

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.*