

and Saginaw Railroad Company, a corporation organized and existing under the laws of the State of Michigan, and to which the said State granted a portion of the land grant made to aid in the construction of a railroad from Amboy, by Hillsdale and Lansing, to some point on or near Traverse bay, by 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, be, and hereby is, empowered and authorized to change the northern terminus of its railroad from Traverse bay to some point on or near the straits of Mackinaw, in said State of Michigan, and to change the location of the incomplete portion of its railroad, so as to obtain the most direct and suitable practicable route from Saginaw river to the straits of Mackinaw: *Provided*, That such change shall lessen the length of said line by rendering it more direct: *And provided further*, That no change in the location of said line of railroad shall have the effect or be construed to work any change in the land grant made to aid in the construction of said road: *And provided also*; That such new location shall be made within the limits of such land grant until the northern limit of said grant is passed.

Jackson, Lansing, and Saginaw Railroad Company may change its northern terminus, and alter its location.

1856, ch. 44.
Vol. xi. p. 21.

Proviso.

SEC. 2. That only the lands embraced within the limits of the said grant as the same was originally located under said act of Congress of June three, eighteen hundred and fifty-six, shall pertain to said railroad, or be applicable to aid in the building of the same, whether it be constructed on such new or improved location, or on the said original location. But all the lands within the limits of said grant now remaining unsold, and of the character described and embraced in said act of Congress, whether heretofore listed and certified by the commissioner of the land office as inuring under said grant or not, shall belong to and be applicable to aid in the construction of said railroad, whether built on said improved or said original location, and the said company, on completing its said railroad, or any portion thereof, within the time and in the manner required by law, namely, on or before June third, eighteen hundred and seventy-three, the time limited in the act of Congress of July third, eighteen hundred and sixty-six, on such new or improved line, shall be entitled to the same amount of said lands for each mile of said railroad so constructed as if the same had been built on the line originally located under said act: *Provided*, That said company shall not be entitled to any of said lands for that part of its said new or improved line situate to the northward of the limits of its said land grant, and between that point and the straits of Mackinaw; but the right of way for said railroad over the public lands on its new or improved location is hereby granted.

Only lands within the original location shall pertain to the railroad.

Such lands shall be applied to aid in the construction of the railroad.

1866, ch. 158.
Vol. xiv. p. 78.

Proviso.

APPROVED, March 3, 1871.

CHAP. CXLI.—*An Act to provide for a Building suited to the Use of the Post-Office, the Pension and Revenue Officers, and the judicial Officers of the United States, in the City of Trenton, New Jersey.*

March 3, 1871.

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled, That the Secretary of the Treasury be, and he is hereby, authorized and directed to cause to be constructed a suitable building, fire proof, at Trenton, New Jersey, for the accommodation of the post-office, United States circuit and district courts, pension and internal-revenue offices; and for this purpose there is hereby appropriated, out of any money in the treasury not otherwise appropriated, one hundred thousand dollars, to be expended under the direction of the Secretary of the Treasury, who shall cause proper plans and estimates to be made, so that no expenditure shall be made or authorized for the full completion of said building beyond the amount

Public building to be built at Trenton, N. J., for court house, post-office, &c.

Appropriation.

No part of the appropriation to be expended until, &c.

herein appropriated: *Provided*, That no money hereby appropriated shall be used or applied for the purpose until a valid title to the land for the site of such building shall be vested in the United States, and until the State shall also duly release and relinquish to the United States the right to tax or in any way assess said site, or the property of the United States that may be thereon, during the time that the United States shall be or remain the owner thereof.

APPROVED, March 3, 1871.

March 3, 1871. CHAP. CXLII. — *An Act granting the Right of Way to the Green Bay and Lake Pepin Railway Company for its Road across the Oneida Reservation, in the State of Wisconsin.*

Right of way across the Oneida reservation granted to the Green Bay and Lake Pepin Railroad Company.

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled, That the Green Bay and Lake Pepin Railway Company be, and is hereby, authorized to build and maintain its railway across the Oneida reservation, in the State of Wisconsin, and to take sufficient land, not more than a strip one hundred feet in width, for the purposes of said railway, in accordance with and subject to the conditions of an agreement made by the chiefs and headmen of the Oneida tribe of Indians, on the twenty-third day of May, eighteen hundred and seventy, approved by and on file with the Secretary of the Interior.

APPROVED, March 3, 1871.

March 3, 1871. CHAP. CXLIII. — *An Act for the Recovery of Damages for the Loss of the Sloop-of-War Oneida.*

Damages to be recovered for loss of the sloop-of-war Oneida.

Be it enacted by the Senate and House of Representatives of the United States of America, in Congress assembled, That the Secretary of the Navy be, and he is hereby, authorized and directed, after consultation with the Attorney-General, to take such measures, and institute and pursue to final judgment or decree such proceedings at law, or otherwise, as may be needful to obtain full damages and indemnification for the destruction and loss of the sloop-of-war Oneida, in the bay of Yeddo, Japan, in January, eighteen hundred and seventy, and to employ such legal counsel in the United States, or abroad, as he may find requisite to accomplish the purposes of this act.

APPROVED, March 3, 1871.

March 3, 1871. CHAP. CXLIV. — *An Act authorizing the St. Paul and Pacific Railroad Company to change its Line in Consideration of a Relinquishment of Lands.*

St. Paul and Pacific Railroad Company may alter its branch lines.

New location.

Proportional grant of lands.

Grant not enlarged, and to take effect only, &c.

Certain lands restored to market.

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled, That the Saint Paul and Pacific Railroad Company may so alter its branch lines that, instead of constructing a road from Crow Wing to St. Vincent, and from St. Cloud to the waters of Lake Superior, it may locate and construct, in lieu thereof, a line from Crow Wing to Brainerd, to intersect with the Northern Pacific railroad, and from St. Cloud to a point of intersection with the line of the original grant at or near Otter Tail or Rush lake, so as to form a more direct route to St. Vincent, with the same proportional grant of lands to be taken in the same manner along said altered lines, as is provided for the present lines by existing laws: *Provided, however*, That this change shall in no manner enlarge said grant, and that this act shall only take effect upon condition of being in accord with the legislation of the State of Minnesota and upon the further condition that proper releases shall be made to the United States by said company, of all lands along said abandoned lines from Crow Wing to St. Vincent, and from St. Cloud to Lake Superior, and that upon the execution of said releases such lands so released shall be considered as immediately restored to market without further legislation.

APPROVED, March 3, 1871.