

such company as shall be organized by them, for a canal, and for no other purpose whatever.

SEC. 2. *And be it further enacted*, That if the said territory shall not survey, and direct by law, said canal to be opened, and furnish the commissioner of the general land office a map thereof, within two years from and after the date of this act, or if the said canal be not completed suitably for navigation within five years thereafter, or if said land hereby granted shall ever cease to be used and occupied for the purpose of constructing and keeping in repair a canal suitable for navigation, the reservation and grant aforesaid shall be void and of no effect: *Provided*, That nothing in this act contained, or that shall be done in pursuance thereof, shall be deemed to imply any obligation, on the part of the United States, to appropriate money to defray the expense of surveying or opening said canal: *And provided likewise*, That the said canal when completed by said territory, or by an incorporated company under the authority of the same, shall be, and for ever remain, a public highway for the use of the government of the United States, free from any toll or charge whatever, for any property of the United States, or persons in their service on public business passing through the same.

Condition.

Proviso.

Proviso.

SEC. 3. *And be it further enacted*, That every section of land through which said canal route may pass, shall be, and the same is hereby, reserved from sale under the direction of the government of the United States, until hereafter specially directed by law; and the said territory, or company incorporated by them, are hereby authorized, without waste, to use any materials on the public lands adjacent to said canal that may be necessary to its construction.

Adjacent lands.

SEC. 4. *And be it further enacted*, That the said territory, or any incorporated company under their authority, be, and they are hereby, authorized to open through the public lands of the United States, a canal from Matanzas to Halifax river, in East Florida, upon the same conditions, restrictions and limitations, in every respect, as are prescribed in the foregoing provisions of this act; and the same lands shall be reserved, in like manner, for the objects specified, and for no other.

Other canal route granted.

APPROVED, March 2, 1831.

STATUTE II.

CHAP. LXXXV.—*An Act to authorize the state of Illinois to surrender a township of land granted to said state for a seminary of learning, and to locate other lands in lieu thereof.*

March 2, 1831.

Be it enacted by the Senate and House of Representatives of the United States of America, in Congress assembled, That the state of Illinois be, and is hereby, authorized, to relinquish to the United States, township number five, north of range number one west, situate in the county of Fayette, in said state, heretofore granted to the said state for the use of a seminary of learning, and to locate upon the public lands within said state, the sale of which is authorized by law, one entire township of land or a quantity of land equal thereto, in tracts of not less than the quarter of a section.

Land granted may be relinquished and other land located.

APPROVED, March 2, 1831.

STATUTE II.

CHAP. LXXXVI.—*An Act to establish ports of delivery at port Pontchartrain and Delaware city, and for other purposes.*

March 2, 1831.

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 established at port Pontchartrain, on lake Pontchartrain, a port of delivery; that a surveyor shall be appointed to reside at said port: that all ships and

Port Pontchartrain.

vessels bound to said port shall, after proceeding thereto, and making report and entry at the port of New Orleans, within the time limited by law, be permitted to unlade their cargoes at the said port under the rules and regulations prescribed by law.

SEC. 2. *And be it further enacted*, That all vessels about to depart from the said port for foreign ports and places shall be permitted to clear out with their cargoes at the custom-house in the city of New Orleans, and depart under the same rules, regulations and restrictions, and in every respect in the same manner, as vessels clearing out and departing for foreign ports and places from the said city of New Orleans by the way of the Mississippi river; and goods imported into the United States and exported from said port, shall be entitled to the benefit of a drawback of the duties upon exportation to any foreign port or place, under the same provisions, regulations, restrictions and limitations, as if the said goods, wares, and merchandise had been exported directly from New Orleans by way of the Mississippi river.

Delaware city.

SEC. 3. *And be it further enacted*, That Delaware city, in the district of Delaware, shall be a port of delivery; and a surveyor shall be appointed, who shall reside at said city.

St. John's.

SEC. 4. *And be it further enacted*, That a collection district be, and is hereby established in the territory of Florida, which shall include all the ports, harbours, shores and waters of the main land in Florida, and of the islands opposite and nearest thereto, from Saint Mary's to the south side of Saint John's, to be called the Saint John's district, and a port of entry shall be established at such point on the Saint John's river, as the President may direct, and a collector shall be appointed, who shall give the same bond, perform the same duties, and be entitled to the same compensation and fees, as the collectors, in other districts, in Florida.

Prospect.

SEC. 5. *And be it further enacted*, That Prospect, in the district of Belfast, in the state of Maine, shall be a port of delivery: and that a surveyor shall be appointed, who shall reside at that place.

Kennebunk and Middletown.

SEC. 6. *And be it further enacted*, That the ports of Kennebunk, in the state of Maine, and Middletown, in the state of Connecticut, be, and they are hereby made ports of entry for vessels arriving from the Cape of Good Hope, and from places beyond the same.

APPROVED, March 2, 1831.

STATUTE II.

March 2, 1831.

CHAP. LXXXV.—*An Act to authorize the extension, construction, and use of a lateral branch of the Baltimore and Ohio railroad, into and within the District of Columbia.*

WHEREAS it is represented to this present Congress that the Baltimore and Ohio Railroad Company, incorporated by an act of the General Assembly of Maryland, entitled "An act to incorporate the Baltimore and Ohio Railroad Company," passed the twenty-eighth day of February, eighteen hundred and twenty-seven, are desirous, under the powers which they claim to be vested in them by the provisions of the before-recited act, to construct a lateral branch from the said Baltimore and Ohio railroad to the District of Columbia. Therefore,

Authority for lateral road.

Be it enacted by the Senate and House of Representatives of the United States of America, in Congress assembled, That the Baltimore and Ohio Railroad Company, incorporated by the said act of the General Assembly of Maryland, shall be, and they are hereby, authorized to extend into and within the District of Columbia a lateral railroad, such as the said company shall construct, or cause to be constructed, in a direction towards the said district, in connection with the railroad which they have located, and are constructing, from the city of Baltimore to the Ohio river, in pursuance of their said act of incorporation: And the said Baltimore

Powers, rights, &c.