National Republican.

VOL. II. WASHINGTON, FRIDAY, JULY 25, 1862 NO. 206.

PROSPECTUS
OF THE
WEEKLY NATIONAL REPUBLICAN.

The undersigned commenced, in the month of December, 1860, the publication, in this city, of a weekly newspaper, called the *National Republican*.

It is printed on a large sheet, twenty-seven by forty-two inches, and is furnished at the low prices stated below.

It contains all the original matter of the daily *National Republican*, with the exception of local news not interesting to country subscribers.

It will give full reports of the proceedings of Congress, and of the other departments of the National Government.

It contains all the news of the day, foreign and domestic, markets, &c., &c., as well as an original correspondence from all parts of the country. The miscellaneous department will receive special attention, and, in all respects, the effort will be made to establish the character of the *National Republican* as a Family Newspaper.

Washington being now the central point of the current military operations, great attention will be paid to furnishing the readers of the *National Republican* with full, and especially with *accurate*, accounts of the progress of the war for the Union.

In politics, the paper is Republican, sustaining the Administration of Mr. Lincoln.

There is no other Republican paper in the District of Columbia, or in the vicinity of it, and it is believed that recent events have opened to such a paper an important sphere of useful effort. The time has come, when the actual administration of the Government upon Republican principles will explode the misrepresentations which have made those principles so distasteful to the South.

But it is not only here, and in this vicinity, that the projectors of the *National Republican* hope to make it useful. To the whole country they offer a journal which will discuss national politics from a national standpoint, and which will never be swerved from patriotic duty by any overpowering pressure of local interest.

TERMS OF SUBSCRIPTION.

One copy, one year	$2.00
Three copies, one year	5.00
Five copies, one year	7.00
Ten copies, one year	12.00
Twenty copies, one year	20.00
One copy, six months	1.00
Three copies, six months	2.50
Five copies, six months	3.50
Ten copies, six months	6.00
Twenty copies, six months	10.00

Payments always in advance.

When a Club of subscribers has been forwarded, additions may be made to it on the same terms. It is not necessary that the subscribers to a Club should receive their papers at the same post office.

Money may be forwarded by mail, at our risk. Large amounts can be remitted in Treasury notes, or drafts on Boston, New York, Philadelphia, or Baltimore; smaller amounts in gold, or in notes of solvent banks. Address

W. J. McGITCHEN & CO,
Washington, D. C.

☞ THE DAILY NATIONAL REPUBLICAN is published every morning, (Sundays excepted,) at the following rates:

One copy, one year	$3.50
Five copies, one year	15.00
One copy, six months	1.75
Five copies, six months	7.50
One copy, three months	1.00

OFFICE U. S. PENITENTIARY,
WASHINGTON, D. C., July 22, 1862.

SEALED PROPOSALS will be received at this office until August 4th, 1862, at 12 o'clock m., for furnishing and delivering the following articles, the coming year, at the United States Penitentiary, Washington, D. C., viz:

2,000 lbs. of the best quality of oak-tanned, slaughter Sole Leather, weight from 18 to 24 lbs. per side.
4,000 ft. of oak-tanned Wax Leather, from slaughter hides, well finished. Five sides of this quality will be required for a sample.
2,000 lbs. of Broom Corn, medium size, a quality that will work itself, and make a good quality of brooms.
6,000 No. 1 base Broom Handles.
800 lbs. Tie Wire, best quality.
530 " Broom Twine, best quality, assorted colors.
The above quantity to be delivered monthly.

Also

1,800 yds. of striped Cloth, stripes to be of light drab and blue-black color, about 8 inches wide, cotton warp and woollen filling.

Also

800 yds. of lighter Cloth, same stripe, for shirts.
1,000 " of cotton twilled Shirting, ¾ yd. wide.
The above cloth to be a heavy, serviceable article.

Also

40 bbls. Flour
40 bush. Potatoes
5 " small white Beans
500 lbs. Cod Fish
500 " Shoulders
800 " Sugar
150 " Coffee
200 " Soap
45 gals. Vinegar
70 " Molasses
400 lbs. Rice
15 " Pepper.
The above groceries to be furnished the 1st of each month.

Also

350 lbs. of fresh Beef, without bone, per day, for four days in each week
150 lbs. of corned Beef, without bone, one day in a week.

Also

100 tons white ash egg Coal, to be delivered in the month of September.

Samples of Molasses must not be less than ¼ gal., in a glass jar.

Rice, soap, coffee and sugar must be 5 lbs. samples.

All the above articles will vary in quantity, as the consumption of the Penitentiary may require.

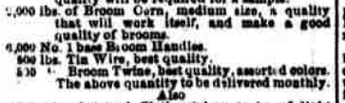
All bills will be paid in 85 to 90 days from the time of the delivery of the goods, if furnished according to agreement; if not, all moneys which may be due will be forfeited.

Proposals will be addressed to "H. I. King, Warden, Washington, D. C.," and endorsed "Proposals."

H. I. KING,
jy 23—taug4 Warden.

TO THE OFFICERS OF THE ARMY.

Just arrived, a direct importation per steamer Fulton, from Europe, a very fine and large assortment of Marine, Opera, Field Glasses, and Telescopes, which I will sell a very little above the cost in Paris. As to the qualities, there are none superior to be had, having been selected purposely for this market. Also, a large and well-assorted stock of Opera Glasses, Microscopes, gold, silver, and steel Spectacles and Eye Glasses, suited to the sight by the use of an Optometer. A considerable number of certificates to be seen at my office, from gentlemen who have been suited at my old establishment.



426 Pennsylvania avenue, between Four-and-a-half and Sixth Streets.

☞ My establishment is up stairs.

Glasses fitted to suit. The trade supplied.

oct 10—1y

EDWARD LYCETT,
BOOKBINDER,
No. 271 Pennsylvania ave., Washington, D. C.

Books bound in every style, Turkey, Morocco, Russia, and Calf. June 7—tap

GOVERNMENT ADV'TS.

SMALL STORES, &c., 1862-'63.

NAVY DEPARTMENT,
Bureau of Provisions and Clothing,
July 7, 1862.

PROPOSALS, sealed and endorsed "Offer for Small Stores," &c, will be received at this Bureau until 3 o'clock, p. m., on Monday, the 4th day of August next, for furnishing and delivering (on receiving ten days' notice) at the navy yards at Boston, Massachusetts; Brooklyn, New York; and Philadelphia, Pennsylvania, such quantities *only* of the articles named in the following classes as may be required or ordered from the contractor by the Chief of this Bureau, or by the respective commanding officers of the said navy yards, during the fiscal year ending 30th of June, 1863, viz:

CLASS 1.

Salt water Soap.

The soap must be manufactured from cocoa-nut oil, and be of the best quality, denominated "white salt water soap," and be delivered on thirty days' notice in good strong boxes of about 75 pounds each, and, after inspection, the boxes must be hooped at each end at the expense of the contractor.

A contract will be made for 200,000 pounds, and such further quantities as may be required during the year.

CLASS 2.

Jack-knives	Scissors
Spoons	Needles, per 1,000
Forks	Thimbles
Razors in single cases	Can openers
Razor strops	Dead-eye Buttons

CLASS 3.

Gilt eagle Coat Buttons	Gilt eagle Vest Buttons
Do medium do	

CLASS 4.

India rubber or gutta percha	Shaving Boxes
Do do	Fine Combs
Do do	Coarse Combs

CLASS 5.

Scrub Brushes	Shaving Brushes
Shoe Brushes	Wisp Brooms

CLASS 6.

Grass for Hats	Shaving Soap
Beeswax, in ¼ lb. cakes	Blacking, boxes of
pure	

CLASS 7.

Cotton spools of Nos. 12 and 16, 200 yards each, 3 cords, equal parts.

Thread, black and white, in ¼ pound packages, equal to Marshall's best quality, and in such proportions as may be required.

Silk, sewing, blue black, pure silk, troy weight; wrappers not included, per ounce, in ¼ pound package.

Ribbon, hat, best French black, 18 yards to the piece; width 1⅛ inches.

Tape, white linen, 4 yards in length, ½ inch wide.

Tape, black, twilled cotton, 6 yards in length, ½ inch wide.

Pocket Handkerchiefs, cotton, fast colors, 32 by 30 inches, weight not less than 2 oz. each, texture 8 by 8 to ¼ inch.

CLASS 8.

(To be delivered at New York only.)

Mustard Seed	Bottles for Mustard and Pepper
Black Pepper	Corks for Mustard and Pepper bottles

CLASS 9.

Stearine Candles.

The candles must be "sixes," of prime leaf lard stearine, 5-10 inches in length, *exclusive of tip*, six candles to weigh not less than 14 ounces 50-100, nor more than 16 ounces, and be paid for according to the actual weight, without reference to commercial usage; the melting point not to be less than 140 degrees Fahrenheit. The wick must be braided, and composed of 12 cotton threads of the best quality of No. 27 yarn. The candles to be delivered on thirty days notice, in good boxes, containing about 30 pounds each, and the box to be marked with the contractor's name and the weight of the candles.

A contract will be made for 100,000 pounds, and such further quantity as may be required during the year.

All the articles named in a class must be included in the offer.

Before opening the proposals the Bureau will estimate the probable wants of the service for the year of those articles the quantities of which are not specified, and make that estimate the standard by which to decide in ascertaining and determining the lowest aggregate bid for each class.

All the foregoing articles must be of the best quality, and conformable in all respects to the samples deposited at said navy yards, and subject to such inspection at the navy yard where delivered as the Chief of the Bureau may direct; the inspecting officer to be appointed by the Navy Department.

All the articles to be delivered free of any incidental expense to the Government, in proper vessels or packages, and the price of each article must be the same at the respective places of delivery. Packages in which the above articles are delivered must be marked with their contents, and the name of the contractor, and be sufficient to insure their temporary safe keeping.

The contractor must establish agencies at such stations other than his residence, that no delay may arise in furnishing what may be required; and when the contractor or agent fails, promptly to comply with a requisition, the Chief of the Bureau of Provisions and Clothing shall be authorized to direct purchases to be made to supply the deficiency, under the penalty to be expressed in the contract; the record of a requisition, or a duplicate copy thereof, at the Bureau of Provisions and Clothing, or at either of the navy yards aforesaid, shall be evidence that such requisition has been made and received.

Two or more approved sureties, in a sum equal to the estimated amount of the contract, will be required, and twenty per centum in addition will be withheld from the amount of all payments on account thereof as collateral security, to secure its performance, and not in any event to be paid until it is in all respects complied with; eighty per centum of the amount of all deliveries made will be paid by the navy agent, in Certificates of Indebtedness or Treasury notes, at the option of the Government.

Blank forms of proposals may be obtained on application to the navy agents at Portsmouth, New Hampshire, Boston, New York, Philadelphia, Baltimore, and at this Bureau.

A record, or duplicate of the letter informing a bidder of the acceptance of his proposal, will be deemed a notification thereof, within the meaning of the act of 1846, and his bid will be made and accepted in conformity with this understanding.

Every offer made must be accompanied (as directed in the act of Congress making appropriations for the Naval service for 1846-'47, approved 10th of August, 1846,) by a written guarantee, signed by one or more responsible persons, to the effect that he or they undertake that the bidder or bidders will, if his or their bid be accepted, enter into an obligation within ten days, with good and sufficient sureties, to furnish the supplies proposed. The Bureau will not be obligated to consider any proposal unless accompanied by the guarantee required by law; the competency of the guarantee to be certified by the navy agent, district attorney, or the collector of the port.

The attention of bidders is called to the samples and description of articles required, as, in the inspection before reception, a just but rapid comparison will be made between the articles offered and the samples and contract, receiving none that fall below them; and their attention is also particularly directed to the joint resolution of 27th March, 1854, and to the act of 10th August, 1846.

july 8—law6w

[No. 685.]

SYNOPSIS OF THE PRESIDENT'S Proclamation, No. 685, for the offering of upwards of 4,400,000 acres of land in Oregon.

It orders public sales in the STATE OF OREGON, as follows:

At the land office at OREGON CITY, on the 6th of October, 1862, of one hundred and fifty-eight townships and parts of townships heretofore unoffered, west of the Cascade Mountains, and within the district of lands subject to sale at Oregon City.

At the land office at ROSEBURG, on the 13th of October, 1862, of one hundred and fifty-four townships and parts of townships heretofore unoffered, west of the Cascade Mountains, and within the district of lands subject to sale at Roseburg.

The lands will be offered with the usual exceptions of school sections, &c.

No mineral lands are to be offered, such lands being expressly excepted and excluded from sale by act of Congress.

The sales will be kept open until the lands are all offered, which is to be accomplished within two weeks, and no longer; and no private entry of any of the lands will be admitted until after the expiration of the two weeks.

Pre-emption claimants are required to establish their claims to the satisfaction of the proper Register and Receiver, and make payment for the same on or before the day appointed for the commencement of the public sales, otherwise their claims will be forfeited.

J. M. EDMUNDS,
Commissioner of the General Land Office.

GENERAL LAND OFFICE, June 10, 1862.

NOTE.—Under the regulations of the Department, as heretofore and now existing, no payment can be made for advertising proclamations, except to such publishers as are *specially authorized* to publish by the Commissioner of the General Land Office.

June 13—w1&w (Star)

VAN ANDEN'S PATENT PORTABLE COPYING PRESS,
HANNAH & CO.,
Sole Proprietors, 29 Cliff street, New York.

Two Sizes.....$1.00 and $1.25.

☞ On receipt of price, a Press will be mailed to any address, postage paid. Descriptive Circulars sent if requested. Stationers and Agents supplied on liberal terms.

☞ Extraordinary inducements offered to intelligent Agents. may 30—dew3m

FEB. 9, 1862. FEB. 9, 1862.

NORTHERN CENTRAL RAILWAY.
The shortest, quickest, and best route from Baltimore to the
WEST, NORTH, AND NORTHWEST.

WINTER SCHEDULE.

CHANGE OF TIME.

On and after Sunday, Feb'y 9, 1862, Passenger Trains will arrive and depart from Calvert Station as follows:

TRAINS NORTH LEAVE.

Mail, at	3.25 A. M.
Buffalo Express	3.30 P. M.
Parkton Accomodation	4.00 P. M.
Pittsburg and Harrisburg Express	9.00 P. M.

TRAINS SOUTH ARRIVE.

Parkton Accommodation, at	8.05 A. M.
Buffalo Express	8.30 A. M.
Pittsburg and Harrisburg Express	2.00 P. M.
Mail	6.30 P. M.

The 6 A. M. Train from Washington connects with the 8.25 A. M. Train from Baltimore for the West and for Buffalo, Elmira, Rochester, Dunkirk, Canandaigua, and Niagara Falls, and for New York City.

The 11 A. M. Train from Washington connects with the 2.00 P. M. Train from Baltimore, to West, North and Northwest, and Elmira and Buffalo and Rochester.

The 3.00 P. M. Train from Washington connects with the 8.20 P. M. Train from Baltimore for Pittsburg, Harrisburg, and the West, and is a direct connection for Lebanon, Easton, Allentown, and New York, via Central Railroad of New Jersey.

Try this route to New York

☞ The only Train leaving Baltimore on Sunday is the 8.20 P. M. Train, for Harrisburg, Pittsburg, Chicago and the West.

The only Train arriving in Baltimore on Sunday is the 8.20 A. M. Train.

feb 9 J. N. DeBARRY, Sup't.

WINTER ARRANGEMENT
Philadelphia, Wilmington, and Baltimore
RAILROAD.

On and after MONDAY, NOV. 18, 1861, PASSENGER TRAINS LEAVE PHILADELPHIA:

For Baltimore, at 3.30 a. m., 8.15 a. m., 11.35 a. m., (Express,) and 10.50 p. m.

For Chester, at 3.15 a. m., 11.35 a. m., 2.45 and 10.50 p. m.

For Wilmington, at 3.30 a. m., 8.15 a. m., 11.35 a. m., 2.45 and 10.50 p. m.

For New Castle, at 8.15 a. m. and 3.45 p. m.

For Dover, at 8.15 a. m. and 3.45 p. m.

For Milford, at 8.15 a. m.

For Salisbury, at 3.15 a. m.

TRAINS FOR PHILADELPHIA

Leave Baltimore at 8.30 a. m., (Express,) 1.05 p. m., (Express,) 5.30 and 7 p. m. (Express.)

Leave Wilmington at 7.30 and 11.38 a. m., 4.15, 8.45, and 9.50 p. m.

Leave Salisbury at 2.35 p. m.

Leave Milford at 4.55 p. m.

Leave Dover at 9 a. m. and 6.10 p. m.

Leave New Castle at 9 a. m. and 6.10 p. m.

Leave Chester at 8.20 a. m., 12.15, 4.50, and 9.35 p. m.

Leave Baltimore at Salisbury and intermediate stations a. 5.20 and 7 p. m.; for Dover and intermediate stations, at 1.05 p. m.

TRAINS FOR BALTIMORE

Leave Chester at 6.45 a. m., 12.05 and 11.20 p. m.

Leave Wilmington at 4.30 a. m., 9.25 a. m., 12.35 p. m., and 12 a. m.

FREIGHT TRAIN, with Passenger Car attached, will run as follows:

Leave Philadelphia, for Perryville and intermediate places, at 3.10 p. m.

Leave Wilmington, for Perryville and intermediate places, at 7.10 p. m.

Leave Baltimore, for Havre de Grace and intermediate stations, at 9 a. m.

ON SUNDAYS ONLY:

At 3.30 a. m. and 10.50 p. m from Philadelphia to Baltimore.

At 7 from Baltimore to Philadelphia.

The 3.30 a. m. Train from Philadelphia to Baltimore will run daily, *Sundays* excepted.

S. M. FELTON,
jan 2—tf President.

FOR BOSTON, VIA NEWPORT AND FALL RIVER.

By the splendid and superior steamers METROPOLIS, EMPIRE STATE, BAY STATE, and STATE OF MAINE, of great strength and speed, but particularly adapted to the navigation of Long Island Sound, running in connection with the Fall River and Old Colony railroad, distance of 58 miles only to Boston.

Leave Pier No. 2, North river, near the Battery.

The steamer EMPIRE STATE, Capt. Brayton, Mondays, Wednesdays, and Fridays, at 5 o'clock, P. M., touching at Newport each way.

The steamer METROPOLIS, Capt. Brown, on Tuesdays, Thursdays, and Saturdays, at 4 o'clock, P. M., touching at Newport each way.

These steamers are fitted with commodious state rooms, and every arrangement for the security and comfort of passengers, who are afforded by this route a night's rest on board, and, on arrival at Fall river, proceed per steamboat train, reaching Boston early the following morning, or may remain on board until starting of the accommodation at 8 A. M., by which they may reach Boston about 8.45 A. M.

A baggage master is attached to each steamer, who receives and tickets the baggage, and accompanies the same to its destination.

A steamer runs, in connection with this line, between Fall river and Providence, daily, except Sundays.

Freight to Boston is forwarded through with great dispatch by an Express Train, which leaves Fall river every morning, Sundays excepted, at 7¼ o'clock, for Boston and New Bedford, arriving at the destination at about 11 A. M.

For freight or passage, apply on board, or at the office, on Pier No. 2, North river. For state-rooms and berths, apply on board, or if desired to secure them in advance, to

WM. BORDEN, Agent,
70 and 71 West street, N. Y.

NEW BOATS—NEW CARS.

FOR BOSTON,
VIA
NEW LONDON, NORWICH, and WORCESTER.

DAILY,
(Sundays Excepted,)
At 5 O'clock, P. M.,
FROM
PIER 39 N. R., FOOT OF VESTRY STREET,

The new and magnificent steamer CITY OF BOSTON, Wm. Wilcox commander, from New York—Tuesdays, Thursdays, and Saturdays; and from New London—Mondays, Wednesdays, and Fridays.

The new and magnificent steamer CITY OF NEW YORK, Thomas G. Jewett, commander, from New York—Mondays, Wednesdays, and Fridays; from New London—Tuesdays, Thursdays, and Saturdays.

These two new steamers have been built expressly for this route, with all modern improvements, including *Water Tight Compartment*, and are the only steamers ever built for Long Island Sound, with this great life-preserving improvement.

Conductors accompany the steamers each way.

Passengers proceed from New London immediately on arrival of steamers, by Express Train to Boston, Worcester, Lowell, Lawrence, Fitchburg Nashua, Concord, the White Mountains, &c., &c.

Passengers returing from Boston leave the Depot of the Boston and Worcester railroad at 5.30 P. M., Worcester 7 P. M., arriving at New London 9.20 P. M.

Freight taken at the Lowest Rates, and delivered in Boston early the next day.

State Rooms in abundance can be had on board steamers, or at the Boston or New York offices, in advance.

E. S. MARTIN, Agent,
may—tf Pier 39, N. R.

NEW YORK AND ERIE RAILROAD.

Passenger Trains leave via Pavonia Ferry and Long Dock, from foot of Chambers street, New York, as follows, viz:

At 7 A. M., EXPRESS, for Dunkirk, and Buffalo, and principal intermediate Stations.

At 8 A. M., MAIL, for Dunkirk, and intermediate Stations. This Train remains over night at Elmira, and proceeds the next morning.

At 9 A. M., MILK, daily, for Otisville, and intermediate Stations.

At 11 A. M., ACCOMMODATION, daily, for Port Jervis, and principal Stations.

At 4 P. M., WAY, for Middletown, Newburgh and intermediate Stations.

At 6 P. M., NIGHT EXPRESS, daily, for Dunkirk, Buffalo, Canandaigua, and principal Stations. The Train of Saturday stops at all Mail Train Stations, and runs only to Elmira.

At 6 P. M., ACCOMMODATION, for Hornesville, and principal Stations.

CHAS. MINOT Gen'l Sup't.
NATHANIEL MARSH, Receiver aug 18

WASHINGTON CITY GARDEN,
NEW YORK AVENUE,
Between First and Second Streets.

The subscriber respectfully informs the public that he has re-opened the above pleasant retreat for this season, and that hereafter, on every MONDAY and THURSDAY, at 3 o'clock p. m., there will be a Band of Music in attendance.

A fine Ten-pin Alley and Shooting Gallery have been erected for the amusement of visitors.

Clubs and Associations can have the use of the Garden by giving notice to the proprietor. He pledges himself that he will use his best endeavors to please all who will honor him with their presence.

my 24—3m ERNST LOEFFLER.

NATIONAL REPUBLICAN.

OFFICIAL.

LAWS OF THE UNITED STATES
Passed at the Second Session of the Thirty-seventh Congress.

[PUBLIC—No. 98.]

AN ACT to aid in the construction of a railroad and telegraph line from the Missouri river to the Pacific ocean, and to secure to the Government the use of the same for postal, military, and other purposes.

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled, That Walter S. Burgess, William P. Blodget, Benjamin H. Cheever, Charles Fenton Fletcher, of Rhode Island; Augustus Brewster, Henry P. Haven, Cornelius S. Bushnell, Henry Hammond, of Connecticut; Isaac Sherman, Dean Richmond, Royal Phelps, William H. Ferry, Henry A. Paddock, Lewis J. Stancliff, Charles A. Secor, Samuel R. Campbell, Alfred E. Tilton, John Anderson, Azariah Boody, John S. Kennedy, H. Carver, Joseph Field, Benjamin F. Camp, Orville W. Childs, Alexander J. Bergen, Ben. Holliday, D. N. Barney, S. DeWitt Bloodgood, William H. Grant, Thomas W. Olcott, Samuel B. Ruggles, James B. Wilson, of New York; Ephraim Marsh, Charles M. Harker, of New Jersey; John Edgar Thompson, Benjamin Haywood, Joseph H. Scranton, Joseph Harrison, George W. Cass, John H. Bryant, Daniel J. Morell, Thomas M. Howe, William F. Johnson, Robert Finney, Jno. A. Green, E. R. Myre, Charles F. Wells, junior, of Pennsylvania; Noah L. Wilson, Amasa Stone, William H. Clement, S. S. L'Hommedieu, John Brough, William Dennison, Jacob Blickinsderfer, of Ohio; William M. McPherson, R. W. Wells, Willard P. Hall, Armstrong Beatty, John Corby, of Missouri; S. J. Hensley, Peter Donahue, C. P. Huntington, T. D. Judah, James Bailey, James T. Ryan, Charles Hosmer, Charles Marsh, D. O. Mills, Samuel Bell, Louis McLane, George W. Towne, Charles McLaughlin, Timothy Dame, John R. Robinson, of California; John Atchison and John D. Winters, of the Territory of Nevada; John D. Campbell, R. N. Rice, Charles A. Trowbridge, and Ransom Gardner, Charles W. Penny, Charles T. Gorham, William McConnell, of Michigan; William F. Coolbaugh, Lucius H. Langworthy, Hugh T. Reid, Hoyt Sherman, Lyman Cook, Samuel R. Curtis, Lewis A. Thomas, Platt Smith, of Iowa; William B. Ogden, Charles G. Hammond, Henry Farnum, Amos C. Babcock, W. Selden Gale, Nehemiah Bushnell, and Lorenzo Bull, of Illinois; William H. Swift, Samuel T. Dana, John Bertram, Franklin S. Stevens, Edward R. Tinker, of Massachusetts; Franklin Gorin, Laban J. Bradford, and John T. Levis, of Kentucky; James Dunning, John M. Wood, Edwin Noyes, Joseph Eaton, of Maine; Henry H. Baxter, George W. Collamer, Henry Keyes, Thomas H. Canfield, of Vermont; William S. Ladd, A. M. Berry, Benjamin F. Harding, of Oregon; William Bunn, junior, John Catlin, Levi Sterling, John Thompson, Elihu L. Phillips, Walter D. McIndoe, T. B. Stoddard, E. H. Brodhead, A. H. Virgin, of Wisconsin; Charles Paine, Thomas A. Morris, David C. Branham, Samuel Hanna, Jonas Votaw, Jesse L. Williams, Isaac C. Elston, of Indiana; Thomas Swan, Chauncey Brooks, Edward Wilkins, of Maryland; Francis R. E. Cornell, David Blakely, A. D. Seward, Henry A. Swift, Dwight Woodbury, John McKusick, John R. Jones, of Minnesota; Joseph A. Gilmore, Charles W. Woodman, of New Hampshire; W. H. Grimes, J. C. Stone, Chester Thomas, John Kerr, Werter R. Davis, Luther C. Challiss, Josiah Miller, of Kansas; Gilbert C. Monell and Augustus Kountz, T. M. Marquette, William H. Taylor, Alvin Saunders, of Nebraska; John Evans, of Colorado; together with five commissioners to be appointed by the Secretary of the Interior, and all persons who shall or may be associated with them, and their successors, are hereby created and erected into a body corporate and politic in deed and in law, by the name, style, and title of "The Union Pacific Railroad Company;" and by that name shall have perpetual succession, and shall be able to sue and to be sued, plead and be impleaded, defend and be defended, in all courts of law and equity within the United States, and may make and have a common seal; and the said corporation is hereby authorized and empowered to lay out, locate, construct, furnish, maintain, and enjoy a continuous railroad and telegraph, with the appurtenances, from a point on the one hundredth meridian of longitude west from Greenwich, between the south margin of the valley of the Republican river and the north margin of the valley of the Platte river, in the Territory of Nebraska, to the western boundary of Nevada Territory, upon the route and terms be elsafter provided, and is hereby vested with all the powers, privileges, and immunities necessary to carry into effect the purposes of this act as herein set forth. The capital stock of said company shall consist of one hundred thousand shares of one thousand dollars each, which shall be subscribed for and held in not more than two hundred shares by any one person, and shall be transferable in such manner as the by-laws of said corporation shall provide. The persons hereinbefore named, together with those to be appointed by the Secretary of the Interior, are hereby constituted and appointed commissioners, and such body shall be called the Board of Commissioners of the Union Pacific Railroad and Telegraph Company, and twenty-five shall constitute a quorum for the transaction of business. The first meeting of said board shall be held at Chicago at such time as the commissioners from Illinois herein named shall appoint, not more than three nor less than one month after the passage of this act, notice of which shall be given by them to the other commissioners by depositing a call thereof in the post office at Chicago, post paid, to their address, at least forty days before said meeting, and also by publishing said notice in one daily newspaper in each of the cities of Chicago and Saint Louis. Said board shall organize by the choice from its number of a president, secretary, and treasurer, and they shall require from said treasurer such bonds as may be deemed proper, and may from time to time increase the amount thereof as they may deem proper. It shall be the duty of said board of commissioners to open books, or cause books to be opened, at such times and in such principal cities in the United States as they or a quorum of them shall determine, to receive subscriptions to the capital stock of said corporation, and a cash payment of ten per centum on all subscriptions, and to receipt therefor. So soon as two thousand shares shall be in good faith subscribed for, and ten dollars per share actually paid into the treasury of the company, the said president and secretary of said board of commissioners shall appoint a time and place for the first meeting of the subscribers to the stock of said company, and shall give notice thereof in at least one newspaper in each State in which subscription books have been opened, at least thirty days previous to the day of meeting, and such subscribers as shall attend the meeting so called, either in person or by proxy, shall then and there elect by ballot not less than thirteen directors for said corporation; and in such election each share of said capital stock shall entitle the owner thereof to one vote. The president and secretary of the board of commissioners shall act as inspectors of said election, and shall certify under their hands the names of the directors elected at said meeting; and the said commissioners, treasurer, and secretary shall then deliver over to said directors all the properties, subscription books, and other books in their possession, and thereupon the duties of said commissioners and the officers previously appointed by them shall cease and determine forever, and thereafter the stockholders shall constitute said body politic and corporate. At the time of the first and each triennial election of directors by the stockholders, two additional directors shall be appointed by the President of the United States, who shall act with the body of directors, and to be denominated directors on the part of the Government; any vacancy happening in the Government directors at any time may be filled by the President of the United States. The directors to be appointed by the President shall not be stockholders in the Union Pacific Railroad Company. The directors so chosen shall, as soon as may be after their election, elect from their own number a president and vice president, and shall also elect a treasurer and secretary. No person shall be a director in said company unless he shall be a *bona fide* owner of at least five shares of stock in the said company, except the two directors to be appointed by the President as aforesaid. Said company, at any regular meeting of the stockholders called for that purpose, shall have power to make by-laws, rules and regulations as they shall deem needful and proper, touching the disposition of the stock, property, estate and effects of the company, not inconsistent herewith, the transfer of shares, the term of office, duties and conduct of their officers and servants, and all matters whatsoever which may appertain to the concerns of said company; and the said board of directors shall have power to appoint such engineers, agents and subordinates as may from time to time be necessary to carry into effect the object of this act, and to do all acts and things touching the location and construction of said road and telegraph. Said directors may require payment of subscriptions to the capital stock, after due notice, at such times and in such proportions as they shall deem necessary to complete the railroad and telegraph within the time in this act prescribed. Said president, vice president and directors shall hold their office for three years, and until their successors are duly elected and qualified, or for such less time as the by laws of the corporation may prescribe; and a majority of said directors shall constitute a quorum for the transaction of business. The secretary and treasurer shall give such bonds, with such security, as the said board shall from time to time require, and shall hold their offices at the will and pleasure of the directors. Annual meetings of the stockholders of the said corporation, for the choice of officers (when they are to be chosen) and for the transaction of annual business, shall be holden at such time and place and upon such notice as may be prescribed in the by-laws.

Sec. 2. *And be it further enacted*, That the right of way through the public lands be and the same is hereby granted to said company for the construction of said railroad and telegraph line; and the right, power, and authority is hereby given to said company to take from the public lands adjacent to the line of said road, earth, stone, timber, and other materials for the construction thereof; said right of way is granted to said railroad to the extent of two hundred feet in width on each side of said railroad where it may pass over the public lands, including all necessary grounds for stations, buildings, workshops, and depots, machine shops, switches, side tracks, turntables, and water stations. The United States shall extinguish as rapidly as may be, the Indian titles to all lands falling under the operation of this act and required for the said right of way and grants hereinafter made.

Sec. 3. *And be it further enacted*, That there be and is hereby granted to the said company, for the purpose of siding in the construction of said railroad and telegraph line and to secure the safe and speedy transportation of the mails, troops, munitions of war, and public stores thereon, every alternate section of public land, designated by odd numbers, to the amount of five alternate sections per mile on each side of said railroad, on the line thereof, and within the limits of ten miles on each side of said road, not sold, reserved, or otherwise disposed of by the United States, and to which a pre-emption or homestead claim may not have attached, at the time the line of said road is definitely fixed: *Provided*, That all mineral lands shall be excepted from the operation of this act; but where the same shall contain timber, the timber thereon is hereby granted to said company. And all such lands, so granted by this section, which shall not be sold or disposed of by said company within three years after the entire road shall have been completed, shall be subject to settlement and pre-emption, like other lands, at a price not exceeding one dollar and twenty-five cents per acre, to be paid to said company.

Sec. 4. *And be it further enacted*, That whenever said company shall have completed forty consecutive miles of any portion of said railroad and telegraph line, ready for the service contemplated by this act, and supplied with all necessary drains, culverts, viaducts, crossings, sidings, bridges, turnouts, watering places, depots, equipments, furniture, and all other appurtenances of a first-class railroad, the rails and all the other iron used in the construction and equipment of said road to be American manufacture of the best quality, the President of the United States shall appoint three commissioners to examine the same and report to him in relation thereto; and if it shall appear to him that forty consecutive miles of said railroad and telegraph line have been completed and equipped in all respects as required by this act, then, upon certificate of said commissioners to that effect, patents shall issue conveying the right and title to said lands to said company, on each side of the road as far as the same is completed, to the amount aforesaid; and patents shall in like manner issue as each forty miles of said railroad and telegraph line are completed, upon certificate of said commissioners. Any vacancies occurring in said board of commissioners by death, resignation, or otherwise, shall be filled by the President of the United States: *Provided, however*, That no such commissioners shall be appointed by the President of the United States unless there shall be presented to him a statement, verified on oath by the President of said company, that such forty miles have been completed, in the manner required by this act, and setting forth, with certainty, the points where such forty miles begin, and where the same end; which oath shall be taken before a judge of a court of record.

Sec. 5. *And be it further enacted*, That for the purposes herein mentioned the Secretary of the Treasury shall, upon the certificate in writing of said commissioners of the completion and equipment of forty consecutive miles of said railroad and telegraph, in accordance with the provisions of this act, issue to said company bonds of the United States of one thousand dollars each, payable in thirty years after date, bearing six per centum per annum interest, (said interest payable semi-annually,) which interest may be paid in United States Treasury notes or any other money or currency which the United States have or shall declare lawful money and a legal tender, to the amount of sixteen of said bonds per mile for such section of forty miles; and to secure the repayment to the United States, as hereinafter provided, of the amount of said bonds so issued and delivered to said company, together with all interest thereon which shall have been paid by the United States, the issue of said bonds and delivery to the company shall *ipso facto* constitute a first mortgage on the whole line of the railroad and telegraph, together with the rolling stock, fixtures, and property of every kind and description, and in consideration of which said bonds may be issued; and on the refusal or failure of said company to redeem said bonds, or any part of them, when required so to do by the Secretary of the Treasury, in accordance with the provisions of this act, the said road, with all the rights, functions, immunities, and appurtenances thereunto belonging, and also all lands granted to the said company by the United States, which, at the time of said default, shall remain in the ownership of the said company, may be taken possession of by the Secretary of the Treasury, for the use and benefit of the United States: *Provided*, This section shall not apply to that part of any road now constructed.

Sec. 6. *And be it further enacted*, That the grants aforesaid are made upon condition that said company shall pay said bonds at maturity, and shall keep said railroad and telegraph line in repair and use, and shall at all times transmit dispatches over said telegraph line, and transport mails, troops, and munitions of war, supplies, and public stores upon said railroad for the Government, whenever required to do so by any Department thereof, and that the Government shall at all times have the preference in the use of the same for all the purposes aforesaid, (at fair and reasonable rates of compensation, not to exceed the amounts paid by private parties for the same kind of service;) and all compensation for services rendered for the Government shall be applied to the payment of said bonds and interest until the whole amount is fully paid. Said company may also pay the United States, wholly or in part, in the same or other bonds, Treasury notes, or other evidences of debt against the United States, to be allowed at par; and after said road is completed, until said bonds and interest are paid, at least five per centum of the net earnings of said road shall also be annually applied to the payment thereof.

Sec. 7. *And be it further enacted*, That said company shall file their assent to this act, under the seal of said company, in the Department of the Interior, within one year after the passage of this act, and shall complete said railroad and telegraph from the point of beginning, as herein provided, to the western boundary of Nevada Territory before the first day of July, one thousand eight hundred and seventy-four: *Provided*, That within two years after the passage of this act said company shall designate the general route of said road, as near as may be, and shall file a map of the same in the Department of the Interior, whereupon the Secretary of the Interior shall cause the lands within fifteen miles of said designated route or routes, to be withdrawn from pre-emption, private entry, and sale; and when any portion of said route shall be finally located, the Secretary of the Interior shall cause the said lands hereinbefore granted to be surveyed and set off as fast as may be necessary for the purposes herein named: *Provided*, That in fixing the point of connection of the main trunk with the eastern connections, it shall be fixed at the most practicable point for the construction of the Iowa and Missouri branches, as hereinafter provided.

Sec. 8. *And be it further enacted*, That the line of said railroad and telegraph shall commence at a point on the one hundredth meridian of longitude west from Greenwich, between the south margin of the valley of the Republican river and the north margin of the valley of the Platte river, in the Territory of Nebraska, at a point to be fixed by the President of the United States, after actual surveys; thence running westerly upon the most direct, central, and practicable route through the territories of the United States, to the western boundary of the Territory of Nevada, there to meet and connect with the line of the Central Pacific Railroad Company of California.

Sec. 9. *And be it further enacted*, That the Leavenworth, Pawnee, and Western Railroad Company of Kansas are hereby authorized to construct a railroad and telegraph line from the Missouri river, at the mouth of the Kansas river, on the south side thereof, so as to connect with the Pacific railroad of Missouri to the aforesaid point on the one hundredth meridian of longitude west from Greenwich, as herein provided, upon the same terms and conditions in all respects as are provided in this