

July 21, 1892.

CHAP. 214.—An act granting the right of way to the Mexican Gulf, Pacific and Puget Sound Railroad Company over and through the public lands of the United States in the States of Florida, Alabama, Mississippi, and Tennessee, and granting the right of way to said Railroad Company over and through the United States naval and military reservations near Pensacola, in the State of Florida.

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled, That the Mexican Gulf, Pacific and Puget Sound Railroad Company, a company organized under the laws of the States of Florida and Alabama, is hereby granted the right of way, one hundred feet in width, through the lands belonging to the United States in the States of Florida, Alabama, Mississippi, and Tennessee, and through the reservations lying near Pensacola, in the State of Florida, known as the naval and military reservations. The said The Mexican Gulf, Pacific and Puget Sound Railroad Company is hereby granted also the privilege and authority to use such timber, gravel, stone, and all materials within the said right of way through lands belonging to the United States, except said naval and military reservations, as may be necessary in the construction and operation of the said The Mexican Gulf, Pacific and Puget Sound Railroad.

SEC. 2. That the line and location of the right of way to the said The Mexican Gulf, Pacific and Puget Sound Railroad Company through the naval and military reservations near Pensacola, Florida, shall be subject to the approval and under the control of the Secretary of the Navy and the Secretary of War: *Provided*, That the said railroad company, on notification by the Secretaries of the Navy and War, shall, within a reasonable time thereafter, construct, maintain, and operate at its own expense a spur track or tracks to enter into and be located at such place or places within the present limits of the navy-yard inclosure on said reservation as may be designated by the Secretary of the Navy: *And provided further*, That the Secretaries of the Navy and War be, and are hereby, authorized to allow the use by the said company, in the accommodation of its general traffic and the maintenance of a coaling station, of so much of the land and water front of the said reservation lying west of and outside the present navy-yard inclosure as in their judgment will not be required for naval or army purposes, and as will not be a hindrance to the public defense nor prejudicial to the health of those residing on the Government reservation and not to exceed in any one case three hundred feet of water front, which width may extend back along the line of said road not more than one thousand feet; the value of the use of land to be appraised by a board of naval officers, to be appointed by the Secretary of the Navy: *And provided further*, That said company shall reimburse the residents of said reservation for any damages to their property or tenements caused by the construction, excavation, or operation of said road, such damage in all cases to be fixed by the said board: *And provided further*, That the right of way and other privileges granted in this section shall be subject to the regulation and control of the said Secretaries, and shall be inoperative, null, and void unless the said railroad company shall complete the construction of and have in use its tracks within two years from the date of the passage of this act.

SEC. 3. That the Secretaries of the Navy and War may, at any time they shall deem it necessary for the public good, cause to be removed or destroyed all or any of the structures hereby permitted on the naval and military reservations near Pensacola, Florida, without liability for damages; and the said company shall not erect or allow the use of any residences on said reservation, nor shall it erect any structures of any kind thereon, except such as the Secretaries of the Navy and War shall approve; and all approvals in this act required shall be in writing.

SEC. 4. That Congress expressly reserves the right to alter, amend, or repeal this act, in whole or in part, without any liability on the part of the United States for any damages or losses sustained by said company.

Approved, July 21, 1892.

Mexican Gulf, Pacific and Puget Sound Railroad Company granted right of way through public lands in Florida, Alabama, Mississippi, and Tennessee.
Pensacola.

Use of timber, etc.

Location through reservations. Pensacola to be approved by Secretaries of War and Navy.

Proviso.

Track to navy-yard.

Coaling station.

Damages.

Regulation.

Removal of structures.

Structures to be approved by Secretaries of War and Navy.

Amendment, etc.

July 21, 1892.

CHAP. 215.—An act to extend the privileges of the first and seventh sections of the act of June tenth, eighteen hundred and eighty, to the ports of Bangor and Vanceboro, Maine.

Bangor and Vanceboro, Me.
Immediate transportation privileges to.
Vol. 21, p. 173, 174.

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled, That the privileges of the first and seventh sections of the act entitled "An act to amend the statutes in relation to immediate transportation of dutiable goods, and for other purposes," approved June tenth, eighteen hundred and eighty, be, and the same are hereby, extended to the ports of Bangor and Vanceboro, in the district of Bangor, State of Maine.

Approved, July 21, 1892.

July 21, 1892.

CHAP. 216.—An act authorizing the Leonard Avenue Street Railway Company to lay tracks upon certain streets abutting United States Military reservation in the City of Columbus, Ohio.

Columbus, Ohio.
Consent of United States to laying street railroad.

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled, That the Leonard Avenue Street Railway Company, a corporation duly organized under the laws of the State of Ohio, is hereby granted consent to construct a single or double track street railway on Cleveland avenue, and on Buckingham street, and on Jefferson avenue, in the city of Columbus, Ohio, wherever said avenues and street abut upon the military reservation now known as Columbus Barracks, and located in the said city of Columbus, Ohio. And the Secretary of War is hereby authorized to sign such consent as may be required by the laws of Ohio, on behalf of the Government of the United States, to authorize the construction of said street railroad in and upon said avenues and street.

Approved, July 21, 1892.

July 22, 1892.

CHAP. 227.—An act fixing the time for holding the circuit and district courts in the district of West Virginia.

West Virginia judicial district.
Terms of court.

R. S., sec. 572, 658, pp. 101, 123.
Vol. 20, pp. 27, 259;
Vol. 25, p. 151.
Ante p. 14.

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled, That hereafter the circuit and district courts of the district of West Virginia shall be held each year, at Wheeling, on the first day of April and the twentieth day of September; at Clarksburg, on the fifteenth day of April and the first day of October; at Martinsburg, on the fifteenth day of October; at Charleston, on the first day of May and the tenth day of November; and that the circuit court shall be held at Parkersburg on the tenth day of January and the tenth day of June.

SEC. 2. That all acts and parts of acts in conflict with this act are herein repealed.

Approved, July 22, 1892.

July 22, 1892.

CHAP. 228.—An act regulating the construction of buildings along alley-ways in the District of Columbia.

Alleys, District of Columbia.
Regulation of dwellings in.

Proviso.
Width of roadway, etc.

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled, That from and after the passage of this act it shall be unlawful to erect or place a dwelling house on or along any alley in the District of Columbia where such alley is less than thirty feet wide and is not supplied with sewerage, water-mains, and light: *Provided,* That no dwelling house hereafter erected or placed in any alley shall in any case be located less than twenty feet back clear of the center line of such alley, so as to give at least a thirty-foot roadway and five feet on each side of such roadway clear for a walk