: *Provided*, That not exceeding twenty thousand dollars thereof may be used by the Secretary of War in his discretion in making a practical test of the flume invented by M. J. Adams, the said test to be made under the supervision and direction of said Adams, but without compensation to said Adams for his services; *And provided further*, That such test shall not be made until the right shall be secured to the United States to use said flume, in the event of the favorable result of said test, upon terms satisfactory to the Secretary of War.
- Missouri River. For survey of Missouri River from its mouth to Fort Benton, Montana, thirty thousand dollars.
- Missouri River. For improving Missouri River at or near Fort Leavenworth, ten thousand dollars.
- Arkansas River. For improvement of Arkansas River, between Fort Smith, Arkansas, and Wichita, Kansas, twenty thousand dollars.
- Missouri River. For improving Missouri River at Sioux City, Iowa, ten thousand dollars; which sum shall be available on the passage of this act.
- Missouri River. For improving Missouri River at Atchison, Kansas, twenty thousand dollars.
- Missouri River. For improving Missouri River opposite Saint Joseph, nine thousand dollars.
- Missouri River. For improving Missouri River at Eastport, Iowa, and at Nebraska City, Nebraska, thirty thousand dollars.
- Missouri River. For improving Missouri River at Council Bluffs, Iowa, and at Omaha, Nebraska, fifty thousand dollars.
- Missouri River. For improving Missouri River above mouth of the Yellowstone River, forty-five thousand dollars.
- Mississippi River. For improving the Mississippi River between the mouths of the Illinois and Ohio Rivers, two hundred thousand dollars; of which sum, fifteen thousand dollars shall be expended between the mouths of the Illinois and Missouri Rivers, thirty thousand dollars between the foot of

Dickey's Island and the mouth of the Ohio River, and eight thousand dollars between Islands Numbers Fourteen and Fifteen, near the town of Kaskaskia, Illinois.

For improving Upper Mississippi River: Operating snagboat twenty thousand dollars. Upper Mississippi River.

For improving Mississippi River from Des Moines Rapids to mouth of the Illinois River, forty thousand dollars. Mississippi River.

For improving White River, Arkansas, ten thousand dollars. White River.

For improving Rush Chute and the harbor of Burlington, Iowa, five thousand dollars. Rush Chute.

For improving harbor at Fort Madison, Iowa, three thousand six hundred dollars. Fort Madison Harbor.

For removing bar in the Mississippi River opposite Dubuque, Iowa, four thousand dollars. Mississippi River.

For improving Des Moines Rapids, twenty-five thousand dollars. Des Moines Rapids.

For operating the canal at Des Moines Rapids, forty thousand dollars. Canal at Des Moines Rapids.

For improving Rock Island Rapids, Mississippi River, six thousand dollars. Rock Island Rapids.

For improving Galena River and harbor, Illinois, twelve thousand dollars. Galena River.

For improving Saint Croix River below Taylor's Falls, eight thousand dollars. Saint Croix River.

For improving Red River of the North, Minnesota, and Dakota, exclusively for dredging, twenty-five thousand dollars. Red River of the North.

For improving Illinois River, forty thousand dollars. Illinois River.

For improving Cumberland River below Nashville, Tennessee, forty thousand dollars. Cumberland River.

For improving Fourche Le Fevre River, Arkansas, ten thousand dollars. Fourche Le Fevre River.

For improving Cumberland River above Nashville, Tennessee, thirty-nine thousand dollars; of which sum eighteen thousand dollars shall be expended from Nashville to the Kentucky line, six thousand dollars from the Kentucky line to Smith's Shoals, and fifteen thousand dollars at Smith's Shoals. Cumberland River.

For improving Tennessee River above Chattanooga, eleven thousand five hundred dollars. Tennessee River.

For improving Tennessee River below Chattanooga, including Muscle Shoals, and Duck River Shoal, and the Shoal at Reynoldsburg, two hundred and ten thousand dollars: *Provided*, That whenever, in the prosecution or maintenance of the work of improving Tennessee River between Decatur and Florence, in the State of Alabama, it may be necessary, in the judgment of the Secretary of War, to take possession of any lands for canals or cut-offs, and a reasonable price for the same can be agreed upon between the owner of said lands and the officer in charge of said work on the part of the United States, the Secretary of War may authorize the purchase of said lands: *Provided*, That in case the owners of said lands shall refuse to sell the same at a reasonable price, then the price to be paid shall be determined, and the title and jurisdiction procured, in the manner prescribed by the laws of the State of Alabama; *And provided*, That in either case the entire cost of such lands to the United States shall not exceed ten thousand dollars. Tennessee River. *Proviso.* *Lands for cut-offs.* *Proviso.* *Condemnation.* *Proviso.* *Total cost.*

In consideration of the proposition of the Buffalo Bayou Ship Channel Company to turn over their work at Morgan's Point, and to surrender their charter granted by the legislature of Texas, and the rights accruing thereunder, to the United States, which proposition is now on file in the War Department, and is hereby accepted, the government hereby adopts the line surveyed from the cut in Red Fish Bar to the cut in Morgan's Point, and the sum of eighty thousand dollars is hereby appropriated for the improvement of that line; *Provided*, That no part of said sum shall be expended until said Buffalo Bayou Ship Channel Ship Channel. *Proviso.*

Company shall file with the Secretary of War in manner and form to be by him approved, their acceptance of this provision of this act.

- Coosa River. For improving Coosa River, Georgia and Alabama, forty-five thousand dollars.
- Hiawassee River. For improving Hiawassee River, Tennessee, three thousand dollars.
- Oostenaula and Coosawattee Rivers. For improving Oostenaula and Coosawattee Rivers, Georgia, three thousand dollars.
- Ocmulgee River. For improving Ocmulgee River, Georgia, seven thousand dollars.
- Oconee River. For improving Oconee River, Georgia, one thousand five hundred dollars.
- Muskingum River ice-harbor. For an ice harbor at the mouth of the Muskingum River, Ohio, thirty thousand dollars.
- Ohio River. For improving the Ohio River, two hundred and fifty thousand dollars; of which sum fifty thousand dollars or so much thereof as may be necessary, shall be expended in the removal of obstructions at Grand Chain, and not exceeding one hundred thousand dollars on the Davis Island Dam.
- Little Kanawha River. For improving Little Kanawha River, West Virginia, dredging, removing obstructions, and for wing-dams, if required, eighteen thousand dollars.
- Guyandotte River. For improving Guyandotte River, West Virginia, one thousand dollars.
- Ontonagon Harbor. For improving harbor at Ontonagon, Michigan, seventeen thousand dollars: of which sum fifteen thousand dollars shall be expended in the construction of piers, and two thousand dollars in dredging.
- Big Sandy River. For improving Big Sandy River from Catlettsburg, Kentucky, to Head of Navigation, twelve thousand dollars.
- Wabash River. For improving Wabash River, Indiana, twenty thousand dollars.
- Eagle Harbor. For improving Eagle Harbor, Michigan, two thousand dollars.
- Marquette Harbor. For improving harbor at Marquette, Michigan, for repairs, one thousand five hundred dollars.
- Menomonee Harbor. For improving harbor at Menomonee, Wisconsin, ten thousand dollars.
- Green Bay Harbor. For improving harbor at Green Bay, Wisconsin, four thousand dollars.
- Sturgeon Bay harbor of refuge. For harbor of refuge at entrance of Sturgeon Bay Canal, Wisconsin, thirty thousand dollars.
- Ahnapee Harbor. For improving harbor at Ahnapee, Wisconsin, seven thousand dollars.
- Two Rivers Harbor. For improving harbor at Two Rivers, Wisconsin, twenty thousand dollars.
- Manitowoc Harbor. For improving harbor at Manitowoc, Wisconsin, six thousand five hundred dollars.
- Sheboygan Harbor. For improving harbor at Sheboygan, Wisconsin, repairs and dredging, three thousand dollars.
- Port Washington Harbor. For improving harbor at Port Washington, Wisconsin, seven thousand five hundred dollars.
- Milwaukee Harbor. For improving harbor at Milwaukee, Wisconsin, seven thousand five hundred dollars.
- Racine Harbor. For improving harbor at Racine, Wisconsin, six thousand dollars.
- Kenosha Harbor. For improving harbor at Kenosha, Wisconsin, five thousand dollars.
- Fox and Wisconsin Rivers. For improving Fox and Wisconsin River, Wisconsin, one hundred and fifty thousand dollars.
- Chicago Harbor. For improving harbor at Chicago, Illinois, seventy-five thousand dollars.
- Calumet Harbor. For improving harbor at Calumet, Illinois, twelve thousand dollars.
- Michigan City Harbor. For improving harbor at Michigan City, Indiana, forty thousand dollars.
- Charlevoix Harbor. For improving harbor at Charlevoix, Michigan, nine thousand dollars.
- Frankfort Harbor. For improving harbor at Frankfort, Michigan, four thousand dollars.

For improving harbor at Manistee, Michigan, ten thousand dollars.	Manistee Har- bor.
For improving harbor at Ludington, Michigan, five thousand dollars.	Ludington Har- bor.
For improving harbor at Pentwater, Michigan, six thousand dollars.	Pentwater Har- bor.
For improving harbor at White River, Michigan, seven thousand five hundred dollars	White River Harbor.
For improving Saint Mary's River and Saint Mary's Falls Canal three hundred thousand dollars; of which sum two hundred thousand dollars shall be expended on the canal, and one hundred thousand dollars shall be expended on the survey and improvement of the river towards obtaining a depth in present channel of sixteen feet.	Saint Mary's Riv- er and canal.
For improving harbor at Grand Haven, Michigan, nine thousand dol- lars.	Grand Haven Harbor.
For improving harbor at Black Lake, Michigan, six thousand dollars.	Black Lake Har- bor.
For improving harbor at Saugatuck, Michigan, five thousand dollars.	Saugatuck Har- bor.
For improving harbor at South Haven, Michigan, seven thousand five hundred dollars.	South Haven Harbor.
For improving river and harbor at Saint Joseph, Michigan, six thousand dollars.	Saint Joseph Ri- ver and harbor.
For harbor of refuge at Lake Huron, Michigan, seventy-five thousand dollars.	Lake Huron har- bor of refuge.
For improving Detroit River, Michigan, fifty thousand dollars.	Detroit River.
For improving Saint Clair Flats, Michigan, repairs of canal, three thousand dollars.	Saint Clair Flats.
For improving harbor at Muskegon, Michigan, five thousand dollars.	Muskegon Har- bor.
For improving Saginaw River, Michigan, eight thousand dollars.	Saginaw River
For improving harbor at Cheboygan, Michigan, three thousand dol- lars.	Cheboygan Har- bor.
For improving harbor at Monroe, Michigan, two thousand dollars.	Monroe Harbor.
For improving harbor and river at Au Sable, Michigan, seven thou- sand dollars.	Au Sable Harbor and River.
For improving harbor at Toledo, Ohio, twenty thousand dollars.	Toledo Harbor.
For improving harbor at Port Clinton, Ohio, ten thousand dollars.	Port Clinton Har- bor.
For improving and surveying harbor at Sandusky City, Ohio, one thousand dollars.	Sandusky City Harbor.
For improving harbor at Cleveland, Ohio, one hundred thousand dollars.	Cleveland Har- bor.
For improving harbor at Ashtabula, Ohio, nine thousand dollars.	Ashtabula Har- bor.
For improving harbor at Erie, Pennsylvania, twenty-five thousand dollars.	Erie Harbor.
For improving harbor at Buffalo, New York, one hundred thousand dollars.	Buffalo Harbor.
For improving harbor at Oak Orchard, New York, one thousand dollars.	Oak Orchard Harbor.
For improving harbor at Charlotte, New York, repair of piers, one thousand dollars.	Charlotte Har- bor.
For improving harbor at Pultneyville, New York, four thousand dol- lars.	Pultneyville Harbor.
For improving harbor at Great Sodus Bay, New York, two thousand dollars.	Great Sodus Bay Harbor.
For improving Oakland Harbor, California, sixty thousand dollars; but this sum shall not be available until the right of the United States to the bed of the estuary and training-walls of this work is secured, free of expense, to the government, in a manner satisfactory to the Secretary of War; and if said right shall not have been so secured by September first, eighteen hundred and seventy-nine, said sum shall be returned into the Treasury.	Oakland Harbor. <i>Conditions.</i>

Little Sodus Bay Harbor.	For improving harbor at Little Sodus Bay, New York, five thousand dollars.
Oswego Harbor.	For improving harbor at Oswego, New York, ninety thousand dollars.
Wilmington Harbor, Cal.	For improving harbor at Wilmington, California, twelve thousand dollars.
Sacramento River.	For improving Sacramento River, California, twenty thousand dollars.
Lower Willamette and Columbia Rivers.	For improving Lower Willamette and Columbia Rivers, from Portland, Oregon, to the sea, forty-five thousand dollars.
Upper Willamette River.	For improving Upper Willamette River, twelve thousand dollars.
Upper Columbia and Snake Rivers.	For improving Upper Columbia River, including Snake River, twenty thousand dollars.
Columbia Cascades Canal.	For constructing canal around the Cascades of Columbia River, one hundred thousand dollars.
Columbia River bar.	For continuing the survey and observation of currents at the bar of the mouth of the Columbia River, five thousand dollars.
River-bank at Fort Brown.	For protection of river-bank at Fort Brown, Texas, seven thousand dollars.
Reservoirs at sources of Mississippi and other rivers.	For examinations and surveys for reservoir at sources of the Mississippi, Saint Croix, Chippewa, and Wisconsin Rivers: Completing survey, twenty-five thousand dollars.
Coos Bay and harbor.	For improving the entrance to Coos Bay and harbor of, Oregon, forty thousand dollars.
Lower Clearwater River.	For improving Lower Clearwater River, Idaho, five thousand dollars.
Elk River. 1878, ch. 264, <i>Ante</i> , 157.	For improving Elk River, West Virginia, the sum of five thousand dollars, appropriated by the act of June eighteenth, eighteen hundred and seventy-eight, is directed to be expended in the removal of obstructions to open navigation from Braxton Court House to the mouth of Big Sandy; <i>Provided, however</i> , That not exceeding five hundred dollars thereof may be expended for the improvement of steamboat navigation at Jarrett's Ford, but in no way to obstruct navigation by boats and rafts.
<i>Proviso.</i>	
Scuppernong River.	For improving Scuppernong River, North Carolina, two thousand dollars.
Mispillian Creek.	For improving Mispillian Creek, Delaware, three thousand dollars.
Delaware River.	For improving Delaware River at or near Cherry Island Flats, one hundred thousand dollars.
Kentucky River.	For improving the Kentucky River from the mouth to Three Forks, according to estimate and report of Major William E. Merrill, January fourteenth, eighteen hundred and seventy-nine, one hundred thousand dollars.
Woodbridge Creek.	For improving Woodbridge Creek, New Jersey, four thousand dollars.
Elizabeth River.	For improving Elizabeth River, New Jersey, to secure a seven-foot channel, seven thousand five hundred dollars.
Rahway River.	For improving Rahway River, New Jersey, deepening channel, and removing obstructions, ten thousand dollars.
Flushing Bay.	For improving Flushing Bay, New York, twenty thousand dollars.
Yellowstone River.	For improving Yellowstone River, twenty-five thousand dollars.
Mobile Harbor.	For improving Mobile Harbor, to secure a seventeen-foot channel, one hundred thousand dollars.
San Diego Harbor.	For improving and repairing San Diego Harbor, California, one thousand dollars.
Big Sunflower River.	For improving Big Sunflower River, Mississippi, twenty-thousand dollars.
Coldwater River.	For improving Coldwater River, Mississippi, seven thousand dollars.
Tallahatchie River.	For improving Tallahatchie River, Mississippi, six thousand dollars.

For improving Upper Red River from Fulton to the head of the Raft, ten thousand dollars.	Upper Red River.
For improving Urbana Creek, Virginia, five thousand dollars.	Urbana Creek.
For improving Monongahela River, West Virginia and Pennsylvania, to be expended in completing lock and dam at Hoard's Rock, twenty-four thousand dollars.	Monongahela River.
For improving Boston Harbor, to be expended in the improvement of Anchorage Shoals, the channel at the lower middle, and dredging the upper harbor, near the mouth of Mystic River, fifty thousand dollars.	Boston Harbor.
For improving Staunton River, Virginia, five thousand dollars.	Staunton River.
For improving Missouri River at Cedar City, ten thousand dollars.	Missouri River.
For improving Missouri River at and near Glasgow, fifteen thousand dollars.	Missouri River.
For improving Bayou La Fourche, Louisiana, including removal of obstructions and deepening of channel, ten thousand dollars.	Bayou La Fourche.
For construction of breakwater at New Haven, Connecticut, thirty thousand dollars.	New Haven Breakwater.
For improving entrance to Woods Holl Harbor, Massachusetts, fifteen thousand dollars, to secure a channel two hundred feet wide and ten feet deep.	Woods Holl Harbor.
For improving Manasquan River, New Jersey, twelve thousand dollars.	Manasquan River.
For improving harbor at Grand Marias, Minnesota, ten thousand dollars.	Grand Marias Harbor.
For improving harbor at Muscatine, Iowa, seven thousand five hundred dollars.	Muscatine Harbor.
For improving White and Saint Francis Rivers, Arkansas, twelve thousand dollars.	White and Saint Francis Rivers.
For improving L'Anguille River, Arkansas, five thousand dollars.	L'Anguille River.
For ice harbor at or near Cincinnati, Ohio, the sum of fifty thousand dollars, appropriated by act of June eighteenth, eighteen hundred and seventy eight, is hereby declared available for the ensuing year.	Cincinnati ice-harbor. 1878, ch. 264, <i>Ante</i> , 155.
For improving Cambridge Harbor and Pocomoke River, Maryland, two thousand five hundred dollars each.	Cambridge Harbor. Pocomoke River.
For improving harbor at Queenstown, Maryland, three thousand dollars.	Queenstown Harbor.
For improving North Landing River, Virginia and North Carolina, twenty five thousand dollars.	North Landing River.
For improving Lubec Channel, Maine, ten thousand dollars; and for the purpose of this improvement the unexpended balance of the appropriations made for the improvement of the Saint Croix River by the acts of March second, eighteen hundred and sixty seven, March third, eighteen hundred and seventy three, and June twenty third, eighteen hundred and seventy four, are hereby made available.	Lubec Channel. 1867, ch. 144, 14 Stat., 420. 1873, ch. 233, 17 Stat., 565. 1874, ch. 457, 18 Stat., 241.
For harbor of refuge at Portage Lake, Lake Michigan, ten thousand dollars.	Portage Lake harbor of refuge.
For Onancock Harbor, Virginia, three thousand dollars.	Onancock Harbor.
For improving Trent River, North Carolina, seven thousand dollars.	Trent River.
For improving Tar River, North Carolina, three thousand dollars.	Tar River.
For improving Aransas Pass and Bay up to Rockport and Corpus Christi, Texas, thirty-five thousand dollars; which sum shall be expended in deepening the channel across the outer bar of Aransas Pass and the protection of the head of Mustang Island: <i>Provided</i> , That if the expenditure of said sum in the manner indicated herein involve the improvement of any channel or way owned or controlled by any corporation or person with the right to levy tolls or otherwise to affect the navigation and commerce thereof, no part of said sum shall be expended until such right, ownership, and control shall have been surrendered and relin-	Aransas Pass and Bay. <i>Proviso.</i>

- quished to the United States, free of cost, in manner and form to be approved by the Secretary of War.
- Missouri River. For improvement of Missouri River at Vermillion, Dakota, five thousand dollars.
- Brunswick Harbor. For improving Brunswick Harbor, Georgia, twenty thousand dollars.
- Portsmouth Harbor. For improving Portsmouth Harbor, New Hampshire, ten thousand dollars.
- Missouri River. For improving Missouri River, at or near Kansas City, thirty thousand dollars.
- Pascagoula River. For improving Pascagoula River, Mississippi, fourteen thousand dollars.
- Pearl River. For improving Pearl River, Mississippi from Jackson to Carthage, six thousand dollars.
- Osage River. For improving the Osage River, Kansas and Missouri, twenty thousand dollars.
- White River, Indiana. For improving White River, Indiana, from the Wabash River to Portersville and to the Falls on West Fork, according to report of Chief of Engineers, without constructing locks and dams, twenty five thousand dollars.
- Saint Anthony's Falls. For sluiceway through public works at Saint Anthony's Falls, Minnesota, ten thousand dollars: *Provided*, That no part of said sum shall be expended for right of way, and that said improvement can be made without expense to the United States further than the actual construction of said sluiceway.
- Proviso.*
- Chippewa River. For the protection of the high sand banks on the Chippewa River, Wisconsin to prevent their erosion and deposition in the Mississippi River, eight thousand dollars: *Provided*, That nothing shall be done, nor shall any improvement be made, on the said Chippewa River, under or in pursuance of this act, or the appropriation hereby made, which shall, directly or indirectly, prevent, interfere with, or obstruct the free navigation of the said river, as heretofore, by steamboats, or other water craft, or the free use thereof, as heretofore, for the running, floating, guiding, or sheering of loose logs or rafts of lumber, or logs upon or down the same, or which shall directly or indirectly, prevent, obstruct, or interfere with the use of any slough, arm, or branch of the said river, as heretofore, for the holding, assorting, or rafting of logs therein.
- Free navigation to be preserved.*
- Shrewsbury River. For improving Shrewsbury River, New Jersey, ten thousand dollars.
- Mississippi River. For improving navigation of Mississippi River, at Quincy Illinois, twenty thousand dollars.
- Harlem River. For improving Harlem River, New York, one hundred thousand dollars; but this appropriation is made subject to the provisions and limitations contained in the act of June eighteenth, eighteen hundred and seventy eight, relating to said Harlem River improvement and the right of way therefor.
- Proviso.*
1878, ch. 264,
Ante, 158.
- Delaware River. For improving Delaware River at Schooner Ledge, fifty thousand dollars;
- Harbor of refuge, Pacific Coast. That the sum of one hundred and fifty thousand dollars be, and the same is hereby, appropriated, out of any moneys in the Treasury not otherwise appropriated, to be expended by the Secretary of War in the commencement of the construction of a breakwater and harbor of refuge at such point on the Pacific Ocean between the Straits of Fuca and San Francisco, California, as may, in the opinion of a majority of the board of United States engineers for the Pacific coast, be most suitable, the interests of commerce, local and general, being considered.
- Currituck Sound. For continuing the improvement of Currituck Sound and North River Bar, North Carolina, twenty-five thousand dollars.
- Potomac River. For dredging a channel in the Potomac River through the flats in front of the landing at Mount Vernon, four thousand dollars.
- Yadkin River. For Yadkin River, North Carolina, twenty thousand dollars.
- Manner of making improvements.* It shall be the duty of the Secretary of War to apply the money herein appropriated for improvements, other than surveys and estimates, in

carrying on the various works by contract or by hired labor, at his discretion, and as in his judgment may be most advantageous to the government: and, where said works are done by contract, such contracts shall be made after sufficient public advertisement for proposals in such manner and form as the Secretary of War shall prescribe; and such contracts shall be made with the lowest responsible bidders therefor, accompanied by such securities as the Secretary of War shall require. *Contracts after advertisement.*

SEC. 2. That the Secretary of War is hereby directed, at his discretion, to cause examinations or surveys, or both, and estimates of cost of improvements proper, to be made at the following points, namely: *Examinations and surveys.*

The outlet of Lake Winnepesaukee, New Hampshire;

Nantucket Harbor, Massachusetts;

Broad Bay, Virginia;

Link Horn Bay, Virginia;

Lin Haven Bay, Virginia;

Chincoteague Inlet, Virginia;

Shenandoah River, Virginia and West Virginia.

Cathanse, Maine;

The Delaware at Chester and Marcus Hook, Pennsylvania, to ascertain its adaptability for an ice-harbor;

New Town Creek, at mouth of East River, New York;

Nanticoke River, Delaware and Maryland;

Channel leading into Cabin Creek, Maryland;

Northeast River, Maryland;

Lockwood's Folly River, North Carolina.

Tread Haven Creek, Maryland, for a distance of three miles below Eastern.

Slaughter Creek, Maryland.

Choptank River, Maryland between Denton and Greensboro';

Secretary Creek, Maryland.

Canal connecting Galveston and Brazos River, Texas.

Bayou Vermillion, Louisiana;

Bayou Teche, Louisiana;

Bayou Courtableau, Louisiana;

Coosa River, from the bridge of Selma River, Rane and Dalton Railroad, to city of Wetumpka, Alabama;

Duck River, from its mouth to Centerville, Tennessee.

Yallahusha River, Mississippi;

Noxubee River, Mississippi;

Cuivre River, Missouri;

The Gasconade River from its mouth to Vienna in Maries County, Missouri;

Arkansas River at Pine Bluff.

Ohio River and mouth of Little Kanawha River, West Virginia, to ascertain the adaptability of that locality for an ice harbor, including a report on the cost and merit of that point compared with the mouth of the Muskingum at Marietta, Ohio, surveyed under the provisions of the act of June eighteenth, eighteen hundred and seventy eight;

Waukegan Harbor, Illinois and Illinois River:

Alton Harbor, Illinois, and the Mississippi River opposite to the mouth of the Missouri:

Breakwater at Mackinac, Michigan;

Harbor of refuge at entrance to Portage Lake and Lake Superior ship canal;

Petaluma Creek, California

Resurvey of Sabine River, Texas, from its mouth to East Hamilton;

Resurvey of Neches River, Texas, from the mouth of the Neches to Bevelport:

Resurvey of Trinity River, Texas, from its mouth to the bridge of the Great Northern Railroad.

Charlotte Harbor and Peace Creek, Florida;

Entrance to Cumberland Sound, Florida and Georgia;

1878, ch. 264,
Ante, 162.

Examinations and surveys, continued.

Withlacooche River, Florida;
 Black River, Arkansas;
 Caney Fork, Cumberland River, Tennessee;
 Saint Joseph River, from its mouth in Michigan to Elkhart, Indiana,
 including channel leading up to Benton Harbor;
 Trinidad Harbor, California;
 Sacramento River, California;
 Tchula Lake, Mississippi;
 Archer's Hope River, Virginia;
 Susquehannah River, Pennsylvania;
 Resurvey of Sebewaing Harbor, Michigan;
 Resurvey of Clinton River, Michigan;
 Resurvey of bar at mouth of Bell River, Michigan;
 Aroostook River, Maine, from boundary line to Masardis;
 Green River and its tributaries, Muddy and Barren Rivers, Kentucky;
 Bayou Deglaize, Louisiana;
 Moosebec Bar, Jonesport, Maine;
 South River, New Jersey, between Raritan River and Old Bridge;
 Bayou Terrebonne, Louisiana;
 Tchefuncta, Tichfaw, and Amite Rivers, Louisiana;
 Cheesequakes Creek, New Jersey;
 Allegheny River, from French Creek to Olean, New York.
 Dan River, Virginia from Clarksville, Virginia to Danbury, North
 Carolina (continued);
 The Mississippi, from Saint Paul to the Falls of Saint Anthony;
 Oconto River, Wisconsin;
 Wolf River, Wisconsin (continued);
 Superior Bay, to determine the best and most economical plan for
 harbor improvement for the head of Lake Superior;
 Resurvey of Ogdensburg Harbor, New York;
 Warrior, from Tuscaloosa to Forks of Sipsey and Mulberry, Alabama;
 Sipsey River, Alabama;
 The Columbia River at the Dalles in Oregon, including plan and speci-
 fications for locks and canal around said point;
 For an accurate examination and survey of Alsea Harbor, Oregon
 and bar in front of it;
 Umpqua River, Oregon, between Scottsburg and its mouth;
 The Cowlitz River, Washington Territory, for purpose of ascertaining
 the cost of removing snags and other obstructions;
 Ship canal across Bergen Neck in Hudson County, New Jersey;
 Tuckahoe Creek, Maryland;
 Chattahoochie River, Alabama, from Geneva to Newton;
 Pea River, Alabama, from Geneva to Elba;
 Cheyenne River, Dakota;
 Continuing survey of the Yellowstone River;
 Port Royal River, near Beaufort South Carolina;
 Survey and estimate for York River Virginia;
 Pamunkey River, in Virginia;
 Bayfield Harbor, Wisconsin;
 Ashland Harbor, Wisconsin;
 Morristique River, Michigan;
 Approaches from Lake Superior to Saint Mary's Falls Ship Canal, for
 a sixteen foot channel;
 Kankakee River, Indiana and Illinois;
 For survey of Broad Creek, a prong of the Nanticoke River, from its
 mouth to Laurel, Delaware;
 For the resurvey of the outlet to Wolf Lake in Lake County Indiana;
 For survey of Waccamaw River, North Carolina;
 For survey of Catawba River, North Carolina;
 The Pee Dee Rivers, South Carolina;
 The Santee River, South Carolina;
 The Wateree River, South Carolina;

The Broad River, South Carolina;
The Catawba River South Carolina;

*Examinations and
surveys, continued.*

For a survey and estimate for a breakwater to be constructed from a point at or near the new canal outlet near New Orleans Louisiana, to the Ponchartrain Rail Road Wharf said Breakwater to be so constructed as to serve as a Harbor of Refuge for all vessels.

SEC. 3. That for the examinations and surveys herein provided for, and for incidental repairs of harbors, for which there is no special appropriation, the sum of one hundred and fifty thousand dollars is hereby appropriated, to be paid out of any moneys in the Treasury not otherwise appropriated. Expenses of examination, etc.

SEC. 4. It shall be lawful for the Arkansas River Transfer Railway Company, a corporation having authority under the laws of the State of Arkansas to build a railway from some suitable point in the city of Little Rock across the Arkansas River to some suitable point in the town of Argenta, all being in the county of Pulaski, in said State, to build a railway transit and wagon bridge across said river, and that when constructed all trains of all railways, terminating at the Arkansas River, at or near the location of said bridge, and all foot passengers, animals, and vehicles, shall be allowed to cross said bridge for a reasonable compensation, to be paid to the owners thereof; and in case of any litigation arising from any obstruction or alleged obstruction to the free navigation of said river, the cause may be tried before the district court of the United States in and for the eastern district of the State of Arkansas. *Arkansas River Transfer Railway Company.*

May bridge Arkansas River.

SEC. 5. That any bridge built under the provisions of this act may, at the option of the company building the same, be built as a draw-bridge, with a pivot, or with unbroken or continuous spans: *Provided*, That if said bridge shall be made with unbroken or continuous spans, it shall not be in any case of a less elevation than fifty feet above extreme high-water mark, as understood at the point of location, to the bottom chord of the bridge, nor shall the span over the main channel of the river be less than two hundred and fifty feet, nor shall there be a greater number of spans than four crossing the remaining width of said river, and the piers of said bridge shall all be parallel with the current of said river; *And provided also*, That if any bridge shall be constructed under this act as a draw-bridge, the same shall be a pivot-draw over the main channel, with spans of not less than one hundred and sixty feet in the clear on each side of the center or pivot pier of said bridge, and that there shall not be a greater number of fixed spans than four crossing the remaining width of said river, and said bridge shall not be less than ten feet above high-water mark, as understood at the location of said bridge, measuring to the bottom chord of said bridge, and all the piers of said bridge shall be parallel with the current of said river: *And provided also*, That said draw shall be opened promptly, upon reasonable signal, for the passage of boats whose construction shall not be such as to admit of their passage under said bridge, except when a railroad train is passing over the same; but in no case shall any unnecessary delay occur in opening the draw after the passage of said train. *Character of structure. Proviso. Proviso.*

SEC. 6. That any bridge constructed under this act and according to its provisions shall be a lawful structure, and shall be recognized and known as a post-route, upon which no higher charge shall be made for the transmission over the same of the mails, the troops, and munitions of war of the United States than the rate paid for their transportation over the railroads or public highways leading to said bridge; and the United States shall have the right of way for postal-telegraph purposes across said bridge. *Post-route.*

SEC. 7. That said bridge shall not be built or commenced until the railway company aforesaid shall submit to the Secretary of War, for his approval, a plan with the necessary drawings of their bridge, conforming to the above requirements, nor until he shall approve the plan and location of said bridge, and notify the company of the same in writing. And should any change be made in the plan of the bridge *Approval of plans.*

during the progress of the work thereon, such change shall be subject likewise to the approval of the Secretary of War; and the said structure shall be at all times so kept and managed as to offer reasonable and proper means for the passage of vessels through or under said structure; and said structure shall be changed, at the cost and expense of the owners thereof, from time to time, as Congress may direct, so as to preserve the free and convenient navigation of said river; and the authority to erect and continue said bridge shall be subject to revocation or modification by law, whenever the public good shall, in the judgment of Congress, so require, without any expense or charge to the United States.

*Right to amend,
etc.*

SEC. 8. That the right to alter or amend this act, so as to prevent or remove all material obstructions to the navigation of said river by the construction of said bridge, without expense to the United States, and, also to repeal this act, is hereby expressly reserved.

*Eads South Pass
jetties.*

SEC. 9. That the fourth and succeeding sections of 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, anno Domini eighteen hundred and seventy-five, authorizing James B. Eads and his associates to create and permanently maintain a wide and deep channel between the South pass of the Mississippi River and the Gulf of Mexico be, and they are hereby, amended so as to provide in lieu of the payments therein provided, that payment to said Eads or his legal representatives shall be made as follows, namely:

1875, ch. 134,
18 Stat., 463,
Amended.

Payments to Eads.

The Secretary of War is hereby authorized and directed to draw his warrant upon the Secretary of the Treasury of the United States in favor of said James B. Eads or his legal representatives for the sum of seven hundred and fifty thousand dollars, which said sum is hereby appropriated; and the Secretary of the Treasury is hereby authorized and directed to pay to said Eads or his legal representatives, out of any money in the Treasury not otherwise appropriated, the sum for which said warrant is drawn.

When a channel shall have been obtained by the action of the jetties and auxiliary works authorized by said act twenty-five feet in depth, and not less than two hundred feet in width at the bottom, through the said jetties, there shall be paid five hundred thousand dollars.

When a channel shall have been obtained through the jetties twenty-six feet in depth, and not less than two hundred feet in width at the bottom, there shall be paid five hundred thousand dollars.

When a channel thirty feet in depth, without regard to width, shall have been obtained through the jetties, there shall be paid five hundred thousand dollars; and the one million dollars provided by the hereinbefore-recited act to be paid by the United States in ten and twenty years shall be earned by said Eads and his associates, and the same, with interest shall be paid to said Eads or his legal representatives, at the times and in the manner provided by said act.

The one hundred thousand dollars per annum provided by said recited act to be paid to said Eads and his associates during a period of twenty years shall be paid at the times and in the manner therein provided; upon the maintenance by said Eads and his associates of a channel through the jetties twenty-six feet in depth, not less than two hundred feet in width at the bottom, and having through it a central depth of thirty feet without regard to width.

1878, ch. 313,
Ante, 168.

Nothing herein contained shall be so construed as to repeal or in any wise affect the provisions of the amendatory act approved June nineteenth, anno Domini eighteen hundred and seventy-eight, by which said Eads is entitled to receive certain moneys to pay for materials furnished, labor done, and expenditures incurred in the construction of the work at the mouth of the Mississippi River; and the whole of the hereinbefore-recited act, approved March third, anno Domini eighteen hundred and seventy-five, except as the same is hereby expressly modified or amended; or has by act heretofore passed been modified or amended,

1875, ch. 134,
18 Stat., 463.

shall be and remain in full force, and have the same effect as if this act had not been passed.

Approved, March 3, 1879.

CHAP. 182.—An act making appropriations for sundry civil expenses of the government for the fiscal year ending June thirtieth, eighteen hundred and eighty, and for other purposes. March 3, 1879.

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

Appropriations.
Sundry civil ex-
penses.

UNDER THE TREASURY DEPARTMENT.

PUBLIC BUILDINGS.

	Public build- ings.
Court-house and post-office, Atlanta, Georgia: For fencing, grading, and approaches, ten thousand dollars.	Atlanta.
Custom-house and post-office, Albany, New York: For continuation of building, ninety thousand dollars.	Albany.
Post-office and sub-treasury, Boston, Massachusetts: For continuation of building, three hundred and fifty thousand dollars.	Boston.
Custom-house and sub-treasury, Chicago, Illinois: For completion of building five hundred and twenty-five thousand dollars; of which sum thirty thousand dollars may be used for fitting up the basement for use of the post-office, and be available immediately.	Chicago.
Custom-house and post-office, Cincinnati, Ohio: For continuation of building, three hundred and fifty thousand dollars.	Cincinnati.
Custom-house and post-office, Fall River, Massachusetts: For continuation of building and for purchase of adjoining land, on Second street, thirty-nine feet in width, eighty-five thousand dollars; of which sum not more than twenty-five thousand dollars shall be used for the purchase of the land.	Fall River.
Custom-house and post-office, Hartford, Connecticut: For continuation of building, seventy-five thousand dollars.	Hartford.
Court-house and post-office, Harrisburg, Pennsylvania: For continuation of building, fifty thousand dollars.	Harrisburg.
Court-house and post-office, Kansas City, Missouri: For continuation of building, twenty-five thousand dollars.	Kansas City.
Court-house and post-office, Little Rock, Arkansas: For completion of building, forty thousand dollars.	Little Rock.
Custom-house, court-house, and post-office Memphis, Tennessee: For continuation of building, sixty thousand dollars.	Memphis.
Custom-house and post-office, New Orleans, Louisiana: For continuation of building, forty thousand dollars.	New Orleans.
Custom-house, court-house, and post-office, Nashville, Tennessee: For continuation of building, ninety thousand dollars; and not exceeding fifteen thousand dollars of this sum may be used in constructing an iron-framed roof.	Nashville.
Post-office and court-house, Philadelphia, Pennsylvania: For continuation of building, three hundred and fifty thousand dollars.	Philadelphia.
Custom-house and post-office, Raleigh, North Carolina: For completion of building and grounds, five thousand dollars.	Raleigh.
For grading, paving and fencing, for court-house and post-office grounds, Lincoln, Nebraska, twelve thousand dollars.	Lincoln.
Custom-house and post-office, Saint Louis, Missouri: For continuation of building, three hundred and fifty thousand dollars.	Saint Louis.
Court-house and post-office, Topeka, Kansas: For continuation of building forty thousand dollars.	Topeka.