

Proviso.  
Title.

volving an expenditure exceeding the said sum of one hundred thousand dollars for site and building; and the site purchased shall leave the building unexposed to danger from fire by an open space of at least fifty feet, including streets and alleys: *Provided*, That no part of said sum shall be expended until a valid title to the said site shall be vested in the United States, nor until the States of Arkansas and Texas each shall cede to the United States exclusive jurisdiction over the same, during the time the United States shall be or remain the owner thereof, for all purposes except the administration of the criminal laws of said State and the service of civil process therein.

To be on boundary line.

SEC. 2. That said building shall be constructed across said boundary line between said States in such manner as to provide for all necessary Government offices and for a post-office delivery in each of the States of Arkansas and Texas, and also to provide on the Arkansas side suitable apartments for holding the terms of the United States courts now required to be holden.

Approved, April 19, 1888.

April 19, 1888.

**CHAP. 129.**—An act to change the time of the sessions of the circuit and district courts of the northern division of the eastern district of Missouri.

Missouri.  
Terms of court,  
northern division,  
eastern district.

*Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled*, That the sessions of the circuit and district courts of the United States for the northern division of the eastern district of Missouri, at the city of Hannibal, shall begin and be held on the fourth Monday of May and the first Monday of December of each year. All acts and parts of acts inconsistent herewith are hereby repealed.

Vol. 24, p. 425.

Pending causes.

SEC. 2. That all process issued from the clerk's office of said courts, and all recognizances taken therein, shall be taken and considered as returnable to the term or terms hereby established in lieu of the term or terms existing at the time such process was issued or such recognizances were taken.

Approved, April 19, 1888.

April 30, 1888.

**CHAP. 137.**—An act authorizing the construction of a bridge across the Tennessee River at Chattanooga, Tennessee.

Chattanooga Bridge  
Company may bridge  
Tennessee River at  
Chattanooga, Tenn.

*Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled*, That the consent of Congress is hereby given to the Chattanooga Bridge Company, a corporation organized under the laws of the State of Tennessee, having its principal office at Chattanooga, in said State, and to its successors or assigns, to build, construct, and maintain a bridge, as hereinafter described, across the Tennessee River at Chattanooga, in the State of Tennessee, the southern terminus of said bridge to be at some point between the west line of Market street and the east line of Georgia avenue of said city, and the bridge to be constructed at right angles to said stream to a point on the north side thereof. Said bridge shall be constructed to provide for the passage of street cars, wagons, and vehicles, and the transit of animals and foot-passengers, and equal facilities for passage across said bridge shall be afforded to all wagons and vehicles and the cars of all street car companies.

Street car, wagon,  
and foot bridge.

To be lawful 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 no higher charge shall be made for the transmission over the same of the mails, troops, and munitions of war of the United States than the rate per mile paid for the transporta-

tion over the highways leading to said bridge; and it shall enjoy the rights and privileges of other post-routes in the United States, and equal privileges in the use of said bridge shall be granted to all telegraph companies, and the United States shall have the right of way across said bridge and its approaches for postal-telegraph purposes.

SEC. 3. That if said bridge shall be made with unbroken and continuous spans, the two main spans thereof shall be over the main channels of the river, and not less than three hundred feet each in length in the clear, and the remaining spans shall not be less than two hundred feet each in length in the clear. The lowest part of the superstructure of the south span of said bridge shall not be less than one hundred feet and the remaining spans not less than ninety feet above low-water mark, as understood at the point of location, and the bridge shall be at right angles to and its piers parallel to the current of the river: *Provided*, That if any bridge built under this act shall be constructed as a pivot draw-bridge, its draw shall be over the main channel at an accessible and the best navigable point, and with spans giving a clear water-way, measured at the lowest stage of water known at the locality, of not less than one hundred and sixty feet in the clear on each side of the central or pivot pier of the draw; the main unbroken span of the bridge shall not be less than three hundred feet in the clear, and the remaining spans not less than two hundred feet each in the clear, and the lowest part of the superstructure of all the principal spans shall not be less than seventy-five feet above low-water mark, as understood at the point of location, and the piers of said bridge shall be parallel to, and the bridge itself at right angles to the current of the river: *Provided*, That said draw shall be opened promptly upon reasonable signals for the passage of boats or vessels; and said corporation shall maintain at its own expense, from sunset to sunrise, such light or other signals as the Light-House Board shall prescribe.

SEC. 4. 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 the 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 current 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 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 plans of said bridge during the progress of construction, such change shall be subject to the approval of the Secretary of War. Said company shall be allowed to charge reasonable tolls for transit over said bridge, but the Secretary of War shall have the right from time to time to revise, prescribe, and determine such rates or tolls.

SEC. 5. The right to alter, amend, or repeal this act so as to prevent or remove all material and substantial obstructions to the navigation of said river by the construction of said bridge is hereby expressly reserved; and any alteration or change that may be required by the Secretary of War in the bridge constructed under this act, or the entire removal thereof, shall be made by the corporation or party owning or controlling the same at its own expense. If any litigation shall be necessary for the purpose of enforcing the requirements of the War Department as to altering said bridge or removing the whole structure, the same shall be had in the circuit court of

Spans.

*Provisos.*

Draw.

Lights.

Secretary of War to approve plans, etc.

Tolls.

Amendment, etc.

Litigation.

Commencement and completion.

the United States within whose jurisdiction the bridge or any part thereof is located. If the construction of said bridge shall not be commenced within two and completed within four years after the passage of this act, all privileges conferred hereby and this act shall become null and void.

Approved, April 20, 1888.

April 23, 1888.

**CHAP. 155.**—An act to amend an act entitled "An act for the erection of a public building at Chattanooga, Tennessee," approved February twenty-fifth, eighteen hundred and eighty-five, and the act amendatory thereof approved February twenty-first, eighteen hundred and eighty-seven.

Chattanooga, Tenn.  
Public building.

Vol. 23, p. 320.

Vol. 24, p. 407.

Limit of cost increased.

Appropriation.

*Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled,* That the act entitled "An act for the erection of a public building at Chattanooga, Tennessee," approved February twenty-fifth, eighteen hundred and eighty-five, and the act amendatory thereof approved February twenty-first, eighteen hundred and eighty-seven, be, and the same is hereby, so amended as to provide that the cost of said building, including site and building complete, shall not exceed the sum of two hundred and seventy-five thousand dollars.

**SEC. 2.** That the sum of seventy-five thousand dollars, it being the amount provided for in the first section of this act as increase of limit of cost of said building, be, and the same is hereby, appropriated, out of any money in the Treasury not otherwise appropriated, to carry out the provisions of this act.

Approved, April 23, 1888.

April 24, 1888.

**CHAP. 191.**—An act to appropriate a sum of money sufficient to carry out the provisions of the act approved March fifth, eighteen hundred and eighty-eight, entitled, "An act for the purchase of a site, including the building thereon, also for the erection of the necessary store-houses, for the use of the office of the Chief Signal Officer of the Army, at the city of Washington, District of Columbia."

Signal Service.  
Appropriation for building, Washington, D. C.  
*Ante*, p. 44.

*Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled,* That there is hereby appropriated out of any moneys in the Treasury not otherwise appropriated a sum sufficient to carry out the provisions of an act entitled, "An act for the purchase of a site, including the building thereon, also for the erection of the necessary store-houses, for the use of the office of the Chief Signal Officer of the Army, at the city of Washington, District of Columbia," approved March fifth, eighteen hundred and eighty-eight.

Approved, April 24, 1888.

April 24, 1888.

**CHAP. 192.**—An act granting the right of way to the Duluth, Rainy Lake River and Southwestern Railway Company through certain Indian lands in the State of Minnesota.

Right of way to Duluth, Rainy Lake River and Southwestern Railway Company through certain lands in Minnesota.

*Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled,* That the right of way is hereby granted, as hereinafter set forth, to the Duluth, Rainy Lake River and Southwestern Railway Company, a corporation organized and existing under the laws of the State of Minnesota, for railroad purposes, through the lands in northern Minnesota set apart for the use of the Bois Forte Band of Chippewas by treaty dated April seventh, eighteen hundred and sixty-six, commonly known as the Bois Forte Indian Reservation, and through the unsurveyed lands belonging to the United States adjoining the southern bound-