

Aug. 14, 1876.

**CHAP. 265.**—An act to provide for the payment of certain indebtedness incurred in the construction of the New York Court-House and Post-office building.

Appropriation  
for court-house,  
New York City.

1875, ch. 130,  
18 Stat., 395.

*Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled,* That to enable the Secretary of the Treasury to pay the indebtedness incurred in the construction of the building for court-house and post office in New York City, in excess of the amount appropriated for said purpose for the fiscal year ending June thirtieth, eighteen hundred and seventy-six, the sum of two hundred and twenty-seven thousand five hundred and sixty-six dollars and seventy-eight cents is hereby appropriated out of any money in the Treasury not otherwise appropriated, in accordance with the recommendation of the Committee on Expenditures on the Public Buildings, in their report to the House of Representatives July seventeenth, eighteen hundred and seventy-six.

Approved, August 14, 1876.

Aug. 14, 1876.

**CHAP. 266.**—An act to reduce the area of the military reservation of Fort Laramie, Wyoming Territory.

Fort Laramie  
reservation re-  
duced.

Part of reserva-  
tion restored to  
public lands.

*Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled,* That the military reservation of Fort Laramie, in the Territory of Wyoming, is hereby reduced to an area of fifty-four square miles; and the said reservation shall, after the passage of this act, be limited and bounded as described and declared in Executive Order of June twenty-eighth, eighteen hundred and sixty-nine.

SEC. 2. That all that portion of land added to the said reservation of Fort Laramie, by Executive Order of April second, eighteen hundred and seventy-two, is hereby eliminated therefrom and restored to the body of the public lands, and shall be held to be subject to all provisions of the laws of the United States relating to the public lands, in the same manner and to the same extent as if said lands had never constituted a portion of said military reservation.

Approved, August 14, 1876.

Aug. 14, 1876.

**CHAP. 267.**—An act making appropriations for the construction, repair, preservation, and completion of certain public works on rivers and harbors, and for other purposes.

Appropriations  
for rivers and har-  
bors.

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

Dunkirk.

For the improvement of the harbor at Dunkirk, New York, eighteen thousand dollars.

Buffalo.

For the improvement of the harbor at Buffalo, New York, eighty-five thousand dollars.

Wilson.

For the improvement of the harbor at Wilson, New York, ten thousand dollars.

Oak Orchard.

For the improvement of the harbor at Oak Orchard, New York two thousand dollars.

Pultneyville.

For the improvement of the harbor at Pultneyville, New York three thousand dollars.

Great Sodus Bay.

For the improvement of the harbor at Great Sodus Bay, New York, five thousand dollars.

Hell Gate.

For removing obstructions in the East River and Hell Gate, New York, two hundred and fifty thousand dollars.

For the improvement of the natural entrance to Superior Bay, Wisconsin, three thousand dollars.	Superior Bay.
For the improvement of the harbor at Du Luth, Minnesota, fifteen thousand dollars. Said appropriation is made upon the express condition that it shall be without prejudice to either party in the suit now pending between the State of Wisconsin, plaintiff, and the city of Du Luth and the Northern Pacific Railroad, defendants.	Du Luth.
For the improvement of the harbor at Ontonagon, Michigan, fifteen thousand dollars	Ontonagon.
For the improvement of Eagle Harbor, Michigan, twelve thousand dollars.	Eagle Harbor.
For the improvement of the harbor at Marquette, Michigan, two thousand dollars.	Marquette.
For the improvement of the harbor at Frankfort, Michigan, three thousand dollars.	Frankfort.
For the improvement of the harbor at Manistee, Michigan, fourteen thousand dollars.	Manistee.
For the improvement of the harbor at Ludington, Michigan ten thousand dollars.	Ludington.
For the improvement of the harbor at Pentwater, Michigan, ten thousand dollars.	Pentwater.
For the improvement of the harbor at White River, Michigan, five thousand dollars.	White River.
For the improvement of the harbor at Muskegan, Michigan, fifteen thousand dollars.	Muskegan.
For the improvement of the harbor at Grand Haven, Michigan, fifteen thousand dollars.	Grand Haven.
For the improvement of the harbor at Green Bay, Wisconsin, eight thousand dollars.	Green Bay.
For the improvement of the harbor at Menomonee, Wisconsin, eight thousand dollars.	Menomonee.
For the improvement of the harbor at Ahnepee, Wisconsin, eight thousand dollars.	Ahnepee.
For the improvement of the harbor at Two Rivers, Wisconsin, five thousand dollars.	Two Rivers.
For the improvement of the Falls of Saint Anthony, Minnesota, one hundred and twenty thousand dollars.	Falls of Saint Anthony.
For the improvement of Minnesota River, Minnesota, ten thousand dollars.	Minnesota River.
For the improvement of the harbor at Toledo, Ohio, sixty thousand dollars.	Toledo.
For the improvement of the harbor at Sandusky City Ohio, twenty-five thousand dollars.	Sandusky City.
For the improvement of the harbor at Vermillion, Ohio, five thousand dollars.	Vermillion.
For a breakwater at Cleveland Harbor, Ohio, fifty thousand dollars.	Cleveland.
For repair of east pier at Cleveland, Ohio, eight thousand dollars; and the Secretary of War is hereby authorized to agree with the Pittsburgh and Cleveland Railroad Company for such use and occupancy of said pier as is consistent with the public interests, upon such terms and conditions as he deems reasonable and just; and in case said railroad-company shall neglect or refuse to make an agreement satisfactory to the Secretary of War, upon a certificate of that fact to the Attorney-General it shall be the duty of the latter officer to enforce the rights of the United States in the premises by appropriate action.	Agreement to be made with Pittsburgh and Cleveland Railroad Company.
For the improvement of Connecticut River below Hartford Connecticut, twenty thousand dollars.	Connecticut River.
For the improvement of the harbor at Fall River, Massachusetts, ten thousand dollars.	Fall River.
For the improvement of the harbor at New Bedford, Massachusetts, ten thousand dollars.	New Bedford.

- Penobscot River. For the improvement of Penobscot River, Maine, ten thousand dollars; four thousand dollars of which shall be expended at or near the "Narrows" in said river at Bucksport.
- Cocheco River. For the improvement of Cocheco River, New Hampshire, fourteen thousand dollars.
- Burlington. For the improvement of the harbor at Burlington, Vermont, twenty thousand dollars.
- Swanton. For the improvement of the harbor at Swanton, Vermont, two thousand dollars.
- Chester. For the construction of Ice Harbor at Chester, Pennsylvania, two thousand six hundred dollars.
- Passaic River. For the improvement of Passaic River, New Jersey, ten thousand dollars.
- Wilmington. For removing obstructions from, and the improvement of, the harbor at Wilmington, Delaware, sixteen thousand dollars.
- Lewes. For the construction of piers in Delaware Bay near Lewes, Delaware, thirty thousand dollars.
- Chicago. For the improvement of the harbor at Chicago, Illinois, five thousand dollars.
- Des Moines Rapids. For the improvement of the Des Moines Rapids, Mississippi River, two hundred and thirty thousand dollars.
- Baltimore. For the improvement of the harbor at Baltimore, Maryland, seventy-five thousand dollars.
- Rappahannock River. For the improvement of the Rappahannock River, Virginia, ten thousand dollars.
- James River. For the improvement of James River, Virginia, sixty thousand dollars.
- Cape Fear River. For the improvement of Cape Fear River, North Carolina, one hundred and thirty two thousand five hundred dollars.
- French Broad River. For the improvement of the French Broad River between Brevard and the Buncombe County line, North Carolina, ten thousand dollars.
- Pamlico River. For the improvement of Pamlico River, North Carolina, fifteen thousand dollars.
- Hiawasee River. For the improvement of the Hiawasee River, Tennessee, ten thousand dollars.
- Cumberland River. For the improvement of Cumberland River above the city of Nashville, Tennessee, from Nashville to the Kentucky line, fifteen thousand dollars; and thence to the foot of Smith's Shoals, ten thousand dollars; and for Smith's Shoals, twenty-five thousand dollars; and from Smith's Shoals to the Falls of the Cumberland, two thousand dollars.
- Great Kanawha River. For the improvement of the Great Kanawha River, West Virginia, including the purchase of, and full payment for, sites for dams and locks, between the Great Falls and the Ohio River, not exceeding fifteen thousand dollars, two hundred and seventy thousand dollars.
- Little Kanawha River. For removal of Beaver and Nailor Bend rocks, and for cleaning out snags and fallen trees in the little Kanawha, West Virginia, seven thousand and three hundred dollars.
- Savannah. For the improvement of the harbor at Savannah, Georgia, sixty-two thousand dollars.
- Chattahoochee and Flint Rivers. For the improvement of the Chattahoochee and Flint Rivers, Georgia, twenty thousand dollars.
- Cypress Bayou. For continuing the work of dredging and removing obstructions to navigation in Cypress Bayou, Texas, thirteen thousand dollars.
- Sabine Pass, Sabine and Neches Rivers. For the improvement at Sabine Pass, and for improvement of Blue Buck Bar and Sabine Bay, and for deepening the channel over the bar at the mouth of the Sabine River, and for deepening of the channel over the bar at the mouth of Neches River, where these rivers enter Sabine Bay, thirty-eight thousand dollars.
- Pass Cavallo. For the improvement of Pass Cavallo, inlet to Matagorda Bay, Texas, twenty thousand dollars.
- Coosa River. For the improvement of the Coosa River, Georgia and Alabama be-

tween Rome and the Selma, Rome and Dalton Railroad bridge, thirty thousand dollars.

For the improvement of Ouchita River, Arkansas and Louisiana, twelve thousand dollars.

For the improvement of the harbor at Cedar Keys, Florida, ten thousand dollars.

For the improvement of the Lower Willamette and Columbia Rivers from Portland, Oregon, to the sea, twenty thousand dollars.

For the improvement of the Upper Willamette River, Oregon, twenty thousand dollars.

For the improvement of the Upper Columbia, including Snake River, fifteen thousand dollars.

For the improvement of Oakland Harbor, California, to be applied to finishing training walls and dredging between them, seventy-five thousand dollars.

For the improvement of San Joaquin River California, twenty thousand dollars.

For the improvement of the Delaware River below Petty's Island, forty thousand dollars.

For removing raft in Red River and closing Tone's Bayou, Louisiana, thirty-five thousand dollars.

For the improvement of the harbor at Little Sodus Bay, New York, five thousand dollars.

For the improvement of the Schuylkill River, Pennsylvania twenty thousand dollars.

For the improvement of the harbor at Bridgeport, Connecticut, ten thousand dollars.

For improvement of the harbor at Southport, Connecticut, five thousand dollars.

For the improvement of the harbor at Black Lake, Michigan, fifteen thousand dollars.

For the improvement of the harbor at Saugatuck, Michigan, three thousand dollars.

For the improvement of the harbor at Saint Joseph's, Michigan, twelve thousand dollars.

For the improvement of the harbor at Manitowoc, Wisconsin, eight thousand dollars.

For the improvement of the harbor at Sheboygan, Wisconsin, six thousand dollars.

For the improvement of the harbor at Port Washington, Wisconsin, eight thousand dollars.

For the improvement of the harbor at Oswego, New York, ninety thousand dollars.

For the improvement of Hudson River, fifty thousand dollars.

For the improvement of the Appomattox River, Virginia, thirty thousand dollars.

For the improvement of the South Branch of Elizabeth River, Virginia, five thousand dollars.

For the improvement of Nansemond River, Virginia, five thousand dollars.

For the improvement of the Yazoo River, Mississippi, fifteen thousand dollars.

For the improvement of White River at Buffalo Shoals, Arkansas, ten thousand dollars.

For the improvement of Perquimons River, North Carolina, two thousand five hundred dollars.

For the improvement of the harbor at Charleston, South Carolina, ten thousand dollars.

For the improvement of the Etowah River, Georgia, ten thousand dollars.

For the improvement of the Ocmulgee River, Georgia, fifteen thousand dollars.

Ouchita River.

Cedar Keys.

Lower Willamette and Columbia Rivers.

Upper Willamette River.

Upper Columbia River.

Oakland Harbor.

San Joaquin River.

Delaware River.

Red River.

Little Sodus Bay.

Schuylkill River.

Bridgeport.

Southport.

Black Lake.

Saugatuck.

Saint Joseph's.

Manitowoc.

Sheboygan.

Port Washington.

Oswego.

Hudson River.

Appomattox River.

South Branch Elizabeth River.

Nansemond River.

Yazoo River.

White River.

Perquimons River.

Charleston.

Etowah River.

Ocmulgee River

- New River. For the improvement of New River from the lead-mines in Wythe County, Virginia, to the mouth of Green-brier River, West Virginia, fifteen thousand dollars.
- Norfolk. For the improvement of the harbor at Norfolk, Virginia, thirty-five thousand dollars.
- Warrior and Tombigbee Rivers. For the improvement of the Warrior and Tombigbee River, Alabama, fifteen thousand dollars.
- Choctawhatchie River. For the improvement of the Choctawhatchie River, Florida and Alabama, five thousand dollars.
- Galveston. For continuing the improvement on the outer bar at Galveston, Texas, one hundred and forty-two thousand dollars.
- Missouri River. For the improvement of the Missouri River above the mouth of the Yellowstone, twenty thousand dollars.
- Chester River. For the improvement of Chester River at Kent Island Narrows, Maryland, five thousand dollars.
- Wicomico River. For the improvement of the Wicomico River, Maryland, five thousand dollars.
- Michigan City. For the improvement of the harbor at Michigan City Indiana, thirty five thousand dollars.
- Mississippi River. For the improvement of the channel of the Mississippi River opposite the city of Saint Louis, Missouri, by the construction of a low dam across the channel east of Arsenal Island, known as Cahokia Chute, and in the revetment of said island, twenty-nine thousand, six hundred dollars.
- Burlington. For the improvement of the Rush Chute and the harbor of Burlington, Iowa, ten thousand dollars.
- Fort Madison. For the improvement of the harbor at Fort Madison; Iowa, ten thousand dollars.
- South Haven. For the improvement of the harbor at South Haven, Michigan, ten thousand dollars.
- Saint Mary's River. For the improvement of Saint Mary's River and Saint Mary's Falls Canal, Michigan, one hundred and thirty thousand dollars.
- Cheboygan. For the improvement of the harbor at Cheboygan, Michigan, ten thousand dollars.
- Au Sable River. For the improvement of Au Sable River, Michigan, one thousand dollars.
- Saginaw River. For the improvement of the Saginaw River, Michigan, eleven thousand dollars.
- Milwaukee. For the improvement of the harbor at Milwaukee, Wisconsin, twenty-six thousand dollars.
- Kenosha. For the improvement of the harbor at Kenosha, Wisconsin, eight thousand dollars.
- Mississippi River. For the improvement of the Mississippi River above the Falls of Saint Anthony, twenty thousand dollars; no part of which shall be expended upon the Falls of Saint Anthony.
- Monroe. For the improvement of the harbor at Monroe, Michigan, five thousand dollars.
- Charlevoix. For the improvement of the harbor at Charlevoix, Michigan, ten thousand dollars.
- Thunder Bay. For the improvement of the harbor at Thunder Bay, Michigan, four thousand five hundred dollars.
- Ashtabula. For the improvement of the harbor at Ashtabula, Ohio, five thousand dollars.
- Port Clinton. For the improvement of the harbor at Port Clinton, Ohio, five thousand dollars.
- Fairport. For the improvement of Fairport Harbor, Ohio, five thousand dollars.
- Black River. For repair of piers at mouth of Black River, Ohio, six thousand dollars.
- Fox and Wisconsin Rivers. For the improvement of the Fox and Wisconsin Rivers, two hundred and seventy thousand dollars.
- Erie. For the improvement of the harbor at Erie, Pennsylvania, forty thousand dollars.

For the improvement of the breakwater at Block Island, Rhode Island, forty thousand dollars.	Block Island.
For the improvement of the Boston Harbor, Massachusetts, fifty thousand dollars.	Boston.
For the improvement of Little Narragansett Bay, Rhode Island and Connecticut, five thousand dollars.	Little Narragansett Bay.
For the improvement of the Kennebunk River, Maine, five thousand dollars.	Kennebunk River.
For the improvement of Belfast Harbor, Maine, five thousand dollars.	Belfast.
For the improvement of the harbor at Roundout, New York, thirty thousand dollars.	Roundout.
For the improvement of the harbor at Port Jefferson, Long Island, New York, six thousand dollars.	Port Jefferson.
For the improvement of the channel between Staten Island and New Jersey, ten thousand dollars.	Staten Island Channel.
For the improvement of the harbor at Provincetown, Massachusetts, four thousand dollars.	Provincetown.
For the construction of piers of Ice Harbor, and removing obstructions at New Castle, Delaware, twelve thousand dollars.	New Castle.
For the improvement of the Harbor of Refuge, Lake Huron, Michigan, including removal of the wreck of the "City of Buffalo," seventy-five thousand dollars.	Harbor of Refuge, Lake Huron.
For the improvement of the Chippewa River, Wisconsin, ten thousand dollars.	Chippewa River.
For the improvement of the Wabash River, Indiana, seventy thousand dollars.	Wabash River.
For the improvement of the harbor at Calumet, Illinois, twenty thousand dollars.	Calumet.
For the improvement of the Illinois River, Illinois, forty thousand dollars.	Illinois River.
For the improvement of the Red River of the North, Minnesota, ten thousand dollars.	Red River of the North.
For the improvement of the Upper Mississippi River, thirty thousand dollars; and seven thousand dollars thereof may be applied, if the Secretary of War shall deem it for the public interest, in constructing the necessary machinery used in Captain Edward Bell's process for building wing-dams, and applying said process in the improvement of said river.	Upper Mississippi River.
For the improvement of Rock Island Rapids, Mississippi River, twenty-five thousand dollars.	Bell's wing-dams. Rock Island Rapids.
For the improvement of the Mississippi, Missouri, and Arkansas Rivers, one hundred thousand dollars: <i>Provided</i> , That ten thousand dollars thereof shall be expended for removing the bar at Fort Smith, Arkansas: <i>And provided further</i> , That forty thousand dollars of the above sum shall be expended on the Missouri River, including improvements opposite Saint Joseph, Missouri, and at Nebraska City.	Mississippi, Missouri, and Arkansas Rivers. Proviso.
For the improvement of the Mississippi River between the mouths of the Illinois and Ohio Rivers, (fifteen thousand dollars of which are to be expended between the mouths of the Illinois and Missouri Rivers and thirty thousand dollars of which are to be expended between the foot of Dickey Island and the mouth of the Ohio River, and five thousand dollars of which are to be expended between islands Number Fourteen and Number Fifteen near the town of Kaskaskia, Illinois,) two hundred thousand dollars.	Mississippi River. How expended.
For removal of a bar in the Mississippi River opposite Dubuque, Iowa, fifteen thousand dollars.	Mississippi River.
For the improvement of the Ohio River, one hundred and seventy-five thousand dollars.	Ohio River.
For the annual expense of gauging the waters of the Lower Mississippi and its tributaries and for continuing observations of the rise and fall of the same, as required by joint resolution of February twenty-first, eighteen hundred and seventy-one, five thousand dollars.	Lower Mississippi, gauging waters. 1871, Res. 40. 16 St., 598. R. S., § 252, p. 1021.

- Tennessee River. For the improvement of the Tennessee River, two hundred and seventy thousand dollars; fifteen thousand dollars of which are to be expended above Chattanooga, and the remaining two hundred and fifty-five thousand dollars are to be expended upon Muscle Shoals.
- South Pass of Mississippi River, depth of water. To ascertain in current and next fiscal years, as required by act of March third, eighteen hundred and seventy-five, the depth of water and width of channel secured and maintained, from time to time, by James B. Eads, at 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 jettee and auxiliary works are being constructed, fifteen thousand dollars.
- 1875, ch. 134,  
18 Stat., 463.
- Columbia River Canal. For the construction of a canal around the cascades of the Columbia River in the State of Oregon, ninety thousand dollars; of which amount the Secretary of War is authorized to expend so much as, in his judgment, may be necessary and proper to secure title and right of way for canal and locks, not exceeding the sum of ten thousand dollars; and whenever, in the prosecution of the said work, it shall have become necessary to obtain the right of way over any lands for the said canal and locks, the Secretary of War shall take possession of and use the said lands, after having purchased the same, or, in case the said lands cannot be purchased for a reasonable price, then after having paid for the same, or secured the value thereof, which value may be ascertained in the mode provided by the laws of Oregon for the condemnation of lands for public uses in that State. The Department of Justice shall represent the interests of the United States in any legal proceedings under this act to obtain the right of way for said canal.
- Proviso.
- Racine. For the improvement of the harbor at Racine, Wisconsin eight thousand dollars.
- Galveston Bay. For the continuing of the work on the ship-channel in Galveston Bay, seventy-two thousand dollars; to be expended between Red Fish Bar and Morgan's Point.
- Mouth of Mississippi River. Proviso. For the improvement of the mouth of the Mississippi River, one hundred thousand dollars: *Provided*, That this appropriation shall not be available whenever and so long as there shall be an open channel of eighteen feet of water, at mean tide, to and from the sea through the South Pass of the Mississippi River to the port of New Orleans.
- How appropriations to be applied and expended. It shall be the duty of the Secretary of War to apply the moneys herein appropriated as far as may be by contract, except when specific estimates cannot be made for the particular work, or where, in the judgment of said Secretary, the work cannot be contracted at prices advantageous to the Government, and except the appropriations made for examinations and surveys; and such contracts shall be made after sufficient public advertisement for proposals, in such form and manner 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.
- Survey of ship-channel in Galveston Bay. SEC. 2. That the Secretary of War is hereby directed to cause a survey for a ship channel through Galveston Bay, beginning at twelve feet water in the mouth of the San Jacinto River, and running out of the mouth of said river east of Morgan's Point to the present channel, through Red Fish Bar; thence through the same, extending through Galveston Harbor, passing west of Half-Moon Shoals and Pelican Island, and to twelve feet water in Galveston Channel; and to cause an estimate of the cost of the same to be made, and of the comparative merits of the same, with the route to the head of Bolivar Channel; and of the effects of the completion of each of said channels on the Galveston Harbor as to shoaling or deepening the same, and report the same to Congress by the first day of December, eighteen hundred and seventy-six, the cost thereof, not to exceed ten thousand dollars, to be paid out of the forty thousand

dollars hereinafter appropriated. And the sum of forty thousand dollars is hereby appropriated for incidental repairs of harbors for which there is no special appropriation provided for by law, and for examination and survey of such rivers and harbors, as in the judgment of the Secretary of War, will subserve the general interests of commerce.

Appropriation for repairs and surveys.

SEC. 3. That the Secretary of War is hereby directed to report to Congress on the first Monday of December next what legislation, in his opinion, is necessary to protect the breakwaters, piers, and other public works constructed by the United States against trespasses upon or injury thereto; and the Secretary of War is hereby directed to report to Congress at its next session all the instances in the United States in which piers, breakwaters, or other structures or works built or made by the United States in aid of commerce or navigation, are used, occupied, or injured by a corporation or an individual, and the extent and mode of such use, occupation, or injury, and the facts touching the same. Any person who shall wilfully and unlawfully injure any pier, breakwater, or other work of the United States for the improvement of rivers or harbors, or navigation in the United States, shall, on conviction thereof, be punished by a fine not exceeding one thousand dollars.

Reports by Secretary of War of necessary legislation and unlawful use of piers, etc.

Approved, August 14, 1876.

CHAP. 268.—An act to authorize the Commissioner of Indian Affairs to receive lands in payment of Judgments to Eastern Band of Cherokee Indians.

Aug. 14, 1876.

*Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled,* That the Commissioners of Indian Affairs be, and he is hereby, authorized and empowered to collect and receive, in payment of the amount due on certain Judgments in favor of William Johnston and against William H. Thomas, now held by him in trust for the Eastern Band of Cherokee Indians of North Carolina, the lands mentioned and described in the award of Rufus Barringer, John H. Dillard, and Thomas Ruffin, as a board of arbitrators, under date of October twenty-third, eighteen hundred and seventy-four, upon which such judgments were a lien; such lands to be taken at their cash-value, to be determined by an appraisal to be approved by the Secretary of the Interior, and conveyed to the Eastern Band of Cherokee Indians in fee-simple: *Provided*, That if the lands above mentioned shall not be sufficient in value to pay off and discharge said judgment, the Commissioner is authorized to receive such other lands as the said Eastern Band of Indians may select, by and with the assent of the said Commissioner, to an amount sufficient to discharge the said judgment.

Certain lands to be taken in satisfaction of judgments of William Johnston vs. William H. Thomas.

Proviso.

Approved, August 14, 1876.

CHAP. 269.—An act to change the name of the pleasure-yacht "Lydia." to that of "Sylph"

Aug. 14, 1876.

*Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled,* That the name of the pleasure-yacht "Lydia," owned by Andrew C. Wheelwright, of Boston in the State of Massachusetts, be, and hereby is, changed to that of "Sylph," and the Secretary of the Treasury is hereby authorized to grant said vessel a register under said name.

Name of yacht Lydia changed to Sylph.

Approved, August 14, 1876.

CHAP. 270.—An act establishing the port of Saint Paul, Minnesota, as a port of appraisal.

Aug. 14, 1876.

*Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled,* That the provisions contained in, and the privileges accorded by, sections twenty-nine hundred and ninety, twenty-nine hundred and ninety-one, twenty-nine hundred and

Saint Paul to be port of appraisal. R. S., 2990 to 2997, pp. 579, 580.