

SEC. 3. That the said bridge shall at all times be so kept and managed as to offer reasonable and proper means for the passage of vessels and other craft through or under said structure; and if said bridge be built as a drawbridge the draw shall be opened promptly upon reasonable signal for the passage of boats or other craft, and whatever kind of bridge is constructed the said company shall maintain at its own expense, from sunset to sunrise, such lights or other signals on said bridge as the Light-House Board shall prescribe.

Unobstructed navigation.

Drawbridge

Lights, etc.

SEC. 4. 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 munitions of war of the United States, or passengers or freight over said bridge, than the rate per mile paid for the transportation over the railroads or public highways leading to said bridge, and it shall enjoy 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 and telephone companies, and the United States shall have the right of way across said bridge and its approaches for said postal-telegraph purposes.

Lawful structure and post route.

Postal telegraph.

SEC. 5. That all railroad companies desiring the use of said bridge and its approaches shall have and be entitled to equal rights and privileges relative to the passage of trains over the same upon payment of a reasonable compensation for such use; and in case the owner or owners of 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, or upon rules and conditions to which each shall conform in using said bridge and approaches, all matters at issue between them shall be decided by the Secretary of War upon a hearing of the allegations and proofs of the parties

Use by other companies.

Compensation.

SEC. 6. That the right to alter, amend, or repeal this Act is hereby expressly reserved.

Amendment.

SEC. 7. That this Act shall be null and void if actual construction of the bridge herein authorized be not commenced within one year and completed within three years from the date hereof.

Commencement and completion.

Approved, May 28, 1896.

CHAP. 254.—An Act To amend an Act entitled “An Act to incorporate the Capital Railway Company,” approved March second, eighteen hundred and ninety-five.

May 28, 1896.

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled, That the Act entitled “An Act to incorporate the Capital Railway Company,” approved March second, eighteen hundred and ninety-five, be, and the same is hereby, amended by striking out in the first section all after the words “have a common seal,” to the end of the section, and inserting the following: “Said corporation is hereby authorized to construct and lay down and complete a single or double track street railway in the District of Columbia, and run cars thereon for carrying passengers by and along the following route: Beginning at a point on the District line near the Potomac River southeast of Shepherd’s Ferry, thence by such route as shall be approved by the Commissioners of the District of Columbia to the south side of the Eastern Branch or Anacostia River at the Navy-Yard bridge; thence across said bridge to Eleventh street east; thence north on Eleventh street east to M street south; thence west on M street to a point to be located by the District Commissioners near Eighth street east, connecting with the lines of the Capital Traction Company, also continuing from said Eleventh and M streets north on Eleventh street to the south building line of East Capitol street, and returning over the same route to the point of beginning. Also, beginning at the eastern end of the Navy-Yard bridge, easterly along Monroe and Harrison streets and Good Hope road, and from Good Hope road to the District line, over such route as

District of Columbia. Capital Railway Company. Vol. 28, p. 721.

Change of route.

May cross Navy-Yard bridge.

<p><i>Proviso.</i> Construction in Washington. Commencement and completion.</p>	<p>the District Commissioners shall approve, and returning over the same route to the point of beginning: <i>Provided</i>, That within the city of Washington a double-track railway shall be constructed: <i>Provided further</i>, That the line of said railway company shall be commenced within three months and completed within one year from the date of the passage of this Act, with the exception mentioned in section four of this Act."</p>
<p>Motive power.</p>	<p>SEC. 2. That the motive power to be used on the lines in this Act specified shall be the underground electric system within the city of Washington and the overhead trolley system outside the city of Washington.</p>
<p>Crossing the bridge.</p>	<p>For crossing the Navy-Yard bridge the said company may, in the discretion of the Commissioners of the District of Columbia, use either horse power or the underground electric system to propel its cars; and the said company shall have the privilege of carrying an electric current across the said Navy-Yard bridge in such manner as the said Commissioners of the District of Columbia shall prescribe.</p>
<p>Transfers.</p>	<p>SEC. 3. That the Capital Railway Company, the Metropolitan Railroad Company, and the Capital Traction Company are hereby required to issue free transfers at the point of intersection of their respective lines, so that for the payment of one fare a passenger on either road shall have the privilege of riding over the lines of both.</p>
<p>Construction of portions of road.</p>	<p>SEC. 4. That the portions of the company's route from Congress or Pencote Heights to Shepherd's Lauding and the Harrison street branch east to the District line shall be completed within two years from the passage of this Act: <i>Provided</i>, That failure to complete the said portions of the routes as provided for in this section, and, also, failure to complete the extension on Eleventh street east, shall operate to repeal the authority to build said portions, and shall not repeal the charter of said company.</p>
<p><i>Proviso.</i> Repeals as to portions not completed.</p>	<p>SEC. 5. That Congress reserves the right to alter, amend, or repeal this Act.</p>
<p>Amendment, etc.</p>	<p>Approved, May 28, 1896.</p>

May 28, 1896.

CHAP. 255.—An Act To amend section forty-one hundred and thirty-one of the Revised Statutes of the United States, to improve the merchant-marine engineer service and thereby also to increase the efficiency of the Naval Reserve, and for other purposes.

<p>Shipping.</p>	<p><i>Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled</i>, That section forty-one hundred and thirty-one of the Revised Statutes of the United States be amended so as to read as follows:</p>
<p>Vessels of the United States defined. R. S., sec. 4131, p. 795, amended. Vol. 18, p. 30; Vol. 22, p. 53.</p>	<p>"SEC. 4131. Vessels registered pursuant to law and no others, except such as shall be duly qualified according to law for carrying on the coasting or fishing trade, shall be deemed vessels of the United States, and entitled to the benefits and privileges appertaining to such vessels; but no such vessel shall enjoy such benefits and privileges longer than it shall continue to be wholly owned by a citizen or citizens of the United States or a corporation created under the laws of any of the States thereof, and be commanded by a citizen of the United States.</p>
<p>All officers to be citizens.</p>	<p>And all the officers of vessels of the United States who shall have charge of a watch, including pilots, shall in all cases be citizens of the United States. The word "officers" shall include the chief engineer and each assistant engineer in charge of a watch on vessels propelled wholly or in part by steam; and after the first day of January, eighteen hundred and ninety-seven, no person shall be qualified to hold a license as a commander or watch officer of a merchant vessel of the United States who is not a native-born citizen, or whose naturalization as a citizen shall not have been fully completed."</p>
<p>Licenses to be for five years.</p>	<p>SEC. 2. That all licenses issued to such officers shall be for a term of five years, but the holder of a license may have the same renewed for another five years at any time before its expiration: <i>Provided, however</i>, That any officer holding a license, and who is engaged in a service which necessitates his continuous absence from the United States, may make</p>
<p><i>Proviso.</i> Renewal when abroad.</p>	