

CHAP. 162.—An act for the erection of a public building at Galesburgh, Illinois.

April 26, 1890.

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, acquire by condemnation, 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 the city of Galesburgh, Illinois. 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 seventy-five 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 seventy-five 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 Illinois 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.

Approved, April 26, 1890.

Galesburgh, Ill.
Public building.

Site.

Building.

Limit of cost.

No site purchased until estimates approved, etc.

Limitation on approval.

Open space.

Proviso.

No expenditure until valid title and jurisdiction pass.

CHAP. 163.—An act for the construction of a railroad and wagon bridge across the Mississippi River at South Saint Paul, Minnesota.

April 26, 1890.

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled, That the South Saint Paul Belt Railroad Company, its successors and assigns, be, and they are hereby, authorized to construct and maintain, at a point suitable to the interest of navigation, a railroad bridge or a combined railroad, wagon, and foot-passenger bridge across the Mississippi River, from a suitable point on its west bank, at or near the city of South Saint Paul, in the State of Minnesota, and within the limits of section thirty-five, township twenty-eight, range twenty-two west, to a corresponding point on its west bank, and to lay on or over said bridge a railroad track or tracks for the more perfect connection of any railroad or railroads that are or shall be constructed to said river, on either or both sides thereof, at or opposite said places, under the limitations and conditions hereinafter provided; that said bridge shall not interfere with the free navigation of said river beyond what is necessary in order to carry into effect the rights and privileges hereby granted; and in case of any litigation arising from any obstruction or alleged obstruction to the free navigation of said river, or damage resulting from the same, the cause may be tried before the circuit court of the United States in and for any district in which any portion of said bridge or obstruction touches; said bridge may, at the option of the company building the same, be constructed to provide for the passage of railroad trains alone or for the passage of railroad trains and for the safe passage of wagons and vehicles of all kinds, for the transit of animals, and for foot-passengers, all for such reasonable rates of toll as may be fixed from time to time by the Secretary of War.

South St. Paul Belt Railroad Company may bridge Mississippi River at South Saint Paul, Minn.

Post, p. 788.

Free navigation.

Litigation.

Railway, wagon, and foot bridge.

Tolls.

Pivot draw.	<p>SEC. 2. That any bridge built under the provisions of this act shall be constructed as a pivot draw-bridge with a draw over the main channel of the river at an accessible and navigable point, and with spans giving a clear width of waterway of not less than two hundred feet on each side of the central or pivot pier of the draw, and the span or spans adjoining the draw shall give such clear width of water-way as in the opinion of the Secretary of War are required by the interests of navigation, and said spans shall give a clear headroom of not less than ten feet above extreme high water-mark; and the piers of said bridge shall be parallel with the current of the river where said bridge shall be erected: <i>And provided also,</i> That said draw shall be operated by steam or other reliable mechanical power and shall be opened promptly upon reasonable signal for the passage of boats, except when trains are passing over the draw; but in no case shall unnecessary delay occur in opening the said draw during or after the passage of trains.</p>
Spans.	
Width.	
Height.	
Piers.	
Proviso. Opening of draw, etc.	
Lawful structure and post-route.	<p>SEC. 3. That any bridge constructed under this act and according to its limitations shall be a lawful structure and shall be known as a post-route, and the same is hereby declared to be a post-route, upon which also no higher charge shall be made for the transmission over the same of the mails, the troops, and the munitions of war of the United States, or for passengers or freight passing over said bridge, than the rate per mile paid for their transportation over the railroads and public highways leading to said bridge; and the United States shall have the right of way for postal telegraph purposes across said bridge.</p>
Postal telegraph.	
Use by other com- panies.	<p>SEC. 4. That all railway companies desiring to use said bridge shall have and be entitled to equal rights and privileges in the passage of the same, and in the use of the fixtures and machinery thereof, and of all the approaches thereto, under and upon such terms and conditions as shall be prescribed by the Secretary of War upon hearing the allegations and proofs of the parties in case they shall not agree.</p>
Terms.	
Secretary of War to approve plans, etc.	<p>SEC. 5. That the structure herein authorized 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 examination and approval a design and drawing 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 shall be required for a full and satisfactory understanding of the subject; and until the said plan and location of the bridge are decided by the Secretary of War to be such as will not materially affect the interests of navigation the bridge shall not be commenced or built. And should any change be made in the plan of said bridge during the progress of construction such changes shall be subject to the approval of the Secretary of War; and the said bridge shall be constructed with such aids to the passage of said bridge in the form of booms, dikes, piers or other suitable and proper structures for confining the flow of water to a permanent channel for a distance of not less than one mile above the bridge and for a proper distance below, and for the guiding of rafts, steamboats, and other water-crafts safely through the draw and raft spans as the Secretary of War shall prescribe and order to be constructed and maintained at the expense of the company owning said bridge; and the said structure shall be at all times so kept and managed as to offer reasonable and proper means for the passage of vessels through or under said structure; and for the safety of vessels passing</p>
Aids to navigation.	

at night there shall be displayed on said bridge, from the hours of sunset to sunrise, such lights as may be prescribed by the Secretary of War; and a record shall be kept, and posted where it will be plainly visible to boats passing the draw, showing each day the stage of water and whether the river is rising or falling; and the said structure shall be changed or removed at the cost and expense of the owners thereof from time to time, as Congress may direct, so as to preserve the free and convenient navigation of said river; and the authority to erect and continue said bridge shall be subject to revocation and modification by law when the public good shall in the judgment of Congress so require without any expense or charge to the United States.

Lights.
Water stage record.

Charter subject to revocation, etc.

SEC. 6. That the right to alter, amend, or repeal this act is hereby expressly reserved.

Amendment.

SEC. 7. That this act shall be null and void if actual construction of the bridge herein authorized be not commenced within one year and completed within three years from the approval of this act.

Commencement and completion.
Post, p. 788.

Approved, April 26, 1890.

CHAP. 164.—An act to increase the appropriation for the erection of a public building at Troy, New York.

April 26, 1890.

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled, That the amount heretofore fixed as the limit of cost for the erection of a public building by the United States Government at Troy, New York, be, and the same is hereby, increased to five hundred thousand dollars, and that sum is hereby fixed as the limit of cost for the erection of said building and for the payment for the site thereof.

Troy, N. Y.
Public building.
Limit of cost increased.

SEC. 2. That the provisions of existing law relating to said building be so amended as to require an open space not less than twenty feet in lieu of forty feet, as provided by the act of February fourteenth, eighteen hundred and eighty-five.

Open space reduced.

Vol. 23, p. 304.

Approved, April 26, 1890.

CHAP. 165.—An act to regulate the sitting of the courts of the United States within the District of South Carolina.

April 26, 1890.

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled, That there shall be four regular terms of the circuit court of the United States for the district of South Carolina in each year, as follows: In the city of Greenville, on the first Monday in February and on the first Monday in August; in the city of Charleston, on the first Monday in April, and in the city of Columbia on the fourth Monday in November; and that the cases upon the calendars of said court not disposed of at any term may be called and disposed of by trial or otherwise at the succeeding term thereof.

South Carolina judicial district.
Circuit court terms.

Pending causes.

SEC. 2. That the office of the clerk of said court shall be kept in the cities of Charleston and of Greenville, and the Clerk shall reside in one of the said cities and shall have a deputy in the other.

Circuit court clerk etc.

SEC. 3. That the regular terms of the district courts in the eastern district of South Carolina shall be held each year in the city of Charleston on the first Monday of January, the first Monday in April, and the first Monday of July; in the city of Columbia on the fourth Monday in November.

Terms of district courts.
Eastern district.
R. S., sec., 572, p. 101, amended.

SEC. 4. That the regular terms of the district court in the western district of South Carolina shall be held in each year in the city of Greenville, on the first Monday in February and on the first Monday in August.

Western district.
R. S., sec., 572, p. 101, amended.