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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. Amended and re-enacted.

SEC. 2. That section thirty-three hundred and fifty-seven of the Revised Statutes of the United States be amended and re-enacted so as to 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.

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

Proviso.

Proviso.

with the current of the lake: *And provided also*, That said draw shall be opened promptly, upon reasonable signal, for the passage of boats, and in no case shall unnecessary delay occur in opening said draw-bridge during or after the passage of trains. *Proviso.*

SEC. 3. That any bridge constructed under the provisions of this act and according to its limitations shall be a lawful structure, and shall be known and recognized as a post-route, upon which also no higher charge shall be made for the transmission over the same of the mails, the troops, and the munitions of war of the United States than the rate per mile paid for their transportation over the railroads or public highways leading to the said bridge, and the United States shall have the right of way for postal telegraph purposes across said bridge. Bridge to be recognized as a post-route.

SEC. 4. That all railway companies desiring to use said bridge shall have and be entitled to equal rights and privileges in the passage of the same and in the use of the machinery and fixtures thereof, and of all the approaches thereto, under and upon such terms and conditions as shall be prescribed by the Secretary of War upon hearing the allegations and proofs of the parties in case they shall not agree. Railway companies entitled to rights and privileges.

SEC. 5. That the plan and specifications with the necessary drawings of said bridge shall be submitted to the Secretary of War for his approval, and until he approve the plan and location of said bridge it shall not be built or commenced, and should any change be made in the plan of said bridge during the progress of the work thereon such changes shall be subject to the approval of the Secretary of War; and all changes in the construction of said bridge that may be directed by Congress shall be made at the cost and expense of the owners thereof. Plans and specifications.

SEC. 6. That the right to alter, amend or repeal this act as in the judgment of Congress the public good may require and to compel the removal of any obstructions to navigation caused by said bridge at the expense of the persons or corporations taking the benefit of this act, is hereby reserved. Reservations.

Approved, June 9, 1880.

CHAP. 163.—An act confirming the title to block numbered fourteen, in Baker City, Oregon, to Baker County. June 9, 1880.

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled, That the title to so much of block fourteen, in Baker City, Oregon, as the United States has title to, be, and the same is hereby, confirmed to the county of Baker, Oregon, and that a patent be issued to the said county therefor, without prejudice to the right of any adverse claimant to any part thereof. Title to block fourteen, Baker City, Oreg., confirmed to Baker County, Oregon.

Approved, June 9, 1880.

CHAP. 164.—An act to amend sections twenty-two hundred and sixty-two and twenty-three hundred and one of the Revised Statutes of the United States, in relation to the settler's affidavit in pre-emption and commuted homestead entries. June 9, 1880.

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled, That the affidavit required to be made by sections twenty-two hundred and sixty-two and twenty-three hundred and one of the Revised Statutes of the United States, may be made before the clerk of the county court or of any court of record, of the county and State or district and Territory in which the lands are situated; and if said lands are situated in any unorganized county, such affidavit may be made in a similar manner in any adjacent county in said State or Territory, and the affidavit so made and duly subscribed shall have the same force and effect as if made before the register or receiver of the proper land district; and the same shall be transmitted by such clerk of the court to the register and receiver with the fee and charges allowed by law. R. S. 2262, Amended. R. S. 2301, Amended.

Approved, June 9, 1880.