LAWS OF THE UNITED STATES.

[CONTINUED FROM FIRST PAGE.]

AN ACT amendatory of the Acts relative to the Attorney-General's Office, and to fix the Compensation of his Assistant and Clerks.

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled, That hereafter the salary of the assistant attorney-general shall be, and the same is hereby, raised to the sum of thirty-five hundred dollars per annum.

SEC. 2. *And be it further enacted,* That in lieu of the provisions of law prescribing the Attorney-General's powers as to the employment of clerks in his office, it is provided that the Attorney-General shall be, as he is hereby, authorized to employ in his office one chief clerk at a salary of two thousand and two hundred dollars per annum, two fourth-class clerks (being one "pardon clerk" and one "opinion clerk") at annual salaries of eighteen hundred dollars each, two third-class clerks at annual salaries of sixteen hundred dollars each, and one first-class clerk at an annual salary of twelve hundred dollars, besides such temporary clerks as may from time to time be needed: *Provided, however,* That the allowances to such temporary clerks shall in no one year exceed one thousand dollars.

SEC. 3. *And be it further enacted,* That for the purpose of paying, for the current fiscal year, the increased compensation above provided, the Attorney-General is hereby authorized, in addition to the amounts already appropriated for the payment of salaries in his office in the appropriation bill for the current fiscal year, to draw on and use from the unexpended balance of moneys standing on the books of the treasury, on the first of July last, to the credit of his office for pay of clerks and messenger, or from any other appropriation then standing to the credit of this office, and yet subject to his control and unexpended, a sum not exceeding, in the whole, twenty-four hundred dollars, towards such additional compensation for the current fiscal year.

Approved, March 3, 1865.

AN ACT to provide for the Construction of certain Wagon-Roads in the Territories of Idaho, Montana, Dakota, and Nebraska.

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled, That the Secretary of the Interior be, and he is hereby, authorized and empowered to survey, locate, and construct the following wagon-roads:

First. A road from Niobrara to the mouth of the Turtle Hill River, and thence, upon the most direct practicable route, to Virginia City, in Montana Territory, with a branch from the mouth of Turtle Hill River, or such other point as may be selected to Omaha.

Second. A road from a point at or near the mouth of the Big Sioux River, via Yancton, Dakota Territory, to a point at or near the mouth of the Big Sheyenne River, thence up said river to its main forks, thence up the north fork to a point of intersection with the road from Niobrara.

Third. For a road from a point on the western boundary of Minnesota, to be determined by the Secretary of the Interior, to a point at or near the mouth of the Big Sheyenne River.

Fourth. A road from Virginia City, in Montana, upon the most practical route to Lewiston, in Idaho.

SEC. 2. *And be it further enacted,* That, to enable the Secretary of the Interior to carry out the provisions of the foregoing section, the sum of one hundred and forty thousand dollars be, and the same is hereby, appropriated out of any money in the treasury not otherwise appropriated, fifty thousand dollars of which shall be applied to the construction of the road from Virginia City to Lewiston; fifty thousand dollars shall be applied to the construction of the road Niobrara and branch to Omaha; twenty thousand dollars shall be applied to the construction of the road from the mouth of the Big Sheyenne to its intersection with the Niobrara road; ten thousand dollars shall be applied to the construction of a bridge over the Big Sioux River, or so much of this sum as may be necessary, and any balance remaining to be applied to continuing and improving the road from Sioux City, Iowa, to the Big Sheyenne, Dakota Territory, and the remainder shall be applied to the construction of the road from the western boundary of Minnesota to the Big Sheyenne River: *Provided,* That any unexpended money now in the treasury, appropriated for the construction of a road from Sioux City to Fort Randall, Dakota Territory, shall be, and is hereby, transferred from the War Department to the Department of the Interior.

Approved, March 3, 1865.

AN ACT to authorize the Coinage of Three-Cent Pieces and for other Purposes.

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled, That so soon as practicable after the passage of this act, there shall be coined at the mint of the United States a three-cent piece, composed of copper and nickel in such proportions, not exceeding twenty-five per centum of nickel, as shall be determined by the director of the mint, the standard weight of which shall be thirty grains, with no greater deviation than four grains to each piece, and the shape, mottoes, and devices of said coin shall be determined by the director of the mint, with the approval of the Secretary of the Treasury. And the laws now in force relating to the coinage of cents, and providing for the purchase of material and for prescribing the appropriate duties of the officers of the mint, and of the Secretary of the Treasury be, and the same are hereby, extended to the coinage herein provided for.

SEC. 2. *And be it further enacted,* That all laws now in force, relating to the coins of the United States, and the striking and coinage of the same, shall so far as applicable be extended to the coinage herein authorized, whether said laws are penal or otherwise, for the security of the coin, regulating and guarding the process of striking and coining, for preventing debasement, or counterfeiting, or for any other purpose. And the director of the mint shall prescribe suitable regulations to insure a due conformity to the required weights and proportions of alloy in the said coin, and shall order trials thereof to be made from time to time, by the assayer of the mint, whereof a report shall be made in writing to the director.

SEC. 3. *And be it further enacted,* That the said coin shall be a legal tender in any payment to the amount of sixty cents. And it shall be lawful to pay out said coins in exchange for the lawful currency of the United States, (except cents or half-cents or two-cent pieces issued under former acts of Congress,) in suitable sums by the treasurer of the mint, and by such other depositaries as the Secretary of the Treasury may designate, and under general regulations approved by the Secretary of the Treasury. And under the like regulations the same may be exchanged in suitable sums for any lawful currency of the United States; and the expenses incident to such exchange, distribution, and transmission, may be paid out of the profits of said coinage, and the net profits of said coinage, ascertained in like manner as is prescribed in the second section of the act entitled "An act relating to foreign coins, and the coinage of cents at the mint of the United States," approved February twenty-first, eighteen hundred and fifty-seven, shall be transferred to the treasury of the United States: *Provided,* That from and after the passage of this act, no issues of fractional notes of the United States shall be of a less denomination than five cents, and all fractional notes of a less denomination, at that time outstanding, shall, when paid into the treasury or any designated depositary of the United States, or redeemed or exchanged as now provided by law, be retained and cancelled.

SEC. 4. *And be it further enacted,* That if any person or persons shall knowingly make, issue, or pass, or cause to be made, issued or *past* [passed,] any coin, card, token, or device, whatsoever, in metal or its compounds, intended to pass or be passed as money, for the coin authorized by this act, or for coin of equal value, such person or persons shall be deemed guilty of a misdemeanor, and shall on conviction thereof be punished by a fine not exceeding one thousand dollars, and by imprisonment for a term not exceeding five years, at the discretion of the court.

SEC. 5. *And be it further enacted,* That, in addition to the devices and legends upon the gold, silver, and other coins of the United States, it shall be lawful for the director of the mint, with the approval of the Secretary of the Treasury, to cause the motto "In God we trust" to be placed upon such coins hereafter to be issued as shall admit of such legend thereon.

SEC. 6. *And be it further enacted,* That the one and two cent coins of the United States shall not be a legal tender for any payment exceeding four cents in amount; and so much of the laws of the United States heretofore enacted as are in conflict with the provisions of this act, are hereby repealed.

Approved, March 3, 1865.

AN ACT to regulate the Fees of Custom-House Officers on the Northern, Northeastern, and Northwestern Frontiers of the United States.

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled, That in lieu of the fees now authorized by law to be collected by customs officers on the northern, northeastern, and northwestern frontiers of the United States, there shall be levied and collected:—

For admeasurements of vessels, the fees prescribed by the act entitled "An act to regulate the admeasurement of tonnage of ships and vessels of the United States," approved May sixth, eighteen hundred and sixty-four.

Certificate of registry, including bond, two dollars and twenty-five cents.

Indorsement on register, one dollar.

Certificate of enrollment, including bond on vessel not exceeding fifty tons, one dollar; on vessel of above fifty and not exceeding one hundred and fifty tons, one dollar and fifty cents; on vessel of over one hundred and fifty tons, two dollars.

License, including bond on vessel of not over one hundred and fifty tons, one dollar; on vessel of over one hundred and fifty tons, one dollar and fifty cents.

Indorsement of license of change of masters, including masters oath, fifty cents.

Certifying manifest, and granting clearance for a licensed vessel to go from district to district, on vessel of fifty tons or under, twenty-five cents; on vessel of over fifty tons, fifty cents.

Receiving certified manifest and granting permit to unlade on entry of a vessel from any other district, on vessel of fifty tons or under, twenty-five cents; on vessel of fifty tons or under, twenty-five cents; on vessel of over fifty tons, one dollar.

Entry of a vessel from a foreign port otherwise than by sea, if vessel of fifty tons or under, fifty cents; if of over fifty tons, one dollar; and the same fees for clearance of like vessels to foreign ports.

Receiving manifest of goods brought into the United States from foreign countries adjoining said frontiers by land vehicles, and permit to unlade the same, twenty five cents.

Receiving manifest of baggage of passengers arriving from foreign countries, adjoining said frontiers, including permit to unlade the same, twenty-five cents.

Granting permit to a vessel not belonging [to] a citizen of the United States to go from district to district, two dollars, and [the] same fee for receiving manifest and granting permit to unlade such vessel on arrival in a district from another district.

Entry of goods imported from any foreign port or place for consumption, warehousing, re-warehousing, transportation or exportation, entry, including official certificate or oath on entry or to invoice, fifty cents, and for every post entry, forty cents.

Permit to land or deliver goods not above provided for, twenty-five cents.

Official bonds not herein provided for, each one dollar.

Debenture on [or] other official certificate not herein provided for, twenty-five cents.

Bill of health, twenty-five cents.

Crew-list, including bond, one dollar.

Protection, fifty cents.

Recording bill of sales, mortgages, hypothecations, or conveyances, fifty cents each, and certified copies thereof, fifty cents each.

Recording certificates for discharging and cancelling such conveyances, fifty cents; copies thereof, twenty-five cents.

Certificate setting forth the names of the owners of a vessel, with their respective interest, and also the material facts of any existing bill of sale, mortgage, hypothecation, or other incumbrance, the date and amount of such incumbrance, and the parties thereto, one dollar: *Provided,* That no bill of sale, mortgage, hypothecation, conveyance, or discharge of mortgage or other incumbrance of any vessel, shall be recorded unless the same is duly acknowledged before a notary public or other officer authorized to take acknowledgements of deeds.

Approved, March 3, 1865.

AN ACT granting Land to the State of Michigan, to aid in building a Harbor and Ship-Canal at Portage Lake, Keweenaw Point, Lake Superior.

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled, That there be, and is hereby, granted to the State of Michigan the right of locating and constructing a breakwater and harbor and ship-canal through any public lands at or upon the neck of land on Lake Superior known as "The Portage:" *Provided,* That no more than one thousand feet in width on the bank of Lake Superior shall be occupied by said breakwater and harbor, and that a strip of land not more than four hundred feet in width on said neck of land shall be occupied by said canal: *And provided further,* That said ship-canal shall be at least one hundred feet in width, with a depth of water not less than thirteen feet.

SEC. 2. *And be it further enacted,* That there be, and hereby is, granted to the said State of Michigan, for the purpose o faiding said State in constructing and completing a harbor and ship-canal to connect the waters of Lake Superior with the waters of Portage Lake, two hundred thousand acres of public lands, to be selected in subdivisions agreeably to the United States survey, by an agent or agents appointed by the Governor of said State, subject to the approval of the Secretary of the Interior, from any lands in the upper peninsula of said State, subject to private entry: *Provided,* That said selections shall be made from alternate and odd-numbered sections of land nearest the location of said canal in said upper peninsula, not otherwise appropriated, and not from lands designated by the United States, as "mineral" before the passage of this act, nor from lands to which the rights of pre-emption or homestead have attached.

SEC. 3. *And be it further enacted,* That the said lands hereby granted shall be subject to the disposal of the legislature of said State, or, if the legislature thereof shall not be in session, or shall adjourn within ten days after the passage and approval of this act, then said lands shall be subject to the disposal of the Governor and board of control of said State, for the purpose aforesaid and for no other; and the said canal shall be and remain a public highway for the use of the government of the United States, free from toll or charge upon the vessels of said government, or upon vessels employed by said government in the transportation of any property or troops of the United States.

SEC. 4. *And be it further enacted,* That before it shall be competent for said State to dispose of any of said lands, to be selected as aforesaid, the plan of said breakwater and harbor, and the route of said canal shall be established as aforesaid, and a plat or plats thereof shall be filed in the office of the War Department, and a duplicate thereof in the office of the commissioner of the general land-office.

SEC. 5. *And be it further enacted,* That if the said breakwater, harbor, and ship-canal shall not be completed within two years from the passage of this act, the lands hereby granted shall revert to the United States.

SEC. 6. *And be it further enacted,* That the legislature of said State shall cause to be kept an accurate account of the sales and net proceeds of the lands hereby granted, and of all expenditures in the construction, repairs, and operating of said canal, and of the earnings thereof, and shall return a statement of the same annually to the Secretary of the Interior; and whenever said State shall be fully reimbursed for all advances made for the construction, repairs, and operating of said canal, with legal interest on all advances, until the reimbursement of the same, or upon payment by the United States of any balance of such advances over such receipts from said lands and canal, with such interest, the said State shall be allowed to tax for the use of said canal only such tolls as shall be sufficient to pay all necessary expenses for the care, charge, and repair of the same.

Approved, March 3, 1865.

AN ACT to extend the Time for the Completion of certain Railroads to which Land Grants have been made in the States of Michigan and Wisconsin.

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled, That there be, and hereby is, granted to the State of Michigan, for the purpose of aiding in the construction of a railroad from Marquette, on Lake Superior, to the Wisconsin State line, at or near the mouth of the Menomonee River, for the benefit and use of the Chicago and Northwestern Railway Company, a corporation of the States of Michigan, Illinois, Wisconsin, and from Marquette to Ontonagon, for the use and benefit of the Marquette and Ontonagon Railroad Company, a corporation of the State of Michigan, and for twenty miles westerly from Marquette of the Bay de Noquet and Marquette Railroad, for the benefit and use of the Bay de Noquet and Marquette Railroad Company, four additional alternate sections of land, per mile, to that already granted by act of Congress approved June third, A. D. eighteen hundred and fifty-six, and joint resolution supplementary thereto, to be selected upon the same conditions, restrictions, and limitations as are contained in the act of Congress entitled "An act making a grant of lands to the State of Michigan, in alternate sections, to aid in the construction of railroads in said State," approved June third, eighteen hundred and fifty-six: *Provided,* That the land to be so located by either of said roads shall be selected from the alternate sections, designated by odd numbers, within twenty miles of the line of said road.

SEC. 2. *And be it further enacted,* That the lands granted by said act of Congress and by this act shall be disposed of only in the following manner, that is to say: When the governor of the State of Michigan shall certify to the Secretary of the Interior that any ten consecutive miles, upon the route of either of said roads, is completed in a good and substantial manner, as a first-class railroad, then the Secretary of the Interior shall cause a certificate or certificates to issue to said State for one hundred sections of land, for the benefit and use of such company, and so from time to time for each completed section of ten miles of either of said roads, one hundred sections of land, until the whole shall be completed: *Provided,* That none of the additional lands granted by this act for that portion of the Marquette and Ontonagon Railroad now completed shall be certified to the State of Michigan, by the terms hereof, until the said railroad shall be completed from a point twenty miles west of Marquette to Ontonagon; and that none of the additional lands granted by this act for that portion of the railroad from Marquette to the Wisconsin State line at or near the mouth of the Menomonee River, now completed, shall be so certified until the said railroad shall be completed from Bay de Noquet to the said Wisconsin State line at or near the mouth of the Menomonee River aforesaid.

SEC. 3. *And be it further enacted,* That the time limited for the completion of the road from Marquette to the Wisconsin State line, at or near the mouth of the Menomonee River, be, and the same is hereby, extended for the term of five years, from and after the third day of June, A. D. eighteen hundred and sixty-six.

SEC. 4. *And be it further enacted,* That no lands to be set apart for the road from Marquette to Bay de Noquet, and from Marquette to Ontonagon, shall be selected and certified east of that portion of the range line dividing ranges twenty-six and twenty-seven, that is, south of the township line between townships forty-seven and forty-eight, nor south of that portion of the township line dividing townships forty-seven and forty-eight, that lies east of the dividing range line above named; and that no lands to be set apart for the road from Marquette, on Lake Superior, to the Wisconsin State line, at or near the mouth of the Menomonee River, shall be selected and certified west of that portion of the range line dividing ranges twenty-six and twenty-seven, that is, north of the township line dividing townships forty-two and forty-three, nor north of the township line dividing townships forty-seven and forty-eight; and that, for the purpose of making up any deficiency of lands to which the line of road from Marquette to Bay de Noquet may be entitled to make its grant equal to ten sections to the mile, the same shall be certified on the route from Marquette to Ontonagon, within twenty miles of the line of said road, and east of the range line dividing ranges thirty-one and thirty-two, and in accordance with the provisions herein before contained. And that, whenever the Governor of the State of Michigan shall certify to the Secretary of the Interior that twenty consecutive miles of the line of road from Marquette to Bay de Noquet has been completed in a good and substantial manner, as a first-class railroad, the Secretary of the Interior shall cause to be issued to the said State of Michigan, for the use and benefit of the Bay de Noquet and Marquette Railroad Company, assignee of the State of Michigan, a certificate or certificates for two hundred sections of land, to be selected and located from the sections designated by odd numbers, on the line from Marquette to Ontonagon, and within twenty miles of said line.

SEC. 5. *And be it further enacted,* That the time for the completion of the railroad from Fond du Lac, on Lake Winnebago, to the Wisconsin State line, at or near the mouth of the Menomonee River, shall be, and hereby is, extended, for the period of five years from and after the third day of June, one thousand eight hunded and sixty-six; and that any and all grants of land to said road shall continue and remain in full force and effect.

SEC. 6. *And be it further enacted,* That each of said companies shall grade, in a good and substantial manner, ready for the ties, twenty miles of its road within two years, and twenty miles additional thereof in each year thereafter: *Provided,* That if said companies, or either of them, shall neglect or fail to do so, or to complete its road within the time herein specified, the land granted to such company shall revert to the United States.

Approved, March 3, 1865.

AN ACT to establish certain Post-Roads.

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled, That the following be established as post-roads:

CALIFORNIA.

From San Jose to Alviso.
From Santa Clara to Alviso.
From Virginia City in Nevada, via Crystal Peak, Donner Lake, Summit Valley, and Dutch Flat, to Sacramento.
From Folsom to Coloma, Nevada.
From Monterey, via Watsonville, to San Francisco.
From Murpheys, via Bigtrees, Big Springs, Silver Valley, to Silver Mountain, and thence, via Mount Bullion, Markleville, Carey's Mills, and Fredericksburgh, to Geneva.
From Austin, Lander County, to Ione City.
From Wellington Station, on West Walker River, by Walker's Lake, Deep Well Station, Kentucky District, Hot Spring, Mammoth District, Ione City, the county seat of Nye County, St. Agustine and Washington Districts, Canon City, and Middletown, to the city of Austin, the county seat of Lander County.

NEVADA AND TERRITORIES IDAHO AND MONTANA.

From Unionville, the county seat of Humboldt County, via Star City, Dun Glen, Moore's and White's Ranch, Pah Ute Knob, in the State of Nevada, the Owyhee and Jardans Creek mines, Boise City, Idaho City, Centreville, and Placerville, in the Territory of Idaho, to Virginia City, in the Territory of Montana.

ILLINOIS.

From Savanna, in Carroll County, via Baker's Spring, to Morrison, in Whiteside County.
From Carthage, in Hancock County, via Jacob K. Jacob's store, Durham's, and McQueen's Mill, to Burlington, Iowa.
From Newport, Vermillion County, Indiana, to Ridge Farm, Vermillion County, Illinois.
From Cerro Gordo, Piatt County, on the Great Western Railroad, to Lovingston, Moultrie County.
From Richmond, via Elgin, Clintonville Junction, and Cottage Grove, to Chicago.
From Marion, Williamson county, via Harrisburg, Saline county, to Shawneetown.
From Waterloo, Monroe county, to Red Bud, in Randolph county.
From Platteville, via Kendall and Specie Grove, to Yorkville.

INDIANA.

From Wabash, in Wabash county, via Emmon's Church and Roanna, to Nicouzah, in Miami county.
From Farmland, Randolph county, to Hagerstown, in Wayne county.

IOWA.

From Charles City, via Howardsville, Hunttsville, Busti, Howard, and Vernon Springs, to New Oregon.
From State Centre, Marshall county, via Minerva, Illinois Grove, New Providence, Quebec, Point Pleasant, and Cottage, to Iowa Falls.
From Muscatine, Iowa, via Buffalo Prairie, Millersburg, and Aledo, to Monmouth, in Illinois.
From Decatur City, Iowa, via Terre Haute, to Eagleville, Missouri.
From Decatur City, via Hopeville, to Afton.
From Hampton to Marble Rock.
From Winthrop to Fayette.
From Chariton, Lucas county, via Garden Grove, to Leon, Decatur county.
From New Oregon, Iowa, to Preston, Minnesota.
From Fort Dodge, via Eagle Grove, Grant, Belmond, and Upper Grove, to Clear Lake.
From Alden, via Oakland, Wall Lake, Grant, and Eagle Grove, to Dakota, in Humboldt county.
From Algona, Iowa, via Armstrong's Grove, to Charin Lakes, thence to intersect the route from Blue Earth City, to Isterville.
From Bedford, Taylor county, via Buchanan, Bradyville, College Spring, Walaen's Grove, to Hamburg, Fremont county.

CONNECTICUT.

From Cornwall Bridge, via Cornwall and Milton, to Litchfield.

KENTUCKY.

From Mount Vernon to Somerset.
From Irvine, Estell county, to Vienna, Clarke county.
From McKee, in Jackson county, to Big Hill, in Madison county.
From Whitely Court-house to John Davis, in Whiteley county.

MAINE.

From Sherman, via Sherman's Mills, to Golden Ridge, in Aroostook county.
From Fort Fairfield, via Eaton Grant, to Caribou, in Aroostook county.
From Waldoboro to Friendship.
From Belfast, through Waldo, Brooks, Knox, Thorndike, Unity, and Benton, to Fairfield.

MICHIGAN.

From Grand Ledge, Eaton county, via Eagle, to Portland, in Ivonia county.
From Dowagiac, Cass county, to Volinia, in same county.
From Climax Prairie to Galesburg (on the Michigan Central railroad) in Kalamazoo county.
From Flint, via Davison, to Lapeer.
From Hillsdale, via Frontier, to Amboy.
From Otisco, Ionia county, via Ashley and White Swan, to Courtlandt Centre, in same county.
From Manistee, Mason county, to Stromach, in same county.

MINNESOTA.

From Elk River, Sherburne county, to Princeton, in Mille *Sac* [Lac] county.
From Minneapolis, via Crystal Lake, Osseo, Maple Grove, and Wassan, to Monticello.
From Winnebago Agency, Blue Earth county, to Minnesota Lake, Faribault county.
From Elk River, Sherburne county, to Princeton, Mille Lac county.
From Mantonville to Madison.
From Mankato to New Ulm.
From New Ulm to Redwood Falls.

NEW YORK.

From Keene, in Essex county, to Keene Flats.
From Cannonsville to Rocky Rift, in Delaware county.
From Cannonsville to Unadilla, in Otsego county.
From Danby to West Danby, in Tompkins county.
From West Hurley to Woodstock, in Ulster county.
From Saugerties, in Ulster county, to Hunter Village, in Greene county.
From Malone, Franklin county, to Trout River, in same county.
From Walton to Downsville, in Delaware county.
From Rushville, via Reed's Corners, to Canandaigua.
From Manorville, via Eastford and Speonk, to West Hampton.
From Haneoze, via Hemlock Lake, Livonia, to Livonia Station.
From Morley, St. Lawrence county, to Madrid in the same county.

OHIO.

From East Liverpool, Columbia county, via Calcutta, Spruce Vale, Clarkson, Carmel, and Fairfield, to Waterford.
From Youngston, Mahoning county, Ohio, to Sharon, Mercer county, Pennsylvania.
From Logan, Hocking county, to South Bloomingville, in same county.
From Ottawa, Putnam county, in a westerley direction along or near the northern bank of Blanchard River, and northeastern bank of the Auglaise River, to Charlove, Putnam county.
From Farmer, Defiance county, westward to Milo, in same county, and from Milo northward to Edgerton, in Williams county.
From Delta, Fulton county, to Liberty Centre, Henry county.
From Hamilton, via Millville, Bunker Hill, and Relly, Ohio, to Springfield, Indiana.

PENNSYLVANIA.

From Lebanon, via Mount Zion and Greble, to Mount Ætna.
From Brady's Bend to Hillville.
From Smithport, McKean county, to Wilcox, Elk county.
From Herndon, in Lower Mahoning township, Northumberland county, via Jordan township, to Klingerstown, in Schuylkill county.
From Linden to Linden Station, on the Philadelphia and Erie Railroad.
From Emlenton, Venango county, to Shippensville, Clarion county.
From Rockland, Venango county, via Cranberry, to Laytonia, in said county.
From Callensburg, Clarion county, to Cranberry, Venango county.
From Greenville, [Clarion county, to Kerr's store, in said county.

VERMONT.

From East Berkshire, via Montgomery and Belvidere, to Eden.
From Windsor, Vermont, via Plainfield, to Meriden, New Hampshire.
From Pittsfield, via South Chittenden, and East Pittsford, to Rutland.

ARIZONA.

From Agua Caliente to La Paz.
From Tucson, via Tubac to Patigonia Mines.
From Tubac, via Cerre Colorado, Fresnal, and Cabibi to Tucson.
From Casa Blanca, via Weaver, Walnut Grove, and Upper Hassa y Ampa to Prescott.
From La Paz, via Williamsport, Castle Dome City, Laguna, Arizona City to Fort Yuma.
From Prescott to Mojave City.
From Mojave City to Los Angelos, via San Bernardino.
From Mojave City, via Aubry, to La Paz.
From Mojave City, via Santa Clare, to Fillmore City in Utah Territory.

DAKOTA.

From Bonhomme, via Spring Lake, to Ponca Agency, in Todd County.
From Pembina to St. Joseph.

IDAHO.

From Placerville, via Washington, to Florence.
From Elk City to Virginia City, in the Territory of Montana.
From Boise City to Bannock City, in the Territory of Montana.

MARYLAND.

From Butler Post-Office to Mantua Mills, in Baltimore County.

NEW MEXICO.

From Fort Union and Antonchicio, Agua Negra, Fort Sumner, Fort Stanton, and Tularoza, to Mesalla.
From Albuquerque, via Chilili, Tajique, Manzano, Punta de la Agua, Fort Stanton, Tularoza, to Franklin, Texas.
From Santa Fe, via Santa Cruz, Los Luceros, Apiquin, to Sierra Amarilla.
From Paraje, via Alamosa el Bointo and Santo Barbara to Dona Ana.
From Santa Fe, via Pena Blanca, Santo Domingo, Cuvora, Algodones, San Isdora, to Canon de Jemez.

NEW HAMPSHIRE.

From Rochester, Stafford County, via Strafford Corner, Blue Hills, and Clark's Corner, to Centre Barnstead, in Belknap County.

WISCONSIN.

From the City of Appleton, Outagami County, to the town of Osborn, via Freedom in said county.

OREGON.

From Auburn, via Pocahontas, Riggsville, and Dealy's Station, to Umatilla, with a branch to Granite Creek Mines and Independence City from Dealy's Station.

KANSAS.

From Topeka, Shawnee County to Ottawa.
From Twin Mound, in Douglas County to Auburn, in Shawnee County.
From Junction City, up Lynn Creek, to Marion Centre, in Marion County.
From Eureka, in Greenwood county, to Albany, in Wilson county.
From Neosha Falls to Albany, Wilson County.
From Washington, via Hadden, to Salt Marsh, in Republic County.
From Garnett, in Anderson County, to Fort Scott, in Bourbon County.
From America, in Jackson County, via Seneca, to Pawnee, in Nebraska.
From Humboldt, in Allen County, to Catholic Mission, in Neosha County.
From Humboldt, via Grey Stone, to Albany in Wilson County.
From Seneca, Nehema County, via Pleasant Valley, Nebraska, to Miles Ranch, in Richardson County.

Approved, March 3, 1865.

AN ACT extending the Time for the Completion of certain Land-grant Railroads in the States of Minnesota and Iowa, and for other Purposes.

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled, That the quantity of lands granted to the State of Minnesota, to aid in the construction of certain railroads in said State, as indicated in the first section of an act entitled "An act making a grant of land to the Territory of Minnesota, in alternate sections, to aid in the construction of certain railroads in said territory, and granting public lands, in alternate sections, to the State of Alabama, to aid in the construction of a certain railroad in said State;" approved March third, eighteen hundred and fifty-seven, shall be increased to ten sections per mile for each of said railroads and branches, subject to any and all limitations contained in such act and subsequent acts, and as hereinafter provided.

SEC. 2. *And be it further enacted,* That the first proviso in the first section of the act aforesaid shall be so amended as to read as follows, to-wit: *Provided,* That the land to be so located shall in no case be further than twenty miles from the lines of said roads and branches, to aid in the construction of each of which said grant is made; and said lands granted shall, in all cases, be indicated by the Secretary of the Interior.

SEC. 3. *And be it further enacted,* That any and all lands heretofore reserved to the United States by any act of Congress, or in any other manner by competent authority, for the purpose of aiding in any object of internal improvement or other purpose whatever, be, and the same are hereby, reserved and excepted from the operations of this act, except so far as may be found necessary to locate the route of said road through such reserved lands, in which case the right of way shall be granted, subject to the approval of the President of the United States: *Provided, further,* That any lands which may have been granted to the Territory or State of Minnesota for the purpose of aiding in the construction of any railroad, which lands may be located within the limits of this extension of said grant or grants, shall be deducted from the full quantity of lands hereby granted, and that any land, which may have been so granted shall be strictly applied in accordance with the terms and conditions of said act or acts, unless subsequently modified by law.

SEC. 4. *And be it further enacted,* That the sections and parts of sections of land, which by said acts and this grant shall remain to the United States, within ten miles on each side of said roads and branches, shall not be sold for less than double the minimum price of public lands when sold, nor shall any of said lands become subject to sale at private entry until the same shall have been first offered at public sale to the highest bidder at or above the minimum price as aforesaid: *Provided,* That actual bona fide settlers under the pre-emption laws of the United States may, after the proof of settlement, improvement, and occupation, as now provided by law, purchase the same at the increased minimum price: *And, provided, also,* That settlers under the provisions of the homestead law, who comply with the terms and requirements of said act, shall be entitled to patents for an amount not exceeding eighty acres each, anything in this act to the contrary notwithstanding.

SEC. 5. *And be it further enacted,* That the lands hereby granted shall be subject to the disposal of the legislature of the State of Minnesota, for the purposes aforesaid, and no other. And the said railroads and branches shall be and remain public highways for the use of the government of the United States, free of all toll or other charges upon the transportation of any property or troops of the United States.

SEC. 6. *And be it further enacted,* That the lands hereby and heretofore granted to said Territory or State of Minnesota shall be disposed of by said State for the purposes aforesaid only, and in manner following, namely: When the governor of said State shall certify to the Secretary of the Interior that any section of ten consecutive miles of said road is completed in a good, substantial, and workmanlike manner, as a first-class railroad, and the said secretary shall be satisfied that said State has complied in good faith with this requirement, the said Secretary of the Interior shall issue to the said State patents for all the lands granted and selected as aforesaid, not exceeding ten sections per mile, situated opposite to and within a limit of twenty miles of the line of said section of road thus completed, extending along the whole length of said completed section of ten miles of road, and no further. And when the governor of said State shall certify to the Secretary of the Interior, and the secretary shall be satisfied that another section of said road, ten consecutive miles in extent, connecting with the preceding section or with some other first-class railroad, which may be at the time in successful operation, is completed as aforesaid, then the said Secretary of the Interior shall issue to the said State patents for all the lands granted and situated opposite to and within the limit of twenty miles of the line of said completed section of road or roads, and extending the length of said section, and no further, not exceeding ten sections of land per mile for all that part of said road thus completed under the provisions of this act, and the act to which this is an amendment, and so, from time to time, until said roads and branches are completed. And when the governor of said State shall so certify, and the Secretary of the Interior shall be satisfied that the whole of any one of said roads and branches is completed in a good, substantial, and workmanlike manner, as a first-class railroad, the said Secretary of the Interior shall issue to the said State patents for all the remaining lands granted for and on account of said completed road and branches in this act, situated within the said limits of twenty miles from the line thereof, throughout the entire length of said road and branches: *Provided,* That no land shall be granted or conveyed to said State under the provisions of this act on account of the construction of any railroad or part thereof that has been constructed under the provisions of any other act at the date of the passage of this act, and adopted as a part of the line of railroad provided for in this act: *And provided,* That nothing herein contained shall interfere with any existing rights acquired under any law of Congress heretofore enacted making grants of land to the State of Minnesota to aid in the construction of railroads: *And provided, further,* That said lands, granted by this or prior acts, shall not in any manner be disposed of, except as the same are patented under the provisions of this act; and should the State fail to complete any one of said roads or branches within eight years after the passage of this act, then the said lands undisposed of as aforesaid, granted on account of said road or branches, shall revert to the United States.

SEC. 7. *And be it further enacted,* That as soon as the governor of the said State of Minnesota shall file cause to be filed with the Secretary of the Interior maps designating the routes of said road and branches, then it shall be the duty of the Secretary of the Interior to withdraw from market the lands embraced within the provisions of this act.

SEC. 8. *And be it further enacted,* That the United States mail shall be transported on said road, under the direction of the Post-Office Department, at such price as Congress may by law provide: *Provided,* That until such price is fixed by law, the Postmaster-General shall have power to fix the rate of compensation.

SEC. 9. *And be it further enacted,* That the provisions of this act shall also be construed so as to apply and extend to that portion of the line authorized to be vacated by the joint resolution approved July twelfth, eighteen hundred and sixty-two, entitled "A joint resolution authorizing the State of Minnesota to change the line of certain branch railroads in said State, and for other purposes," notwithstanding the vacation thereof by said State, as though said joint resolution had not passed, and also to the line adopted by said State, in lieu of the portion of the line so vacated.

SEC. 10. *And be it further enacted,* That the time mentioned in an act entitled "An act making a grant of lands to the State of Iowa, in alternate sections, to aid in the construction of certain railroads in said State," for the completion of the railroads named in said act, be, and the same is hereby, extended two years.

SEC. 11. *And be it further enacted,* That the last clause of the second section of an act entitled "An act to regulate the compensation of registers and receivers of the land-offices in the several States and Territories, in the location of lands by States and corporations under general grants from Congress, and for other purposes," be, and the same is hereby, so amended as to read: "A map of the change shall be filed with the commissioner of the general land-office within three months after the said change of location shall be made."

Approved, March 3, 1865.

AN ACT to regulate the Taking of Depositions in certain Cases.

Be it enacted by the Senate and House of Representatives of the United States of America, in Congress assembled, That any defendant in a criminal case, in the District of Columbia, either after preliminary examination, indictment, or information, may examine witnesses on commission in such manner as is hereinafter prescribed.

SEC. 2. *And be it further enacted,* That a defendant wishing to take the deposition of a witness residing more than one hundred miles from the city of Washington may select any of the following officers as a commission[er] to take such deposition: the clerk or judge of any court of record, or any notary public, or any consul of the United States, either by the name of office of such officer, or by his individual name and official style; and the name of the court of which such constituted commissioner is clerk or judge, and the name of the State and county, or if without the United States the name of the State and town, or city, in which such notary or consul resides must be stated in the notice and in the commission.

SEC. 3. *And be it further enacted,* That five days' notice must be given by a defendant, or his or her attorney, of the time when a commission will be used out of the office of the clerk of the criminal court for the District of Columbia for taking the deposition of the witness, (giving the name of the witness,) which notice must be accompanied with a copy of the interrogatories to be asked such witness.

SEC. 4. *And be it further enacted,* That at or before the time fixed in the notice, the district attorney may file cross-interrogatories; but if he fail so to do, the clerk shall file the following:

1. Are all of your statements in the foregoing answers made from your own personal knowledge; and if not, do your answers show what are made from your personal knowledge, and what from information, and the source of that information? If not, now show what is from information, and give its source.

2. State everything you know concerning this case favorable to either the government or the defendant.

SEC. 5. *And be it further enacted,* That the notice and copy of interrogatories may be served and returned in the same manner and by the same officers or persons as is provided by law for the service and return of a summons or subpœna in civil actions within the District of Columbia.

SEC. 6. *And be it further enacted,* That the commission shall issue in the name of the criminal court, and under its seal, and must be signed by the clerk, and need contain nothing but the authority conferred upon the commissioner and instructions to guide him, a statement of the cause in which the testimony is to be used, and a copy of all the interrogatories filed appended.

SEC. 7. *And be it further enacted,* That the person before whom any of the depositions above contemplated are taken must cause the interrogatories appended to the commission to be written out, and the answers thereto to be inserted immediately underneath the respective questions; the whole, when completed, being read over by or to the witness, must be by him or her subscribed and sworn to in the usual manner.

SEC. 8. *And be it further enacted,* That all exhibits produced before the person taking the deposition, or proved or referred to by any witness, or correct copies thereof, must be appended to the depositions, and returned with them, unless sufficient reasons be shown for not so doing.

SEC. 9. *And be it further enacted,* That the person taking the deposition shall attach his certificate thereto, stating that it was subscribed and sworn to by the deponent at the time and place therein mentioned; the whole, including the commission, and interrogatories, must then be sealed up and returned to the clerk of the criminal court of the District of Columbia, by mail, unless the defendant and the district attorney agree upon some other mode; and, when received by said clerk, he shall open the package and place the deposition on file in his office.

SEC. 10. *And be it further enacted,* That unimportant deviations from any of the above directions shall no cause the deposition to be excluded where no substantial prejudice could be wrought to the government by such deviation.

SEC. 11. *And be it further enacted,* That, subject to the regulations hereinbefore contained, the court may establish further rules for taking depositions and all other