AUTHENTICATED
U.S. GOVERNMENT
INFORMATION
GPO

April 15, 1886.

CHAP. 47.—An act providing for the erection of a public building at San Antonio, Texas.

San Antonio, Tex. Public building. Site.

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 a site for, and cause to be erected thereon, a suitable building, with fire-proof vaults therein, for the accommodation of the United States courts, post-office, and other Government offices, at the city of San Antonio, Texas.

Plans, &c.

The plans, specifications, and full estimates for said building shall be previously made and approved according to law, and shall not exceed,

Appropriation.

for the site and building complete, the sum of two hundred thousand dollars, which sum is hereby appropriated out of any money in the Treasury not otherwise appropriated:

Proviso.

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 Texas shall have ceded to the United States exclusive jurisdiction over the same, during the time the United States shall be or remain the owners thereof, for all purposes except the administration of the criminal laws of said State and the service of civil process therein; nor shall any site be purchased until estimates for the erection of a building which will furnish sufficient accommodation 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 plans for said building shall be approved by the Secretary of the Treasury involving an expenditure exceeding the said sum so herein limited for site and building.

Approved, April 15, 1886.

April 15, 1886.

CHAP. 48.—An act authorizing the construction of a bridge over the Mississippi River at or near Alton, Illinois, and for other purposes.

Bridge over Mississippi River, at Alton, Ill. Central Missouri Railway Company may construct. Passage of trains, tolls, &c.

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled, That it shall be lawful for the Central Missouri Railway Company, a corporation duly and legally incorporated under and by virtue of the laws of the State of Missouri, its assigns or successors, to construct and maintain a bridge, and approaches thereto, over the Mississippi River at or near Alton, in the State of Illinois. Said bridge shall be constructed to provide for the passage of railway trains, and, at the option of the persons by whom 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.

Declared a 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 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 passengers or freight passing over said bridge, 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.

Spans.

SEC. 3. That if said bridge shall be made with unbroken and continuous spans, the spans thereof shall not be less than three hundred feet in length in the clear, and the main span shall be over the main channel of the river. The lowest part of the superstructure of said bridge shall be at least fifty feet above high-water mark, as understood at the