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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.

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**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.

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**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.