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Site, plans, etc.

Vicksburg, in the State of Mississippi, for the accommodation of the United States courts, post-office, custom-office, and internal-revenue office, at a cost not exceeding one hundred thousand dollars, including cost of site; 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 thousand dollars for site and building: *Provided*, That no part of said sum shall be expended until the plans, specifications, and full estimates for said building shall have been made according to law, and a valid title to the land for the site of said building shall be vested in the United States, and the State of Mississippi 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 any civil process therein: *And provided further*, That the site so purchased or acquired by condemnation proceedings 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.

Cost.

Provisos.

Title, etc.

Open space.

Approved, June 6, 1888.

June 6, 1888.

CHAP. 362.—An act to authorize the sale of a tract of land in the military reservation at Fort Leavenworth, in the State of Kansas.

Fort Leavenworth Reservation, Kansas.
Sale of part of, authorized.

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled, That the Leavenworth City and Fort Leavenworth Water Company, of Leavenworth, Kansas, a body corporate organized and existing under the laws of the State of Kansas, shall have the right to purchase from the United States that parcel and tract of land in the military reservation at Fort Leavenworth, State of Kansas, bounded and described as follows: Beginning at a point on the north line of Metropolitan avenue in the extension of the west line of the land owned by the Leavenworth Coal Company; thence north in the extension of said west line five hundred feet; thence east parallel to the north line of Metropolitan avenue eight hundred and twenty feet, more or less, to railroad right of way; thence on the west line of said right of way five hundred and three feet, more or less, to the north line of Metropolitan avenue; thence west on the north line of Metropolitan avenue eight hundred and fifty feet, more or less, to the place of beginning; containing nine and three-fourths acres, more or less, reserving to the United States or assigns, the coal or royalty for coal underlying the same.

Post, p. 863.

Boundaries.

Right to coal reserved.

Secretary of War to appoint board of survey.

SEC. 2. That the Secretary of War is hereby directed to appoint a commission of three competent Army officers, which shall, without unnecessary delay, examine and report the value of the tract of land hereinbefore described, and report to the Secretary of War. On receipt of such report the Secretary of War shall forward a certified copy thereof to each the Secretary of the Interior and the Leavenworth City and Fort Leavenworth Water Company: *Provided*, That the report of the board of Army officers on the subject of the value of the land in question shall not be operative until the same is approved by the Secretary of War.

Proviso.

Approval.

Patent to issue.

SEC. 3. That whenever the Leavenworth City and Fort Leavenworth Water Company aforesaid being thus notified of the valuation of the said lands, shall pay to the Secretary of War, in lawful money, the amount of said appraisal, and shall notify the Secretary of the

Interior of such payment, it shall be the duty of the Secretary of the Interior to cause to be issued to the Leavenworth City and Fort Leavenworth Water Company a patent to the said lands, and on such deposit being made and notice to the Secretary of the Interior being given, the said company may enter upon, possess, use, and occupy the said lands.

Approved, June 6, 1888.

June 6, 1888.

CHAP. 363.—An act authorizing the construction of bridges across the Cape Fear River, Black River, and the Northeast River, in the State of North Carolina.

Cape Fear and Yadkin Valley Railway Company may bridge Cape Fear, Black, and Northeast Rivers, North Carolina.

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled, That the assent of Congress is hereby given to the Cape Fear and Yadkin Valley Railway Company, a corporation duly organized and existing under the laws of the State of North Carolina, its successors and assigns, to construct and maintain bridges, and approaches thereto, over the Cape Fear River at or near the town of Fayetteville, in the State of North Carolina, over the Black River, in the county of Bladen, and over the Northeast River, in the County of New Hanover, in said State, at such point or points as said railway company may desire or find most practicable in the final location of its road to the city of Wilmington

Unobstructed navigation to be secured.

SEC. 2. That said bridges shall be so constructed either by draw, span, or otherwise, that a free and unobstructed passage may be secured to all vessels, boats, or other water craft navigating said rivers.

To be lawful structures and post-routes.

SEC. 3. 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, and shall enjoy all the rights and privileges of other post-roads of 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.

Draws.

SEC. 4. That if either of said bridges authorized to be constructed by this act shall be constructed as a draw-bridge the draw shall be opened promptly by said corporation upon reasonable signal for the passage of boats, and said company or corporation shall maintain,

Lights.

at its own expense, from sunset to sunrise, such lights or other signals on said bridge or bridges as the Light-House Board shall prescribe. 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 or rivers; and if any bridge or bridges 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 obstructions shall be removed and alterations made at the expense of the owner or owners of said bridge: *Provided*, 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 any bridge erected under this act from the operations of the same.

Proviso. Existing laws.

Other companies may use.

SEC. 5. That all railroad companies desiring the use of the bridge constructed under this act shall have, and be entitled to, equal rights and privileges, relative to the passage of railway trains, cars, and locomotives over the same, and over the approaches thereto, upon the payment of a reasonable compensation for such use; and in case the owner or owners of the said bridge and the several railroad companies, or any 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 such matters of difference