LAWS OF THE UNITED STATES.

PASSED AT THE SECOND SESSION OF THE THIRTY-FOURTH CONGRESS.

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 his 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 amend an act entitled "An Act to incorporate the Columbia Institution for the instruction of the deaf and dumb and the blind," approved February sixteen, eighteen hundred and fifty-seven.

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled, That so much of said act as requires the teaching the blind in said institution be, and the same is hereby, repealed, and the corporate name and style thereof shall hereafter be "The Columbia Institution for the instruction of the Deaf and Dumb."

SEC. 2. *And be it further enacted*, That the Secretary of the Interior be, and he is hereby, authorized to cause all indigent blind children who are now, or may hereafter become entitled, under the law as it now exists, to instruction in said institution, to be instructed in some institution for the education of the blind, in Maryland, or some other State, at a cost not greater for each pupil than is, or may be for the time being, paid by such State, and to cause the same to be paid out of the Treasury of the United States.

SEC. 3. *And be it further enacted*, That this act shall take effect from and after the thirtieth day of June, eighteen hundred and sixty-five.

Approved, February 23, 1865.

AN ACT for the better Organization of the Subsistence Department.

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled, That, during the continuance of the present rebellion, the Secretary of War may, when in his judgment it is necessary, assign to each geographical military division, to each separate army in the field consisting of more than one army corps, to each military department, and to each principal subsistence depot, not exceeding ter in number, an officer of the subsistence department to act as chief commissary of such military division, army, military department, or depot, and also an officer of the subsistence department as assistant in the office of the commissary-general of subsistence, each of whom, while so assigned and acting, shall have the rank, pay, and emoluments of a colonel of the subsistence department; and, in like manner, may assign for purposes of inspection or other special duty in the subsistence department, commissaries of subsistence, not exceeding six in number, each of whom, while so assigned and acting, shall have the rank, pay, and emoluments of a lieutenant-colonel of the subsistence department; and to each army corps an officer of the subsistence department to be chief commissary of the corps, with the like rank of lieutenant-colonel; and, in like manner, may assign to each division of two or more brigades a commissary, who, while so assigned and acting, shall have the rank, pay, and emoluments of a major of the subsistence department: *Provided*, That when any one of said officers is relieved from such duty, his increased rank, pay, and emoluments, allowed because of such assignment, shall cease, and he shall return to his commissioned rank in the subsistence department: *And provided, further*, That the officers authorized to be assigned by this act shall be selected for each grade from the commissaries of subsistence who hold commissions or rank in the volunteer service and in the regular subsistence department in proportion to the number of each of said classes respectively in service at the date of the passage of this act.

SEC. 2. *And be it further enacted*, That all laws and parts of laws inconsistent with the provisions of this act are hereby repealed.

Approved, March 3, 1865.

AN ACT to provide for two assistant local Inspectors of Steamboats in the City of New York, and for two local Inspectors at Galena, Illinois, and to re-establish the Board of local Inspectors at Wheeling; and also to amend the Act approved June eighth, eighteen hundred and sixty-four, entitled "An Act to create an additional Inspector of Steamboats and two local Inspectors of Steamboats for Collection Districts of Memphis and Oregon, and for other Purposes."

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled, That there shall be designated and appointed, in the mode prescribed by law, two assistant local inspectors of steamboats in the city of New York, and two local inspectors at the city of Galena, Illinois, with an annual compensation of twelve hundred dollars for the said assistant local inspectors in the city of New York, and eight hundred dollars for the two local inspectors at the city of Galena, Illinois, as in case of other like inspectors; and said inspectors shall perform the duties and be subject to the provisions of the steamboat act of August thirtieth, eighteen hundred and fifty-two. And the local board of inspectors at Wheeling is hereby re-established.

SEC. 2. *And be it further enacted*, That, in lieu of the fees for inspection prescribed by the sixth section of the act entitled "An act to create an additional supervising inspector of steamboats and two local inspectors of steamboats for the collection district of Memphis, Tennessee, and two local inspectors for the collection district of Oregon, and for other purposes," approved June eighth, eighteen hundred and sixty-four, there shall be levied and paid for each steam-vessel of one hundred tons or under, twenty-five dollars, and in addition thereto for each and every ton, in excess of one hundred tons, five cents.

SEC. 3. *And be it further enacted*, That all acts or parts of acts inconsistent with this act are hereby repealed.

Approved, March 3, 1865.

AN ACT to provide for the Publication of the Opinions of the Attorneys General of the United States.

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled, That the Attorney-General be, and he is hereby, authorized to contract on behalf of the United States with a suitable book-publisher for the printing and publishing of the unpublished opinions of the attorneys-general of the United States, delivered since the fourth of March, eighteen hundred and fifty-seven, on the terms following, to wit: The said opinions to be published in as many volumes as may be necessary, which shall be, as to the quality of paper, printing and binding, of uniform style and appearance with the eighth volume of said opinions, published by Robert Farnham, in the year eighteen hundred and fifty-eight, and, as nearly as possible, of uniform size with said eighth volume, and which shall be numbered in regular order after the said eighth volume; the copyright thereof to be taken out by, and be for the use of, the publisher, who shall deliver to the Attorney-General for the use of the United States, within one month after the publication thereof, three hundred sets of said volumes, at the prices of three dollars per volume, payable after they are so delivered. And the Attorney-General is hereby authorized to employ a competent person to edit and prepare the said opinions for publication, as aforesaid, with proper head-notes, and a full and complete index, and to supervise the said publication. When the said three hundred sets shall have been delivered for the use of the United States, the Attorney-General shall cause them to be distributed as follows: For the President of the United States, two sets; for the Department of State, ten sets; for the Department of the Treasury and the heads of the bureaus thereof, twenty-five sets; for the Department of War and the heads of the bureaus thereof, twenty-five sets; for the Department of the Navy and the heads of bureaus thereof, fifteen sets; for the Department of the Interior and the heads of bureaus thereof, twenty sets; for the Department of the Post-Office, ten sets; for the Attorney-General's office, ten sets; for the judges of the supreme court of the United States, one set each; for the library of said court, three sets; for the judges of the court of claims, the solicitor and assistant and deputy solicitors of said court, one set each; for the library of congress, fifty sets, for the use of both houses of congress; the residue of the said three hundred sets to remain in charge of the librarian of congress, at the future disposal of congress. And the sum of seven thousand dollars is hereby appropriated, out of any money in the treasury not otherwise appropriated, to pay for the editing of said opinions and the price of the said three hundred volumes, which money shall be disbursed on vouchers approved by the Attorney-General.

Approved, March 3, 1865.

AN ACT to remove all Disqualification of Color in carrying the Mails.

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled, That from and after the passage of this act no person, by reason of color, shall be disqualified from employment in carrying the mails, and all acts and parts of acts establishing such disqualification, including especially the seventh section of the act of March third, eighteen hundred and twenty-five, are hereby repealed.

Approved, March 3, 1865.

AN ACT relating to the Clerkships in the Post-Office Department.

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled, That the third section of an act of congress entitled "An act making appropriations for the civil and diplomatic expenses of the government for the year ending thirtieth of June, eighteen hundred and fifty-four," approved the third of March, eighteen hundred and fifty-three, be, and the same is hereby, amended so as to authorize the appointment of a chief clerk in the offices of each of the three assistants postmaster-general, at a salary of two thousand dollars per annum each.

SEC. 2. *And be it further enacted*, That, in lieu of temporary clerks now employed in the Post-Office Department and paid out of the appropriation for postage-stamps and stamped envelopes and the proceeds of sales of waste paper, the Postmaster-General be, and he is hereby, authorized to appoint two clerks of class three, two clerks of class two, and five clerks of class one.

SEC. 3. *And be it further enacted*, That the sum of eighteen thousand dollars be, and the same is hereby, appropriated, out of any money in the treasury not otherwise appropriated, to pay the clerks provided for in the two preceding sections of this act.

SEC. 4. *And be it further enacted*, That the sum of six thousand dollars be, and the same is hereby, appropriated, out of any money in the treasury not otherwise appropriated, for the payment of such temporary clerks as the Postmaster-General may, from time to time, deem necessary.

SEC. 5. *And be it further enacted*, That unclaimed money in dead letters for which no owner can be found, and also all money derived from sales of waste paper or other public property in post-offices or the Post-Office Department, be deposited in the treasury of the United States, under the direction of the Postmaster-General, for the service of the Post-Office Department; and any postmaster or clerk in a post-office, or any other clerk, officer, or agent of the Post-Office Department, having temporary custody of such money, and wilfully neglecting to deposit the same as herein provided, shall be deemed to be guilty of felony, and be subject to a fine not exceeding double the sum so retained by such clerk or other agents as aforesaid, or imprisonment not exceeding three years, or both, at the discretion of the court.

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 of aiding 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 agreeable 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, repair, 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 hundred 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 Nicouah, in Miami county.
From Farmland, Randolph county, to Hagerstown, in Wayne county.

IOWA.

From Charles City, via Howardsville, Huntsville, 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 Minneappolis, 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 Cannousville to Rocky Rift, in Delaware county.
From Canonsville 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 Rushville, via Reed's Corners, to Canandaigua.
From Manorville, via Eastford and Speonk, to West Hampton.
From Hancoze, via Hemlock Lake, Livonia, to Livonia Station.
From Morley, St. Lawrence county, to Madrid in the 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, Paulding 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 Reily, 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 Barkshire, 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 Lakes, 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 Antonchico, Agua Negra, Fort Sumner, Fort Stanton, and Tularoza, to Messilla.
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 Pangie, 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 work 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, 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 to 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 unalienated 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 or 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 depositions: The clerk or judge of any court of record, 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 sued 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 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, and subscribed 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,