

shores of the State of Michigan lying west of the principal meridian and south of the latitudinal line dividing township forty-three from township numbered forty-four north of the base line of the State, except the territory bordering on Green Bay, and including the Island of Bois Blanc; in which Grand Haven shall be the port of entry, and Cheboygan, Manistee, and Ludington ports of delivery."

Approved, May 20, 1890.

May 21, 1890.

**CHAP. 234.**—An act authorizing the registration of census mail-matter.

Eleventh Census.  
Mail-matter.

Free transportation  
by registered mail.

Private use of regis-  
tration mark, a misde-  
meanor.  
Penalty.

*Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled,* That all mail-matter, of whatever class, relative to the census and addressed to the Census Office, to the Superintendent of Census, his chief clerk, supervisors, or enumerators, and indorsed "Official business, Department of the Interior, Census Office, Registered," shall be transported free by registered mail; and if any person shall make use of any such mark of registration to avoid the payment of any registry fee on his private letter, package, or other matter in the mail, the person so offending shall be deemed guilty of a misdemeanor and subject to a fine of three hundred dollars, to be prosecuted in any court of competent jurisdiction

Approved, May 21, 1890.

May 21, 1890.

**CHAP. 235.**—An act authorizing and directing the sale of certain property belonging to the United States, situate in Pittsburgh, Pennsylvania.

Pittsburgh, Pa.  
Certain United  
States property in, to  
be sold.

Description.

Subject to existing  
easements.

Manner and terms  
of sale, etc.

*Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled,* That the Secretary of War be, and hereby is, authorized and directed to sell and convey to the purchaser or purchasers, all the right, title, and interest of the United States in and to all that certain parcel of ground, belonging to the United States, situate in the city of Pittsburgh, Pennsylvania, at the northwest corner of Penn avenue and Garrison alley, in the fourth ward of said city, fronting one hundred feet on the west side of Penn avenue and extending northwardly along the west line of Garrison alley, preserving the same width, to low-water line of the Allegheny River, subject, however, to such public easements as exist thereon and thereover.

**SEC. 2.** That said sale shall be by public auction after due advertisement, daily, for three weeks in three newspapers of the city of Pittsburgh, and after publication of notice by printed hand-bills posted for that length of time on said property and in ten of the most conspicuous places in the said city, and shall be of the property as a whole or in parts, for cash, as in the judgment of the Secretary of War may best subserve the interest of the United States and secure the best price for said entire property.

Approved, May 21, 1890.

May 21, 1890.

**CHAP. 236.**—An act to authorize the construction of a bridge across the Oconee River, in the State of Georgia.

Wrightsville and  
Tennville Railroad  
Company may bridge  
Oconee River at Dub-  
lin, Ga.

*Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled,* That the assent of Congress is hereby given to the Wrightsville and Tennville Railroad Company, an organization incorporated under the laws of the State of Georgia, its successors and assigns, and such other person

or persons as may be associated with it to construct and maintain a bridge over the Oconee River, at or near Dublin, in the State of Georgia.

SEC. 2. That the bridge shall be so constructed by drawspan or otherwise that a free and unobstructed passage may be secured to all vessels and other water craft navigating said river. That any bridge constructed under this act shall be built and located under and subject to such regulations for the security of navigation of said river as the Secretary of War shall prescribe, and to secure that object the said company shall submit to the Secretary of War, for his examination and approval, the design and drawings of the bridge, piers, and approaches, and a map of the location, giving, for the space of at least one mile above and one mile below the proposed location, the topography of the banks of the river, the shore lines at high and low water, and the direction and strength of the currents at all stages, and the soundings accurately showing the bed of the stream, and the location of other bridge or bridges, wharves, landings, or ferries, and shall furnish such other information as may be required for a full and satisfactory understanding of the subject; and until said plan and location of the bridge are approved by the Secretary of War, the bridge shall not be built, and after such approval by the Secretary of War, the approved plans and designs for the bridge shall not be deviated from or added to, either during the construction or after the completion of the bridge, until the proposed change shall have been submitted to the Secretary of War and received his approval; and the said bridge shall be at all times so kept and managed as to offer reasonable and proper means for the passage of vessels through or under said bridge; and if said bridge be built with a draw, said draw shall be opened promptly upon reasonable signal for the passage of boats, and the said company or corporation shall maintain at its own expense, from sunset until sunrise, such lights or other signals on said bridge as the Light House Board shall prescribe; and if at any time the navigation of said river shall in any manner be obstructed or impaired by the bridge authorized by this act to be constructed, the Secretary of War shall have authority, and it shall be his duty to require said company to alter and change the said bridge, at its own expense, in such manner as may be proper to secure free and complete navigation without impediment; and if upon reasonable notice to said company to make such change or improvements, the said company fails to do so, the Secretary of War shall have authority to make the same, and all the rights conferred by this act shall be forfeited, and Congress shall have power to do any and all things necessary to secure the free navigation of the river: *Provided also*, That nothing in this act shall be so construed as to repeal or modify any of the provisions of law now existing in reference to the protection of the navigation of rivers, or to exempt this bridge from the operations of the same.

SEC. 3. That any bridge built under this act and subject to its limitations shall be a lawful structure, and shall be recognized and known as a post-route, upon which also no higher charge shall be made for the transmission over the same of the mails, the troops, and the munitions of war of the United States, or passengers or freight over said bridge, than the rate per mile paid for the transportation over the railroads or public highways leading to said bridge; and they shall enjoy the rights and privileges of other post-roads of the United States. And equal privileges in the use of said bridge shall be granted to all telegraph companies, and the United States shall have the right of way across said bridge and its approaches for said postal telegraph purposes.

SEC. 4. That the right to alter, amend, or repeal this act is hereby expressly reserved, and the right to require any changes in said structure, or its removal, at the expense of the owners thereof, when-

Drawspan or otherwise.

Security of navigation.

Secretary of War to approve plans, etc.

Change of plans.

Passage of vessels.

Opening of draw.

Lights, etc.

Obstructed navigation.

Subsequent changes.

Forfeiture of rights.

Free navigation.

*Proviso.*

No modification, etc., of existing law.

Lawful structure and post-route.

Transportation charges.

Use by telegraph companies.

Postal telegraph.

Amendment, etc.

Structural changes.

ever the Secretary of War shall decide that the public interest requires it, is also expressly reserved.

Commencement and completion.

SEC. 5. That this act shall be null and void if actual construction of the bridge herein authorized be not commenced within one year and completed within three years from the date thereof.

Approved, May 21, 1890.

May 22, 1890.

**CHAP. 270.**—An act to increase the appropriation for the erection of a public building at Sacramento, California.

Sacramento, Cal.  
Public building, and site.  
Limit of cost increased.

*Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled,* That the amount heretofore fixed as the limit of cost for the erection of a public building by the Government of the United States at Sacramento, California, be, and the same is hereby, increased to three hundred thousand dollars, and that the same is hereby fixed as the limit of cost of the erection of said building, including site.

Limitation of contracts.

SEC. 2. That the officers of the United States Government having charge of the erection of public buildings are authorized and required to be governed by the limitations hereby prescribed in making contracts for the erection of said building.

Approved, May 22, 1890.

May 22, 1890.

**CHAP. 271.**—An act to provide for the purchase of a site, and the erection of a public building thereon, at Ashland in the State of Wisconsin.

Ashland, Wis.  
Public building, etc.  
Site.  
Building.

*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 acquire, by purchase, condemnation or otherwise, a site, and cause to be erected thereon a suitable building, including fire-proof vaults, heating and ventilating apparatus, elevators, and approaches, for the use and accommodation of the United States post-office and other Government offices, in the city of Ashland and State of Wisconsin, the cost of said site and building, including said vaults, heating and ventilating apparatus, elevators and approaches, complete, not to exceed the sum of one hundred thousand dollars.

Limit of cost.

Proposals for site invited.

Proposals for the sale of land suitable for said site shall be invited by public advertisement in one or more of the newspapers of said city of largest circulation for at least twenty days prior to the date specified in said advertisement for the opening of said proposals.

Responses.

Proposals made in response to said advertisement shall be addressed and mailed to the Secretary of the Treasury, who shall then cause the said proposed sites, and such others as he may think proper to designate, to be examined in person by an agent of the Treasury Department, who shall make written report to said Secretary of the results of said examination, and of his recommendation thereon, and the reasons therefor, which shall be accompanied by the original proposals and all maps, plats, and statements which shall have come into his possession relating to the said proposed sites.

Examination, etc., of sites by agent.

Examining commission.

If, upon consideration of said report and accompanying papers, the Secretary of the Treasury shall deem further investigation necessary, he may appoint a commission of not more than three persons, one of whom shall be an officer of the Treasury Department, which commission shall also examine the said proposed sites, and such others as the Secretary of the Treasury may designate, and grant such hearings in relation thereto as they shall deem necessary; and said commission shall, within thirty days after such examination, make to the Secretary of the Treasury written report of their conclusion in

Hearings.

Commission report.