

Albany Register.

OFFICIAL.

Laws of the United States.

PASSED AT THE THIRD SESSION OF THE FORTY-SECOND CONGRESS.

[General Nature—No. 59.]

AN ACT making appropriations for the service of the Post-Office Department for the year ending June thirtieth, eighteen hundred and seventy-four.

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled, That the following sums be, and the same are hereby, appropriated for the service of the Post-Office Department for the year ending June thirtieth, eighteen hundred and seventy-four, out of any moneys in the treasury arising from the revenues of said Department, in conformity to the act of July second, eighteen hundred and thirty-six, as follows:

For inland mail transportation, fourteen million eight hundred and forty thousand and twenty dollars.

For pay of mail messengers, six hundred and seven thousand one hundred dollars.

For pay of route-agents, eight hundred and eighty-four thousand seven hundred and ninety-six dollars.

For pay of mail-route messengers, one hundred and seventy-one thousand two hundred and sixty-five dollars.

For pay of local agents, ninety-five thousand one hundred and fifty-eight dollars.

For pay of railway post-office clerks, one million two hundred and fifty-seven thousand one hundred and fifty-seven dollars.

For pay of baggage-masters, two thousand four hundred and twenty-nine dollars.

For foreign mail transportation, three hundred thousand dollars.

For ship, steamboat, and way letters, ten thousand dollars.

For pay of post-masters, five million seven hundred and twenty-five thousand dollars.

For pay of clerks for post-offices, two million nine hundred and seventy-five thousand dollars.

For pay of letter-carriers, one million six hundred thousand dollars; and that commencing with the first day of July, eighteen hundred and seventy-three, letter-carriers may be employed for the free delivery of mail-matter, as frequently as the public convenience may require, at any place containing a population of not less than twenty thousand within the delivery of its post-office; and that for the purpose of employing carriers where not already employed at such places, the sum of one hundred thousand dollars is hereby appropriated, out of any money in the treasury not otherwise appropriated. And for the more efficient organization of the free-delivery system, the Postmaster-General may designate one of the present fourth-class clerks to act as superintendent of free delivery in the Post-Office Department, at an annual salary of two thousand dollars: Provided, That the salary hereby fixed shall terminate at the end of the fiscal year ending June thirtieth, eighteen hundred and seventy-four.

For wrapping-paper, thirty-three thousand dollars.

For twice, thirty-eight thousand dollars.

For letter balances, three thousand dollars.

For office-furniture, six thousand five hundred dollars.

For advertising, seventy thousand dollars: Provided, That hereafter no payment shall be made to any newspaper published in the District of Columbia for advertising any other mail-routes than those in Virginia and Maryland.

For manufacture of adhesive postage stamps, one hundred and thirty thousand five hundred and fifty dollars.

For stamped envelopes and wrappers, four hundred and seventy-five thousand dollars: Provided, That hereafter no envelope as furnished by the Government shall contain any lithographing and engraving, and no printing except a printed request to return the letter to the writer.

For manufacture of postal cards, one hundred and sixty-seven thousand dollars.

For pay of distributing agents and assistants, fourteen thousand dollars.

For payments on account of mail depreciations and for special agents, one hundred and sixty thousand dollars.

For mail-bags and mail-bag catchers, one hundred and eighty thousand dollars.

For mail-locks and keys, forty thousand dollars.

For post-marking and cancelling stamps, twelve thousand dollars.

For preparing and publishing post-route maps, twenty-seven thousand dollars.

For balances due foreign countries, two hundred and fifty thousand dollars.

For rent of post-offices, three hundred thousand dollars.

For fuel for post-offices, one hundred and thirty thousand dollars.

For light for post-offices, one hundred and sixty thousand dollars.

For stationery and miscellaneous items, sixty thousand dollars.

For registered package envelopes, fifty-six thousand dollars.

For official envelopes for post-masters, twenty-nine thousand five hundred and twenty-five dollars.

For envelopes for returning dead-letters, six thousand one hundred and sixty dollars.

For fees to marshals, attorneys, and clerks of courts, seven thousand five hundred dollars.

For engraving, printing, and binding drafts and warrants, three thousand five hundred dollars.

For miscellaneous items, two thousand five hundred dollars.

For increase of compensation for the transportation of mails on railroad routes upon the condition and at the rates hereinafter mentioned, five hundred thousand dollars, or so much thereof as may be necessary: Provided, That the Postmaster-General be, and he is hereby, authorized and directed to reallocate the compensation hereafter to be paid for the transportation of mails on railroad routes upon the conditions and at the rates hereinafter mentioned, to-wit: That the mails shall be conveyed with due frequency and speed; that sufficient and suitable room, fixtures, and furniture, in a car properly lighted and warmed, shall be provided for route-agents to accompany and distribute the mails; and that the pay per mile per annum shall not exceed the following rates, namely: On routes carrying their whole length an average rate of mails per day of two hundred pounds, fifty dollars; five hundred pounds, seventy-five dollars; one thousand pounds, one hundred dollars; one thousand five hundred pounds, one hundred and twenty-five dollars; two thousand pounds, one hundred and fifty dollars; three thousand five hundred pounds, one hundred and seventy-five dollars; five thousand pounds, two hundred dollars, and twenty-five dollars additional for every additional two thousand pounds, the average weight to be ascertained, in every case, by the actual weighing of the mails for such a number of successive working-days, not less than thirty, at such times, after June thirtieth, eighteen hundred and seventy-three, and not less frequently than once in every four years, and the result to be stated and verified in such form and manner as the Postmaster-General may direct: Provided also, That in case any railroad company now furnishing railway post-office cars shall refuse to provide such cars, such company shall not be entitled to any increase of compensation under any provision of this act. Provided further, That additional pay may be allowed for every line comprising a daily trip each way of railway post-office cars, at a rate not exceeding twenty-five dollars per mile per annum for cars forty feet in length; and thirty dollars per mile per annum for forty-five feet cars; and forty dollars per mile per annum for fifty feet cars; and fifty dollars per mile per annum for fifty-five to sixty feet cars: And provided also, That the length of cars required for such post-office railway-car service shall be determined by the Post-Office Department, and all such cars shall be properly fitted up, furnished, warmed, and lighted for the accommodation of clerks to accompany and distribute the mails: And provided further, That so much of section two hundred and sixty-five of the act approved June eighth, eighteen hundred and seventy-two, entitled "An act to revise, consolidate, and amend the statutes relating to the Post-Office Department," as provides that "the Postmaster-General may allow any railroad company with whom he may contract for the carrying of the United States mail, and who furnish railway post-office cars for the transportation of the mail, such additional compensation beyond that now allowed by law as he may think fit, not exceeding, however, fifty per centum of the said rates," be, and the same is hereby, repealed.

Sec. 2. That the following sums, or so much thereof as may be necessary, be, and the same are hereby, appropriated for the year ending June thirtieth, eighteen hundred and seventy-four, out of any money in the treasury not otherwise appropriated, namely:

For steamship service between San Francisco, Japan, and China, eight hundred and seventy-five thousand dollars.

For steamship service between the United States and Brazil, one hundred and fifty thousand dollars.

For steamship service between San Francisco and the Sandwich Islands, seventy-five thousand dollars.

Sec. 3. That if the revenues of the Post-Office Department shall be insufficient to meet the appropriations made by this act, then the sum of five million three hundred and ninety-six thousand six hundred and two dollars, or so much thereof as may be necessary, be, and the same is hereby, appropriated, to be paid out of any money in the treasury not otherwise appropriated, to supply deficiencies in the revenue of the Post-Office Department for the year ending June thirtieth, eighteen hundred and seventy-four: Provided, That all laws and

parts of laws permitting the transmission by mail of any free matter whatever, be, and the same are hereby, repealed from and after June thirtieth, eighteen hundred and seventy-three. Approved, March 3, 1873.

[General Nature—No. 60.]

AN ACT to amend an act entitled "An act to reduce duties on imports and to reduce internal taxes, and for other purposes," approved June sixth, eighteen hundred and seventy-two, and for other purposes.

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled, That on and after the date of the passage of this act, for all purposes relating to custom duties and importation, "heading-bolts" shall be held and construed to be included under the term "stave-bolts."

Sec. 2. That barrels of American manufacture exported filled with domestic petroleum and returned empty may be admitted free of duty, under such regulations as the Secretary of the Treasury may prescribe, and without requiring the filing of a declaration at time of export of intent to return the same empty.

Sec. 3. That foreign merchandise which arrived at a port of the United States on or before the thirty-first day of July, eighteen hundred and seventy-two, and upon which duties were not paid prior to August first, eighteen hundred and seventy-two, though the same were not entered or transferred to a public store or bonded warehouse, shall be entitled to the benefits provided for in the second section of an act entitled "An act to reduce duties on imports, and to reduce internal taxes, and for other purposes," approved June sixth, eighteen hundred and seventy-two, the same as such merchandise would have been entitled to had it actually been in public store or bonded warehouse on or prior to the thirty-first day of July, eighteen hundred and seventy-two: Provided, That the owner of such merchandise shall, within thirty days from the passage of this act, make application therefor in writing to the collector of the port at which such merchandise arrived.

Sec. 4. That on kid and all other gloves imported into the United States from foreign countries there shall be no discrimination in determining by appraisal the foreign market value of such goods, whether protected by trade-mark or not, and that in no case shall the goods so protected by trade-mark be appraised at a less foreign market value than the like goods not so protected; and no sale or pretended sale of such goods shall be held to fix the value of the same.

Sec. 5. That section fifty-five of the act of July twentieth, eighteen hundred and sixty-eight, as amended by the act of June sixth, eighteen hundred and seventy-two, be further amended by adding to the first paragraph of said section the words: "Provided further, That the bonds required to be given for the exportation of distilled spirits shall be cancelled upon the presentation of satisfactory proof and certificates that said distilled spirits have been landed at the port of destination named in the bill of lading, or upon satisfactory proof that after shipment the same were lost at sea without fault or neglect of the owner or shipper thereof."

Approved, March 3, 1873.

[General Nature—No. 61.]

AN ACT making appropriations for the repair, preservation and completion of certain public works on rivers and harbors, and for other purposes.

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled, That the following sums of money be, and are hereby, appropriated, out of any money in the treasury not otherwise appropriated, to be expended under the direction of the Secretary of War, for the repair, preservation, and completion of the following public works hereinafter named:

For the purpose of dredging out the bay of Superior from the natural entrance to the docks of Superior and Du Luth and preserving both entrances from the lake thereto, one hundred thousand dollars.

For the improvement of Marquette harbor, Michigan, fifteen thousand dollars.

For the improvement of Menomonee harbor, Michigan and Wisconsin, twenty-five thousand dollars.

For the improvement of Green Bay harbor, Wisconsin, twenty thousand dollars.

For the improvement of Two Rivers harbor, Wisconsin, twenty-five thousand dollars.

For the improvement of Manitowoc harbor, Wisconsin, twenty thousand dollars.

For the improvement of Sheboygan harbor, Wisconsin, ten thousand dollars.

For the improvement of Port Washington harbor, Wisconsin, fifteen thousand dollars.

For the improvement of Milwaukee harbor, Wisconsin, ten thousand dollars.

For the improvement of Racine harbor, Wisconsin, twenty thousand dollars.

For the improvement of Chicago harbor, Illinois, ninety thousand dollars.

For the improvement of Calumet harbor, Illinois, forty thousand dollars.

For the improvement of Michigan City harbor, Indiana, fifty thousand dollars.

For the improvement of Fox and Wisconsin rivers, three hundred thousand dollars.

For the improvement of Manistee harbor, Michigan, ten thousand dollars.

For the improvement of Luding on harbor, Michigan, twenty-five thousand dollars.

For the improvement of the harbors of Washington and Georgetown, District of Columbia, fifty thousand dollars.

For the improvement of Great Kanawha river, West Virginia, twenty-five thousand dollars.

For the improvement of White River harbor, Michigan, seven thousand dollars.

For the improvement of Frankfort harbor, Michigan, ten thousand dollars.

For the improvement of Grand Haven harbor, Michigan, seventy-five thousand dollars.

For the improvement of Black Lake harbor, Michigan, twelve thousand dollars.

For the improvement of Sangauk harbor, Michigan, ten thousand dollars.

For the improvement of South Haven harbor, Michigan, twenty thousand dollars.

For the improvement of Monroe harbor, Michigan, fifteen thousand dollars.

For the improvement of Cheboygan harbor, Michigan, fifteen thousand dollars.

For the improvement of Saint Mary's Falls canal, two hundred thousand dollars.

For the improvement of Saint Clair river, at the mouth of Black river, fifteen thousand dollars.

For the improvement of harbor of Refuge on Lake Huron, seventy-five thousand dollars.

For the improvement of Peawat Harbor, Michigan, twenty thousand dollars.

For the improvement of Saint Clair Flats canal, one hundred thousand dollars.

For the improvement of Toledo harbor, Ohio, one hundred thousand dollars.

For the improvement of Sandusky City harbor, Ohio, twenty-five thousand dollars.

For the improvement of Vermillion harbor, Ohio, twelve thousand dollars.

For the improvement of Black River harbor, Ohio, twenty thousand dollars.

For the improvement of Cleveland harbor, Ohio, one thousand dollars.

For the improvement of Ashabula harbor, Ohio, sixteen thousand dollars.

For the improvement of Conaut harbor, Ohio, four hundred dollars.

For the improvement of Dunkirk harbor, New York, forty thousand dollars.

For the improvement of Buffalo harbor, New York, seventy-five thousand dollars.

For the improvement of Olevot harbor, New York, ten thousand dollars.

For the improvement of Oak Orchard harbor, New York, ten thousand dollars.

For the improvement of Little Sodus harbor, New York, fifteen thousand dollars.

For the improvement of Oswego harbor, New York, one hundred thousand dollars.

For the improvement of Waddington harbor, New York, one hundred thousand dollars.

For the improvement of Ogdensburg harbor, New York, six thousand dollars.

For the improvement of Plattsburgh harbor, New York, ten thousand dollars.

For the improvement of Swanton harbor, Vermont, fifteen thousand dollars.

For the removal of a sand-bar in the harbor at the mouth of Black river, New York, five thousand dollars, or so much thereof as may be necessary.

For the improvement of Peconic river, Long Island, New York, ten thousand dollars.

For the improvement of Burlington harbor, Vermont, twenty-five thousand dollars.

For the preservation of the falls of Saint Anthony, Minnesota, and the navigation of the Mississippi river above the same, fifty thousand dollars.

For the improvement of the Minnesota river, Minnesota, ten thousand dollars: Provided, That one-half of said sum shall be expended between the mouth of the Yellow Medicine and Minnesota falls on said river.

For construction of the lock and dam on the Mississippi river, at Meeker's Island, Minnesota, according to the surveys and plans of the War Department, twenty-five thousand dollars: Provided, That all rights and claims in and to the land grant made to the State of Minnesota for the above work, by act approved July twenty-third, eighteen hundred and sixty-eight, shall be fully relinquished to the United States before any of this appropriation is expended.

For the improvement of the Upper Mississippi river, twenty-five thousand dollars.

For the improvement of the Illinois river, one hundred thousand dollars.

For the improvement of the Des Moines rapids, Mississippi river, four hundred thousand dollars.

For the improvement of the Rock Island rapids, Mississippi river, fifty thousand dollars.

For the improvement of the harbor of Refuge at the entrance of the Sturgeon Bay canal, forty thousand dollars.

For the improvement of the Mississippi, Missouri, and Arkansas rivers, one hundred thousand dollars.

For improvement of Yazoo river, forty thousand dollars.

The ten thousand dollars appropriated at the second session of the Forty-second Congress for the improvement of the Tombigbee river shall be expended in the State of Mississippi.

For the improvement of the White and Saint Francis river, fifty thousand dollars.

For the improvement of the Ouachita river, in Louisiana, sixty thousand dollars.

For the improvement of the Mississippi river between the mouth of the Missouri river and the mouth of the Ohio river, two hundred thousand dollars.

For the improvement of the Ohio river, two hundred thousand dollars.

And that Godfrey Weitzel, of the corps of engineers, United States army, in charge of the Louisville and Portland canal, is hereby empowered and directed, subject to the approval of the Chief of Engineers of said corps, to adjust and pay, out of any money appropriated for the improvement of said canal, to J. C. Dennis any legal or equitable claims he may have against the United States arising out of work done by him under Hugh McGilley and Company's contract to perform work on said canal, in the years eighteen hundred and seventy-one and eighteen hundred and seventy-two; and said Godfrey Weitzel is further authorized and directed to pay to J. C. Dennis, in addition to the amount above provided for, such other sums as said Weitzel shall find that said Dennis is equitably entitled to as assignee of Hugh McGilley and Company for work done by said Dennis on said improvement: Provided, That such sums shall not exceed the amount due and owing by the government of the United States for work done under said contract of Hugh McGilley and Company, and that the sums thus received of Weitzel shall be in full of the claim of said McGilley and Company under their contract, and in full of the claim of said Dennis as the assignee of said firm.

For completing the Louisville and Portland canal, one hundred thousand dollars; and the Secretary of the Treasury is authorized and directed to assume, on behalf of the United States, the control and management of the said canal in conformity with the terms of the joint resolution of the legislature of the State of Kentucky, approved March twenty-eighth, eighteen hundred and seventy-two, at such time and in such manner as in his judgment the interests of the United States, and the commerce thereof, may require; and the sum of money necessary to enable the Secretary of the Treasury to carry this provision into effect is hereby appropriated: Provided, That after the United States shall assume control of said canal, the tolls thereon on vessels propelled by steam shall be reduced to twenty-five cents per ton, and on all other vessels in proportion.

For the improvement of the Upper Monongahela river, near Morgantown, West Virginia, sixty-six thousand dollars.

For the improvement of the Cumberland river below Nashville, Tennessee, twenty-five thousand dollars.

For the improvement of the Wabash river, Indiana and Illinois, fifty thousand dollars.

For the improvement of the Tennessee river below Chattanooga, including the Muscle shoals, one hundred thousand dollars.

For the improvement of the Tennessee river above Chattanooga, twenty-five thousand dollars.

For the improvement of the mouth of the Mississippi river, one hundred and twenty-five thousand dollars.

For removing the raft in Red river, Louisiana, eighty thousand dollars.

For the improvement of Cypress bayou, and construction of dams, and dredging at the foot of Soda Lake, Texas, fifty thousand dollars.

For the improvement of Mobile harbor and bay, Alabama, one hundred thousand dollars.

For completing work now in progress in improving Charleston harbor, South Carolina, five thousand dollars.

For the improvement of Savannah harbor and river, Georgia, fifty thousand dollars.

For the improvement of Saint John's river, Florida, ten thousand dollars.

For the improvement of the entrance to the harbor of Baltimore, in Patuxent river and Chesapeake bay, two hundred thousand dollars.

For the improvement of Wicomico river, Maryland, five thousand dollars.

For the improvement of Cambridge harbor, Maryland, five thousand dollars.

For the improvement of Chester river at Kent Island narrows, Mary-