

SEC. 10. That the right to alter, amend, or repeal this Act is hereby expressly reserved.

Amendment.

Approved, April 30, 1900.

CHAP. 342.—An Act To amend the charter of the East Washington Heights Traction Railroad Company.

April 30, 1900.

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled, That the charter of the East Washington Heights Traction Railroad Company, of the District of Columbia, be, and the same is hereby, amended so as to authorize and permit the said company to lay down its tracks and operate its cars from its present authorized terminus at the western approach to the Pennsylvania Avenue Bridge, as provided in section one of the Act of incorporation; thence north on Seventeenth street east to East Capitol street; thence west on East Capitol street to Fifteenth street east, connecting with the Metropolitan Railway; also from the intersection of Minnesota avenue and Harrison street thence westerly on Harrison street to Pierce street; thence southerly on Pierce street to Jackson street; thence westerly along Jackson street to Monroe street; also northward on Minnesota avenue as laid down on the highway-extension plans, to connect with the Columbia Railway at Benning, over a route and at a point acceptable to and approved by the Commissioners of the District of Columbia.

District of Columbia.
East Washington
Heights traction rail-
road.
Charter amended.
Route extended, etc.

Vol. 30, p. 478.

SEC. 2. That the time within which the East Washington Heights Traction Railroad Company is required to complete and put in operation its railway be, and the same is hereby, extended for the term of two years from the eighteenth day of June, nineteen hundred: *Provided*, That if within two years from the date of the passage of this Act the Washington and Marlboro Railroad Company shall build its lines into and within the District of Columbia, then said company shall have the right to use such of the routes in this Act provided for as may coincide with the route provided for in the charter of the said Washington and Marlboro Railroad Company.

Time for comple-
tion extended.

Proviso.
Use of coinciding
routes by Washington
and Marlboro Rail-
road.

SEC. 3. That Congress reserves the right to alter, amend, or repeal this Act.

Amendment.

Approved, April 30, 1900.

CHAP. 343.—An Act Authorizing the establishment of a light and fog signal on the new breakwater, harbor of refuge, Delaware Bay.

April 30, 1900.

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 is hereby authorized to establish a light and fog signal on the new breakwater, harbor of refuge, Delaware Bay, at a cost not exceeding thirty thousand dollars.

Delaware Bay.
Light, etc., station
established on new
breakwater, harbor of
refuge.

Approved, April 30, 1900.

CHAP. 344.—An Act To amend an Act authorizing the terms of the district court of the United States for the southern district of Mississippi to be held hereafter at Biloxi.

May 3, 1900.

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled, That the first section of chapter three hundred and fifty-one of the United States Statutes at Large, entitled "An Act authorizing the terms of the district court of the United States for the southern district of Mississippi to be held here-

Mississippi southern
judicial district.
Terms of district
and circuit courts at
Biloxi,
Vol. 30, p. 977.

after at Biloxi," approved March second, eighteen hundred and ninety-nine, be amended as follows, to wit: After the words "district court" insert the words "and circuit court."

Effect

SEC. 2. That this Act take effect from and after its passage.

Approved, May 3, 1900.

May 4, 1900.

CHAP. 345.—An Act Authorizing the Cape Nome Transportation, Bridge, and Development Company, a corporation organized and existing under the laws of the State of Washington and authorized to do business in the Territory of Alaska, to construct a traffic bridge across the Snake River, at Nome City, in the Territory of Alaska.

Cape Nome Transportation, Bridge, etc., Company may bridge Snake River, Alaska.

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled, That the Cape Nome Transportation, Bridge, and Development Company, a corporation organized and existing under the laws of the State of Washington and authorized to do business in the Territory of Alaska, is hereby authorized and empowered to construct, operate, and maintain a general traffic bridge across the Snake River, to be located at such point within or near the corporate limits of the city of Nome, in said Territory of Alaska, as shall be approved by the Secretary of War: *Provided,* That said bridge shall be constructed as a drawbridge, and the draw shall be opened promptly, upon reasonable signal, for the passage of boats; and, whatever kind of bridge is constructed, the owners thereof shall maintain thereon, at their own expense, from sunset to sunrise, such lights or other signals as the Light-House Board shall prescribe; that such bridge shall be constructed so as to provide for the passage of vehicles and pedestrians, upon the payment of a reasonable compensation for such use.

Proviso.
Draw.

Lights.

Transit.

To be lawful structure and post route.

SEC. 2. That any bridge built under the provisions of this Act shall be a lawful structure, and shall be recognized and known as a post route, upon which no higher charge shall be made for the transmission over the same of the mails, troops, and munitions of war of the United States passing over said bridge than the rate per mile paid for the transportation over the public highways leading to said bridge; 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 approaches for postal-telegraph purposes; and said bridge shall be so constructed and operated as not to interfere with the navigation of said river.

Telegraph, etc., companies.

Toll.

SEC. 3. That the said corporation shall have the right to charge and collect a reasonable rate of toll, to be approved by the Secretary of War, not exceeding ten cents for pedestrians, twenty-five cents for animals, and fifty cents for vehicles.

Secretary of War to approve plans.

SEC. 4. That the bridge authorized to be constructed under this Act shall be located and built under and subject to regulations for the security of the navigation of said river as the Secretary of War shall prescribe; and to secure that object the said corporation shall submit to the Secretary of War, for his examination and approval, a design and drawings of the proposed bridge and a map of the location, giving, for the space of one-half mile above and one-half mile below the proposed location, the topography of the banks of the river, the shore lines at high and low water, the direction and strength of the currents, and the soundings, accurately showing the bed of the stream, and shall furnish such other information as may be required for a full and satisfactory understanding of the subject; and until the said plan and location of the bridge are approved by the Secretary of War no work upon the bridge shall be commenced; and should any change be made in the plan of said bridge during the progress of construction such change shall be subject to the approval of the Secretary of War; and