

CHAP. 48.—An Act To repeal section three hundred and eleven of the Revised Statutes of the United States relating to accounts of the Treasury of the United States.

March 29, 1894.

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled, That section three hundred and eleven of the Revised Statutes of the United States be, and the same is hereby, repealed.

Treasurer's annual account.
R. S. sec. 311. p. 52, repealed.

Approved, March 29, 1894.

CHAP. 49.—An Act To regulate the making of property returns by officers of the Government.

March 29, 1894.

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled, That instead of forwarding to the accounting officers of the Treasury Department returns of public property entrusted to the possession of officers or agents, the Quartermaster-General, the Commissary-General of Subsistence, the Surgeon-General, the Chief of Engineers, the Chief of Ordnance, the Chief Signal Officer, the Paymaster-General of the Navy, the Commissioner of Indian Affairs, or other like chief officers in any Department, by, through, or under whom stores, supplies, and other public property are received for distribution, or whose duty it is to receive or examine returns of such property, shall certify to the proper accounting officer of the Treasury Department, for debiting on the proper account, any charge against any officer or agent intrusted with public property, arising from any loss, accruing by his fault, to the Government as to the property so intrusted to him.

Property returns.
Only certificates of loss to be forwarded to Treasury accounting officers.

SEC. 2. That said certificate shall set forth the condition of such officer's or agent's property returns, that it includes all charges made up to its date and not previously certified, that he has had a reasonable opportunity to be heard and has not been relieved of responsibility; the effect of such certificate, when received, shall be the same as if the facts therein set forth had been ascertained by the accounting officers of the Treasury Department in accounting.

Contents of certificate.

SEC. 3. That the manner of making property returns to or in any administrative bureau or department, or of ascertaining liability for property, under existing laws and regulations, shall not be affected by this Act, except as provided in section one; but in all cases arising as to such property so intrusted the officer or agent shall have an opportunity to relieve himself from liability.

Manner of returns, etc., not affected.

SEC. 4. That the heads of the several Departments are hereby empowered to make and enforce regulations to carry out the provisions of this Act.

Regulations.

SEC. 5. That all laws or parts of laws inconsistent with the provisions of this Act are hereby repealed.

Repeal.

Approved, March 29, 1894.

CHAP. 51.—An Act To authorize the construction of a bridge over the Monongahela River at Glenwood, Pennsylvania.

April 2, 1894.

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled, That the Glenwood Highway Bridge Company, a corporation duly organized under the laws of the Commonwealth of Pennsylvania, its successors and assigns, be, and they are hereby, authorized and empowered to construct, maintain, and operate a bridge over the Monongahela River, from a point on the north shore of said Monongahela River at or near where Second avenue in the Twenty-third ward of the city of Pittsburg is crossed by the Pittsburg and Connellsville Railroad, to a point directly across said river, on the south shore thereof, about four hundred feet, more or

Glenwood Highway Bridge Company may bridge Monongahela River, Pittsburg, Pa.

less, below the mouth of Streets Run and above the foundation of the old coal tipple at Hays Station, all within the county of Allegheny and State of Pennsylvania. That said Glenwood Highway Bridge Company shall not commence the construction of its bridge, bridge piers, abutments, causeway, and other works over or in said Monongahela River until the location and plan of the same shall have been submitted to and approved by the Secretary of War.

Secretary of War to approve plans, etc.

SEC. 2. That any bridge authorized to be constructed under this Act shall be built and located under and subject to such regulations for the security of the 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 drawing of the bridge and a map of the location, giving for the space of one-half mile above and one-half mile below the proposed location the high and low water lines upon the banks of the river, the direction and strength of the currents at low and at high water, with the soundings accurately showing the bed of the stream, and the location of any other bridge or bridges, such map to be sufficiently in detail to enable the Secretary of War to judge of the proper location of said bridge, 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 plans of said bridge during the progress of its construction, such changes shall be subject to the approval of the Secretary of War: *Provided*, That the channel span of said bridge shall be not less than five hundred feet in length in the clear and the clear height of the superstructure shall not be less than fifty-three feet above the level of the water at pool full in said river.

Proviso.
Channel span.

Unobstructed navigation.

SEC. 3. That said bridge herein authorized to be constructed shall be so kept and managed at all times as to afford proper means and ways for the passage of vessels, barges, or rafts, both by day and by night, and there shall be displayed on said bridge by the owners thereof, from sunset to sunrise, such lights and other signals as the Light-House Board may prescribe; and such changes shall be made from time to time in the structure of said bridge as the Secretary of War may direct, at the expense of said bridge company, in order the more effectually to preserve the free navigation of said river.

Lights, etc.

Commencement and completion.

SEC. 4. 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 date of the approving this act.

Amendment, etc.

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

Approved, April 2, 1894.

April 2, 1894.

CHAP. 52.—An Act Authorizing the Texarkana and Fort Smith Railway Company to bridge the Calcasieu and Sabine rivers in the States of Louisiana and Texas.

Texarkana and Fort Smith Railway Company may bridge Calcasieu River, La., and Sabine River, La., and Tex.

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 Calcasieu River in Louisiana; and also a railway bridge and approaches thereto, over and across Sabine River in Louisiana and Texas, at such points as may be selected by said railway company for crossing said rivers with its railroad line, said points selected to be subject to the approval of the Secretary of War. Said bridges shall be constructed to provide for 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. That if the said bridges,

Railway wagon, and foot bridges.

Toll.

High bridges.