

Time for opening bids to be the same.

Submission to board for approval.

Readvertisement of rejected bids.

ment of the District of Columbia, and the superintendent of the State, War, and Navy building, except for paper and materials for use of the Government Printing Office, and materials used in the work of the Bureau of Engraving and Printing, which shall continue to be advertised for and purchased as now provided by law, on the same days and shall each designate two o'clock post meridian of such days for the opening of all such proposals in each Department and other Government establishment in the city of Washington; and the Secretary of the Treasury shall designate the day or days in each year for the opening of such proposals and give due notice thereof to the other Departments and Government establishments. Such proposals shall be opened in the usual way and schedules thereof duly prepared and, together with the statement of the proposed action of each Department and Government establishment thereon, shall be submitted to a board, consisting of one of the Assistant Secretaries of the Treasury and Interior Departments and one of the Assistant Postmasters-General, who shall be designated by the heads of said Departments and the Postmaster-General respectively, at a meeting to be called by the official of the Treasury Department, who shall be chairman thereof, and said board shall carefully examine and compare all the proposals so submitted and recommend the acceptance or rejection of any or all of said proposals. And if any or all of such proposals shall be rejected, advertisements for proposals shall again be invited and proceeded with in the same manner.

Approved, January 27, 1894.

February 1, 1894.

CHAP. 23.—An Act To authorize the Secretary of the Interior to reserve from sale certain land in the abandoned Fort Cummings military reservation, and for other purposes.

Fort Cummings reservation, N. Mex.
Reservation of spring from sale.

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled, That the Secretary of the Interior be, and he is hereby, directed to withdraw from sale so much of the land of the abandoned Fort Cummings military reservation, in the Territory of New Mexico, as may be necessary to secure perpetually for public use the spring upon said reservation; the land to be reserved, as aforesaid, to embrace not only that upon which the spring is situated, but such other portions for right of way as may be necessary to secure to the public the right to have all the advantages of the spring aforesaid.

License to Rio Grande, Mexico and Pacific Railroad Company to pipe water.

SEC. 2. That the Secretary of the Interior be, and he is hereby, authorized to grant to the Rio Grande, Mexico and Pacific Railroad Company a license to so much of the water of said spring as may be necessary for the operation of the road of said company, and to grant to said company a right of way for a pipe from said spring to the road of said company by the most direct line; to be located under the direction of the Secretary of the Interior: *Provided,* That said right of way shall not exceed forty feet in width, and when the same is located the land covered by the right of way shall be withdrawn from entry, and after due appraisal shall be paid for by said company and be dedicated to the right of way aforesaid.

Proviso.
Right of way for pipe.

Continuance of license.

SEC. 3. That the license aforesaid shall continue as long as the existence thereof may be deemed not injurious to the public interest by the Secretary of the Interior, who shall at all times have the right to regulate the quantity of water to be used by said company, so as not to deprive the public of the benefits of the dedication to public use hereinabove made. Upon the cessation of the license the right of way for the pipe line aforesaid shall revert to the United States, upon refunding by the United States the sum of the appraised price thereof which may have been paid to the United States by said company under the previous provisions of this Act, and Congress reserves the right at any time to alter, amend, or repeal this Act.

Revocation, etc.

Amendment, etc.

Approved, February 1, 1894.

CHAP. 24.—An Act Authorizing the Gulf, Beaumont and Kansas City Railway Company to bridge the Neches and Sabine Rivers in the States of Texas and Louisiana.

February 2, 1894.

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled, That the Gulf, Beaumont and Kansas City Railway Company, its successors or assigns, be, and is hereby, authorized to construct and maintain a railway bridge, and approaches thereto, over and across Neches River, in Texas; and also a railway bridge, and approaches thereto, over and across Sabine River, in Texas and Louisiana, at such points as may be selected by said railway company subject to approval by the Secretary of War for crossing said rivers with its railroad line. Said bridges shall be constructed to provide for the passage of railway trains and, if the Secretary of War shall at any time so determine, may be used for the passage of wagons and vehicles of all kinds, for the transit of animals, for foot passengers, for such reasonable rates of toll as may be approved from time to time by the Secretary of War. That if the said bridges, or either of them, over the said rivers shall be made with unbroken and continuous spans, there shall be at least one span of a height of not less than eighty feet above low water as understood at the point of location, measured to the lowest part of the superstructure of said bridge; and said span shall have a clear opening of at least two hundred feet between the piers, measured at right angles to the current, and shall be over the main channel of the river, and the bridge or bridges shall be at right angles to and the piers parallel with the current of the river. And if the bridges, or either of them over the said rivers shall be constructed as draw or pivot bridges the draw span shall be over the main channel of the river at accessible navigable points, and the openings on each side of the pivot pier shall not be less than one hundred feet in the clear unless otherwise expressly directed by the Secretary of War, and if so directed shall be according to such directions; and the said opening shall be accessible at all stages of water, and the spans shall not be less than ten feet above extreme high water, as understood at the point of location, to the lowest part of the superstructure of the bridge, and the piers and draw rests shall be parallel with and the bridge or bridges at right angles to the current of the river or rivers; and no riprap or other outside protection for imperfect foundations shall be permitted to approach nearer than four feet to the surface of the water at its extreme low stage, or otherwise to encroach upon the channel ways provided for in this Act; and all and each of said draws shall be opened promptly, upon reasonable signal, for the passing of boats; and said company shall maintain at its own expense from sunset till sunrise, such lights or other signals on said bridges as the Light-House Board may prescribe.

SEC. 2. 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 the munitions of war of the United States than the rate per mile paid for the transportation over the railroad or public highways leading to the said bridge; and it shall enjoy the rights and privileges of other post roads in the United States.

SEC. 3. That no bridge shall be erected or maintained under the authority of this Act which shall at any time substantially or materially obstruct the free navigation of said rivers, and if any bridge erected under such authority shall, in the opinion of the Secretary of War, obstruct such navigation he is hereby authorized to cause such change or alteration of said bridge or bridges to be made as will effectually obviate such obstruction; and all such alterations shall be made and all such obstructions be removed at the expense of the owner or owners of said bridge. And in case of any litigation arising from any obstruction or alleged obstruction to the free navigation of said river, caused or alleged to be caused by said bridge, the case may be brought in the

Gulf, Beaumont and Kansas City Railway Company may bridge Neches River, Tex., and Sabine River, Tex. and La.

Railway, wagon, and foot bridge.

Tolls.

Spans.

Draw.

Height of spans.

Opening draw.

Lights, etc.

Lawful structure and post route.

Free navigation.

Changes.

Litigation.