AUTHENTICATED
U.S. GOVERNMENT
INFORMATION
GPO

any money-order office; and after a postal note has once been paid, to whomsoever it has been paid, the United States shall not be liable for any further claim for the amount thereof; but a postal note shall become invalid and not payable upon the expiration of three calendar months from the last day of the month during which the same was issued; and the holder, to obtain the amount of an invalid postal-note must forward it to the Superintendent of the Money-Order System, at Washington, District of Columbia, together with an application, in such manner and form as the Postmaster-General may prescribe, for a duplicate thereof, payable to such holder; and an additional fee of three cents shall be charged and exacted for the issue of the duplicate: *Provided*, That all provisions of law applicable to the issue of postal notes at money-order offices, and to postmasters, clerks and other employees therein, shall be equally applicable to offices authorized to issue postal notes under this act."

Proviso.
Provisions of law relative to postal notes extended to all offices of issue.

SEC. 2. That section fifty-four hundred and sixty-three of the Revised Statutes be amended so as to read as follows, to wit:

R. S., sec. 5463, p. 1059, amended.

"SEC. 5463. Any person who shall, with intent to defraud, falsely make, forge, counterfeit, engrave, or print, or cause or procure to be falsely made, forged, counterfeited, engraved, or printed, or willingly aid or assist in falsely making, forging, counterfeiting, engraving, or printing, any order in imitation of, or purporting to be, a money-order or postal-note issued by or under the direction of the Post-Office Department of the United States, or of any foreign country, and payable in the United States, or any material signature or indorsement thereon; or any material signature upon any receipt or certificate of identification thereon; any person who shall falsely alter, or cause or procure to be falsely altered, or willingly aid or assist in falsely altering any such money-order or postal-note; any person who shall, with intent to defraud, pass, utter, or publish, or attempt to pass, utter, or publish, as true, any such false, forged, counterfeited, or altered money-order or postal note, knowing the same, or any signature or indorsement thereon, to be false, forged, counterfeited or altered, shall be punishable by a fine of not more than five thousand dollars, or by imprisonment at hard labor for not less than two years and not more than five years."

Penalty for forging, etc., postal money-orders, extended to postal notes and to money-orders, etc., of foreign countries.

Approved, January 3, 1887.

CHAP. 14.—An act to extend the free-delivery system of the Post-Office Department, and for other purposes.

Jan. 3, 1887.

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled, That letter-carriers shall be employed for the free delivery of mail-matter, as frequently as the public business may require, at every incorporated city, village, or borough containing a population of fifty thousand within its corporate limits, and may be so employed at every place containing a population of not less than ten thousand, within its corporate limits, according to the last general census, taken by authority of State or United States law, or at any post-office which produced a gross revenue, for the preceding fiscal year, of not less than ten thousand dollars: *Provided*, This act shall not affect the existence of the free delivery in places where it is now established: *And provided further*, That in offices where the free delivery shall be established under the provisions of this act, such free delivery shall not be abolished by reason of decrease below ten thousand in population or ten thousand dollars in gross postal revenue, except in the discretion of the Postmaster-General.

Free delivery, postal service.

Extended to cities, etc., of 10,000 inhabitants, and offices receiving $10,000.

Provisos.
Not to affect present service.

Service not to be abolished except in discretion of Postmaster-General.

SEC. 2. That there may be in all cities which contain a population of seventy-five thousand or more three classes of letter-carriers, as follows: Carriers of the first class, whose salaries shall be one thousand dollars per annum; of the second class, whose salaries shall be eight hundred

Carriers.
Classification of, in cities of 75,000 population.

dollars per annum; and of the third class, whose salaries shall be six hundred dollars per annum.

In cities less than 75,000 population.

SEC. 3. That in places containing a population of less than seventy-five thousand there may be two classes of letter carriers, as follows: Carriers of the second class, whose salaries shall be eight hundred and fifty dollars per annum, and of the third class, whose salaries shall be six hundred dollars per annum.

Laws inconsistent repealed. R. S., sec. 3866, p. 755; Vol. 18, p. 231; Vol. 20, p. 317; Vol. 23, p. 185.

SEC. 4. That all laws inconsistent herewith are hereby repealed.

Approved, January 3, 1887.

Jan. 3, 1887.

CHAP. 15.—An act to authorize the construction of a bridge across the Saint Louis River at the most accessible point between the States of Minnesota and Wisconsin.

Saint Paul and Duluth Railroad Company authorized to bridge St. Louis River between Minnesota and Wisconsin.

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled, That the Saint Paul and Duluth Railroad Company, a corporation organized and existing in the State of Minnesota, be, and is hereby, authorized to construct and maintain a bridge, and approaches thereto, over the Saint Louis River, between the States of Minnesota and Wisconsin, at the most feasible point in the State of Minnesota in section seventeen, town forty-nine north, of range fourteen west, to a point opposite in the State of Wisconsin in section seventeen, town forty-nine north, of range fourteen west. Said bridge shall be constructed to provide for the passage of railway trains, and, at the option of the corporation by which it may be built, may be used for the passage of wagons and vehicles of all kinds, for the transit of animals, and for foot-passengers, for such reasonable rates of toll as may be approved from time to time by the Secretary of War.

Railroad, wagon, and foot bridge.

Free navigation not to be impaired.

SEC. 2. That any bridge built under this act shall be constructed and built without material interference with the security and convenience of navigation of said river beyond what is necessary to carry into effect the rights and privileges hereby granted; and in order to secure a compliance with these conditions the corporation, previous to commencing the construction of the bridge, or of the accessory works designed to secure the best practical channel-way for navigation and confine the flow of the water to a permanent channel at said point, 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 at the proposed site of the bridge and for a distance of a mile above and below the site, together with all other information touching said bridge and river and accessory works as may be deemed requisite by the Secretary of War to determine whether the said bridge, when built, will conform to the prescribed conditions of this act.

Plans, etc., to be approved by Secretary of War.

Draw.

SEC. 3. That any bridge built under this act shall be constructed as a pivot draw-bridge, with a draw over the main channel of the river at an accessible and the best navigable point, and with spans of not less than one hundred and ten feet in length in the clear on each side of the central or pivot pier of the draw: *Provided*, That said draw shall be opened promptly upon reasonable signal for the passing of boats, vessels, and other water-craft: *Provided, however*, That no bridge shall be built under the provisions of this act except there also be built, at the time of the erection of the piers, proper sheer-booms or other proper protections to safely guide boats, vessels, rafts, and other water-craft through said draw-spans, and at the expense of the company or corporation erecting said bridge; and said company or corporation shall maintain, at its own expense, from sunset to sunrise, such lights or other signals on said bridge as the Secretary of War shall prescribe.

Provisos. Opening draw.

Aids to navigation.

Lights.

Approval of Secretary of War.

SEC. 4. That the Secretary of War is hereby authorized and directed, upon receiving any such plan and map and other information, and upon being satisfied that a bridge built on such plan and with such accessory