New Orleans Republican.

Official Journal of the United States.

OFFICIAL.

LAWS
OF THE
UNITED STATES,

Passed at the First Session of the Thirty-Ninth Congress.

AN ACT making further provisions for the establishment of an armory and arsenal of construction, deposit, and repair on Rock Island, in the State of Illinois.

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled,—That the Secretary of War be, and is hereby, authorized and directed to change, fix, and establish the position of the railroad across Rock Island and the bridge across the Mississippi river, at and on the island of Rock Island, so as best to accord with the purposes of the government in its occupancy of said island for military purposes; and, in order to effect this, he is authorized to grant to the railroad company a permanent location and right of way on and across Rock Island, to be fixed and designated by him, with such quantity of land, to be occupied and held by the company for railroad purposes, as may be necessary therefor; and that the said grant and change be made on such terms and conditions, previously arranged between the Secretary of War and the companies and parties in interest, as will best effect and secure the purposes of the government in occupying the island.

SEC. 2. And be it further enacted,—That the Secretary of War be, and is hereby authorized to grant to the companies and parties in interest such other aid, pecuniary or otherwise, toward effecting the change in the present location of their road and bridge, and establishing thereon a wagon road for the use of the government of the United States to connect said island with the cities of Davenport and Rock Island, to be so constructed as not materially to interfere with, obstruct, or impair the navigation of the Mississippi river, as may be adjudged to be fair and equitable by the board of commissioners authorized under the act of April nineteenth, eighteen hundred and sixty-four, entitled "An act in addition to an act for the establishment of certain arsenals," and may be approved by him.

SEC. 3. And be it further enacted,—That the provisions of the act approved April nineteenth, eighteen hundred and sixty four, entitled "An act in addition to an act for the establishment of certain arsenals," be so extended as to include the small islands contiguous to Rock Island, and known as Benham's, Wilson's, and Winnebago islands.

SEC. 4. And be it further enacted,—That the following sums be, and they are hereby appropriated, out of any money in the treasury not otherwise appropriated, for Rock Island arsenal, to be applied as follows, viz: To liquidate claims for property in Benham's, Wilson's and Winnebago islands, and for property in Rock Island, which has been taken, in pursuance of law, for military purposes, two hundred and ninety-three thousand six hundred dollars, or so much thereof, and no more, as may be necessary to pay the respective claimants such amounts as may be reported by the board of commissioners authorized by the act of April nineteenth, eighteen hundred and sixty four, and ordered by the United States circuit court to be paid to each.

To secure water power at the head of Rock Island, one hundred thousand dollars.

To erect storehouses for the preservation of arms and other munitions of war, and to establish communication between Rock Island arsenal and the cities of Davenport, Iowa, and Rock Island, Illinois, one hundred thousand dollars.

Approved June 27, 1866.

AN ACT to establish a land office in the Territory of Idaho.

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled,—That the public lands within the Territory of Idaho to which the Indian title is or shall be extinguished shall constitute a new land district, to be called the Idaho district, to be located at Boise City, Ada county; and the President is hereby authorized to appoint, by and with the advice and consent of the Senate, a register and receiver of public moneys for said district, who shall be required to reside at the place at which said office shall be located, and they shall have the same powers, perform the same duties, and be entitled to the same compensation as are or may be prescribed by law in relation to land offices of the United States in other Territories.

Approved June 27, 1866.

AN ACT amendatory of the organic act of Washington Territory.

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled,—That after the next annual session of the legislative assembly of said Territory the sessions shall be biennial. Members of the council shall be elected for the term of four years, and members of the House for the term of two years, and shall receive the sum of six dollars per day instead of three dollars heretofore allowed, and shall also receive the same mileage now allowed by law.

SEC. 2. And be it further enacted,—That each house shall have authority to elect, in addition to the officers now allowed by law, an enrolling clerk, who shall receive five dollars per day. The chief clerks shall receive six dollars per day, and the other officers elected by said legislature shall receive five dollars per day each.

SEC. 3. And be it further enacted,—That the first election, for the first biennial session under this act, shall be at the time of holding the general election for the Territory in the year eighteen hundred and sixty-seven.

SEC. 4. And be it further enacted,—That the act of the legislative assembly of the Territory of Washington, approved January fourteenth, eighteen hundred and sixty-five, entitled "An act in relation to the county of Skamania," be and the same is hereby disapproved.

Approved June 29, 1866.

AN ACT to create the office of Surveyor General in Idaho Territory.

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled,—That the President, by and with the advice and consent of the Senate, shall be, and he is hereby authorized to appoint a surveyor general for Idaho, whose annual salary shall be three thousand dollars, and whose power, authority, and duties shall be the same as those provided by law for the surveyor general of Oregon. He shall have proper allowances for clerk hire, office rent, and fuel, not exceeding what now is allowed by law to the surveyor general of Oregon, and he shall locate his office at Boise City, in said Territory of Idaho.

Approved June 29, 1866.

AN ACT to extend the time for the reversion to the United States of the lands granted by Congress to aid in the construction of a railroad from Amboy, by Hillsdale and Lansing, to some point on or near Traverse bay, in the State of Michigan, and for the completion of said road.

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled,—That the time limited by the fourth section of an act entitled "An act making a grant of alternate sections of the public lands to the State of Michigan to aid in the construction of certain railroads in said State, and for other purposes," approved June three, eighteen hundred and fifty-six, for the completion of the railroad from Amboy, by Hillsdale and Lansing, to some point on or near Traverse bay, shall be, and hereby is, revived and extended for the period of seven years from and after the third day of June, one thousand eight hundred and sixty six, and that said grant shall continue and remain in full force and effect for and during that period as if it had been so provided in said fourth section of said act of June three, eighteen hundred and fifty-six: Provided, that the Amboy, Lansing, and Traverse Bay Railroad Company, a corporation organized under the laws of the State of Michigan, shall forfeit all right to said grant, or any part thereof which it may now have, or which may hereafter be conferred upon it, by the legislature of the State of Michigan, if, and whenever, the said company shall fail, in whole or in part, fully and completely to perform any of the following conditions, that is to say:

First. To clear, grub, and grade twenty consecutive miles of the road-bed of the said road between Owasso and Saginaw City, so that the same shall be in readiness for the ties and iron by the first day of February, eighteen hundred and sixty seven.

Second. To fully complete said road from Owasso to Saginaw City, so that the same shall be in readiness for the running of trains, by the first day of November, eighteen hundred and sixty-seven.

Third. To fully complete, in like manner, twenty miles of said road in each and every year after the said first day of November, eighteen hundred and sixty-seven, and to fully complete the entire road by the time limited by this act: And provided further, That in case of failure of the said Amboy, Lansing, and Traverse Bay Railroad Company to perform any of the above conditions by the respective times limited therefor, the legislature of the State of Michigan may, at its first session after any such failure, confer the said grant upon some other railroad corporation or corporations, upon such terms and conditions as the legislature may see fit to carry out the purposes of the said act of June three, eighteen hundred and fifty-six; and when so conferred such corporation or corporations shall be entitled to have and enjoy all of the said grant, which shall not then have been lawfully disposed of, to the same extent and in the same manner and for the same purposes as if the same had been originally conferred upon such corporation or corporations. And any such railroad corporation or corporations, whether now organized or hereafter to be organized, upon which said grant may be so conferred in whole or in part, may receive the same without prejudice to any land grant or other rights or franchises previously acquired. But in no case shall such corporation or corporations be entitled to receive more than ten sections of land to the mile for that portion of said road which may be completed in accordance with the provisions of this act: And provided further, That if the legislature shall in any such case of failure so confer said grant as above provided, then the said lands, or so much thereof as shall then remain not lawfully disposed of, shall be subject to the disposal of the legislature of said State [illegible] as provided in section three of said act of June three, eighteen hundred and fifty-six, until the expiration of the time limited by this act. But, in case the said legislature shall in such case fail to so confer said grant, then the said lands shall revert to the United States.

SEC. 2. And be it further enacted,—That the Flint and Pere Marquette Railroad Company may change the western terminus of its road to some point on Lake Michigan at or south of Grand Traverse bay; And any railroad corporation, having a right to the respective land grants specified in the said act of June three, eighteen hundred and fifty-six, [illegible]

[illegible]

dred and fifty-six, to aid in the construction of the railroad described in the first section of 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 ten or more consecutive miles of said road have been completed in a good and substantial manner as a first-class railroad, stating definitely the commencement and termination of each completed portion of said road and the corporation or corporations so entitled to lands on account thereof, the Secretary of the Interior shall cause patents for lands for such completed portion of said road to be issued to said corporation or corporations: Provided, That none of said lands shall be acquired or so patented for any portion of said road so completed south of the intersection of said road with the Detroit and Milwaukee railway, until the whole of said road north of said intersection shall have been completed, and the lands therefor patented as aforesaid: And provided further, That the road mentioned in the first section of this act shall be and remain a public highway for the use of the government of the United States, and shall transport, free from toll or other charges, all property, troops, and munitions of war belonging to the same.

SEC. 4. And be it further enacted,—That all laws and parts of laws inconsistent with the provisions of this act are hereby repealed.

Approved July 3, 1866.

AN ACT to amend an act entitled "An act to amend an act entitled 'An act to aid in the construction of a railroad and telegraph line from the Missouri River to the Pacific ocean, and to secure to the Government the use of the same for postal, military, and other purposes,' approved July one, eighteen hundred and sixty-two," approved July two, eighteen hundred and sixty-four.

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled,—That the Union Pacific Railway Company, eastern division, is hereby authorized to designate the general route of their said road, and to file a map thereof, as now required by law, at any time before the first day of December, eighteen hundred and sixty six; and upon the filing of the said map, showing the general route of the said road, the lands along the entire line thereof, so far as the same may be designated, shall be reserved from sale by order of the Secretary of the Interior: Provided, That said company shall be entitled to only the same amount of the bonds of the United States to aid in the construction of their line of railroad and telegraph as they would have been entitled to if they had connected their said line with the Union Pacific Railroad on the one hundredth degree of longitude as now required by law: And provided further, That said company shall connect their line of railroad and telegraph with the Union Pacific Railroad, but not at a point more than fifty miles westwardly from the meridian of Denver, in Colorado.

SEC. 2. And be it further enacted,—That the Union Pacific Railroad Company, with the consent and approval of the Secretary of the Interior, are hereby authorized to locate, construct, and continue their road from Omaha, in Nebraska Territory, westward, according to the best and most practicable route, and without reference to the initial point on the one hundredth meridian of west longitude, as now provided by law, in a continuous completed line until they shall meet and connect with the Central Pacific Railroad Company of California; and the Central Pacific Railroad Company of California with the consent and approval of the Secretary of the Interior, are hereby authorized to locate, construct, and continue their road eastward, in a continuous completed line, until they shall meet and connect with the Union Pacific Railroad: Provided, That each of the above named companies shall have the right, when the nature of the work to be done, by reason of deep cuts and tunnels, shall for the expeditious construction of the Pacific railroad, require it, to work for an extent of not to exceed three hundred miles in advance of their continuous completed line.

Approved July 3, 1866.

AN ACT granting certain lands to the State of Michigan to aid in the construction of a ship canal to connect with the waters of Lake Superior with the lake known as Lac La Belle, in said State.

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, for the use and benefit of the "Lac La Belle Harbor Improvement Company," a company organized under and by virtue of the laws of the State of Michigan, for the purpose of aiding in the construction of a ship canal to connect the waters of Lake Superior with the lake known as Lac La Belle, in said State, one hundred thousand acres of the public lands of the United States in the upper peninsula of Michigan, to be selected from the odd numbered sections of land nearest the location of the said canal, not otherwise reserved or appropriated, nor designated by the United States as "mineral lands," prior to the passage of this act, nor to which the rights of pre-emption or homestead have attached: Provided, That the said canal shall be at least one hundred feet wide at the top, seventy five feet wide at the bottom, and shall have, when completed, a depth of water through its entire length of at least twelve feet, running from sixteen feet of water in Lake Superior to fourteen feet of water in Lac La Belle: Provided further, That 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. 2. And be it further enacted,—That the lands hereby granted shall be subject to the disposal of the legislature of the State of Michigan for the purposes aforesaid, and no other; that as soon as the Governor of said State shall file, or cause to be filed, with the Secretary of the Interior a map or plan showing the location of the said canal, then it shall be the duty of the Secretary of the Interior to withdraw from market the lands applicable and subject to the provisions of this act; and whenever the Governor of the State of Michigan shall certify to the Secretary of the Interior that the said ship canal has been completed in a good, substantial, and workmanlike manner, in all respects in conformity with the provisions of this act, and to his satisfaction, then it shall be the duty of the Secretary of the Interior to issue patents to the said State of Michigan for the lands hereby granted.

SEC. 3. And be it further enacted,—That if the said ship canal shall not be completed within two years from and after the passage of this act, the lands hereby granted shall revert to the United States.

Approved July 3, 1866.

AN ACT granting lands to the State of Michigan to aid in the construction of a harbor and ship canal at Portage lake, Keweenaw Point, Lake Superior, in said State.

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, to aid in the building of a harbor and ship canal at Portage lake, Keweenaw Point, Lake Superior, in addition to a former grant for that purpose, approved March the third, eighteen hundred and sixty five, two hundred thousand acres of land in the upper peninsula of the State of Michigan, and from land to which the right of homestead or pre-emption has not attached: Provided, That one hundred and fifty thousand acres of said lands shall be selected from alternate odd-numbered sections, and fifty thousand acres from even numbered sections of the lands of the United States. Said grant of lands shall inure to the use and benefit of the Portage Lake and Lake Superior Ship Canal Company, in accordance with an act of the legislature of the State of Michigan, conferring the land granted to the said State, by the act herein referred to, on said company: And provided further, That the time allowed for the completion of said work and the right of reversion to the United States under the said act of Congress, approved March the third, eighteen hundred and sixty-five, be extended three additional years: And provided further, That no lands designated by the United States as "mineral" before the passage of this act shall be included within this grant.

Approved July 3, 1866.

AN ACT to regulate the transportation of nitro-glycerine, or glyonin oil, and other substances therein named.

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled,—That hereafter it shall not be lawful to transport, carry or convey, ship, deliver on board, or cause to be delivered on board, the substance or article known or designated as nitro-glycerine or glycerine oil, nitroleum or blasting oil, or nitrated oil, or powder mixed with any such oil, or fibre saturated with any such oil or substance, upon or in any ship, steamship, steamboat, vessel, car, wagon, or other vehicle, used or employed in transporting passengers by land or water between a place or places in any foreign country and a place or places within the limits of any State, Territory, or district of the United States, or between a place in one State, Territory, or district, of the United States, and a place in any other State, Territory, or district thereof; and any person, company, or corporation who shall knowingly violate the provisions of this section shall be liable to a fine of not less than one thousand nor more than ten thousand dollars, at the discretion of the court, one-half to the use of the informer.

SEC. 2. And be it further enacted,—That in case the death of any person shall be caused, directly or indirectly, by an explosion of any quantity of said substances or articles, or either of them, while the same is being placed upon or in any such ship, steamship, steamboat, vessel car, wagon, or other vehicle, to be transported, carried or conveyed thereon or therein, in violation of the foregoing section, or while the same is being so transported, carried, or conveyed, or while the same is being removed from such ship, steamship, steamboat, vessel, car, wagon, or other vehicle, every person who knowingly placed, or aided or permitted the placing of the said substances upon or in such ship, steamship, steamboat, vessel, car, wagon, other vehicle, to be so transported, carried or conveyed, shall be deemed guilty of manslaughter, and on conviction thereof shall suffer imprisonment for a period not less than two years.

SEC. 3. And be it further enacted,—That it shall not be lawful to ship, send, or forward any quantity of the said substances or articles, or to transport, convey, or carry the same by a ship, boat, vessel, vehicle, or conveyance of any description, upon land or water, between a place in a foreign country and a place within the United States, or between a place in one State, Territory, or district of the United States and a place in any other State, Territory, or district thereof, unless the same shall be securely enclosed, deposited, or packed in a metallic vessel, surrounded by plaster of Paris or other material that will be non explosive when saturated with such oil or substance, and separate from all other substances, and the outside of the package containing the same be marked, printed, or labeled in a conspicuous manner with the words "Nitro-glycerine. Dangerous." Any person, company or corporation, who shall knowingly violate the provisions of this section shall be liable to a fine of not less than one thousand nor more than five thousand dollars, at the discretion of the court, one-half to the use of the informer.

SEC. 4. And be it further enacted,—That the district court of the United States within the district in which any offence against this act shall be committed, or if committed in or upon any ship, boat, vessel, or vehicle, beyond the territorial limits of any district, then within the district from which the same departed, or that in which it shall first arrive, shall have jurisdiction to try and punish the offender under the provisions of this act.

SEC. 5. And be it further enacted,—That this act shall not be so construed as to prevent any State, Territory, district, city, or town, within the United States, from regulating or from prohibiting the traffic in, or transportation of, the said substances between persons and places lying or being within their respective territorial limits, or from prohibiting the introduction into such limits for sale, use, or consumption therein.

Approved July 3, 1866.

AN ACT for the relief of the members of the thirty-seventh regiment of Iowa volunteer infantry.

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled,—That there shall be paid to the members of the thirty-seventh regiment of Iowa volunteer infantry the same bounty provided by law, or which may hereafter be provided by law, to soldiers enlisted into the volunteer forces of the United States during the year eighteen hundred and sixty-two; and in case any of the members of said regiment are dead, or may die before the payment of said bounty, the same shall be paid to their representatives in the same order provided by law for the payment of bounty in other cases.

Approved July 3, 1866.

AN ACT making a grant of lands in alternate sections to aid in the construction and extension of the Iron Mountain railroad, from Pilot Knob, in the State of Missouri, to Helena, in Arkansas.

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 Missouri, for the purpose of aiding in the construction and extension of the Iron Mountain railroad, from its present terminus at Pilot Knob to a point on the southern boundary line of the State of Missouri, every alternate section of land, designated by odd numbers, for ten sections in width on each side of said road; but in case it shall appear, when the route of said road is definitely fixed, that the United States have sold any sections or parts thereof, granted as aforesaid, or that the right of pre-emption has attached to the same, then it shall be lawful for any agent or agents, to be appointed by the governor of said State, to select, subject to the approval of the Secretary of the Interior, from the lands of the United States nearest to the tiers of sections above specified, so much land in sections or parts of sections to be selected as aforesaid, as shall be equal to such lands as the United States have sold or otherwise appropriated or to which the rights of pre-emption have attached, which lands thus selected shall be held by the State of Missouri for the use and purposes aforesaid, and for none other: Provided, That the lands so located shall be within the Ironton land district as now established, and not more than twenty miles from the line of said road: And provided further, That all mineral lands except those containing coal and iron, and any 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 for any other purpose whatever, be, and the same are, reserved to the United States from the operation of this act, except so far as it may be found necessary to locate the routes of said railroad through the same, in which case the right of way only shall be granted, subject to the approval of the President of the United States.

SEC. 2. And be it further enacted,—That there be, and is hereby, granted to the State of Arkansas, for the purpose of aiding in the construction and extension of a railroad from the point where the Iron Mountain railroad intersects the southern boundary line of Missouri, by the nearest and most practicable route, to a point at or near the town of Helena, on the Mississippi river, every alternate section of land, designated by odd numbers, for ten sections in width on each side of said road; but in case it shall appear, when the line of said road is definitely fixed, that the United States have sold any sections or parts thereof, granted as aforesaid, or that the right of pre-emption has attached to the same, then it shall be lawful for any agent or agents, to be appointed by the governor of said State, to select, subject to the approval of the Secretary of the Interior, from the lands of the United States nearest to the tiers of sections above specified, so much land, in alternate sections, designated as aforesaid, as shall be equal to such lands as the United States have sold or otherwise appropriated, or to which the rights of pre-emption have attached, which lands thus selected shall be held by the State of Arkansas for the use and purposes aforesaid, and for none other: Provided, That the land so selected and located shall in no case be further than twenty miles from the line of road when the same shall be located: And provided further, That all mineral lands except those containing coal and iron, and any 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 for any other purpose whatever, be, and the same are, reserved to the United States from the operation of this act, except so far as it may be found necessary to locate the routes of said railway through the same, in which case the right of way only shall be granted, subject to the approval of the President of the United States.

SEC. 3. And be it further enacted,—That the sections and parts of sections of land which shall remain in the United States within ten miles of either side of said road, and the even sections and parts of sections corresponding to the odd ones selected within twenty miles of the same, shall not be sold for less than double the minimum price of the public lands when sold, nor shall any of the said lands become subject to 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 that act, shall be entitled to patents for an amount not exceeding eighty acres each, anything in this act to the contrary notwithstanding.

SEC. 4. And be it further enacted,—That the said railroads shall be, and remain, public highways, so far as the same may be constructed under this act, 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, and at the costs in all respects of said railroad companies: and the said roads are hereby required to be constructed within the term of five years from and after the first day of July, anno Domini eighteen hundred and sixty-six.

SEC. 5. And be it further enacted,—That the lands hereby granted to said States of Missouri and Arkansas shall be disposed of by said States for the purposes aforesaid only, and in manner following, namely: Whenever the governor of either of said States shall certify to the Secretary of the Interior that any section of ten consecutive miles of either of said roads 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 road 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 said States of Missouri and Arkansas to aid in the construction of railroads: And provided further, That should said States or either of them fail to complete the roads herein recited within the time prescribed by this act, then the lands undisposed of, as aforesaid, within the State so failing, shall revert to the United States.

SEC. 6. And be it further enacted,—That so soon as the governor of either of the said States shall file or cause to be filed with the Secretary of the Interior maps designating the routes of said roads herein mentioned, 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. 7. And be it further enacted,—That nothing contained in this act shall be held as vesting in the State of Arkansas title to the lands herein recited for the trust purpose aforesaid, or authorizing said State to make any disposition of the same until said State shall be restored in all respects to its former relation to the National Government and be represented in the Congress of the United States.

Approved July 4, 1866.

AN ACT to create an additional land district in the State of Oregon.

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled,—That the President of the United States be, and he is hereby, authorized to establish an additional land district in the State of Oregon, and to fix from time to time the boundaries thereof, which district shall be named after the place at which the office shall first be established; and the President shall be authorized hereafter, from time to time, as circumstances may require, to adjust the boundaries of any and all of the land districts in said State, and change the location of the land office from time to time, when the same shall be expedient.

SEC. 2. And be it further enacted,—That the President is hereby authorized to appoint, by and with the advice and consent of the Senate, or during the recess thereof, and until the end of the next ensuing session, a register and receiver for said land district, who shall be required to reside at the site of the office, shall be subject to the same laws and responsibilities, and whose compensation and fees shall be respectively the same per annum as are now allowed by law to other land officers in said State.

Approved July 3, 1866.

AN ACT concerning certain lands granted to the State of Nevada.

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled,—That the appropriation by the Constitution of the State of Nevada to educational purposes of the five hundred thousand acres of land granted to said State by the law of September fourth, eighteen hundred and forty-one, for purposes of internal improvement, is hereby approved and confirmed.

SEC. 2. And be it further enacted,—That land equal in amount to seventy-two entire sections, for the establishment and maintenance of a university in said State, is hereby granted to the State of Nevada.

SEC. 3. And be it further enacted,—That the grant made by law of the second day of July, eighteen hundred and sixty-two, to each State, of land equal to thirty thousand acres for each of its senators and representatives in Congress, is extended to the State of Nevada; and the direction of the proceeds of these lands in Nevada from the teaching of agriculture and mechanic arts to that of the theory and practice of mining is allowed and authorized, without incurring a forfeiture of said grant.

SEC. 4. And be it further enacted,—That the President of the United States, by and with the advice and consent of the Senate, shall be, and he is hereby, authorized to appoint a surveyor general for Nevada, who shall locate the office at such place as the Secretary of the Interior shall from time to time direct, whose compensation shall be three thousand dollars per annum, and whose duties, powers, obligations, responsibilities, and allowances for clerk hire, office rent, fuel, and incidental expenses shall be the same as those of the surveyor general of Oregon, under the direction of the Secretary of the Interior, and such instructions as he may from time to time deem it advisable to give him.

SEC. 5. And be it further enacted,—That in extending the surveys of the public lands in the State of Nevada, the Secretary of the Interior may, in his discretion, vary the lines of the sub-divisions from a rectangular form to suit the circumstances of the country; but in all cases lands valuable for mines of gold, silver, quicksilver, or copper shall be reserved from sale.

SEC. 6. And be it further enacted,—That until the State of Nevada shall have received her full quota of lands under the first, second, and third sections of this act, the public lands in that State shall not be subject to entry, sale, or location under any law [illegible] except the homestead act of May twentieth, eighteen hundred and sixty-two, and acts amendatory thereto, and the acts granting and regulating pre-emptions, but shall be reserved exclusively for entry by the said State for the term of two years after such survey shall have been made: Provided, That said State shall select [illegible]

[illegible]

said lands in her own name and right in tracts of not less than forty acres, and dispose of the same in tracts not exceeding three hundred and twenty acres each only to actual settlers and bona fide occupants: And provided further, That city and town property shall not be subject to selection under this act: And provided further, That this section shall not be construed to interfere with or impair rights heretofore acquired under any law of Congress.

Approved July 4, 1866.

AN ACT granting lands to the State of Oregon, to aid in the construction of a military road from Corvallis to Acquinna Bay.

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 Oregon, to aid in the construction of a military wagon road from the town of Corvallis to the Acquinna bay, three alternate sections per mile from the unoccupied public lands, designated by odd numbers and not more than six miles from said road: Provided, That the lands hereby granted shall be exclusively applied in the construction of said road, and shall be disposed of only as the work progresses; and the same shall be applied to no other purposes whatever: And provided further, That any and all lands heretofore reserved to the United States by act of Congress, or other competent authority, be, and the same are, reserved from the operation of this act, except so far as may be necessary to locate the route of said road through the same, in which case the right of way is granted.

SEC. 2. And be it further enacted, That the said lands hereby granted to said State shall be disposed of by the legislature thereof for the purpose aforesaid, and for no other; and the said road shall be and remain a public highway for the use of the Government of the United States, free from tolls or other charges upon the transportation of any property, troops or mails of the United States.

SEC. 3. And be it further enacted,—That said road shall be constructed with such graduation and bridges as to permit of its regular use as a wagon road, and in such other special manner as the State of Oregon may prescribe.

SEC. 4. And be it further enacted,—That the lands hereby granted to said State shall be disposed of only in the following manner, that is to say, when the Governor of said State shall certify to the Secretary of the Interior that any ten continuous miles of said road are completed, then a quantity of land hereby granted coterminous to said completed portion of said road, not to exceed thirty sections, may be sold, and so from time to time until said road is completed: and if said road is not completed within five years, no further sales shall be made, and the land remaining unsold shall revert to the United States.

Approved July 4, 1866.

AN ACT making an additional grant of lands to the State of Minnesota, in alternate sections, to aid in the construction of railroads in said State.

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 Minnesota, for the purpose of aiding in the construction of a railroad from Houston, in the county of Houston, through the counties of Filmore, Mower, Freeborn, and Faribault, to the western boundary of the State, and also for a railroad from Hastings through the counties of Dacota, Scott, Carver, and McLeod, to such point on the western boundary of the State as the legislature of the State may determine, every alternate section of land designated by odd numbers, to the amount of five alternate sections per mile on each side of said roads; but in case it shall appear that the United States have, when the lines or route of said roads are definitely located, sold any section, or part thereof, granted as aforesaid, or that the right of pre-emption or homestead settlement has attached to the same, or that the same has been reserved by the United States for any purpose whatever, then it shall be the duty of the Secretary of the Interior to cause to be selected, for the purposes aforesaid, from the public lands of the United States nearest to the tiers of sections above specified, so much land in alternate sections, or parts of sections, designated by odd numbers, as shall be equal to such lands as the United States have sold, reserved, or otherwise appropriated, or to which the right of homestead settlement or pre-emption has attached as aforesaid, which lands, thus indicated by odd numbers and sections, by the direction of the Secretary of the Interior, shall be held by said State of Minnesota for the purposes and uses aforesaid: Provided, That the land so selected shall in no case be located more than twenty miles from the lines of said roads: And provided further, That no land shall be granted or transferred by the provisions of this act not included within the jurisdiction of the State of Minnesota: And provided further, 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 purposes whatever, be, and the same are hereby, reserved and excepted from the operations of this act, except so far as it may be found necessary to locate the route of said roads through such reserved lands, in which case the right of way shall be granted, provided the United States has yet in possession the title thereto.

SEC. 2. And be it further enacted, That the sections and parts of sections of land which by such grant shall remain to the United States within ten miles of each side of said roads 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 due 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 shall make entries after the passage of this act, upon the sections numbered by even numbers, and 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. 3. And be it further enacted, That the lands hereby granted shall be subject to the disposal of the legislature of Minnesota for the purposes aforesaid and no other; and the said railroads 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, and the same shall at all times be transported at the cost, charge, and expense, in all respects, of the company or corporation, or their successors or assigns, having or receiving the benefit of the land grants herein made.

SEC. 4. And be it further enacted, That the lands hereby granted 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 roads are completed in a good, substantial, and workmanlike manner, as a first class railroad, then the Secretary of the Interior shall issue to the State patents for all the lands in alternate sections, or parts of sections designated by odd numbers, situated within twenty miles of the road so completed and lying coterminous to said completed section of ten miles, and not exceeding one hundred sections, for the benefit of the road having completed the ten consecutive miles as aforesaid: Provided, however, That the coterminous principle hereby applied shall not extend to such lands as are taken by the said railroad companies to make up deficiencies, provided that no land to make up such deficiencies shall be taken at any point within ten miles upon each side of the line of said road. When the Governor of said State shall certify that another section of ten consecutive miles shall have been completed as aforesaid, then the Secretary of the Interior shall issue patents to said State in like manner for a like number; and when certificates of the completion of additional sections of ten consecutive miles of said roads are from time to time made as aforesaid, additional sections of land shall be patented as aforesaid, until said roads are completed, when the whole of the lands hereby granted shall be patented to the State for the uses aforesaid, and none other: Provided, That if said roads are not completed within ten years from the acceptance of this grant, the said lands hereby granted and not patented shall revert to the United States.

SEC. 5. And be it further enacted,—That as soon as the Governor of said State shall file, or cause to be filed, with the Secretary of the Interior maps designating the routes of said roads, 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. 6. 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.

Approved July 4, 1866.

AN ACT to provide for the disposal of certain lands therein named.

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled,—That the Commissioner of the General Land Office be, and he is hereby, authorized to cause to be offered at public auction all the unsold lots of that portion of the public domain known as the Fort Howard Military Reserve, which is situated in the county of Brown and State of Wisconsin, giving not less than two months' notice of the time and place of such sale, by advertising the same in such newspapers and for such period of time as he may deem best. Every such lot shall be sold separately to the highest bidder for cash, and when not paid for within twenty four hours from the time of purchase, it shall be liable to be resold under the order of the Commissioner of the General Land Office aforesaid, at such reasonable minimum as may be fixed by the Secretary of the Interior, and no sale shall be binding until approved by that officer.

SEC. 2. And be it further enacted,—That it shall be the duty of the President to cause patents to be issued in due form of law for each and every such lot as soon as may be after the purchase of and payment for the same.

Approved July 4, 1866.

AN ACT granting lands to the State of Oregon to aid in the construction of a military road from Albany, Oregon, to the eastern boundary of said State.

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 Oregon, to aid in the construction of a military wagon road from Albany, Oregon, by way of Canyon City and the most feasible pass in Cascade range of mountains, to the eastern boundary of the State, alternate sections of public lands, designated by odd numbers, three sections per mile, to be selected within six miles of said road: Provided, That the lands hereby granted shall be exclusively applied in the construction of said road, and shall be disposed of only as the work progresses, and the same shall be applied to no other purpose whatever: And provided further, That any and all lands heretofore reserved to United States by act of Congress or other competent authority be, and the same are, reserved from the operations of this act, except so far as it may be necessary to locate the route of said road through the same, in which case the right of way is granted, subject to the approval of the President of the United States.

SEC. 2. And be it further enacted,—That said lands hereby granted to said State shall be disposed of by the legislature thereof for the purpose aforesaid, and for no other; and the said road shall be and remain a public highway for the use of the government of the United States, free from tolls or other charges upon the transportation of any property, troops, or mails of the United States.

SEC. 3. And be it further enacted,—That the said road shall be constructed with such width, graduation, and bridges as to permit of its regular use as a wagon road, and in such other special manner as the State of Oregon may prescribe.

SEC. 4. And be it further enacted,—That the lands hereby granted to said State shall be disposed of only in the following manner, that is to say: that when ten miles of said road shall be completed, a quantity of land not exceeding thirty sections for said road may be sold coterminous to said completed portion of said road; and when the governor of said State shall certify to the Secretary of the Interior that any ten continuous miles of said road are completed, then another quantity of land hereby granted, not to exceed thirty sections, may be sold, coterminous to said completed portion of said road, and so from time to time until said road is completed; and if said road is not completed within five years, no further sales shall be made, and the land remaining unsold shall revert to the United States.

Approved July 5, 1866.

AN ACT to provide for the payment of the sixth, eighth, and eleventh regiments of Ohio volunteer militia, of Cincinnati, Bard's company of cavalry, and Paulsen's battery, during the time they were in the service of the United States, in eighteen hundred and sixty-two.

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled,—That the officers and men of the sixth, eighth, and eleventh regiments of Ohio volunteer militia, and of Captain S. W. Bard's company of cavalry, and of Captain August Paulsen's battery, of Cincinnati, ordered into the service of the United States at Cincinnati, Ohio, on the second day of September, eighteen hundred and sixty-two, notwithstanding any irregularity in their muster into the service of the United States be paid for the time the officers and men were actually in the service, respectively, not however to exceed the period of thirty-one days.

Approved July , 1866.

AN ACT making appropriations for the support of the army for the year ending thirtieth of June, eighteen hundred and sixty-seven, 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 following sums be, and the same are hereby, appropriated out of any money in the treasury not otherwise appropriated, for the support of the army for the year ending the thirtieth of June, eighteen hundred and sixty seven:

For expenses of recruiting, transportation of recruits, and compensation to citizen surgeons for medical attendance, three hundred thousand dollars.

For pay of the army, ten million seven hundred and twelve thousand and fifty-two dollars.

For commutation of officers' subsistence, one million six hundred and fifty one thousand five hundred and eleven dollars and fifty cents.

For commutation of forage for officers' horses, one hundred and five thousand two hundred dollars.

For payments in lieu of clothing for officers' servants, one hundred and ninety-one thousand seven hundred and sixty-six dollars.

For payments to discharged soldiers for clothing not drawn, one hundred and fifty thousand dollars.

For subsistence in kind for regulars and volunteers, five million three hundred and one thousand six hundred and twenty five dollars.

For the regular supplies of the quartermaster's department, consisting of fuel for the officers, enlisted men, guard, hospitals, storehouses, and offices; of forage in kind for the horses, mules, and oxen for the quartermaster's department, at the several posts and stations, and with the armies in the field; for the horses of the several regiments of cavalry, the batteries of artillery, and such companies of infantry as may be mounted, and for the authorized number of officers' horses, when serving in the field and at the outposts, including bedding for the animals; of straw for soldiers' bedding, and of stationery, including blank books for the quartermaster's department, certificates for discharged soldiers, blank forms for the pay and quartermaster's departments; and for the printing of division and department orders and reports, four millions one hundred and thirty-four thousand four hundred and ninety-nine dollars and thirty-three cents.

For the incidental expenses of the quartermaster's department, consisting of postage on letters and packages received and sent by officers of the army on public service; expenses of courts-martial, military commissions, and courts of inquiry, including the additional compensation of judge advocates, recorders, members, and witnesses, while on that service, under the act of March sixteenth, eighteen hundred and two; extra pay to soldiers employed, under the direction of the quartermaster's department, in the erection of barracks, quarters, storehouses, and hospitals; in the construction of roads, and on other constant labor, for periods of not less than ten days, under the acts of March second, eighteen hundred and nineteen, and August fourth, eighteen hundred and fifty-four, including those employed as clerks at division and department headquarters; expenses of expresses to and from the frontier posts and armies in the field; of escorts to paymasters and other disbursing officers and to trains where military escorts cannot be furnished; expenses of the interment of officers killed in action or who die when on duty in the field, or at posts on the frontiers, or at other posts and places when ordered by the Secretary of War, and of non-commissioned officers and soldiers; authorized office furniture; hire of laborers in the quartermaster's department, including the hire of interpreters, spies, and guides for the army; compensation of clerks to officers of the quartermaster's department; compensation of forage and wagon masters, authorized by the act of July fifth, eighteen hundred and thirty-eight; for the apprehension of deserters, and the expenses incident to their pursuit; and for the following expenditures required for the several regiments of cavalry, the batteries of light artillery, and such companies of infantry as may be mounted, viz: the purchase of traveling forges, blacksmiths' and shoeing tools, horses and mule shoes and nails, iron and steel for shoeing, hire of veterinary surgeons, medicines for horses and mules, picket ropes, and for shoeing the horses of the corps named; also, generally, the proper and authorized expenses for the movements and operations of an army not expressly assigned to any other department, one million dollars.

For the purchase of cavalry and artillery horses, seven hundred and thirteen thousand one hundred dollars.

For transportation of officers' baggage, fifty thousand dollars.

For transportation of the army, including the baggage of the troops when moving, either by land or water; of clothing, camp or garrison equipage, from the depots at Philadelphia, Cincinnati, and New York, to the several posts and army depots, and from those depots to the troops in the field; and of subsistence stores from the places of purchase, and from the places of delivery under contract, to such places as the circumstances of the service may require them to be sent; of ordnance, ordnance stores, and small arms from foundaries and armories to the arsenals, fortifications, frontier posts, and army depots; freights, wharfage, tolls, and ferriages; for the purchase and hire of horses, mules, oxen, and harness, and the purchase and repair of wagons, carts, and drays, and of ships and other sea-going vessels and boats required for the transportation of supplies and for garrison purposes; for drayage and cartage at the several posts; hire of teamsters; transportation of funds for the pay and other disbursing departments; the expense of sailing public transports on the various rivers, the Gulf of Mexico, and the Atlantic and Pacific; and for procuring water at such posts as, from their situation, require it to be brought from a distance; and for clearing roads, and removing obstructions from roads, harbors and rivers, to the extent which may be required for the actual operations of the troops in the field, five million dollars.

For hire of commutation quarters for officers on military duty; hire of quarters for troops; of storehouses for the safe-keeping of military stores; of grounds for summer cantonments; for the construction of temporary huts, hospitals, and stables, and for repairing public buildings at established posts, six hundred and twenty four thousand and thirty-eight dollars.

For contingencies of the army, one hundred thousand dollars.

For the medical hospital department, five hundred thousand dollars.

For repairs, improvements, and new machinery at the national armory, one hundred thousand dollars.

For repairs and improvements at arsenals, including new and additions to present buildings, and machinery, tools, and fixtures, fifty thousand dollars.

For the purchase of site and erection of magazine for storing gunpowder, two hundred thousand dollars.

For the purchase of land for enlarging the Watervliet arsenal, thirty thousand dollars.

SEC. 2. And be it further enacted,—That the sum of one hundred and forty-six thousand dollars be, and the same is hereby, appropriated, out of any moneys in the treasury not otherwise appropriated, to be disbursed by the Secretary of War in the erection of fire proof buildings at or near Schuylkill arsenal, in the State of Pennsylvania, to be used as storehouses for Government property at that post.

SEC. 3. And be it further enacted,—That the following sums be, and the same are hereby, appropriated, out of any money in the treasury not otherwise appropriated, for the support of the Bureau of Refugees, Freedmen, and Abandoned Lands, for the fiscal year commencing July first, eighteen hundred and sixty-six, namely:

For salaries of assistant and sub-assistant commissioners, one hundred and forty-seven thousand five hundred dollars.

For salaries of clerks, eighty-two thousand eight hundred dollars.

For stationery and printing, sixty-three thousand dollars.

For quarters and fuel, fifteen thousand nine hundred dollars.

For clothing for distribution, one million one hundred and seventy thousand dollars.

For commissary stores, three million one hundred and six thousand two hundred and fifty dollars.

For medical department, five hundred thousand dollars.

For transportation, one million three hundred and twenty thousand dollars.

For school superintendents, twenty-one thousand dollars.

For repairs and rent of school-houses and asylums, five hundred thousand dollars.

For telegraphing, eighteen thousand dollars.

SEC. 4. Be it further enacted,—That the quartermaster's department shall in all cases, in obtaining supplies for the military service, state in advertisements for bids for contracts, that a preference shall be given to articles of domestic production and manufacture, conditions of price and quality being equal, and that such preference shall be given to articles of American production and manufacture, produced on the Pacific coast, to the extent of the consumption required by the public service there; and in advertising for army supplies the quartermaster's department shall require all articles which are to be used in the States and Territories of the Pacific coast to be delivered and inspected at points designated in those States and Territories; and the advertisements for such supplies shall be published in newspapers of the cities of San Francisco, in California, and Portland, in Oregon.

SEC. 5. And be it further enacted,—That section seventeen of an act entitled "an act to define the pay and emoluments of certain officers of the army," approved July seventeenth, eighteen hundred and sixty-two, and a resolution entitled "a resolution to authorize the President to assign the command of troops in the same field or department to officers of the same grade without regard to seniority," approved April fourth, eighteen hundred and sixty-two, be, and the same are hereby, repealed. And no officer in the military or naval service shall, in time of peace, be dismissed from the service except upon and in pursuance of the sentence of a court-martial to that effect, or in commutation thereof.

SEC. 6. And be it further enacted,—That the superintendent of the United States Military Academy may hereafter be selected, and the officers on duty at that institution detailed, from any arm of the service, and the supervision and charge of the academy shall be in the War Department, under such officer or officers as the Secretary of War may assign to that duty.

SEC. 7. And be it further enacted,—That when it is necessary to employ enlisted men as artificers or laborers in the construction of permanent military works, public roads, or other constant labor of not less than ten days' duration in any case, they shall receive in addition to their regular pay the following additional compensation therefor: enlisted men, working as artificers, and non-commissioned officers employed as overseers of such work, not exceeding one overseer for every twenty men, thirty-five cents per day, and enlisted men employed as laborers twenty cents per day; but such working parties shall only be authorized on the written order of a commanding officer. This allowance of extra pay is not to apply to the troops of the the engineer and ordnance departments.

SEC. 8. And be it further enacted,—That the allowance now made by law to officers traveling under orders where transportation is not furnished in kind shall be increased to ten cents per mile.

Approved July 13, 1866.

AN ACT relating to pilots and pilot regulations.

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled,—That no regulations or provisions shall be adopted by any State of the United States of America which shall make any discrimination in the rate of pilotage or half pilotage between vessels sailing between the ports of one State and vessels sailing between the ports of different States, or any discrimination against vessels propelled in whole or in part by steam, or against national vessels of the United States, and all existing regulations or provisions making any such discrimination, as herein mentioned, are hereby annulled and abrogated.

Approved July 13, 1866.

AN ACT to amend "An act making a grant of lands to the State of Minnesota to aid in the construction of the railroad from Saint Paul to Lake Superior," approved May fifth, eighteen hundred and sixty-four.

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled,—That section one of the act entitled "An act making a grant of lands to the State of Minnesota to aid in the construction of the railroad from Saint Paul to Lake Superior," approved May fifth, eighteen hundred and sixty-four, be amended by adding thereto the following: Provided further, That in case it shall appear, when the line of the Lake Superior and Mississippi railroad is definitely located, that the quantity of land intended to be granted by the said act in aid of the construction of the said road shall be deficient by reason of the line thereof running near the boundary line of the said State of Minnesota, the said company shall be entitled to take from other public lands of the United States within thirty miles of the west line of said road such an amount of lands as shall make up such deficiency: Provided, That the same shall be taken in alternate odd sections as provided for in said act.

Approved July 13, 1866.

AN ACT to extend to certain persons the privilege of admission in certain cases, to the United States government asylum for the insane.

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled,—That civilians employed in the service of the United States, in the quartermaster's department and the subsistence department of the army, who may be, or may hereafter become insane while in such employment, shall be admitted on the order of the Secretary of War, the same as persons belonging to the army and navy, to the benefits of the Asylum for the Insane in the District of Columbia, as now provided by law in reference to soldiers and sailors in the army and navy.

SEC. 2. And be it further enacted,—That the following classes of persons, under the following circumstances, shall be entitled to admission to said asylum on the order of the Secretary of War, if in the army, or the Secretary of the Navy, if in the navy, to wit:

First. Men who, while in the service of the United States, in the army or navy, have been admitted to said asylum, and have been thereafter discharged therefrom on the supposition that they had recovered their reason, and have, within three years after such discharge, become again insane from causes existing at the time of such discharge, and have no adequate means of support.

Second. Indigent insane persons, who have been in the same service and been discharged therefrom on account of disability arising from such insanity.

Third. Indigent insane persons, who have become insane within three years after discharge from such service from causes which arose during and were produced by said service.

Approved July 13, 1866.

AN ACT to provide for making the town of Whitehall, New York, a port of delivery.

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled,—That the town of Whitehall, in the State of New York, which by existing law is a port through which imported merchandise may be exported in bond and for drawback to the adjacent British North American provinces, be, and the same is hereby, constituted a port of delivery within the collection district of Champlain, and that a deputy collector, as now authorized by law, shall there reside, who shall receive the same compensation as is now paid to the deputy collector now stationed at that port.

Approved July 11, 1866.

AN ACT to extend the benefits of section four of an act making appropriations for the support of the army for the year ending June thirtieth, eighteen hundred and sixty-six, approved March third, eighteen hundred and sixty five.

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled,—That section four of an act entitled "An act making appropriations for the support of the army for the year ending June thirtieth, eighteen hundred and sixty-six," be so construed as to entitle to the three months' pay proper, provided for therein, all officers of volunteers below the rank of brigadier general who were in service on the third day of March, eighteen hundred and sixty five, and whose resignations were presented and accepted, or who were mustered out at their own request, or otherwise honorably discharged from the service after the ninth day of April, eighteen hundred and sixty-five.

Approved July 13, 1866.

AN ACT granting aid in the construction of a railroad and telegraph line from the town of Folsom to the town of Placerville, in the State of California.

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled,—That the right of way through the public lands be, and the same is hereby, granted to the "Placerville and Sacramento Valley Railroad Company," a corporation existing under the laws of the State of California, and designated by the legislature thereof, to construct the road hereinafter named, and to its successors and assigns, for the construction of a railroad and telegraph line from the town of Folsom to the town of Placerville, in said State: and the right is hereby given to said corporation to take from the public lands adjacent to the line of said road, material for the construction thereof: said right of way is granted to said railroad to the extent of one hundred feet in width on each side of said road where it may pass over the public lands; also all necessary ground for station buildings, workshops, depots, machine-shops, switches, side-tracks, turn-tables, and water-stations.

SEC. 2. And be it further enacted,—That there be, and is hereby, granted to the Placerville and Sacramento Valley Railroad Company, its successors and assigns, for the purpose of aiding in the construction of said railroad and telegraph line, and to secure the safe and speedy transportation of the mails, troops, munitions of war, and public stores over the route of said line of railway, every alternate section of public land, not containing gold or silver, designated by odd numbers, to the amount of ten alternate sections per mile, on each side of said railroad line, as said company may adopt, whenever, on the line thereof, the United States have full title, not reserved, sold, granted, or otherwise appropriated, and free from pre-emption or other claims or rights at the time the line of said road is definitely fixed, and a plat thereof filed in the office of the Commissioner of the General Land Office: Provided, That the word mineral when it occurs in this act shall not be held to include iron or coal.

SEC. 3. And be it further enacted,—That whenever said Placerville and Sacramento Valley Railroad Company shall have ten consecutive miles of any portion of said railroad and telegraph line ready for the service contemplated, the President of the United States shall appoint three commissioners to examine the same, and if it shall appear that ten miles of said road and telegraph line have been completed in a good and substantial manner, and in all respects as required by this act, the commissioners shall so report to the President of the United States, and patents of lands, as aforesaid, shall be issued to said company, confirming to said company the right and title to said lands, situated opposite to and coterminous with said completed section of said road, unless said lands are covered by the exceptions of this act. And from time to time, whenever ten additional miles shall have been constructed, completed, and in readiness as aforesaid, and verified by the commissioners to the President of the United States, then patents shall be issued to said company, conveying the additional sections of land, as aforesaid; and so on as fast as every ten miles of said road is completed as aforesaid: Provided, That said commissioners named in this section shall be paid by the company ten dollars per day for the time actually employed, and ten cents per mile for the distance actually and necessarily travelled each way.

SEC. 4. And be it further enacted,—That said Placerville and Sacramento Valley Railroad shall be constructed in a substantial and workmanlike manner, with all the necessary drains, culverts, bridges, viaducts, crossings, turnouts, stations, and watering places, and all other appurtenances, including furniture and rolling stock, equal in all respects to railroads of the first class, when prepared for business, with rails of the best quality, manufactured from American iron, and a uniform gauge shall be established the entire length of the road. And there shall be constructed a telegraph line of the most substantial and approved description, to be operated on the entire route: Provided, That said company shall not charge higher rates to the government, its officers or agents, that they do to individuals for telegraphic service; and that the said railroad shall be and remain a public highway for the use of the government of the United States, free of all toll or other charge upon the transportation of any property or troops of the United States, and the same shall be transported over said road at the cost, charges and expense of the corporation or company owning or operating the same, when required by the United States to do so.

SEC. 5. And be it further enacted,—That the President of the United States shall cause such lands to be surveyed for twenty miles in width on both sides of the entire line of said road, after the general route shall be fixed, and as fast as may be required by the construction of said railroad; and the odd sections of land hereby granted shall not be liable to sale, or entry, or pre-emption, before or after they are surveyed, except by said company, as provided in this act; but the provisions of the act of September, eighteen hundred and forty-one, granting pre-emption rights, and the acts amendatory thereof, and of the act entitled "An act to secure homesteads to actual settlers on the public domain," approved May twenty, eighteen hundred and sixty two, shall be, and the same are hereby, extended to all other lands on the line of said road when surveyed, excepting those hereby granted to said company; and the sections and parts of sections of land which by the aforesaid grant shall remain in the United States, within ten miles on each side of said road, shall not be sold for less than double the minimum price of public lands when sold.

SEC. 6. And be it further enacted,—That each and every grant, right, and privilege herein are so made and given to and accepted by said Placerville and Sacramento Valley Railroad Company, upon and subject to the following conditions, namely: That the said company shall commence the work on said road within one year from the approval of this act by the President, and shall complete the whole road by the fourth day of July, eighteen hundred and sixty-nine.

SEC. 7. And be it further enacted,—That the United States make the several conditional grants herein, and that the said Placerville and Sacramento Valley Railroad Company accept the same upon the further condition that if the said company make any breach of the conditions hereof, and allow the same to continue for upwards of one year, then in such case, the title to the public lands herein reserved for the construction of said road shall revert to the United States.

SEC. 8. And be it further enacted,—That all people of the United States shall have the right to subscribe to the stock of the said Placerville and Sacramento Valley Railroad Company until the whole capital is taken up, by complying with the terms of subscription.

SEC. 9. And be it further enacted,—That the acceptance of the terms, conditions, and impositions of this act by the said Placerville and Sacramento Valley Railroad Company shall be signified in writing, under the corporate seal of the said company, duly executed, pursuant to the direction of the board of directors first had and obtained, which acceptance shall be made within one year after the passage of this act, and not afterwards, and shall be deposited with the Secretary of the Interior.

SEC. 10. And be it further enacted,—That the said company is authorized to accept to its own use any grant, donation, or loan, power, franchise, aid or assistance which may be granted to or conferred upon said company by the Congress of the United States, by the legislature of any State, county, or municipal corporation, or by any corporation, person or persons, and said corporation is authorized to hold and enjoy any such grant, donation, loan, or power, franchise, aid, or assistance, to its own use for the purpose aforesaid.

SEC. 11. And be it further enacted,—That unless the said Placerville and Sacramento Valley Railroad Company shall obtain bona fide subscription to the stock of said company to the amount of four hundred thousand dollars, with five per centum paid within one year after the passage and approval of this act, it shall be null and void.

SEC. 12. And be it further enacted,—That Congress may at any time, having due regard for the rights of said Placerville and Sacramento Valley Railroad Company, add to, alter, amend, or repeal this act.

SEC. 13. And be it further enacted,—That all lots in villages, towns, and cities shall be exempted from and not subject to, the operations of this act.

Approved July 13, 1866.

AN ACT relating to lands granted to [illegible] Minnesota to aid in constructing [illegible]

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled,—That whenever it shall [illegible] the United States have sold or disposed [illegible] granted to the Territory or State of [illegible] the purpose of aiding in the construction [illegible] after the definite location of the line of [illegible] fore the withdrawal of said lands from [illegible] proper local land office, said State may [illegible] select, in lieu of the lands so sold or disposed [illegible] any of the lands of the United States [illegible] being odd-numbered sections, within [illegible] the line of the proper road, a quantity of [illegible] to that so sold or disposed of; and the [illegible] ed shall be substituted for those so sold [illegible] of by the United States, and may be [illegible] said State in all respects as if said [illegible] had been parcel of the original grant [illegible] Provided, however, That nothing here[illegible] shall be so construed as to diminish the [illegible] land granted by act of May fifth, eighteen [illegible] and sixty-four, to the State of Minnesota [illegible] the construction of a railroad from St. [illegible] Superior.

SEC. 2. And be it further enacted,—[illegible] named in the act granting lands to the [illegible] Minnesota to aid in the construction [illegible] railroad, "from Saint Paul and from [illegible] by the way of Minneapolis, to a convenient [illegible] junction west of the Mississippi river, to [illegible] boundary of the Territory," approved [illegible] eighteen hundred and fifty-seven, for [illegible] tion and completion of said road, is hereby [illegible] for seven years from the passage of this [illegible]

SEC. 3. And be it further enacted,—[illegible] lands granted to the Territory and State [illegible] sota, to aid in the construction of railroad [illegible] certified to said State by the Secretary [illegible] terior, from time to time, whenever any [illegible] shall be definitely located, and shall be [illegible] by said State in the manner and upon the [illegible] provided in the particular act granting [illegible] modified by the provisions of this act [illegible] That when the original quantity granted [illegible] the construction of any road has been [illegible] quantity authorized to be sold from [illegible] shall be increased correspondingly [illegible] further, That on the completion of any [illegible] road, the State may sell one-half the quantity [illegible] which said State is authorized to dispose [illegible] completion of twenty miles.

SEC. 4. And be it further enacted,—[illegible] granted by an act of Congress to the [illegible] nesota to aid in the construction of rail[illegible] State specifically, lying in place on [illegible] ten miles of road, shall not be disposed [illegible] road shall be completed through and [illegible] with the same: Provided, however, That [illegible] sion shall not extend to any lands [illegible] taken to make up deficiencies.

SEC. 5. And be it further enacted,—[illegible] of any act as conflicts with the provisions [illegible] is hereby repealed.

Approved July 13, 1866.

MISCELLANEOUS

$25 .... $25

THE GENUINE
BARTLETT SEWING MA[illegible]

WANTED—Agents, $150 per month [illegible] penses paid, to sell the Genuine Bar[illegible] Machine. This machine will do all th[illegible] can be done on any high-priced machine [illegible] patented, licensed and warranted for fi[illegible] pay the above wages, or a commission [illegible] twice that amount can be made. For [illegible] terms address H. HALL[illegible]
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LEA & PERRINS'
CELEBRATED
WORCESTERSHIRE SA[illegible]
PRONOUNCED
BY
CONNOISSEURS
TO BE THE
Only Good Sauce
and applicable to
EVERY VARIETY OF
DISH.

The success of this most delicious [illegible] condiment having caused many unpri[illegible] ers to apply the name to Spurious [illegible] Public is respectfully and earnestly [illegible] that the names of LEA & PERRINS [illegible] Wrapper Label, Stopper and Bottle. Manufactured by LEA & PERRINS [illegible]
JOHN DUNCAN[illegible]
New York, Agents for the U[illegible]
ap29 w3m 9mo

MEDICAL.

A CARD TO INVALIDS.

A clergyman, while residing in South [illegible] missionary, discovered a safe and simple [illegible] the cure of Nervous Weakness, Early De[illegible] of the Urinary and Seminal Organs, a[illegible] train of disorders brought on by baneful [illegible] habits. Great numbers have been c[illegible] noble remedy. Prompted by a desire [illegible] afflicted and unfortunate, I will send [illegible] preparing and using this medicine, in [illegible] velope, to any one who needs it, free of [illegible]
Address JOSEPH T. I[illegible]
ap19 1y Station D, Bible House, Ne[illegible]

DR. MAGGIEL'S
LIFE FOR THE LUNGS
LIFE FOR TH[illegible]

DR. MAGGIEL'S
Ozone Remedy for Consum[illegible]

The only valuable property that cod [illegible] sesses for the cure of consumption [illegible] ozone. But the nauseous taste and the [illegible] of its grease on the biliary system make [illegible] of no avail, but more a harm than a be[illegible]

All plants growing by the seaside [illegible] able ozone in their nature, and are only [illegible] the cure of consumption in proportion [illegible] tities of ozone they may have imbib[illegible] atmosphere.

DR. MAGGIEL'S LIFE FOR THE [illegible]
consists of nothing more than a syrup [illegible] is called) with certain sea plants, boiled [illegible] a low degree of heat, in vacuo.

Testimonials are valueless unless th[illegible] them are known or easily found. Any p[illegible] ing from consumption or any bronchial [illegible] requested to write to the following [illegible] These and many more have been under [illegible] Dr. Maggiel's

LIFE FOR THE LUNGS,

and have been thoroughly cured by D[illegible] remedies. Some have only one lung lef[illegible] more or less of both lungs.

WHAT THE PATIENTS SA[illegible]

NEW YORK, J[illegible]

Dr. Maggiel—Dear Sir: Your note [illegible] ult. is at hand. I have no objection to [illegible] my name as you wish it. All I hope [illegible] one with a cough as I had will address [illegible] get cured as quickly as I did, $50 w[illegible] price to pay. Respectfully yours,
T. O. ARKWETHER, Bridge st.[illegible]

This is from the Pastor of Church of [illegible] name and address will be given on appl[illegible]
ALBANY, Au[illegible]

Prof. Maggiel—My Friend: I shou[illegible] suppose, the use of my name. You [illegible] provided you do not advertise it too [illegible] then only as a reference. My wife and [illegible] ential persons of my congregation obj[illegible] as an extensive advertiser, can under[illegible] jection. Any private party that addre[illegible] be happy to answer, as regards your [illegible] Lungs," and its beneficial effects on m[illegible] lungs; but do not place me too cons[illegible] fore the public.
Yours very truly,
I. T. T——BB,
Pastor of Chur[illegible]

WHAT THE PATIENTS SAY OF [illegible] GIEL'S LIFE FOR THE LUN[illegible]

"My coughing ceased on the third [illegible] your medicine. I took three teaspoons[illegible]"

"'Life for the Lungs' is just the thi[illegible] express how grateful I am."

"Dr. Maggiel, I tried your Pills, wi[illegible] for the Lungs,' and all I can say is Ma[illegible]"

"Call and see my daughter, doctor, [illegible] a capital change your medicine has ma[illegible] closed find check for $—. You are w[illegible] although I bought the medicine here a[illegible]"

"Our little girl (fourteen years old) [illegible] wonderfully. Can you send me two b[illegible] press? Inclosed find $5."

"Your letter of advice and 'Lung Life [illegible] to hand two weeks ago. Send me an[illegible] and I think I shall require no more, [illegible] sweats have left me."

"I am much better. My cough was [illegible] the first dose."

These testimonials come to our office [illegible] and can be seen by the most skeptical. [illegible] should address as follows: Dr. Maggiel [illegible] and a reply will be returned by next ma[illegible] for the Lungs is sent to any address, fre[illegible] of one dollar.

Purchase none without the name of D[illegible] New York, on the wrapper slip.

"MAGGIEL'S LIFE FOR THE LU[illegible] is sold by all druggists throughout the U[illegible] at $1 per bottle, and is a certain cure [illegible] Night Sweats and Lung Diseases.

DR. MAGGIEL'S PILLS
INVARIABLY CURE THE FOLLOWING D[illegible]

Asthma, Bowel Complaints, Coughs, C[illegible] Diseases, Costiveness, Dyspepsia, Diarr[illegible] Debility, Fever and Ague, Piles Diseases, [illegible] Indigestion, Influenza, Inflammation, [illegible] ness, Liver Complaint, Lowness of Sp[illegible] worm, Rheumatism, Salt Rheum and S[illegible]

EACH BOX CONTAINS TWELVE
ONE PILL IS A DOSE.

NOTICE!—None genuine without the [illegible] trade mark around each pot or box, si[illegible] J. MAGGIEL, New York, to counterf[illegible] felony.

Sold by all respectable dealers i[illegible] throughout the United States and th[illegible] cents per box or pot.

All orders for the United States must [illegible] to J. Haydock, No. 11 Pine street, New Y[illegible]

Patients can write freely about their [illegible] and a reply will be returned by the fol[illegible] Write for "Maggiel's Treatment of D[illegible]

If the medicine cannot be procured [illegible] tion, write and I will forward it money a[illegible]