currents at all stages, and the soundings, accurately showing the
bed of the stream, 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
plan and location of the bridge are approved by the Secretary of
War the bridge shall not be commenced or built, and should any
change be made in the plan of said bridge during the progress of
construction such changes shall be subject to the approval of the
Secretary of War; and the expense of such change and of any other
changes at any time required by the Secretary of War in said bridge,
or its entire removal after being completed, if the Secretary deems
the same necessary, shall be paid by the persons or corporation own-
ing or controlling said bridge.

Sec. 5. That the right to alter, amend, or repeal this act is hereby
expressly reserved.

Sec. 6. 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 thereof.

Approved, March 2, 1889.

CHAP. 389.—An act to grant to the Gulf and Chicago Air-Line Railway Com-
pany the right to construct bridges over the Tombigbee, Warrior, and Tennessee
Rivers, and across Grant Pass to Dauphin’s Island, in the Gulf of Mexico.

Be it enacted by the Senate and House of Representatives of the
United States of America in Congress assembled, That the Gulf and
Chicago Air-Line Railway Company, a corporation duly organized
and legally incorporated under the laws of the State of Alabama,
its successor or legal representative, may erect a bridge over the
Tombigbee River at such point in the vicinity of Coffeeville, in
Clarke County, as surveys and examinations may establish to be the
best and most advantageous point for crossing said river. Said cor-
poration, its successor or legal representative, may also construct
bridges over the Warrior River at or near Tuscaloosa, and the Ten-
nessee River at or near Milton’s Bluff; and for purposes of reaching
a terminal point and uninterrupted navigation at deep water on the
Gulf of Mexico, said railway company may construct and extend
its line from its present terminus at Cedar Point, in said State of
Alabama, across Grant Pass and the shoal waters intervening, to
Dauphin’s Island, in the Gulf of Mexico; and for such purposes may
construct, operate, and maintain such tramways, tracks, road-beds,
bridges, and terminal facilities at and between said Dauphin’s Island
and Cedar Point, or in vicinity thereof, as are necessary for use of
said railway in the common course and conduct of its business.

Sec. 2. That any bridge built under the provisions of this act may,
at the option of said Railway Company, be built as a draw-bridge
or with unbroken and continuous spans: Provided. That if any such
bridge shall be made with unbroken and continuous spans, the main
span shall be over the main channel of such navigable river or pass,
and shall be of such width, and the lowest part of the superstructure
shall be of such height above extreme high-water mark, as the Sec-
retary of War may prescribe; and such bridge shall be at right
angles to and its piers parallel with the current or channel of the
river or pass over which it may be constructed; and if any bridge
built under this act shall be constructed as a draw-bridge, the same
shall be constructed with an opening over the center of the channel
of the river or pass, and shall be of such width, character, and con-
struction as the Secretary of War shall prescribe, and the piers of
said bridge shall be parallel with the current, and the draw of said
bridge shall be over the main or deep channel of the river or pass,
as may be fixed and determined by the Secretary of War: Provided
also, That the said draws shall be opened promptly upon reasonable
signal for the passage of boats, and in no case shall unnecessary delay
occur; and said company or corporation shall maintain, at its own
expense, from sunset to sunrise, such lights or other signals on said
bridges as the Light House Board shall prescribe: And provided also,
That said bridges, at the option of the Corporation or Company by
which they may be built, may be used for the passage of wagons or
vehicles of all kinds, for the transit of animals, and for foot-pas-
sengers, for such reasonable rate of toll as may be approved from time
to time by the Secretary of War.

Sec. 3. That any bridge authorized to be constructed under this
act shall be a lawful structure, and shall be recognized and known
as a post-route, and it shall enjoy the rights and privileges of other
post-roads in the United States, upon which also no higher charge
shall be made for the transmission over the same of the mails, the
troops, and the munitions of war of the United States, or for through
passengers or freight passing over said bridge or bridges, than the
rate per mile for their transportation over the railroads leading to
the said bridge or bridges; and equal privileges in the use of said
bridges shall be granted to all telegraph companies and the United
States shall have the right of way for a postal telegraph across said
bridge or bridges. Said bridge or bridges, and the construction and
extension of the line from its present terminus at Cedar Point across
to Dauphin's Island, and the terminal facilities at and between
Dauphin's Island and Cedar Point, where they project into naviga-
ble water, shall be built and located under and subject to such regu-
lations for the security of navigation of navigable rivers and waters
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 any
such bridges or constructions, and a map of location, giving, for the
space of one mile above and one mile below the proposed location,
the topography of the banks of the river, and 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 sound-
ings, accurately showing the bed and channel of the stream, the
location of any other bridge or bridges, and shall furnish such other
information as may be required for a full and satisfactory under-
standing of the subject; and until the said plans and location of the
bridge or bridges or constructions are approved by the Secretary of
War the bridge or constructions shall not be built; and should any
change be made in the plan of any such bridge or construction
during the progress of construction thereof, such change shall be
subject to the approval of the Secretary of War.

Sec. 4. That all railroad companies desiring the use of any bridge
constructed under this act shall have and be entitled to equal rights
and privileges relative to the passage of railways trains or cars over
the same, and over the approaches thereto, upon payment of a reason-
able compensation for such use; and in case the owner or owners of
said bridge and the several railroad companies, or any one of them,
desiring such use shall fail to agree upon the sum or sums to be paid
and upon rules and conditions to which each shall conform in using
said bridge, 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.

Sec. 5. That such alterations or changes as may be required by
the Secretary of War or Congress in bridges or other structures
built under the provisions of this act shall be made by the persons
or corporations owning or controlling said bridges or structures at
their own expense; and if any litigation shall arise in regard to said
bridges, or either of them, by reason of their obstructing navigation, the same shall be had in the circuit court of the United States within whose territorial jurisdiction said bridges or any part thereof may be located; and it is hereby expressly provided that Congress reserves the right at any time to alter, amend, or repeal this act.

SEC. 6. No tramway, track, road-bed, wharf, pier, or other structure shall be built upon the United States military reservation on Dauphin's Island, without the approval and consent of the Secretary of War first had, and the said structure shall be removed by the parties owning or controlling the same, at their own expense, when the Secretary of War so requires: Provided, also, That the United States may use such structure when built without charge.

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

Approved, March 2, 1889.

CHAP. 390.—An act for the relief of certain volunteer and regular soldiers of the late war and the war with Mexico.

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled, SEC: 1. That the charges of desertion now standing on the rolls and records in the office of the Adjutant General of the United States Army against any soldier who served in the late war in the volunteer service shall be removed in all cases where it shall be made to appear to the satisfaction of the Secretary of War, from such rolls and records, or from other satisfactory testimony, that such soldier served faithfully until the expiration of his term of enlistment, or until the first day of May, anno domini eighteen hundred and sixty five, having previously served six months or more, and, by reason of absence from his command at the time the same was mustered out, failed to be mustered out and to receive an honorable discharge, or that such soldier absented himself from his command, or from hospital while suffering from wounds, injuries, or disease received or contracted in the line of duty and was prevented from completing his term of enlistment by reason of such wounds, injuries, or disease.

SEC. 2. That the Secretary of War is hereby authorized to remove the charge of desertion from the record of any regular or volunteer soldier in the late war upon proper application therefor, and satisfactory proof in the following cases:

First. That such soldier, after such charge of desertion was made, and within a reasonable time thereafter, voluntarily returned to his command and served faithfully to the end of his term of service, or until discharged.

Second. That such soldier absented himself from his command or from hospital while suffering from wounds, injuries, or disease, received or contracted in the line of duty, and upon recovery voluntarily returned to his command and served faithfully thereafter, or died from such wounds, injuries, or disease while so absent, and before the date of muster out of his command, or expiration of his term of service, or was prevented from so returning by reason of such wounds, injuries, or diseases before such muster out, or expiration of service.

Third. That such soldier was a minor, and was enlisted without the consent of his parent or guardian, and was released or discharged from such service by the order or decree of any court of competent jurisdiction on habeas corpus or other proper judicial proceedings; and in any such case, no pay, allowance, bounty, or pension, shall be allowed or granted.