

SEC. 3. The legal voters residing within said school district shall, within ninety days after the passage of this act, meet in said district and elect a director, treasurer and clerk of said district, and forthwith thereupon the said clerk shall report said election, to the proper county officers. *Provided*, That a notice of the time and place of said meeting, signed by any five of said legal voters, shall be given in the manner prescribed by law.

SEC. 4. This act shall take effect and be in force from and after its passage.

Approved March 8, 1879.

CHAPTER CXXXII.

AN ACT TO DETACH CERTAIN TERRITORY FROM SCHOOL DISTRICT NUMBER THREE, IN TOWN OF OTTAWA, IN LE SUEUR COUNTY, AND TO ATTACH THE SAME TO INDEPENDENT SCHOOL DISTRICT NUMBER TWELVE IN SAME TOWN AND COUNTY.

Be it enacted by the Legislature of the State of Minnesota:

SECTION 1. That the northwest quarter of section number twenty-six and the northeast quarter of section number twenty-seven, in town one hundred and eleven north, of range twenty-six west, be and the same is hereby detached from school district number three in the town of Ottawa, in the county of Le Sueur and state of Minnesota, and the said territory is hereby attached to independent school district number twelve, in said town of Ottawa.

SEC. 2. This act shall take effect and be in force from and after its passage.

Approved February 7, 1879.

CHAPTER CXXXIII.

AN ACT TO AUTHORIZE THE BOARD OF COUNTY COMMISSIONERS OF SWIFT COUNTY TO ISSUE BONDS TO FUND THE PRESENT FLOATING INDEBTEDNESS OF SAID COUNTY.

Be it enacted by the Legislature of the State of Minnesota:

SECTION 1. The board of county commissioners for the county of Swift, state of Minnesota, is hereby authorized at any time prior to the first day of January, A. D. one thousand eight hundred and eighty, to issue and negotiate the bonds of said county (with cou-

pons) for a sum not exceeding three thousand and five hundred dollars, said sum to be used to fund the present debt of said county and for no other purpose whatsoever.

SEC. 2. Said bonds shall be issued for the sums of not less than twenty-five dollars, nor more than one thousand dollars, each of them, and shall bear interest at a rate not exceeding ten per cent. per annum, the interest to be payable annually, and the principal to be payable at such time or times as the said county commissioners may resolve and determine to make it payable, within a period not exceeding twenty years from the date of said bonds.

SEC. 3. All bonds issued under the provisions of this act shall be signed by the chairman of the board of county commissioners of said county, and be attested by the auditor of said county and sealed with his seal, and the said auditor shall keep record of all bonds issued and negotiated under the provisions of this act.

SEC. 4. The county treasurer's fees for disbursing money derived from the sale of said bonds shall not exceed one per cent.

SEC. 5. The proper authorities of said county shall annually include in the general tax an amount sufficient to pay the interest on said bonds, and they shall, whenever the principal or any part thereof may become due, levy a sufficient amount of money to pay said principal.

SEC. 6. Said board of county commissioners shall not have authority to negotiate said bonds for anything less than the par value of said bonds.

SEC. 7. This act shall take effect and be in force from and after its passage.

Approved January 27, 1879.

CHAPTER CXXXIV.

AN ACT AUTHORIZING THE COUNTIES OF TODD, MORRISON, STEARNS, POPE, SWIFT, CHIPPEWA, LAC QUI PARLE, YELLOW MEDICINE, LYON, MURRAY, PIPESTONE, NOBLES, AND ROCK, AND THE SEVERAL TOWNS AND INCORPORATED CITIES AND VILLAGES THEREIN TO ISSUE BONDS TO AID IN THE CONSTRUCTION OF A CERTAIN LINE OF RAILROAD.

Be it enacted by the Legislature of the State of Minnesota:

SECTION 1. For the purpose of aiding in the construction of a line of railroad to extend from some point on the Northern Pacific railroad, in or near the county of Todd and state of Minnesota, or any other railroad furnishing connection with the Western Rail-