

February 27, 1905.
[S. 7103.]

[Public, No. 108.]

CHAP. 1159.—An Act Confirming the title of the Saint Paul, Minneapolis and Manitoba Railway Company to certain lands in the State of Montana, and for other purposes.

Saint Paul, Minne-
apolis and Manitoba
Railway Company.
Selections of lands
in Montana con-
firmed.
Description.

Vol. 27, p. 390.

Selections on for-
mer Indian lands con-
firmed.

Vol. 27, p. 391.

Patents.

Vol. 25, p. 133.

Proviso.
Restriction.

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled, That the several selections of the south half of the southeast quarter of section five and north half of northeast quarter of section eight, township thirty-two north, range eleven east; lot six of section five, township thirty-two north, range sixteen east; the southeast quarter of northeast quarter of section five, township thirty-two north, range seventeen east; the northwest quarter of northwest quarter of section thirty-five, township thirty-three north, range nineteen east; the southwest quarter of the southeast quarter and southeast quarter of southwest quarter of section thirty-two, township thirty-two north, range thirty-three east, Montana principal meridian, in the State of Montana, containing in all three hundred and fifty-six and eleven one-hundredths acres, made by the Saint Paul, Minneapolis and Manitoba Railway Company in the United States land office at Helena, Montana, between the years eighteen hundred and ninety-three and eighteen hundred and ninety-nine, under the provisions of an Act of Congress entitled "An Act for the relief of settlers on certain lands in the States of North Dakota and South Dakota," approved August fifth, eighteen hundred and ninety-two, and the patents of the United States thereafter issued under said Act conveying said lands to said railway company be, and the same are hereby, ratified and confirmed, and the said lands granted to said railway company.

SEC. 2. That the Secretary of the Interior be, and he is hereby, authorized and empowered to approve the selection of one hundred and twenty acres of unsurveyed land situated in township thirty-two north, range fourteen east, Montana principal meridian, made by the said The Saint Paul, Minneapolis and Manitoba Railway Company, under the Act of Congress aforesaid, on the twenty-sixth day of March, eighteen hundred and ninety-seven, in the United States land office at Helena, Montana, whenever said land shall have been duly surveyed, and to thereafter patent and convey said land to said railway company, notwithstanding the limitations contained in section three of an Act of Congress entitled "An Act to ratify and confirm an agreement with the Gros Ventre, Piegan, Blood, Blackfeet, and River Crow Indians in Montana, and for other purposes," approved May first, eighteen hundred and eighty-eight: *Provided*, That said land was in all other respects subject to selection by said railway company under said Act of eighteen hundred and ninety-two, and the said railway company has complied and shall hereafter comply with the requirements of said Act of eighteen hundred and ninety-two.

Approved, February 27, 1905.

February 27, 1905.
[H. R. 1860.]
[Public, No. 109.]

CHAP. 1160.—An Act For the relief of certain enlisted men of the Twentieth Regiment of New York Volunteer Infantry.

Twentieth Regiment
New York Volunteer
Infantry.
Military record of
certain enlisted men
corrected.

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled, That the men whose honorable muster out of the service of the United States as enlisted men of the Twentieth Regiment of New York Volunteer Infantry, to date from the first day of June, eighteen hundred and sixty-three, was directed by the Secretary of War in a special order issued through the Office of the Adjutant-General of the Army, said order being numbered one hundred and fifty-two, and bearing date of the fourth day of April, eighteen hundred and sixty-six, shall be held and considered to have

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 Com-
pany 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 draw-bridge, 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 navi-
gation.

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.