

court of the District of Columbia holding a term of the circuit court for said District (whenever the condition of the business in such circuit court and in the criminal court, in the opinion of the general term of said supreme court, may render it proper and expedient so to do), may hold sittings for the trial of such criminal cases depending in the criminal court as the justice presiding therein may assign for that purpose, and may employ the petit juries drawn for such circuit court for such trials; and such sittings may be held during the regular sessions of the criminal court, or, in the recess thereof, during the term of such circuit court; and the business done at such sittings shall be recorded in the minutes of the criminal court.

SEC. 2. That section eight hundred and sixty-one of chapter twenty-four of the Revised Statutes of the District of Columbia be, and the same is hereby, amended so as to read as follows:

R. S. D. C., 861.

"SEC. 861. It shall be good cause of principal challenge to any person called to serve as a talesman on a petit jury at any term of the criminal or circuit courts of the District of Columbia, that he has served as such juror in the trial of a cause in either of said courts at any time within one year next before his being so called and challenged. And whenever a paper, on which is written the name of any person, shall be drawn from the jury-box, and such person by reason of being challenged, or for any other reason, shall not serve as a juror at the term for or at which he shall have been so drawn, the clerk of the supreme court of the District of Columbia (unless otherwise ordered by the justice presiding in the court for which such name was drawn) shall replace the said paper in the jury-box, folded or rolled up in the manner prescribed by section eight hundred and fifty-three of said chapter, subject to be drawn again from said jury-box with the other papers therein."

SEC. 3. All laws and parts of laws inconsistent herewith are herewith repealed.

Repeals.

Approved, June 8, 1880.

CHAP. 161.—An act to amend sections thirty-three hundred and eighty-five and thirty-three hundred and fifty-seven of the Revised Statutes of the United States.

June 9, 1880.

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled, That section thirty-three hundred and eighty-five of the Revised Statutes of the United States be amended by striking out all of said section after the word "shipment" where it occurs in the twenty-seventh line, and insert in lieu of the part stricken out the following:

R. S. 3385,
Amended.

"Upon the presentation to the collector of internal revenue of a detailed report from the inspector of customs, and a certificate from the collector of customs at the port from which the goods are to be exported, that the goods removed from the manufactory under bond, and described in the permit of the collector of internal revenue, have been received by the said collector of customs, and that said goods were duly laden on board of a foreign-bound vessel, naming the vessel, and the said merchandise was entered on the outward-manifest of said vessel, and that said vessel and cargo were duly cleared from said port, and on the payment of the tax on deficiency, if any, the bonds which have been, or shall hereafter be, required to be given under the provisions of this section, shall be canceled.

Every person who, with the intent to defraud the revenue laws of the United States, relands or causes to be relanded, within the jurisdiction of the United States, any manufactured tobacco, snuff, or cigars which have been shipped for exportation under the provisions of this act, without properly entering such tobacco, snuff, or cigars at a custom-house, and paying the proper customs and internal-revenue taxes thereon, or who receives such relanded tobacco, snuff, or cigars, and every person who aids or abets in such relanding or receiving of such tobacco, snuff,

Prohibits re-
landing exported
tobacco, &c.

Penalty. or cigars, shall, on conviction, be fined not exceeding five thousand dollars or imprisoned not more than three years; and all tobacco, snuff, or cigars so relanded shall be forfeited to the United States."

R. S. 3357. SEC. 2. That section thirty-three hundred and fifty-seven of the Re-
Amended and re-vised Statutes of the United States be amended and re-enacted so as to
enacted. read as follows:

"Every collector shall keep a record in a book or books provided for the purpose, to be open to the inspection of any person, of the name and residence of every person engaged in the manufacture of tobacco or snuff in his district, the place where such manufacture is carried on, and the number of the manufactory. And he shall enter in said record, under the name of each manufacturer, a copy of every inventory required by law to be made by such manufacturer, and an abstract of his monthly returns. And he shall cause the several manufactories of tobacco or snuff in his district to be numbered consecutively, which numbers shall not be thereafter changed, except for reasons satisfactory to himself and approved by the Commissioner of Internal Revenue."

Manufactories of tobacco, numbered consecutively.

Approved, June 9, 1880.

June 9, 1880. CHAP. 162.—An act to authorize the Saint Paul and Chicago Short Line Railway Company to construct a bridge across Lake Saint Croix, and to establish it as a post-road.

St. Paul and Chicago Short Line Railway Company to construct bridge across Lake St. Croix.

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled, That it shall be lawful for the Saint Paul and Chicago Short Line Railway Company, a corporation created and existing under and by virtue of the laws of the State of Wisconsin, to build a bridge across the Lake Saint Croix from such point in township number twenty-six north, of range twenty west of the fourth principal meridian, in the county of Pierce and State of Wisconsin, as may be hereafter selected by said railway company, to such point in the county of Washington, in the State of Minnesota, as may hereafter be selected by said railway company, and to lay on or over said bridge, railway tracks for the more perfect connection of its railway tracks as they may hereafter be built to the points aforesaid on either side of said lake under the limitations and conditions herein: *Provided*, That said bridge shall not interfere with the free navigation of said lake beyond what is necessary in order to carry into effect the rights and privileges hereby granted, and in case of any litigation arising from any obstruction or alleged obstruction to the free navigation of said lake, the cause shall be tried before the district court of the United States for the district of Minnesota or the western district of Wisconsin.

Proviso.

Proviso.

Proviso.

SEC. 2. That any bridge built under the provisions of this act may, at the option of said railway company, be built as a draw-bridge with a pivot or other form of draw, or with unbroken or continuous spans: *Provided*, That if the said bridge shall be made with unbroken and continuous spans, it shall not be of less elevation in any case than fifty feet above extreme high-water mark as understood at the point of location to the bottom chord of the bridge; nor shall the span of said bridge be less than two hundred feet in length, and the piers of said bridge shall be parallel with the current of the lake, and the main span shall be over the main channel of the lake and not less than two hundred feet in length: *And provided also*, That if any bridge built under this act shall be constructed as a draw-bridge, the same shall be constructed as a pivot draw-bridge with a draw over the main channel of the lake at an accessible and navigable point, and with spans of not less than one hundred and sixty feet in the clear at low-water surface on each side of the central or pivot pier of the draw; and the next adjoining spans to the draw shall be not less than one hundred and forty feet, and said spans shall not be less than ten feet above extreme high-water mark, and not less than thirty feet above low-water mark, measuring to the bottom chord of the bridge; and the piers of said bridge shall be parallel