

erect and maintain an inlet-pier therefrom, said inlet-pier to be located not more than seven hundred feet outside of said Bird Island pier.

APPROVED, May 21, 1872.

May 21, 1872. CHAP. CLXXXVII.— *An Act to enable the City of Denver to purchase certain Lands in Colorado for a Cemetery.*

City of Denver may purchase, at, &c., certain public lands for a cemetery.

*Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled,* That the mayor of the city of Denver, in Colorado Territory, be, and he is hereby, authorized to enter through the proper land-office, at the minimum price per acre, the following lands belonging to the United States, to wit: The northwest quarter of the southwest quarter of section number one, and the southwest quarter of of the southeast quarter and the north half of the southeast quarter of section number two, in township number four south. of range number sixty-eight west of the sixth principal meridian in the Territory of Colorado, being one hundred and sixty acres of land lying adjacent to said city of Denver, to be held and used for a burial-place for said city and vicinity.

APPROVED, May 21, 1872.

May 21, 1872. CHAP. CLXXXVIII. — *An Act authorizing the Construction of a public Building at Fall River, in the State of Massachusetts.*

Land may be purchased and building erected in Fall River for post-office, &c.

Limit to cost.

Plans.

No money to be expended unless jurisdiction over the land, and the right to assess is relinquished.

*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 at private sale, or by condemnation, in pursuance of the statutes of the State of Massachusetts, a lot of ground in the city of Fall River, Massachusetts, suitable for a site for a public building in said city, for the accommodation of the post-office, custom-house, and other offices of the United States, and to erect a building thereon, at a cost not exceeding, including the cost of the ground, the sum of two hundred thousand dollars, the plans for said building to be approved by the Secretary of the Treasury and the Postmaster-General: *Provided,* That no money which may hereafter be appropriated for this purpose shall be used or expended until a valid title to the ground for the site of said building shall be vested in the United States, and until the State of Massachusetts shall cede its jurisdiction over said site, and shall also duly release and relinquish to the United States the right to tax, or in any way assess, said site, or the property of the United States that may be thereon during the time that the United States shall be or remain the owner thereof.

APPROVED, May 21, 1872.

May 21, 1872. CHAP. CLXXXIX. — *An Act to confirm the Action of the Board of Aldermen and Common Council of the City of Washington, designating a Depot Site for the Baltimore and Potomac Railroad Company, and for other Purposes.*

Baltimore and Potomac R. R. Co. may extend its track in Washington city;

may use grounds for a passenger, &c., depot.

*Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled,* That the Baltimore and Potomac Railroad Company shall have the right to extend its track from Virginia avenue along Sixth street to the open grounds between Sixth street and B street north and the canal, described as follows: Beginning at the southwest corner of Sixth street and B street north, running west one hundred and fifty feet along B street; thence south eight hundred and two feet to the present line of the canal; thence east one hundred and fifty feet to the line of Sixth street; thence north by line of Sixth street to the place of beginning; and the said company shall, so far as the United States can so provide, have the right to hold, use, and occupy the said grounds for the purpose of constructing thereon a passenger-depot, to be used by the said company for passenger and express-freight traffic, and for no other purposes; and the said property so occupied by