

Mar. 3, 1887.

CHAP. 333.—An act to amend an act to provide for the purchase of a site and the erection of a public building thereon at Detroit, Michigan, approved March second, eighteen hundred and eighty-five.

Detroit, Mich.
Public building.
Limit of cost increased.
Vol. 23, p. 338, amended.

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled, That an act entitled "An act to provide for the purchase of a site and the erection of a public building thereon at Detroit, Michigan," approved March second, eighteen hundred and eighty-five, being chapter three hundred and fourteen of volume twenty-three of the Statutes of the United States, be amended so that the first section of said act shall read as follows:

Site.

Cost.

Proviso.

Open space.

Title.

Land now owned may be used.

New site.

Plans

Limit.

"That the Secretary of the Treasury be, and he is hereby, authorized and directed to purchase a suitable lot of land in the city of Detroit, county of Wayne, and State of Michigan, and cause to be erected on the ground so purchased a building suitable for the accommodation of the courts of the United States, of the custom-house, post-office, pension-office, and other Government offices in that city. 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 one million one hundred thousand dollars: *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 Michigan shall have ceded 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: *Provided*, That if the Secretary of the Treasury shall deem it advisable to use for said purpose the site now owned by the United States, upon part of which the post-office and custom-house building now stands, he may do so; and should he further deem said site insufficient, he may enlarge the same by the purchase of additional adjoining ground: *Provided, however*, That if a new site shall be purchased for said building as hereinbefore authorized, it shall be the duty of the Secretary of the Treasury, after the site for said building shall have been purchased, to cause a plan and specifications of said building to be prepared, which said plan and specifications shall not involve an expenditure in the erection and completion of said building, and the approaches thereto, exceeding the portion of said one million one hundred thousand dollars remaining after the site of said building shall have been paid for; and no plan of said building shall be approved by the Secretary of the Treasury involving an expenditure exceeding the sum so remaining after paying for the site of said building: *And provided further*, That nothing herein contained shall be construed in any event to increase the cost of the new site and building, including approaches, when completed, beyond the sum of one million one hundred thousand dollars, as provided in this section"

Approved, March 3 1887.

Mar. 3, 1887.

CHAP. 334.—An act authorizing the construction of a bridge across the East River between the city of New York and Long Island.

New York and Long Island Bridge Company may bridge East River.

Railway, wagon, and foot bridge.

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 New York and Long Island Bridge Company, a corporation created by the laws of the State of New York, or its assigns or successors, to build a bridge as hereinafter described, and maintain the same, across the East River between the city of New York and Long Island, at or near the middle of Blackwell's Island, in the State of New York. Said bridge shall be constructed to provide for the

passage of railway trains, of wagons and vehicles, for the transit of animals, and for foot-passengers.

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 munitions of war of the United States 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.

To be a lawful structure and post-route.

SEC. 3. That such bridge shall be constructed at right angles with the channels of said river, the piers or abutments to be constructed on the land side of the harbor or pier lines established by law. Such bridge shall be not less than one hundred and fifty feet elevation above mean high water at the middle of each channel of the river, and no part of the lower chord of the channel-span less than one hundred and forty-two feet above mean high water.

Construction.

SEC. 4. That in order to secure a compliance with these conditions, the company, its agents and assigns, previous to commencing the construction of the bridge, shall submit to the Secretary of War a plan of the bridge, with a detailed map of the river at the proposed site of the bridge and for the distance of a mile above and below the site, exhibiting the depths at low and high tide, and currents at all points of the same, together with all other information touching said bridge and river as may be deemed requisite by the Secretary of War to determine whether the said bridge when built will conform to the prescribed conditions of the act not to obstruct, impair, or injuriously modify the navigation of the river.

Plans, etc., to be approved by Secretary of War.

SEC. 5. That the Secretary of War is hereby authorized and directed, upon receiving said plan and map and other information, and upon being satisfied that a bridge built on such plan and at said locality will conform to the prescribed conditions of this act not to obstruct, impair, or injuriously modify the navigation of said river, to notify the said company that he approves the same; and upon receiving such notification the said company, its agents and assigns, may proceed to the erection of the said bridge, conforming strictly to the approved plan and location; but until the Secretary of War approve the plan and location of said bridge, and notify the said company of the same in writing, the bridge shall not be built or commenced; and should any change be made in the plan of the bridge during the progress of the work thereon, such change shall be subject likewise to the approval of the Secretary of War.

Notification of approval before beginning work.

SEC. 6. 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 or cars 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, the Secretary of War shall fix the same, upon a hearing of the allegations and proofs of the parties.

Railway companies to use.

Compensation.

Secretary of War to decide disagreements.

SEC. 7. That in case the construction of the bridge authorized in this act be not commenced within three years and completed within ten years from the date of its approval, then this act shall be null and void.

To be completed in ten years.

SEC. 8. That the right to alter, amend, or repeal this act is hereby expressly reserved, and the right to require any changes in said structure or its entire removal, at the expense of the owners thereof, whenever Congress shall decide that the public interest requires it, is also expressly reserved.

Right to amend, etc., reserved.

Approved, March 3, 1887.