

for active service it shall also find and report the cause which in its judgment has produced his incapacity, whether such cause is an incident of service, whether due to his own vicious habits, or the infirmities of age, or physical or mental disability. The proceedings and decisions of the board shall be transmitted to the Secretary of the Treasury, and shall by him be laid before the President for his approval or disapproval and his orders in the case.

SEC. 6. That when a board finds that an officer is incapacitated for active service, and that his incapacity is the result of an incident of service, or is due to the infirmities of age, or physical or mental disability, and not his own vicious habits, and such decision is approved by the President, he shall be retired from active service and placed upon a retired waiting-orders list. Officers thus retired may be assigned to such duties as they may be able to perform, in the discretion of the Secretary of the Treasury.

SEC. 7. That when a board finds that an officer is incapacitated for active service, and that such incapacity is the result of his own vicious habits and not due to any incident of service, and its decision shall be approved by the President, the officer shall be dropped from the service.

SEC. 8. That when any commissioned officer is retired from active service, the next officer in rank shall be promoted according to the established rules of the service, and the same rule of promotion shall be applied successively to the vacancies consequent upon such retirement: *Provided*, That all promotions shall be subject to examination to determine the professional qualifications of the candidates, and such examination shall be wholly written before a board of officers of the Revenue-Cutter Service, and their physical qualifications shall be reported upon by a board of medical officers of the Marine-Hospital Service; and such board shall be convened by the Secretary of the Treasury whenever the exigencies of the service require.

SEC. 9. That all officers borne upon the retired or permanent waiting-orders list at the date of the passage of this Act, or hereafter, shall receive seventy-five per centum of the duty pay, salary, and increase of the rank upon which they have been or may be retired: *Provided*, That no longevity increase of pay shall be allowed for any length of service accruing after retirement.

SEC. 10. That all laws or parts of laws inconsistent or in conflict with the provisions of this Act be, and the same are hereby, repealed.

Approved, April 12, 1902.

Final action by the President.

Retirement to waiting-orders list.

Assignment to duties.

Removals for cause.

Promotions.

*Proviso.*  
Examinations.

Retired pay.

*Proviso.*  
No longevity allowance.

Repeal.

CHAP. 502.—An Act To authorize the establishment of a life-saving station on Ocracoke Island, on the coast of North Carolina.

April 12, 1902.

[Public, No. 69.]

*Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled*, That the Secretary of the Treasury be, and he is hereby, authorized to establish a life-saving station on Ocracoke Island near Ocracoke Inlet, on the coast of North Carolina, at such point as the General Superintendent of the Life-Saving Service may recommend.

Ocracoke Island, N. C.  
Life-saving station at.

SEC. 2. That the character of the equipments and appliances of the station and the station building shall be determined by the General Superintendent of the Life-Saving Service.

Equipments, etc.

Approved, April 12, 1902.

<p>April 12, 1902. [Public, No. 70.]</p>	<p><b>CHAP. 503.</b>—An Act To provide for the extension of the charters of national banks.</p>
<p>National banks. Charters may be extended twenty years. Vol. 22, p. 162. R. S., sec. 5136, p. 993.</p>	<p><i>Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled,</i> That the Comptroller of the Currency is hereby authorized, in the manner provided by, and under the conditions and limitations of, the Act of July twelfth, eighteen hundred and eighty-two, to extend for a further period of twenty years the charter of any national banking association extended under said Act which shall desire to continue its existence after the expiration of its charter.</p>
<p>Approved, April 12, 1902.</p>	
<p>April 15, 1902. [Public, No. 71.]</p>	<p><b>CHAP. 504.</b>—An Act Authorizing the construction of a bridge across the Missouri River at or near Parkville, Missouri.</p>
<p>Missouri River. Kansas City, North-eastern and Gulf Railway Company may bridge, at Parkville, Mo.</p>	<p><i>Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled,</i> That the Kansas City, North-eastern and Gulf Railway Company, a corporation duly incorporated under the laws of the State of Kansas, be, and the same is hereby, authorized and empowered to erect, construct, build, and maintain a bridge over and across the Missouri River, for the passage and crossing of railroad cars and engines, electric cars, and such other material and things as may be used in the management, control, construction, or operation of a railroad, or railroads, hereby giving and granting unto said railway company, and to its grantees and assigns, the power and authority to erect, establish, construct, and maintain in connection with such railway bridge a wagon bridge and foot-passenger bridge, or either or both of them.</p>
<p>Railway, wagon, and foot bridge.</p>	
<p>Location.</p>	<p><b>SEC. 2.</b> That said bridge shall be constructed over said river at or within one mile of the city of Parkville, in Platte County, Missouri, on the left bank of the said river, and at or within one mile of the half-section line dividing section thirteen of township ten south, of range twenty-four east, of the sixth principal meridian, in Wyandotte County, Kansas.</p>
<p>Lawful structure and post route.</p>	<p><b>SEC. 3.</b> 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 also no higher charge shall be made for the transportation over the same of the mails, the troops, and munitions of war of the United States than the rate per mile paid for the transportation over the railroads or public highways leading to the said bridge, and it shall enjoy the rights and privileges of other post roads of the United States.</p>
<p>Rights, etc., extend to successors, etc.</p>	<p><b>SEC. 4.</b> That the rights, privileges, and authority granted to said railway company by this Act shall extend to and be enjoyed by the successors, grantees, and assigns of said railway company, and the obligations and duties by this Act made incumbent upon said railway company shall be assumed in all respects by any such grantee, assignee, or successor of said railway company. The said railway company shall have the right, privilege, and authority to build, establish, erect, and maintain all necessary approaches to said bridge upon either bank of said river, and when said bridge is constructed all other railroad companies or transportation companies which may desire to use said bridge in the conduct of their business, and which may approach said bridge from either side of said river, shall have the right to do so, and shall pay to said railway company, its successors or assigns, a reasonable compensation for the use of the same, to be fixed by the Secretary of War if the parties to such transactions can not agree. The owners of said bridge, if they shall erect, establish, and maintain in connection</p>
<p>Use by other companies.</p>	
<p>Compensation.</p>	
<p>Tolls.</p>	