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been honorably discharged from the military service of the United States on the first day of June, eighteen hundred and sixty-three; and said order shall be recognized by all officials of the United States as having the same force and effect relative to the persons named and described therein as enlisted men of the Twentieth New York Volunteers that it would have had if it had been issued prior to June first, eighteen hundred and sixty-three, and while said persons were still in the military service of the United States and subject to the orders of the Secretary of War: *Provided*, That no pay, bounty, or other emoluments shall become due or payable by virtue of the passage of this Act.

Proviso.
No pay, etc.

Approved, February 27, 1905.

CHAP. 1161.—An Act To authorize the construction of a bridge across Red River at or near Boyce, Louisiana.

February 27, 1905.
[H. R. 18815.]
[Public, No. 110.]

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled, That the Boyce Bridge Company, a corporation duly incorporated and existing under and by virtue of the laws of the State of Louisiana, and domiciled at Boyce, Rapides Parish, said State, be, and it is hereby, authorized to construct and maintain a traffic bridge and approaches thereto across the Red River, extending from such a point at or near the town of Boyce, in the Parish of Rapides, to such a point in Grant Parish as may be selected by said bridge company 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 company and approved by the Secretary of War.

Red River.
Boyce Bridge Company may bridge, at Boyce, La.

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 the transmission over the same of the mails, troops, and munitions of war of the United States than the rate paid for the transmission over the public highways leading to the said bridge, and 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 purposes: *Provided*, That the bridge herein authorized to be constructed shall be so kept and managed by the said corporation owning or operating it as to afford proper ways and means for the passage through or under it of vessels, barges, or rafts at all times, both by day and by night; and if said bridge be constructed as a drawbridge, the draw shall be opened promptly upon reasonable signal for the passage of boats; and upon whatever kind of bridge is built there shall be displayed from sunset to sunrise, at the expense of said corporation, such lights and signals as the Light-House Board shall prescribe.

Lawful structure and post route.

Telegraph, etc., rights.

Proviso.
Unobstructed navigation.

Opening draw.

Lights, etc.

SEC. 3. That if said bridge, erected and maintained under the authority of this Act, shall at any time substantially or materially obstruct the free navigation of said river, or 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 such alteration shall be made and all such obstructions be removed at the expense of the owners or operators of said bridge, and in case of any litigation arising from the obstruction or alleged obstruction to the free navigation of said river,

Changes.

Litigation.

the case may be brought in the district court of the United States for the western district of Louisiana: *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 same.

Proviso. Existing laws not affected.

Secretary of War to approve plans, etc.

SEC. 4. 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 corporation shall submit to the Secretary of War, for his examination and approval, a design and drawing of said bridge and a map of the location, prepared with reference to known datum plane upon prescribed scales furnished by the engineer officer having supervision of said river, and giving, for the space of two miles above and two miles below the proposed location of the bridge, the topography of the banks of the river, with shore lines at high and low water, the direction and strength of the currents at all stages, and the 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 said plans 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 the said bridge during the process of construction, or after completion, such change shall be subject to the approval of the Secretary of War.

Time of construction.

SEC. 5. 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 approval hereof.

Amendment.

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

Approved, February 27, 1905.

February 28, 1905. [H. R. 18751.]

[Public, No. 111.]

CHAP. 1162.—An Act To extend the time for the construction of a bridge across Rainy River by the International Bridge and Terminal Company.

Rainy River, Minn. Time extended for bridging, by International Bridge and Terminal Company. Vol. 32, p. 802, amended.

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled, That the International Bridge and Terminal Company, its successors and assigns, shall have the right to commence the construction of a bridge across Rainy River, in Minnesota, subject to the terms and conditions contained in an Act entitled "An Act to provide for the construction of a bridge across Rainy River, in Minnesota," approved February seventh, nineteen hundred and three, within one year, and complete such bridge within three years after the passage of this Act.

Time of construction.

Approved, February 28, 1905.

February 28, 1905. [S. 7065.]

[Public, No. 112.]

CHAP. 1163.—An Act To amend section fifty-one hundred and forty-six of the Revised Statutes of the United States in relation to the qualifications of directors of national banking associations.

National banks. Requisite qualifications of directors.

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled, That section fifty-one hundred and forty-six of the Revised Statutes of the United States be so amended as to read as follows:

R. S., sec. 5146, p. 995, amended.

"SEC. 5146. Every director must, during his whole term of service, be a citizen of the United States, and at least three-fourths of the directors must have resided in the State, Territory, or District in