

Fort Richmond.	For Fort Richmond, Staten Island, New York, twenty thousand dollars.
Fort on site of Fort Tompkins.	For fort on site of Fort Tompkins, Staten Island, New York, one hundred and fifty thousand dollars.
Battery of Staten Island.	For cas[e]mated battery on Staten Island, New York, seventy-five thousand dollars.
Sea-wall at Buffalo.	For repairs and completion of sea-wall at Buffalo, thirty-seven thousand five hundred dollars.
Fort at Sandy Hook.	For fort at Sandy Hook, New Jersey, one hundred and twenty-five thousand dollars.
Fort Mifflin.	For Fort Mifflin, near Philadelphia, Pennsylvania, twenty thousand dollars.
Delaware breakwater.	For permanent work for Delaware breakwater harbor, one hundred thousand dollars.
Fort Carroll.	For Fort Carroll, Baltimore harbor, Maryland, one hundred thousand dollars.
Fort Monroe.	For Fort Monroe, Hampton Roads, Virginia, fifty thousand dollars.
Fort Wool.	For Fort Wool, Hampton Roads, Virginia, two hundred thousand dollars.
Fort Clinch.	For Fort Clinch, entrance to Cumberland Sound, Florida, one hundred thousand dollars.
Fort at Ship Island;	For fort at Ship Island, coast of Mississippi, one hundred thousand dollars.
at Fort Point;	For fort at Fort Point, San Francisco bay, California, fifty thousand dollars.
at Alcatraz Island.	For fort at Alcatraz Island, San Francisco bay, California, ninety thousand dollars.
Defences at San Francisco.	For land defences at San Francisco, one hundred and seventy-seven thousand dollars: <i>Provided</i> , That no portion of the same shall be expended on other fortifications now in progress there.
At mouth of Columbia River.	For defences in Oregon and in Washington Territory, at or near the mouth of Columbia River, one hundred thousand dollars.
Repairs, &c., of barracks, &c.	For repairs and alterations of barracks, quarters, hospitals, storerooms, and fences at permanent forts not occupied by troops, fifty thousand dollars.
Platforms for cannon.	For construction of permanent platforms for modern cannon of large calibre in existing fortifications of important harbors, one hundred and thirty thousand dollars.
Tool and siege trains.	For tool and siege trains for armies in the field, two hundred thousand dollars.
Bridge trains and equipage.	For bridge trains and equipage for armies in the field, five hundred thousand dollars.
Contingencies.	For contingencies of fortifications, including field works and field operations, seven hundred thousand dollars.
Obstructions in Potomac River.	For providing obstructions to be moored in the Potomac River to render the shore batteries more efficient for the protection of Washington against maritime attack, three hundred thousand dollars.
Defences of Washington.	For completing and rendering more permanent the defences of Washington, three hundred thousand dollars.
Surveys of lakes.	For surveys of the northern and northwestern lakes, including Lake Superior, one hundred thousand dollars.
Chart of lake surveys.	For engraving and printing chart of lake surveys, ten thousand dollars.
Purchase, &c., of instruments.	For purchase and repair of instruments, fifteen thousand dollars.
Surveys for military defences, &c.	For surveys for military defences, and for purchase of campaign maps, manuscript notes, and maps of surveys of railroads and canals, one hundred and fifty thousand dollars.

APPROVED, July 2, 1864.

July 2, 1864.

CHAP. CCXII. — *An Act to authorize the United States to acquire Land in Wallabout Bay, belonging to the City of Brooklyn, and to authorize the Exchange of other Lands therefor.*

Be it enacted by the Senate and House of Representatives of the United States of America, in Congress assembled, That the Secretary of the Navy

be, and he is hereby, authorized and empowered to negotiate with the city of Brooklyn, in the State of New York, and to effect an exchange of lands in Wallabout Bay between the United States and the said city, and thereupon to make, execute, and deliver good and sufficient deeds and releases therefor.

Lands in Wallabout Bay.

APPROVED, July 2, 1864.

CHAP. CCXIII. — *An Act granting Lands to the State of Oregon, to aid in the Construction of a Military Road from Eugene City to the Eastern Boundary of said State.*

July 2, 1864.

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled, That there be, and hereby is, granted to the State of Oregon, to aid in the construction of a military wagon-road from Eugene City, by way of Middle Fork of Willamette River, and the most feasible pass in Cascade range of mountains, near Diamond Peak, to the eastern boundary of the State, alternate sections of public lands, designated by odd numbers, for three sections in width on each side of said road: *Provided,* That the lands hereby granted shall be exclusively applied in the construction of said road, and shall be disposed of only as the work progresses; and the same shall be applied to no other purpose whatever; *and provided further,* That any and all lands heretofore reserved to the United States by act of congress, or other competent authority, be, and the same are, reserved from the operation of this act, except so far as it may be necessary to locate the route of said road through the same, in which case the right of way is granted.

Lands granted to Oregon for a military wagon-road.

Lands to be applied exclusively in constructing such road.

Lands heretofore reserved excepted from this act.

SEC. 2. *And be it further enacted,* That the said lands hereby granted to said state shall be disposed of by the legislature thereof for the purpose aforesaid, and for no other; and the said road shall be and remain a public highway for the use of the government of the United States, free from tolls or other charge upon the transportation of any property, troops, or mails of the United States.

Lands granted to be disposed of by legislature, &c.

SEC. 3. *And be it further enacted,* That said road shall be constructed with such width, graduation, and bridges, as to permit of its regular use as a wagon-road, and in such other special manner as the State of Oregon may prescribe.

Width, grade, &c., of road.

SEC. 4. *And be it further enacted,* That the lands hereby granted to said state shall be disposed of only in the following manner, that is to say: that a quantity of land not exceeding thirty sections for said road may be sold; and when the governor of said state shall certify to the Secretary of the Interior that any ten continuous miles of said road are completed, then another quantity of land hereby granted, not to exceed thirty sections, may be sold, and so from time to time until said road is completed; and if said road is not completed within five years, no further sales shall be made, and the land remaining unsold shall revert to the United States.

Mode of disposition of lands.

Land to revert if, &c.

APPROVED, July 2, 1864.

CHAP. CCXIV. — *An Act to establish Colfax Street in the City of Washington and District of Columbia.*

July 2, 1864.

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled, That from and after the passage hereof, the alley, which is sixty feet wide, across square seven hundred and twelve, and which connects L and M streets north, and the west line of which is two hundred and twelve feet east of the east line of First street east, shall be known as Colfax street.

Colfax street established.

SEC. 2. *And be it further enacted,* That congress may hereafter, at any time, amend or repeal this act.

This act may be amended, &c.

APPROVED, July 2, 1864.