

For transportation and recruiting, Marine Corps, eighty cents.

For contingent, Bureau of Ordnance, twenty-six dollars and forty-five cents.

For contingent, Bureau of Supplies and Accounts, eighty-two cents.

For construction and repair, Bureau of Construction and Repair, nineteen dollars and ninety-two cents.

For indemnity for lost property, naval service, Act March second, eighteen hundred and ninety-five, two hundred and fifty dollars and twenty-five cents.

For destruction of clothing and bedding for sanitary reasons, fifteen dollars and seventy cents.

For enlistment bounties to seamen, three hundred and six dollars and sixty-nine cents.

Claims allowed by Auditor for Interior Department.

#### CLAIMS ALLOWED BY THE AUDITOR FOR THE INTERIOR DEPARTMENT.

For salaries and commissions of registers and receivers, twenty-five dollars and fifty cents.

For surveying the public lands, one thousand eight hundred and sixty-five dollars and seventy-three cents.

For Geological Survey, five dollars and seventy cents.

For Indian school, Grand Junction, Colorado, two hundred and two dollars and fifty-two cents.

Claims allowed by Auditor for State and other Departments.

#### CLAIMS ALLOWED BY THE AUDITOR FOR THE STATE AND OTHER DEPARTMENTS.

For public printing and binding, forty-nine dollars and sixty-eight cents.

For salaries of interpreters to legations, three dollars and twenty-five cents.

For transportation of diplomatic and consular officers, fiscal year nineteen hundred and seven, four hundred and eight dollars and thirty-five cents.

For relief and protection of American seamen, fiscal year nineteen hundred and seven, two thousand three hundred and thirty-four dollars and thirty-four cents.

For general expenses, Bureau of Animal Industry, three dollars and sixty-eight cents.

For botanical investigations and experiments, six dollars and twenty cents.

For forestry investigations, four dollars and twelve cents.

For purchase and distribution of valuable seeds, eighty-three dollars and twenty cents.

For general expenses, Weather Bureau, seventeen dollars and seventy-seven cents.

For fees of clerks, United States courts, one hundred and sixty-three dollars and thirty cents.

For support of prisoners, United States courts, four dollars.

Approved, February 15, 1908.

February 20, 1908.

[H. R. 13430.]

[Public, No. 25.]

**CHAP. 28.**—An Act To authorize the Chicago, Indianapolis and Louisville Railway Company to construct a bridge across the Grand Calumet River in the city of Hammond, Indiana.

Grand Calumet River.

Chicago, Indianapolis and Louisville Railway Company may bridge, at Hammond, Ind.

*Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled, That the Chicago, Indianapolis and Louisville Railway Company, a corporation of the State of Indiana, is hereby authorized to construct, maintain, and operate a bridge across the Grand Calumet River at a point in or near the city*

of Hammond, Lake County, Indiana, in accordance with the provisions of an Act entitled "An Act to regulate the construction of bridges over navigable waters," approved March twenty-third, nineteen hundred and six.

SEC. 2. That the right to alter, amend, or repeal this Act is hereby expressly reserved.

Approved, February 20, 1908.

Vol. 34, p. 84.

Amendment.

**CHAP. 29.**—An Act To authorize the county of Ashley, State of Arkansas, to construct a bridge across Bayou Bartholomew, at a point above Morrell, in said county and State, the dividing line between Drew and Ashley counties.

February 20, 1908.  
[H. R. 14040.]

[Public, No. 26.]

*Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled,* That the county of Ashley be, and it is hereby, authorized to construct, maintain, and operate a steel drawbridge and approaches thereto across Bayou Bartholomew, a navigable river, at a point above Morrell, in said county and State, the dividing line between Drew and Ashley counties, in the State of Arkansas, in accordance with the provisions of the Act entitled "An Act to regulate the construction of bridges over navigable waters," approved March twenty-third, nineteen hundred and six.

Bayou Bartholomew,  
Ashley County may  
bridge, near Morrell,  
Ark.

Vol. 34, p. 84.

Amendment.

SEC. 2. That the right to alter, amend, or repeal this Act is hereby expressly reserved.

Approved, February 20, 1908.

**CHAP. 30.**—An Act To authorize Campbell County, Tennessee, to construct a bridge across Powells River.

February 20, 1908.  
[H. R. 14781.]

[Public, No. 27.]

*Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled,* That Campbell County, Tennessee, its successors and assigns, be, and they are hereby, authorized to construct, maintain, and operate a bridge and approaches thereto, across the Powells River at or near its mouth, near Agee post-office, in Campbell County, in the State of Tennessee, in accordance with the provisions of the Act entitled "An Act to regulate the construction of bridges over navigable waters," approved March twenty-third, nineteen hundred and six.

Powells River.  
Campbell County  
may bridge, near  
Agee, Tenn.

Vol. 34, p. 84.

Amendment.

SEC. 2. That the right to alter, amend, or repeal this Act is hereby expressly reserved.

Approved, February 20, 1908.

**CHAP. 31.**—An Act To authorize the Interstate Transfer Railway Company to construct a bridge across the Saint Louis River between the States of Wisconsin and Minnesota.

February 20, 1908.  
[H. R. 16050.]

[Public, No. 28.]

*Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled,* That the Interstate Transfer Railway Company, a corporation organized under the laws of the State of Wisconsin, its successors and assigns, be, and they are hereby, authorized to construct, maintain, and operate a railroad bridge and approaches thereto across the Saint Louis River between the States of Wisconsin and Minnesota at the most feasible point in section twelve, in township forty-eight north, range fifteen west, in the State of Wisconsin, to a point opposite in section eleven, in township forty-eight north, range fifteen west, in the State of Minnesota, in accordance

Saint Louis River,  
Wis. and Minn.  
Interstate Transfer  
Railway Company  
may bridge.

Location.