

appointee assumed the duties of the office, to fill the vacancy now existing.

APPROVED, June 4, 1872.

June 4, 1872. CHAP. CCLXXXVII. — *An Act relating to Inventories and Accounts of the Property of the United States States in Public Buildings and Grounds.*

Annual statement to be made of public property in public buildings and grounds.
1870, ch. 300.
Vol. xvi. p. 364.

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled, That to carry out more effectually the second section of an act entitled "An act to provide inventories and accounts of the property of the United States in the public buildings and grounds belonging to the United States in the District of Columbia," approved July fifteenth, eighteen hundred and seventy, that it shall be the duty of the officer or officers, having in charge the property of the United States in and about the Capitol, the President's house, and the botanical garden to furnish an annual statement to the Architect of the Capitol extension, by the first day of December in each year, setting forth the public property in all the buildings, rooms, and grounds, under their charge, purchased during each year, and an account of the disposition of such property during the same period, whether by sale or otherwise.

APPROVED, June 4, 1872.

June 4, 1872. CHAP. CCLXXXVIII. — *An Act granting to the Davenport and St. Paul Railroad Company the Right of Way.*

Davenport and Saint Paul R.R. Co. may pass their cars over the bridge across the Mississippi river at Rock Island, upon, &c.;

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled, That the Davenport and Saint Paul Railroad Company, a corporation existing under the laws of the State of Iowa, be, and is hereby authorized, upon the payment of one-third of the cost of the bridge over the main channel of the Mississippi river at Rock Island, and shall also be liable for and pay one-third of the cost of keeping the same in repair, to pass the cars of the said Davenport and Saint Paul Railroad Company over said bridge, with the same rights and privileges, and subject to the same restrictions, that are or may be exercised or enjoyed by any other railroad company.

may maintain its own track and bridge, upon, &c.

SEC. 2. That upon the payment into the treasury of the United States of one-half of the money referred to in section one of this act, and the payment to the Chicago, Rock Island, and Pacific Railroad Company of the remaining half of said sum of money, said Davenport and Saint Paul Railroad Company shall be authorized to construct and maintain its own track and bridge from the east end of the bridge first above mentioned to the city of Rock Island, in the State of Illinois: *Provided, however,* That the same shall be done without any expense to the government of the United States, and under the direction and shall continue under the control of the Secretary of War.

Proviso.

Secretary of War to determine time-tables if the roads cannot agree.

Bridge to strike the Illinois shore, where; when to be completed.

Other roads may use, upon, &c.

SEC 3. That in case any railroad companies authorized by law to cross said government bridge cannot agree upon a time-table to control the running of their respective trains thereon, the Secretary of War shall determine the question of difference, and fix the time for trains: *Provided,* That the point where said bridge shall strike the Illinois shore shall be not more than two hundred feet from the present government wagon-bridge: *And provided also,* That said track and bridge shall be completed within two years from the passage of this act. And when completed any other railroad company or companies shall be permitted, under the direction of the Secretary of War, to pass their trains of cars over said last named bridge and track and approaches thereto, upon paying to the parties then in interest their proportionate share of the cost thereof, and of keeping the same in repair: *And provided further,* That nothing contained in this act shall be so construed as to interfere with

Rights of the United States

any right or claim of the United States to control so much of the original line or bridge as is located east of the main channel of the Mississippi river. not affected.

SEC. 4. That the Davenport and Saint Paul Railroad Company shall have the right to use the approaches to said bridge, and in case the parties hereto cannot agree upon the terms for using said approaches to said bridge, then, and in that case, the same shall be fixed by the Secretary of War, upon such terms and in such manner as he may deem just and proper. Davenport and Saint Paul R. R. Co. may use approaches to bridge, &c.

APPROVED, June 4, 1872.

CHAP. CCLXXXIX. — *An Act directing the Conveyance of certain Lots of Ground, with the Improvements thereon, for the Use of the public Schools of the City of Washington.* June 4, 1872.

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled, That the following described lands in the city of Washington, to wit: a parcel of land marked and designated upon the map of the city of Washington as part of lot numbered eleven, in square numbered one hundred and forty-one, beginning at the northwest corner of said lot, and running thence due south on the west line of said square, fifty feet; thence due east, thirty feet; thence due north, fifty feet; thence due west on the north line of said square, to the point of beginning. Also a certain piece of land, marked and designated upon the map of the city of Washington as a public reservation, located between Eighth and Ninth streets and K street and Virginia avenue southeast, known as the Anacostia engine-house; and the buildings and improvements on said lot are hereby set apart and appropriated for the use of the public schools in said city of Washington, so long as they shall be occupied for that purpose, and no longer. Two pieces of land in Washington, D. C., with the improvements thereon set apart for the use of the public schools in that city. Anacostia engine-house.

APPROVED, June 4, 1872.

CHAP. CCXC. — *An Act amending an Act entitled "An Act directing the Conveyance of a Lot of Ground for the Use of the public Schools of the City of Washington."* June 4, 1872.

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled, That the governor of the District of Columbia be, and he is hereby, authorized to sell and convey part of lot numbered fourteen, in square numbered two hundred and fifty-three, being particularly described as follows, to wit: Beginning at northwest corner of said lot, and thence running south thirty-six feet nine inches, thence east fifty-five feet four inches to east line of said lot, thence north thirty-six feet nine inches, thence west to place of beginning; the proceeds of said sale to be invested by the authorities aforesaid in another lot or part of lot in the city of Washington, and in improvements thereon, the said property so purchased to be used for the purpose of the public schools and for no other purpose; and the conveyance of the authorities aforesaid of the property hereinbefore described shall vest in the purchaser thereof an absolute and perfect title: *Provided,* That said sale shall be made at public auction, in the daytime, to the highest bidder, upon notice of the time, place, and terms of sale, published in the National Republican and Daily Patriot, newspapers published in the city of Washington, in the District of Columbia, once in each day successively of their respective issues for thirty days immediately preceding such sale. And the governor may, if in his opinion the said lot will bring a higher price, give time for payment of a part of the purchase-money, taking the usual security upon said lot, which he is authorized hereby to take and discharge when full payment shall be made. Part of a lot of land in Washington, D. C., may be sold, and the proceeds applied to the use of the public schools in that city. Mode of sale.

APPROVED, June 4, 1872.