

to January first, eighteen hundred and ninety-four, the time within which such proof may be made in each such case is hereby extended to five years from the date of filing the declaration; and the requirement that the persons filing such declarations shall expend the full sum of one dollar per acre during each year toward the reclamation of the land is hereby suspended for the year eighteen hundred and ninety-four, and such annual expenditure for that year, and the proof thereof, is hereby dispensed with: *Provided*, That within the period of five years from filing the declaration satisfactory proof be made to the register and receiver of the reclamation and cultivation of such land to the extent and cost and in the manner provided by existing law, except as to said year eighteen hundred and ninety-four, and upon the payment to the receiver of the additional sum of one dollar per acre, as provided in existing law, a patent shall issue as therein provided.

Vol. 26, p. 1097.

Yearly payment suspended for 1894.

Proviso.

Final declaration.

Approved, August 4, 1894.

CHAP. 209.—An Act Establishing a fog signal at Kewaunee, Wisconsin.

August 4, 1894.

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled, That there shall be established a fog signal at Kewaunee, Wisconsin, at a cost not exceeding five thousand five hundred dollars; and the sum of five thousand five hundred dollars is hereby appropriated out of any money in the Treasury not otherwise appropriated for that purpose.

Kewaunee, Wis.
Appropriation for fog signal.

Approved, August 4, 1894.

CHAP. 210.—An Act Authorizing the construction of a light-ship, with fog signal, to be established to the eastward of Boston Light, Massachusetts, and for the establishment of range lights in Boston Harbor, Massachusetts.

August 4, 1894.

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled, That the Secretary of the Treasury be, and he is hereby, authorized and directed to construct a light-ship, with fog signal, to be placed about six nautical miles to the east by south of Boston Light, Massachusetts, at a cost not to exceed seventy thousand dollars; and he is hereby further directed to establish range lights in Boston Harbor, at a cost not to exceed one thousand dollars.

Boston, Mass.
Light-ship to be built.

Harbor range lights.

Approved, August 4, 1894.

CHAP. 211.—An Act To provide for the validation of affidavits made before United States Commissioners in all land entries.

August 4, 1894.

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled, That all entries under the homestead, pre-emption, timber-culture, or desert-land law made between May twenty-sixth, eighteen hundred and ninety, and the date of approval of this Act, and which are based on affidavits made before a United States court commissioner, instead of a United States circuit court commissioner, as provided by the Act of May twenty-sixth, eighteen hundred and ninety (twenty-sixth Statute, one hundred and twenty-one), are hereby validated, if no other objection exists; and all final proofs on entries of the classes mentioned made before a United States court commissioner, not a United States circuit court commissioner, between the dates aforesaid will be adjudicated in the same manner as if said proofs were made before an officer authorized by law to take such testimony.

Public lands.
Entries on affidavits before court commissioner validated.

Vol. 26, p. 121.
Final proofs.

SEC. 2. That all entries under the homestead, pre-emption, timber-culture, or desert-land law, based on affidavits made before any officer

Entries based on certain affidavits validated.

authorized to administer oaths in the State or Territory in which such entries were made, and where such affidavits were made in accordance with the regulations and decisions of the General Land Office prior to the passage of the Act of May twenty-sixth, eighteen hundred and ninety, are hereby validated, if no other objection exists.

Approved, August 4, 1894.

August 4, 1894.	<p>CHAP. 212.—An Act To amend an Act to authorize the construction of a steel bridge over the Saint Louis River, between the States of Minnesota and Wisconsin.</p> <p><i>Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled,</i> That sections two and three of said Act be amended so as to read as follows:</p> <p>“SEC. 2. That any bridge built under the provisions of this Act shall be built and constructed without material interference with the security and convenience of navigation on said river beyond what is necessary to carry into effect the rights and privileges hereby granted, and shall be of such height in the clear above high-water mark as shall be prescribed by the Secretary of War, with rafting spans on either side of the draw of not less than two hundred and fifty feet each; and in order to secure compliance with these conditions the said corporation shall submit to the Secretary of War a plan of the bridge and accessory works provided for in this Act, together with a detailed map of the river for a distance of one mile above and one mile below the proposed site of said bridge, with such information as may be required by the Secretary of War for a full and satisfactory understanding of the subject; and the Secretary of War is hereby authorized and directed, upon receiving such plan and map and other information, and being satisfied that the bridge built upon such plan and with such accessory works and at such locality will conform to the prescribed condition of this Act, to notify the company that he approves the same; and upon receiving such notification the said company may proceed to the erection of said bridge, conforming strictly to the approved plan and location; but until the Secretary of War shall approve the plan and location of said bridge and accessory works, and notify the company of the same, the bridge shall not be built or commenced; and should any change be made or become necessary in the plan of the bridge or accessory works during the progress of construction or after completion such change shall likewise be subject to the approval and direction of the Secretary of War.</p> <p>“SEC. 3. That the accessory works referred to in the preceding section shall be such booms, dikes, piers, or other suitable and proper structures for confining the flow of water to a permanent channel, and for the guiding of steamboats, rafts, and other water craft safely through the draw and rafting spans, as shall be required by the Secretary of War, and in addition thereto, and before the putting in place of the draw spans of the bridge to be built under this Act, the company or persons owning or holding such bridge shall be required, under the direction and supervision of the Secretary of War, or of such officer as he shall designate, to dredge out to a minimum depth of twenty-one feet, the two triangular spaces above and below the proposed site of the bridge, included in the interior angles formed by the crossing of the two ship channels at “the gate,” to such an extent as to create a basin, the easterly and westerly limits of which shall be, respectively, at not less than one thousand feet from the axis of the bridge and shall be parallel thereto.”</p>
Bridge across St. Louis River. <i>Ante</i> , p. 65.	
Unobstructed navigation.	
Height amended.	
Secretary of War to approve plans, etc.	
Changes.	
Aids to navigation.	
Dredging.	
Maintenance of basin omitted.	

Approved, August 4, 1894.