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said divide in a northeasterly direction to the summit of the Sierra Nevada Mountains; thence southeasterly along the summit of the Sierra Nevada Mountains to the divide between the Merced and San Joaquin rivers; thence southwesterly along said divide to the point of intersection with the south boundary of township four south, range twenty-three east, Mount Diablo base and meridian; thence westerly along township line to the point of intersection with the middle of the channel of the South Fork of the Merced River; thence westerly down the middle of said river to the place of beginning, are hereby reserved and withdrawn from settlement, occupancy, or sale under the laws of the United States, and set apart as reserved forest lands, subject to all the provisions of the Act of Congress approved October first, eighteen hundred and ninety, entitled "An Act to set apart certain tracts of land in the State of California as forest reservations:" *Provided*, That all those tracts or parcels of land described in section one of the said Act of October first, eighteen hundred and ninety, and not included within the metes and bounds of the land above described, be, and the same are hereby, included in and made part of the Sierra Forest Reserve: *And provided further*, That the Secretary of the Interior may require the payment of such price as he may deem proper for privileges on the land herein segregated from the Yosemite National Park and made a part of the Sierra Forest Reserve accorded under the Act approved February fifteenth, nineteen hundred and one, relating to rights of way over certain parks, reservations, and other lands, and other acts concerning rights of way over public lands; and the moneys received from the privileges accorded on the lands herein segregated and included in the Sierra Forest Reserve shall be paid into the Treasury of the United States, to be expended, under the direction of the Secretary of the Interior, in the management, improvement, and protection of the forest lands herein set aside and reserved, which shall hereafter be known as the "Yosemite National Park."

Vol. 26, p. 650.

Provisos.
Remainder made part of Sierra Forest Reserve.

Rights of way.

Vol. 31, p. 790.

Receipts used to improve, etc., Yosemite National Park.

SEC. 2. That none of the lands patented and in private ownership in the area hereby included in the Sierra Forest Reserve shall have the privileges of the lieu-land scrip provisions of the land laws, but otherwise to be in all respects under the laws and regulations affecting the forest reserves, and immediately upon the passage of this Act all laws, rules, and regulations affecting forest reservations, including the right to change the boundaries thereof by Executive proclamation, shall take effect and be in force within the limits of the territory excluded by this Act from the Yosemite National Park, except as herein otherwise provided.

Private lands in, subject to forest reserve laws, etc.

SEC. 3. That this Act shall take effect and be in force from and after its passage.

Effect.

Approved, February 7, 1905.

CHAP. 548.—An Act Authorizing the Kensington and Eastern Railroad Company to construct a bridge across the Calumet River.

February 7, 1905.
[H. R. 17749.]
[Public, No. 50.]

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled, That the Kensington and Eastern Railroad Company, a railroad company organized under the laws of the State of Illinois, its successors and assigns, are hereby authorized to construct, maintain, and operate a drawbridge across the Calumet River in the northeast quarter of the northwest quarter of section thirty-six, township thirty-seven north, range fourteen east of the third principal meridian, in Cook County, Illinois, at a point about three hundred and fifty feet south of the north line of the said section, the said point being about eight-tenths of a mile upstream

Calumet River, Ill.
Kensington and Eastern Railroad Company may bridge.

Drawbridge.

Location.

from the bridge of the New York, Chicago and Saint Louis Railroad Company and about two miles below the bridge of the Pittsburg, Fort Wayne and Chicago Railway Company, located near Hegewisch, in the State of Illinois: *Provided*, That such site is suitable, in the judgment of the Secretary of War, to the interests of navigation.

Proviso.
Protection to navigation.

Opening draw.
Lights, etc.

SEC. 2. That the draw provided for the bridge herein authorized shall be opened promptly, upon reasonable signals, for the passage of boats, and said corporation shall maintain, at its own expense, from sunset to sunrise, such lights or other signals on said bridge as the Light-House Board shall prescribe. The said company shall submit to the Secretary of War for his approval, designs and drawings of the said bridge and a map of the location thereof, giving sufficient information to enable him to fully and satisfactorily understand the subject, and until the said plans and location are approved by the Secretary of War the bridge shall not be commenced or built. Any change made in the plan of the said bridge during the progress of its construction or after its completion shall be subject to the approval of the Secretary of War, and said company shall, at its own expense, make such changes in the said bridge as the Secretary of War may at any time direct in the interest of navigation.

Secretary of War to approve plans, etc.

Changes.

Lawful structure and post route.

SEC. 3. 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 no higher charge shall be made for the transmission of mails and the troops and munitions of war of the United States over the same than the rate per mile paid for the transportation over the railroad or approaches leading to the said bridge; and it shall enjoy the rights and privileges of other post-roads in the United States; 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 its approaches for postal telegraph and telephone purposes.

Telegraph, etc., rights.

Use by other companies.

SEC. 4. That all railroad companies desiring the use of the 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 the payment of reasonable 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 in issue between them shall be decided by the Secretary of War upon the hearing of the allegations and proofs of the parties.

Compensation.

Amendment.
Time of construction.

SEC. 5. That the right to alter, amend, or repeal this Act is expressly reserved; and 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, February 7, 1905.

February 8, 1905.
[H. R. 7869.]

[Public, No. 51.]

CHAP. 549.—An Act In relation to bonds on contracts with the District of Columbia.

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled, That in all cases where the Commissioners of the District of Columbia enter into contracts for work or material they shall require good and sufficient bonds to the United States in a penal sum sufficient, in their judgment, to secure the strict and faithful performance of said contracts to the satisfaction of and acceptance by said Commissioners, and guaranteeing that the contractors shall keep new pavements or other new works in repair for a term of five years from the date of completion of their contracts,

District of Columbia.
Bonds on contracts for public work, etc., in.
Requirements.