

previously affixed to such bottle, or who shall, contrary to the provisions of this Act or of the regulations issued thereunder remove or cause to be removed from any bonded warehouse any distilled spirits inspected or bottled under the provisions of this Act, or who shall bottle or case any such spirits in violation of this Act or of any regulation issued thereunder, or who shall, during the transportation and before the exportation of any such spirits, open or cause to be opened any case or bottle containing such spirits, or who shall willfully remove, change, or deface any stamp, brand, label, or seal affixed to any such case or to any bottle contained therein, shall for each such offense be fined not less than one hundred nor more than one thousand dollars, and be imprisoned not more than two years, in the discretion of the court, and such spirits shall be forfeited to the United States.

Punishment for counterfeiting stamps, etc.

SEC. 7. That every person who, with intent to defraud, falsely makes, forges, alters, or counterfeits any stamp made or used under any provision of this Act, or who uses, sells, or has in his possession any such forged, altered, or counterfeited stamp, or any plate or die used or which may be used in the manufacture thereof, or who shall make, use, sell, or have in his possession any paper in imitation of the paper used in the manufacture of any stamp required by this Act, shall on conviction be punished by a fine not exceeding one thousand dollars and by imprisonment at hard labor not exceeding five years.

No exemption from State, etc., laws. Vol. 26, p. 313.

SEC. 8. That nothing in this Act shall be construed to exempt spirits bottled under the provisions of this Act from the operation of chapter seven hundred and twenty-eight of the public laws of the Fifty-first Congress, approved August eighth, eighteen hundred and ninety.

Approved, March 3, 1897.

March 3, 1897.

CHAP. 380.—An Act To provide for light-houses and other aids to navigation.

Light-houses established, Florida.

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled, That light-houses and other aids to navigation be established and erected as hereinafter set forth, to wit:

Blacks Island.

Completing the removal of Cape San Blas light station, Florida, to Blacks Island.

Egmont Key.

Building a light keeper's dwelling at Egmont Key light station, Florida.

Apalachicola Bay.

Reconstructing the front beacon of Apalachicola Bay range-light station, Florida.

Saint Joseph Point.

Establishing a light station at or near Saint Joseph Point, in Saint Joseph Bay, west coast of Florida.

Choctawhatchee Bay.

Establishing range lights to mark the channel over the bar, entrance to Choctawhatchee Bay.

Key West Station.

Repairing wharf and buildings of the depot at Key West, Florida.

Approved, March 3, 1897.

March 3, 1897.

CHAP. 381.—An Act To authorize the construction of a bridge across the Yazoo River at or near the city of Greenwood, in Leflore County, in the State of Mississippi.

Leflore County may bridge Yazoo River, Greenwood, Miss.

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled, That the board of supervisors of Leflore County, in the State of Mississippi, be, and is hereby, authorized to construct and maintain a bridge and approaches thereto across the Yazoo River at or within five miles above or below Greenwood, in the State of Mississippi. Said bridge shall be constructed to provide for the passage of wagons and vehicles of all kinds, animals, foot passengers, and for all road travel, for such reasonable rates of toll and

Wagon and foot bridge.

Toll.

under such reasonable rules and regulations as may be prescribed by said board of supervisors and approved by the Secretary of War.

SEC. 2. 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 no charge shall be made for the transmission over the same of the mails, the troops, and the munitions of war of the United States, and it shall enjoy the rights and privilege of other post roads in the United States; and an equal privilege 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.

Lawful structure and post route.

Postal telegraph.

Draw span.

SEC. 3. That said bridge shall be constructed as a wagon bridge, and shall contain a drawspan giving a clear opening of a width to be determined by the Secretary of War, which drawspan shall be maintained over the main channel of the river at an accessible and navigable point, and said bridge other than the drawspan shall be at right angles to the current of the river at high water: *Provided*, That said draw shall be opened promptly by said company upon reasonable signal for the passage of boats and rafts; and said board of supervisors shall maintain, at its own expense, from sunset to sunrise, such lights or other signals on said bridge as the Light-House Board shall prescribe. No bridge shall be erected or maintained under the authority of this Act which shall at any time unreasonably obstruct the free navigation of said river; and if any bridge erected under such authority shall, in the opinion of the Secretary of War, unreasonably obstruct such navigation, he is hereby authorized to cause the entire removal thereof or such change or alteration of said bridge to be made as will effectually obviate such obstruction, and all such alterations shall be made and all such obstructions shall be removed at the expense of the owner or owners of said bridge; and in case of any litigation arising from any obstruction or alleged obstruction to the free navigation of said river, caused or alleged to be caused by said bridge, the case may be brought in the district court of the United States of the State of Mississippi in whose jurisdiction any portion of said obstruction or bridge may be located: *Provided further*, That nothing in this Act shall be so construed as to repeal or modify any of the provisions of the law now existing in reference to the protection of the navigation of rivers, or to exempt this bridge from the operations of the same.

Provisos.
Opening draws.

Lights, etc.
Unobstructed navigation.

Changes.

Litigation.

Existing laws not affected.

Secretary of War to approve plans, etc.

SEC. 4. That any bridge authorized to be constructed under this Act shall be built and located under and subject to such regulations for the security of navigation of said river as the Secretary of War shall prescribe; and to secure that object the said board of supervisors shall submit to the Secretary of War, for his examination and approval, a design and drawing of the bridge and a map of the location, giving for the space of one-half mile above and one-half mile below the proposed location the high and low water lines upon the banks of the river, the direction and strength of the currents at low and at high water, with the soundings accurately showing the bed of the stream, and the location of any other bridge or bridges, such map to be sufficiently in detail to enable the Secretary of War to judge of the proper location of said bridge, and shall furnish such other information as may be required for a full and satisfactory understanding of the subject; and until the said plan and location of the bridge are approved by the Secretary of War the bridge shall not be commenced or built, and should any change be made in the plans of said bridge during the progress of its construction such changes shall be subject to the approval of the Secretary of War.

Commencement and completion.

Proviso.
Amendment, etc.

SEC. 5. That this Act shall be null and void if actual construction of the bridge herein authorized be not commenced within one year and completed within three years from the date hereof: *Provided*, That Congress reserves the right to alter, amend, or repeal this Act whenever the public interests so require.

Approved, March 3, 1897.