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the District line, under the provisions contained in the Act of Congress approved March second, eighteen hundred and ninety-three, entitled "An Act to provide a permanent system of highways in that part of the District of Columbia lying outside of cities," and an amendment to said Act, approved June twenty-eighth, eighteen hundred and ninety-eight; that upon the completion and recording of said new highway plan it shall take the place of and stand for any previous plan for said portion of the District of Columbia.

Vol. 27, p. 532.

Vol. 30, p. 519.

Approved, February 1, 1905.

CHAP. 291.—An Act To amend an Act entitled "An Act to authorize the construction of a bridge across the Tennessee River in Marion County, Tennessee," approved May twentieth, nineteen hundred and two.

February 1, 1905.
[H. R. 16570.]
[Public, No. 37.]

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled, That an Act entitled "An Act to authorize the construction of a bridge across the Tennessee River in Marion County, Tennessee," approved May twentieth, nineteen hundred and two, be, and the same is hereby, revived and declared to be in full force and effect, and that section seven of said Act is hereby amended so as to read as follows:

Tennessee River.
Time extended for bridging, in Marion County, Tenn., by Memphis-Chattanooga Railway.
Vol. 32, p. 202, amended.

"SEC. 7. That this Act shall be null and void unless the bridge herein authorized shall be commenced within one year and completed within three years from the first day of January, nineteen hundred and five."

Time of construction.

Approved, February 1, 1905.

CHAP. 293.—An Act Making Norwalk, Connecticut, a subport of entry.

February 2, 1905.
[H. R. 16790.]
[Public, No. 38.]

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled, That Norwalk, in the State of Connecticut, be, and is hereby, constituted a subport of entry in the customs collection district of Fairfield, Connecticut.

Customs.
Norwalk, Conn., made a subport of entry.
R. S., sec. 2533, p. 498, amended.

Approved, February 2, 1905.

CHAP. 296.—An Act To authorize the construction of a bridge across Red River at Shreveport, Louisiana.

February 3, 1905.
[H. R. 17333.]
[Public, No. 39.]

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled, That the city of Shreveport, situated in the parish of Caddo, State of Louisiana, a municipal corporation duly incorporated and existing under and by virtue of the laws of the State of Louisiana, be, and is hereby, authorized to construct and maintain a traffic bridge and approaches thereto across the Red River, extending from such a point in the said city of Shreveport to such a point in the parish of Bossier as may be selected by said city of Shreveport and approved by the Secretary of War. Said bridge shall be constructed to provide for the passage of vehicles, foot passengers, stock, and such other lawful traffic as may be desired, at such legal rates of toll as may be fixed by said city and approved by the Secretary of War.

Red River.
Shreveport, La., may bridge.

Location.

Wagon and foot bridge.

SEC. 2. That said 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

Lawful structure and post route.