

the southern and western sides of the Fort Marion military reservation, in the city of Saint Augustine, State of Florida, between the sea-wall and the city gates, upon such route as may be deemed most practicable by the United States engineer officer in charge of said reservation; also a right of way to be located by said engineer officer along the old road, now called Orange street, in said city, with turn-outs to be authorized by the Secretary of War: *Provided*, That said company so change its route as at present located as to run west on Saint Francis street from Marine street to Charlotte street and thence south on Charlotte street as far as the southern boundary of the Saint Francis Barracks Grounds: *And provided, also*, That the company shall construct the road with a grooved rail, in such manner as shall be approved by the Secretary of War, and that the road shall be built and completed within one year from the passage of this act.

Fort Marion reservation.

Orange street.
Provisos.
 Change of route.

Construction.
 Approval of Secretary of War.
 Completion.

Single track.

SEC. 2. That the portion of said railway that is to be located on the said reservations shall consist of one track and be constructed of best material, and shall by said railway company be kept in good repair and of even grade with the surface of the reservations, in order that vehicles can cross it, and it shall be operated only by electric motors or horses.

Grade.
 Operative power.

SEC. 3. That the said tracks on the military reservations shall be removed or the route be changed whenever in the judgment of the Secretary of War the interests of the United States shall require it, and the United States shall have the privilege of using the tracks as a tram-way where they lie on the reservations, and the officers and enlisted men of the United States Army and civil employees under the War Department shall be transported on the cars of the company free of charge when traveling on duty through the city under orders from their respective commanding officers.

Removal of tracks, etc.

Use of tracks on reservations.

Transportation of officers, enlisted men, etc.

Approved, September 26, 1890.

CHAP. 939.—An act to restore telegraphic communication between Tatoosh Island and Port Angeles, Washington.

September 26, 1890.

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled, That the sum of six thousand eight hundred dollars, or so much thereof as may be necessary, to be immediately available, is hereby appropriated, out of any money in the Treasury not otherwise appropriated, for the purpose of restoring and maintaining telegraphic communication between Tatoosh Island and Port Angeles, Washington, the money so appropriated to be expended by the Chief Signal Officer of the Army, under the orders of the Secretary of War.

Tatoosh Island and Port Angeles, Wash.
 Restoring signal service telegraph between.
 Appropriation available.

Approved, September 26, 1890.

CHAP. 940.—An act to grant to the Mobile and Dauphin Island Railroad and Harbor Company a right to trestle across the shoal water between Cedar Point and Dauphin Island.

September 26, 1890.

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled, That the Mobile and Dauphin Island Railroad and Harbor Company, a corporation duly organized under a charter granted by the general assembly of the State of Alabama, may extend its line, by means of trestle-work from Cedar Point to Dauphin Island, across the intervening shoal water between Mobile Bay and Mississippi Sound: *Provided*, That

Mobile and Dauphin Island Railroad and Harbor Company may trestle shoal water from Cedar Point to Dauphin Island, between Mobile Bay and Mississippi Sound.
Provisos.

Draw-bridges over Grant's Pass and Pass aux Herons. said company shall cross Grant's Pass and Pass aux Herons each with a draw-bridge of such width, character, and construction as the Secretary of War shall prescribe: *Provided also*, That each such draw shall be opened promptly, upon reasonable signal, for the passage of boats, and that said company shall maintain at its own expense such lights, from sunset to sunrise, on each such draw as the Light-House Board shall prescribe: *And provided further*, That if the United States shall at any time acquire the absolute and satisfactory title to Grant's Pass, the Secretary of War shall be authorized, upon satisfactory proof to him of such investment of title, and if, in his opinion, the interests of the Government shall not then require a draw-bridge to be constructed or maintained at Pass aux Herons, to relieve said company from building or maintaining said draw-bridge, but said company shall thereupon maintain a draw-bridge at Grant's Pass in all respects as hereinbefore prescribed.

Opening of draw.

Lights, etc.

Title to Grant's Pass, etc.

Dauphin Island.

Extension of track.

Wharves and piers.

Provisos.

Secretary of War to approve plans.

Removal of track, wharves, etc.

Free use by Government.

Security of navigation.

Secretary of War to approve bridge plans, etc.

Changes in plans.

Secretary of War to approve structures, etc.

Commencement and completion.

Amendment, etc.

Removal, etc.

SEC. 2. That said company may lay its track across the east end of Dauphin Island, owned by the Government, as far as Fort Gaines, and may build wharves and piers out to deep water from the riparian front owned by the Government: *Provided*, That before any such track shall be laid or any pier or wharf built the approval of the Secretary of War shall be obtained upon plans and specifications submitted to him: *Provided also*, That if any such track is laid or wharf or pier built the same shall be removed at the expense of said company if the Secretary of War should require such removal: *Provided also*, That the Government may use any such structure when built free of charge or tolls: *And provided further*, That said bridge and the construction and extension of the line from its terminus at Cedar Point across to Dauphin Island, and the terminal facilities at and between Dauphin Island and Cedar Point, where they project into navigable water, shall be built and located under and subject to such regulations for the security of navigation 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 his examination and approval, a design and drawing of such bridge or constructions, and a map of the location, giving for the space of one mile in each direction from the proposed location, the topography of the banks, the shores of Mobile Bay, Gulf of Mexico, Mississippi Sound, or strait connecting Mobile Bay and Mississippi Sound, 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 and channel of the pass, 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 the said plans and location of the bridge or constructions are approved by the Secretary of War they shall not be built, and should any change be made in the plan of such bridge or constructions during the progress of construction thereof, such change shall be subject to the approval of the Secretary of War.

SEC. 3. That no tramway, track, road-bed, wharf, pier, or other structure shall be built upon the United States military reservation on Dauphin Island without the approval and consent of the Secretary of War, and said structures shall be removed by the parties owning or controlling the same, at their own expense, when the Secretary of War so requires.

SEC. 4. That this act shall be null and void if actual construction of the bridge herein authorized be not commenced within two years and completed within three years from the date hereof.

SEC. 5. 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 removal, is also expressly reserved.

Approved, September 26, 1890.