

July 23, 1892.

CHAP. 239.—An act authorizing and directing the sale of certain property belonging to the United States, situate in Pittsburg, Pennsylvania.

Pittsburg, Pa.
Sale of land authorized.

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 hereby is, authorized and directed to sell and convey to the purchaser or purchasers, all the right, title, and interest of the United States of, in, and to all that certain parcel of land situate in the city of Pittsburg, Pennsylvania, at the northwest corner of Fifth avenue and Smithfield street, extending one hundred and twenty feet from said corner along Smithfield street towards Virginia alley, and being in depth one hundred and twenty feet towards Wood street; fronting one hundred and twenty feet on Smithfield street, and one hundred and twenty feet on Fifth avenue.

Auction.

SEC. 2. That said sale shall be by public auction, after due advertisement daily, for three weeks, in three newspapers of the city of Pittsburg, 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 the Treasury may best subserve the interest of the United States and secure the best price for said entire property: *Provided,* That nothing herein contained shall be construed to prevent the Secretary of the Treasury, in making sale as herein provided, from giving to the purchaser of said property an allowance of not to exceed sixty days from the date of bid within which to pay the purchase money, said purchaser, however, to pay ten per centum of the amount of his bid at the time of the acceptance thereof.

Terms.

Proviso.
Time allowed to complete payment.

Approved, July 23, 1892.

July 23, 1892.

CHAP. 240.—An act to establish a division line between land of the United States and the Pittsburg, Fort Wayne and Chicago Railroad Company.

Preamble.

Whereas a conflict has arisen between the United States and the Pittsburg, Fort Wayne and Chicago Railroad Company as to the true location of the division line between land owned by them respectively on the north shore of Ohio River adjacent to the Davis Island Dam, in Allegheny County, Pennsylvania; and

Whereas the following described compromise line of division between said properties is satisfactory to the United States, to-wit: Beginning at a stone monument A in the western boundary line of property acquired by the United States of America from William Jackman, said property line being the former division line between properties of William Jackman and Alexander Taylor, said monument being located sixteen and eight-hundredths feet from the south rail of the present south main track of said Pittsburg, Fort Wayne and Chicago Railway, measured on the boundary line, said stone monument being also ten feet (measured at right angles) from the future south rail of future south main track of Pittsburg, Fort Wayne and Chicago Railway as located; thence south forty-four degrees and forty minutes east, five hundred eighty-one and three-tenths feet to a stone monument B located thirty-one and eight-tenths feet northeast from the inner-face wall of the western gate recess, Davis Island Dam; thence continuing south forty-four degrees and forty minutes east, to a point south-eastwardly from said stone monument B seven and six-tenths feet; thence north forty-five degrees and thirty minutes east, five and ninety-two hundredths feet to a point; thence south forty-four degrees and forty minutes east, fifty four and eight-tenths feet to a point; thence south forty-five degrees and thirty minutes west five and ninety-two hundredths feet to a point on the compromise (or dividing) line; thence south forty-four degrees and forty minutes east two hundred

eight and five-tenths feet to a point twenty-one and two-tenths feet distant northwardly from the northwest corner of lock keeper's house; thence continuing by same course and straight line eighty-six and eight-tenths feet to a point twenty and eight tenths feet distant northwardly from the northeast corner of lock keeper's house; thence continuing by same course and straight line one hundred and fifty-six and seven-tenths feet to a stone monument, C; thence southeastwardly by a curved line, radius eight thousand five hundred and ninety-four feet, a distance of one hundred and nineteen and seven-tenths feet to a point thirty and three-tenths feet northeast from inner face of eastern gate recess, Davis Island Dam; thence continuing southeastwardly by same curved line six hundred and thirty-five feet to a stone monument, D; thence southeastwardly by straight line tangent to last-mentioned line a distance of one hundred and thirty-one feet to a stone monument, E, on the eastern boundary line of property of the United States of America acquired from Thomas Mulvehill: Therefore,

Be it Enacted by the Senate and House of Representatives of the United States of America in Congress assembled, That the United States of America do consent to the division line hereinbefore recited and specified between their land and that of the Pittsburg, Fort Wayne and Chicago Railroad Company on the north shore of the Ohio River at the Davis Island Dam upon the relinquishment and conveyance by the said railroad company of all its right, title, and interest in and to the property on the south or river side of said recited line to the United States; and upon such relinquishment and conveyance to the United States in a manner valid and satisfactory to the Attorney-General the United States do hereby release and convey all their right, title, and interest in and to the property north of said recited line to the said Pittsburg, Fort Wayne and Chicago Railroad Company: *Provided,* That no spare material shall be stored south of the proposed new track of the said railroad company for a space of seven hundred and thirty feet, beginning fifty feet above the upper gate recess and ending fifty feet below the lower gate recess: *Provided also,* That the said railroad company shall construct a walk of crushed limestone, such as is used at its stations, from Bellevue Station to the lock house: *And provided also,* That the said railroad company shall protect the ends of the recesses, if necessary, by masonry walls.

Approved, July 23, 1892.

CHAP. 241.—An act to establish a railroad bridge across the Black River, in Arkansas.

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled, That the Hoxie and Pocahontas Railroad Company, a corporation organized under the laws of the State of Arkansas, its successors and assigns, are hereby authorized and empowered to erect, establish, and maintain a railroad bridge across the Black River, in the State of Arkansas, between a point on the east side of said river, in the county of Randolph in said State, to be by said company selected, and a point to be also selected by said company at or near the town of Pocahontas on the west side of said Black River, in said county of Randolph and State of Arkansas; and that said bridge shall not interfere with the free navigation of said river, and in case of any litigation arising from any obstruction or alleged obstruction to the free navigation of said river, the same shall be instituted and determined in the district court of the United States for the eastern district of the State of Arkansas.

SEC. 2. That any bridge built under the provisions of this act may, at the option of the company building the same, be built as a drawbridge, with a pivot or other form of draw, or with unbroken or continuous

Davis Island Dam, Pa.
Settlement of division line with Pittsburg, Fort Wayne and Chicago Railroad Company.

Provisos.
Storage of material.

Walk.

Masonry walls.

July 23, 1892.

Hoxie and Pocahontas Railroad Company may bridge Black River at Pocahontas, Ark.

Unobstructed navigation.
Litigation.

Construction.