

CHAP. 421.—An act for the erecting of a public building at Bridgeport, Connecticut.

June 19, 1888.

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 or otherwise provide a site, and cause to be erected thereon a substantial and commodious building with fire-proof vaults, for the use and accommodation of the post-office and for other Government uses at Bridgeport, Connecticut. The site and building thereon, when completed upon plans and specifications to be previously made and approved by the Secretary of the Treasury, shall not exceed in cost the sum of one hundred and fifty thousand dollars; nor shall any site be purchased until estimates for the erection of a building which will furnish sufficient accommodations 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 plan for said building shall be approved by the Secretary of the Treasury involving an expenditure exceeding the said sum of one hundred and fifty 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 forty 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 State of Connecticut 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.

Bridgeport, Conn.
Public building.

Site, plans, etc.

Estimates

Cost.

Proviso.

Title, etc.

Approved, June 19, 1888.

CHAP. 422.—An act to authorize the construction of a bridge across the Mississippi River at Hickman, Kentucky.

June 19, 1888.

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled, That the Paducah and Hickman Railroad and Bridge Company, a corporation created and organized under and by virtue of the laws of the State of Kentucky, its successors and assigns, be, and the same are hereby, authorized and empowered to erect, construct, and maintain a bridge over the Mississippi River from a point at or near the city of Hickman, in the State of Kentucky, to a point opposite thereto in the State of Missouri. Said bridge shall be constructed to provide for the passage of railway trains, and, at the option of the corporation by which 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.

Paducah and Hickman Railroad and Bridge Company may bridge Mississippi River at Hickman, Ky.

Railway, wagon, and foot bridge.

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 said bridge, and it shall enjoy the rights and privileges of other post roads 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.

Lawful structure and post-route.

Postal telegraph.

- Spans.** SEC. 3. That the said bridge shall be made with unbroken and continuous spans. Before approving the plans for said bridge, the Secretary of War shall order three engineer officers from the Engineer Bureau to be detailed to the duty of examining, by actual inspection, the locality where said bridge is to be built, and to report what shall be the length of the main channel span and of the other spans: *Provided*, That the main channel span shall in no event be less than seven hundred feet in length, or the other spans less than six hundred and fifty feet each in length; and if the report of said officers shall be approved by the Secretary of War, the spans of said bridge shall be of the length so required. The lowest part of the superstructure of said bridge shall be at least eighty-five feet above extreme 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. 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 to the free navigation of said river caused or alleged to be caused by said bridge, the case may be brought in the circuit court of the United States within whose jurisdiction 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 same.
- Unobstructed navigation.** 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 or cars over the same, upon the 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.
- Existing laws.** 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 the navigation of said river as the Secretary of War shall prescribe, and to secure that object the said companies or corporations shall submit to the Secretary of War, for his examination and approval, a design and drawing of the bridge and maps of the location, giving for the space of two miles above and two miles below the proposed location, the topography of the banks of the river, the shore-lines at extreme 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 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.
- Other companies may use.** SEC. 6. 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, when-
- Secretary of War to decide terms.**
- Secretary of War to approve plans, etc.**
- Amendment, etc.**
- Provides. Channel span.**

ever Congress shall decide that the public interest requires it, is also expressly reserved.

SEC. 7. That it shall be the duty of the Secretary of War, on satisfactory proof that a necessity exists therefor, to require the company or persons owning said bridge to cause such aids to the passage to be constructed, placed, and maintained, at their own cost and expense, in the form of booms, dikes, piers, steam-boats, and other water-craft structures for the guiding of rafts, steam-boats, and other water-craft safely through the passage-way, as shall be specified in his order in that behalf; and on failure of the company or persons aforesaid to make and establish such additional structures within a reasonable time, the said Secretary shall proceed to cause the same to be built or made at the expense of the United States, and shall refer the matter without delay to the Attorney-General of the United States, whose duty it shall be to institute, in the name of the United States, proceedings in any circuit court of the United States within whose jurisdiction such bridge, or any part thereof is located, for the recovery of the amount so expended by the Government and all costs of such proceedings; and all moneys accruing from such proceedings shall be covered into the Treasury of the United States.

Aids to navigation.

SEC. 8. That if the construction of the bridge hereby authorized shall not be commenced within one year from the time this act takes effect, and be completed within three years after its commencement, then this act shall be void, and all rights hereby conferred shall cease and determine.

Commencement and completion.

Approved, June 19, 1888.

CHAP. 423.—An act to authorize the construction of a bridge across Rock Creek, at the Woodley Lane Road, in the District of Columbia.

June 19, 1888.

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled, That the Commissioners of the District of Columbia be, and they are hereby, authorized and directed to cause to be constructed across Rock Creek, on the Woodley Lane Road, in the District of Columbia, a substantial stone or iron bridge, with necessary approaches; and the sum of thirty-five thousand dollars is hereby appropriated, out of any money in the Treasury not otherwise appropriated, which said sum shall be available immediately upon the passage of this act, for the construction of said bridge and approaches, and for such investigation and surveys and such contingencies as the Commissioners of the District of Columbia shall deem necessary, the same to be maintained as a free bridge for travel.

Bridge across Rock Creek at Woodley Lane Road, District of Columbia, to be built.

Appropriation.

Free bridge.

SEC. 2. That the sum which shall be expended under the provisions of this act shall be treated and regarded as part of the general expenses of the District of Columbia, and the United States shall be credited with the amount which it may pay under this act upon the fifty per centum of the expenses of the District of Columbia, as provided in the act of June eleventh, eighteen hundred and seventy-eight, entitled "An act providing a permanent form of government for the District of Columbia."

One-half from District of Columbia funds.

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SEC. 3. That the Commissioners of the District of Columbia shall, as soon as practicable, cause a survey of said creek to be made to determine the length, width, and height of said bridge and the approaches thereto, and shall cause plans and specifications to be prepared for such bridge and such approaches, and when the same are completed said board shall advertise for sealed proposals for the construction of such bridge and such approaches, which advertisement shall be inserted for at least one week in one or more daily papers in such cities as the said Board of Commissioners shall designate, and shall let such

Survey, etc.

Proposals.