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House of Representatives.

HOUSE OF REPRESENTATIVES.

Compensation and mileage.

For compensation and mileage of Members of the House of Representatives, and Delegates from Territories on account of fiscal years as follows:

For eighteen hundred and ninety-three, three thousand three hundred and thirty-four dollars.

For eighteen hundred and ninety-four, fifteen thousand nine hundred dollars.

Clerk at Speaker's table.

To pay the clerk to the Speaker's table, for services rendered as clerk to the Committee on Rules during the first and second sessions of the Fifty-third Congress, five hundred dollars.

Stationery.

For stationery, for Members of the House of Representatives, seven hundred and fifty dollars.

Miscellaneous.

For miscellaneous items and expenses of special and select committees, two thousand five hundred dollars.

Furniture.

For furniture, and repairs of the same, one thousand five hundred dollars.

Folding materials.

For materials for folding, ten thousand five hundred dollars.

Clerks to Members.

To enable the Clerk of the House to pay to Members and Delegates the amount which they certify they have paid or agreed to pay for clerk hire necessarily employed by them in the discharge of their official and representative duties, as provided in the Joint Resolution approved March third, eighteen hundred and ninety-three, twenty-seven thousand dollars.

Vol. 27, p. 757.

Library of Congress.

LIBRARY OF CONGRESS.

Laborer.

To enable the Librarian of Congress to employ a laborer for the care of the library rooms containing the law books of the Library of Congress, at the rate of thirty dollars per month, seventy-five dollars.

Contracts for Department supplies.
Ante, p. 33.

SEC. 2. That the Act entitled "An Act to amend section thirty-seven hundred and nine of the Revised Statutes relating to contracts for supplies in the Departments at Washington," approved January twenty-seven, eighteen hundred and ninety-four, be, and the same is hereby,

Provisions limited.

so amended that the provisions thereof shall apply only to advertisements for proposals for fuel, ice, stationery, and other miscellaneous supplies to be purchased at Washington for the use of the Executive Departments and other Government establishments therein named;

Contracts, etc., not invalid.

and no advertisements made or contracts awarded or to be awarded thereon since January twenty-seven, eighteen hundred and ninety-four, in accordance with the laws in force prior to said date, shall be declared to be illegal or invalid for non-compliance with said law of January twenty-seventh, eighteen hundred and ninety-four.

Approved, April 21, 1894.

April 21, 1894.

CHAP. 62.—An Act Authorizing the Texarkana and Fort Smith Railway Company to bridge Little River, in the State of Arkansas.

Texarkana and Fort Smith Railway Company may bridge Little River at Morris Ferry, Ark.

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled, That the Texarkana and Fort Smith Railway Company, its successors or assigns, be, and is hereby, authorized to construct and maintain a railway bridge, and approaches thereto, over and across Little River, in the State of Arkansas, at or near Morris Ferry. Said bridge shall be constructed to provide for

Railway, wagon, and foot bridge.

the passage of railway trains, and, at the option of said company, may be used for the passage of wagons and vehicles of all kinds, for the transit of animals, and for foot passengers for such reasonable rates of toll as may be approved from time to time by the Secretary of War.

High bridge.
Post, p. 634.

That if the said bridge shall be made with unbroken and continuous spans there shall be at least one span of a height of not less than fifty 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 and fifty feet between the piers, measured at right angles to the current, and shall be over the main channel of the river, and the bridge shall be at right angles to, and the piers parallel with, the current of the river. And if the bridge over the said river shall be constructed as a draw or pivot bridge the draw or pivot pier shall be over the main channel of the river at an accessible navigable point, and the openings on each side of the pivot pier shall not be less than one hundred and thirty feet in the clear, unless otherwise expressly directed by the Secretary of War, and, if so directed, shall be according to such direction, and the said openings shall be accessible at all stages of water, and the spans shall be not 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 at right angles to the current of the river; 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 channelways provided for in this Act; and the draw shall be opened promptly upon reasonable signal for the passing of boats; and whatever kind of bridge shall be constructed said company shall maintain, at its own expense, from sunset till sunrise thoroughout the season of navigation, such lights or other signals on said bridge as the Light-House Board may prescribe.

Draw bridge.

Opening draw.

Lights, etc.

SEC. 2. That the 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.

Lawful structure and post route.

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 river; and if the 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 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 district court of the United States for the State of Arkansas, in whose jurisdiction any portion of said obstruction or bridge may be located: *Provided*, That nothing in this Act shall be so construed as to repeal or modify any of the provisions of law now existing in reference to the protection of the navigation of rivers or to exempt said bridge from the operation of the same.

Unobstructed navigation.

Litigation.

Proviso.
Existing laws not affected.

SEC. 4. That all railway companies desiring the use of said bridge shall have and be entitled to equal rights and privileges relative to the passage of railway trains over the same, and over the approaches thereto, upon payment of a reasonable compensation for such use.

Use by other companies.

SEC. 5. That the bridge authorized to be constructed under this Act shall be built and located under and subject to such regulations for the security of navigation of said river 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 drawings of said bridge and a map of the location, giving for the space of one mile above and one 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 at all stages, and the

Secretary of War to approve plans, etc.

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 built; and should any change be made in the plan of such bridge during the progress of construction, such change shall be subject to the approval of the Secretary of War. And the said structure shall be changed at the cost and expense of the owners thereof, from time to time as the Secretary of War may direct, so as to preserve the free and convenient navigation of said river, and the authority to erect and continue said bridge shall be subject to revocation by the Secretary of War, whenever the public good, in his judgment, so requires.

Changes.

Amendment, etc.

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

Commencement and completion.

Post, p. 634.

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 approval of this Act.

Approved, April 21, 1894.

April 24, 1894.

CHAP. 63.—An Act To amend section one of an Act approved April sixth, eighteen hundred and ninety-four, entitled "An Act to give effect to the award rendered by the Tribunal of Arbitration, at Paris, under the treaty between the United States and Great Britain, concluded at Washington, February twenty-ninth, eighteen hundred and ninety-two, for the purpose of submitting to arbitration certain questions concerning the preservation of the fur seals."

Fur seal fishery regulations.

Ante, p. 53.

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled, That section one of the Act entitled "An Act to give effect to the award rendered by the Tribunal of Arbitration, at Paris, under the treaty between the United States and Great Britain concluded at Washington, February twenty-ninth, eighteen hundred and ninety-two, for the purpose of submitting to arbitration certain questions concerning the preservation of the fur seals," approved April sixth, eighteen hundred and ninety-four, be amended by striking out the word "exclusive" where it occurs in said section one and inserting the word "inclusive," so that said section will read: That no citizen of the United States, or person owing the duty of obedience to the laws or the treaties of the United States, nor any person belonging to or on board of a vessel of the United States, shall kill, capture, or pursue, at any time, or in any manner whatever, outside of territorial waters, any fur seal in the waters surrounding the Pribilov Islands within a zone of sixty geographical miles (sixty to a degree of latitude) around said islands, inclusive of the territorial waters.

Error corrected.

Killing, etc., of seals forbidden.

Area included.

Approved, April 24, 1894.

April 24, 1894.

CHAP. 64.—An Act To authorize the construction of a steel bridge over the Saint Louis River, between the States of Wisconsin and Minnesota.

Duluth and Superior Bridge Company may bridge Saint Louis River, Conners Point, Wis., to Rices Point, Minn.

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled, That the Duluth and Superior Bridge Company, a corporation organized under the laws of the State of Wisconsin, and its successors in interest be, and is hereby, authorized to construct and maintain and operate a bridge and approaches thereto over the Saint Louis River, between the States of Wisconsin and Minnesota, extending from the northerly end of Conners Point, Wisconsin, to Rices Point, opposite, in the State of Minnesota. Said bridge shall be constructed to provide for the passage of street railway cars, steam cars, on double tracks permitting the passage of trains in opposite directions at the same time, and for the passage of wagons and vehicles

Railway, wagon, and foot bridge.