

April 15, 1886.

**CHAP. 47.**—An act providing for the erection of a public building at San Antonio, Texas.

San Antonio,  
Tex.  
Public building.  
Site.

Plans, &amp;c.

Appropriation.

*Proviso.*

*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 purchase a site for, and cause to be erected thereon, a suitable building, with fire-proof vaults therein, for the accommodation of the United States courts, post-office, and other Government offices, at the city of San Antonio, Texas. The plans, specifications, and full estimates for said building shall be previously made and approved according to law, and shall not exceed, for the site and building complete, the sum of two hundred thousand dollars, which sum is hereby appropriated out of any money in the Treasury not otherwise appropriated: *Provided,* That the site shall leave the building unexposed to danger from fire in adjacent buildings by an open space of not less than forty feet, including streets and alleys; and no money appropriated for this purpose shall be available until a valid title to the site for said building shall be vested in the United States, nor until the State of Texas shall have ceded to the United States exclusive jurisdiction over the same, during the time the United States shall be or remain the owners thereof, for all purposes except the administration of the criminal laws of said State and the service of civil process therein; nor shall any site be purchased until estimates for the erection of a building which will furnish sufficient accommodation for the transaction of the public business, and which shall not exceed in cost the balance of the sum herein limited after the site shall have been purchased and paid for, shall have been approved by the Secretary of the Treasury; and no purchase of site nor plans for said building shall be approved by the Secretary of the Treasury involving an expenditure exceeding the said sum so herein limited for site and building.

Approved, April 15, 1886.

April 15, 1886.

**CHAP. 48.**—An act authorizing the construction of a bridge over the Mississippi River at or near Alton, Illinois, and for other purposes.

Bridge over Mis-  
sissippi River, at  
Alton, Ill.

Central Missouri  
Railway Company  
may construct.

Passage of trains,  
tolls, &c.

*Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled,* That it shall be lawful for the Central Missouri Railway Company, a corporation duly and legally incorporated under and by virtue of the laws of the State of Missouri, its assigns or successors, to construct and maintain a bridge, and approaches thereto, over the Mississippi River at or near Alton, in the State of Illinois. Said bridge shall be constructed to provide for the passage of railway trains, and, at the option of the persons by whom 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.

Declared a law-  
ful structure and  
post-route.

**SEC. 2.** 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 passing over said bridge, than the rate per mile paid for the transportation over the railroad or public highways leading to the said bridge; and it shall enjoy the rights and privileges of other post-roads in the United States.

Spans.

**SEC. 3.** That if said bridge shall be made with unbroken and continuous spans, the spans thereof shall not be less than three hundred feet in length in the clear, and the main span shall be over the main channel of the river. The lowest part of the superstructure of said bridge shall be at least fifty feet above high-water mark, as understood at the

point of location, and the bridge shall be at right angles to and its piers parallel with the current of the river: *Provided*, That if the same shall be constructed as a draw-bridge, the draw or pivot pier shall be at or near that shore nearest the channel of the river where, in the opinion of the Secretary of War, the passage through the draw at that point can be consistently maintained; if not so constructed, then the draw-pier to be in the main channel, and the opening or passage-way to be so protected that water-craft can be worked through it by lines when not safe to pass otherwise; and the spans shall not be less than two hundred feet in length in the clear, with two side spans of three hundred feet each, and the piers of said bridge shall be parallel with and the bridge itself at right angles to the current of the river, and the spans shall not be less than ten feet above high-water mark, as understood at the point of location, to the lowest part of the superstructure of said bridge: *Provided also*, That said draw shall be opened promptly upon reasonable signal for the passing of boats; and said company or corporation shall maintain, at its own expense, from sunset till sunrise, such lights or other signals on said bridge as the Light-House Board shall prescribe. No bridge shall be erected or maintained under the authority of this act which shall at any time substantially or materially obstruct the free navigation of said river; and if any bridge erected under such authority shall, in the opinion of the Secretary of War, obstruct such navigation, he is hereby authorized to cause such change or alteration of said bridge to be made as will effectually obviate such obstruction; and all such alterations shall be made and all such obstructions be removed at the expense of the owner or owners of said bridge; and in case of any litigation arising from any obstruction or alleged obstruction to the free navigation of said river caused or alleged to be caused by said bridge, the case may be brought in the district court of the United States of the State of Missouri in which any portion of said obstruction or bridge may be located: *Provided further*, 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 operation of the same.

*Proviso.*

Draws.

*Proviso.*

Lights, etc.

Free navigation to be maintained.

Litigation.

SEC. 4. That all railroad companies desiring the use of said bridge shall have and be entitled to equal rights and privileges relative to the passage of railway trains over the same, and over the approaches thereto, upon payment of a reasonable compensation for such use; and in case the owner or owners of said bridge and the several railroad companies, or any one of them, desiring such use, shall fail to agree upon the sum or sums to be paid, and upon rules and conditions to which each shall conform in using said bridge, all matters at issue between them shall be decided by the Secretary of War, upon a hearing of the allegations and proofs of the parties.

All railroad companies to have use of bridge; compensation; Secretary of War to decide disagreements.

SEC. 5. That any bridge authorized to be 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 or corporation shall submit to the Secretary of War, for his examination and approval, a design and drawings of the bridge, and a map of the location, giving, for the space of 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, the direction and strength of the currents at all stages, and the soundings, accurately showing the bed of the stream, the location of any other bridge or bridges, and shall furnish such other information as may be required for a full and satisfactory understanding of the subject; and until the said plan and location of the bridge are approved by the Secretary of War the bridge shall not be built; and should any change be made in the plan of said bridge during the progress of construction, such change shall be subject to the approval of the Secretary of War.

Plans, etc., for security of navigation, etc., to be submitted to Secretary of War.

Assignment of rights of Hannibal and Southwestern Railway Company ratified.

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Right to amend, etc., reserved.

SEC. 6. That all the rights, privileges, and immunities granted and included in an act entitled "An act authorizing the construction of a bridge over the Missouri River at or near Arrow Rock, Missouri," approved April first, eighteen hundred and eighty-two, having been transferred and assigned by the Hannibal and Southwestern Railway Company to its successor, the Central Missouri Railway Company said transfer and assignment is hereby ratified and confirmed to said Central Missouri Railway Company.

SEC. 7. That the right to alter, amend, or repeal this act is hereby expressly reserved.

Approved, April 15, 1886.

April 15, 1886.

CHAP. 49.—An act to authorize the Mississippi Water-Power and Boom Company, of Brainard, Minnesota, to construct a dam across the Mississippi River.

Dam across Mississippi River may be built by Mississippi Water Power and Boom Company, of Brainard, Minn.

Canal and bridge.

Provisos.

Lock.

Government may take possession.

Navigation.

Litigation.

Right to amend, etc., reserved.

*Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled,* That the consent of the Government is hereby given to the Mississippi Water-Power and Boom Company of Brainard, Minnesota, to construct across the Mississippi River, at some point not more than two miles from the limits of said city of Brainard, to be approved by the Secretary of War, a dam, canal and the appurtenances thereof, for water-power and other purposes, and in connection therewith a wagon and foot bridge for public travel: *Provided,* That the Government of United States may at any time construct in connection therewith a suitable lock for navigation purposes: *Provided also,* That the Government of the United States may at any time take possession of said dam and control the same for purposes of navigation, by paying said company the actual cost of the same, but shall not do so to the destruction of the water-power created by said dam: *Provided further,* That the Secretary of War may at any time require and enforce, at the expense of the owners, such modification and changes in the construction of said dam as he may deem advisable in the interests of navigation; and that said dam shall, if necessary, be so built that boats and rafts may pass through the same, without the imposition of any toll or charge: *And provided further,* That all suits relative to any obstruction of navigation arising from said dam may be tried in the United States circuit and district courts for Minnesota.

SEC. 2. That the right to alter, amend, or repeal this act is hereby expressly reserved without any claim of any kind arising in favor of any party in consequence of such amendment or repeal.

Approved, April 15, 1886.

April 15, 1886.

CHAP. 50.—An act authorizing the construction of a building for the accommodation of the Congressional Library.

Congressional Library.

Fire-proof building.

Site.

Plan.

Commission to take charge of.

*Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled,* That a fire-proof building, for the accommodation of the Library of Congress, shall be erected east of the Capitol, and either between B street north and East Capitol street and First street east and Second street east, or between B street south and East Capitol street and First street east and Second street east, and as the commission hereinafter provided shall determine; and the construction of said building, substantially according to the plan submitted to the Joint Select Committee on Additional Accommodations for the Library of Congress, by John L. Smithmeyer, in the Italian renaissance style of architecture, with such modifications as may be found necessary or advantageous, without materially increasing the cost of the building, shall be in charge of a commission composed of the Secretary of the Interior, the Architect of the Capitol Extension and