

erect and maintain an inlet-pier therefrom, said inlet-pier to be located not more than seven hundred feet outside of said Bird Island pier.

APPROVED, May 21, 1872.

May 21, 1872.

CHAP. CLXXXVII.—*An Act to enable the City of Denver to purchase certain Lands in Colorado for a Cemetery.*

City of Denver may purchase, at, &c., certain public lands for a cemetery.

*Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled,* That the mayor of the city of Denver, in Colorado Territory, be, and he is hereby, authorized to enter through the proper land-office, at the minimum price per acre, the following lands belonging to the United States, to wit: The northwest quarter of the southwest quarter of section number one, and the southwest quarter of of the southeast quarter and the north half of the southeast quarter of section number two, in township number four south. of range number sixty-eight west of the sixth principal meridian in the Territory of Colorado, being one hundred and sixty acres of land, lying adjacent to said city of Denver, to be held and used for a burial-place for said city and vicinity.

APPROVED, May 21, 1872.

May 21, 1872.

CHAP. CLXXXVIII.—*An Act authorizing the Construction of a public Building at Fall River, in the State of Massachusetts.*

Land may be purchased and building erected in Fall River for post-office, &c.

Limit to cost.

Plans.

No money to be expended unless jurisdiction over the land, and the right to assess is relinquished.

*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 at private sale, or by condemnation, in pursuance of the statutes of the State of Massachusetts, a lot of ground in the city of Fall River, Massachusetts, suitable for a site for a public building in said city, for the accommodation of the post-office, custom-house, and other offices of the United States, and to erect a building thereon, at a cost not exceeding, including the cost of the ground, the sum of two hundred thousand dollars, the plans for said building to be approved by the Secretary of the Treasury and the Postmaster-General: *Provided,* That no money which may hereafter be appropriated for this purpose shall be used or expended until a valid title to the ground for the site of said building shall be vested in the United States, and until the State of Massachusetts shall cede its jurisdiction over said site, and shall also duly release and relinquish to the United States the right to tax, or in any way assess, said site, or the property of the United States that may be thereon during the time that the United States shall be or remain the owner thereof.

APPROVED, May 21, 1872.

May 21, 1872.

CHAP. CLXXXIX.—*An Act to confirm the Action of the Board of Aldermen and Common Council of the City of Washington, designating a Depot Site for the Baltimore and Potomac Railroad Company, and for other Purposes.*

Baltimore and Potomac R. R. Co. may extend its track in Washington city;

may use grounds for a passenger, &c., depot.

*Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled,* That the Baltimore and Potomac Railroad Company shall have the right to extend its track from Virginia avenue along Sixth street to the open grounds between Sixth street and B street north and the canal, described as follows: Beginning at the southwest corner of Sixth street and B street north, running west one hundred and fifty feet along B street; thence south eight hundred and two feet to the present line of the canal; thence east one hundred and fifty feet to the line of Sixth street; thence north by line of Sixth street to the place of beginning; and the said company shall, so far as the United States can so provide, have the right to hold, use, and occupy the said grounds for the purpose of constructing thereon a passenger-depot, to be used by the said company for passenger and express-freight traffic, and for no other purposes; and the said property so occupied by

said company, together with the improvements which may be put thereon, shall be subject to tax by the District of Columbia the same as other property in the District of Columbia, and to be used exclusively for the support of the public schools in said district; and the said company shall lay no more than two tracks along said Sixth street, and as near as practicable in the centre of said street, and as close together as practicable for the traffic and trains to pass over them. The rails used, for that purpose shall be constructed as flat rails, like those used by street-railways, so as to facilitate wagon and carriage travel over the same, and the tracks and the space between the same shall be kept paved with some suitable material by said company, and it shall also paved, with proper material, at least two feet outside of said track; and upon the opening of a carriage-road through the public reservation and crossing Sixth street, the said company shall be, and is hereby, required to construct, at its own cost and expense, a handsome iron bridge of ample width and height to enable small carriages to pass over the said street freely and without danger, in such manner and at such place as the officers or other persons charged with the duty of opening the reservations or connecting the same as a public park shall direct; and the said company shall then adapt the grade of said tracks to that which at any time may be determined upon by the board of public works, or other authority having the control of grades of said Sixth street. Such changes of grade, however, shall not be made as will practically interfere with or destroy the use of said depot by the regular trains of said company: *Provided*, That the said company shall pay the owners of private property along the line of Sixth street, north of Virginia avenue by which the said railroad passes, any damage which the said property may sustain by reason of the laying of its track along the said Sixth street, and the said damages, if any, shall be ascertained in manner and form as provided by the act of Congress approved February fifth, eighteen hundred and sixty-seven, entitled "An act to authorize the extension, construction, and use of a lateral branch of the Baltimore and Potomac railroad into and within the District of Columbia," it being understood that the question of damages herein referred to shall be confined to the question of appreciation and depreciation of the value of the property situated along said street: *And provided also*, That the said railroad shall pay all damages for which the city of Washington, or the District of Columbia, or the United States may be liable to private parties now occupying the site herein described and growing out of their being required to remove their property from the same and surrender their right of occupancy, and shall obtain possession at their own cost: *And provided further*, That while trains are moving to and from Virginia avenue, along Sixth street and said depot, the said railroad company shall keep flagmen at the several street-crossings to warn people of danger; and all provisions of the board of aldermen and common council of the city of Washington not inconsistent herewith are hereby ratified: *Provided further*, That the act of Congress approved March third, eighteen hundred and seventy-one, granting a site for a passenger-depot to said railroad company upon Virginia avenue is hereby repealed, to take effect when said company obtains possession of the depot property on Sixth street, as described in this act; and no passenger or other depot shall be constructed by said company on said site: *And provided further*, That the United States, by act of Congress, shall have the right to repeal or modify the provisions of this act: *And provided further*, That the tracks of said company shall turn out of Sixth street and enter the said depot with suitable curvature, at the south end thereof; and the said depot shall not extend beyond B street north, nor shall the tracks ever extend beyond said B street north.

Tax, and how applied.

Tracks.

Rails.

Bridge over Sixth street, when, &c.

Grade.

Damages to owners of private property;

1867, ch. 29, § 2. Vol. xiv. p. 387

to individuals.

Flagmen at street-crossings, when, &c.

City regulations ratified.

Repeal of former act granting a site for a passenger depot. 1871, ch. 137.

Vol. xvi. p. 535.

This act may be repealed.

Proviso as to tracks and depot.