

1862, ch. 127.  
Vol. xii. p. 502.

July twenty-seventh, eighteen hundred and seventy-one, of amounts paid to second assistant and other surgeons, for services rendered in connection with raising and organizing volunteers within the State during the rebellion, are not admissible under the law, for the reason that the employment of the said medical officers was not authorized prior to the act of July second, eighteen hundred and sixty-two; and whereas it appears that said officers actually rendered said services, and were paid in good faith by the said State, and were subsequently mustered or employed in the service of the United States: Therefore,

Payment to Connecticut for amounts advanced to pay extra surgeons, &c.;

*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, directed, out of any money appropriated to continue the settlement of accounts presented under the act of July twenty-seventh, eighteen hundred and sixty-one, to pay to the governor of Connecticut, or to his duly authorized agents, any amounts advanced by the said State, in payment of extra surgeons or assistant surgeons for services rendered prior to their muster into the service of the United States; the said claims to be settled upon proper vouchers to be filed and passed upon by the proper accounting officers of the treasury.

vouchers; to other States for like claims upon proper vouchers.

SEC. 2. That where the vouchers of other States, for payments made to extra surgeons or assistant surgeons of militia or volunteers accepted into the service of the United States, are situated similarly with those of Connecticut, the Treasury Department adjust and settle them according to the provisions of the foregoing section.

APPROVED, JUNE 8, 1872.

June 8, 1872.

CHAP. CCCLXII. — *An Act authorizing the Construction of a public Building at Philadelphia, Pennsylvania, for the Use of the Post-office and United States Courts in said City.*

Site to be purchased in Philadelphia for building for post-office and courts.

*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 purchase a lot of ground in the city of Philadelphia, in the State of Pennsylvania, suitable for a site for the accommodation of the post-office and United States courts in said city, either adjoining the site of the present building used for said purpose, or elsewhere in said city, and to erect a building thereon at a cost, including the cost of the ground and premises so purchased, not exceeding the sum of one million five hundred thousand dollars; the plans for said building to be approved by the Secretary of the Treasury and the Postmaster-General: *Provided,* That no money which may hereafter be appropriated for this purpose shall be used or expended for the purposes herein mentioned until a valid title to the land for the site of such building shall be vested in the United States, and until the State of Pennsylvania shall cede its jurisdiction over the same, and shall also duly release and extinguish to the United States the right to tax or in any way assess said site, and the property of the United States that may be thereon, during the time that the United States shall be or remain the owners thereof.

Plans.

No money to be expended until valid title is acquired, and jurisdiction ceded, and the right to tax released.

APPROVED, JUNE 8, 1872.

June 8, 1872.

CHAP. CCCLXIII. — *An Act to authorize the Orange, Alexandria, and Manassas Railroad Company to run Trains and transport Freight and Passengers within the District of Columbia.*

The Orange, &c., R. R. Co., may carry passengers and freight in the District of Columbia.

*Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled,* That it shall be lawful for the Orange, Alexandria, and Manassas Railroad Company, a corporation chartered under the laws of the State of Virginia, to exercise its functions as a common carrier, and transport passengers and freight within the District of Columbia, and for this purpose shall have authority to run

locomotives and trains upon and over the bridge which has been constructed by the Baltimore and Potomac Railroad Company across the Potomac river at the western terminus of Maryland avenue, in the city of Washington, upon the terms and conditions prescribed in the act of Congress granting to said Baltimore and Potomac Railroad Company the privilege to construct and operate said bridge; and the said Orange, Alexandria, and Manassas Railroad Company may put down a single track along Maryland avenue from its western terminus to its intersection with the Washington canal, now in process of being filled up, and thence by a curve southwardly along the ground heretofore occupied by the said canal to the intersection of D or E streets south, as may be determined by the engineer in charge of the public buildings and grounds, and thence along one of said streets by a tunnel under the public grounds east of the Capitol building, upon such route and in such manner as the said engineer may prescribe, to Second or Third street east; thence along said Second or Third street to the line of the Baltimore and Ohio railroad; and the track of said railroad company, except so much thereof as is laid in the said tunnel or its approaches, shall conform to the grade of the streets occupied as above, as shall be prescribed by the board of public works; and any damage caused to the property of individuals by the construction of said railroad shall be paid by said Orange, Alexandria, and Manassas Railroad Company: *Provided*, That the said Orange, Alexandria, and Manassas Railroad Company shall pay to the District of Columbia one-half of the cost of arching the Washington canal from Maryland avenue to the street on which the said railroad track enters the tunnel aforesaid: *And provided further*, That nothing herein contained shall be construed to grant to said company the right to establish a depot along said avenue or streets until consent for the same has first been obtained from the legislative assembly of the District of Columbia.

The Orange, &c., R. R. Co., may run trains over bridge of the Baltimore, &c., R. R. Co.;  
may lay track in Maryland avenue, &c.;  
tunnel;  
to conform to grade of streets.  
Damages.  
One-half of certain cost to be paid.  
Right to establish a depot on, &c., not given.

SEC. 2. That Congress shall have the right to regulate the rates of fare collected by said company from passengers, and the rates of charge for the transportation of freight per ton per mile for all freight passing into the District of Columbia on said railroad shall be not more than the rates charged per ton per mile on that part of the said Orange, Alexandria, and Manassas railroad not in the said District; and that all property owned by said company within said District shall be subject to taxation by the proper municipal authority, and Washington city shall be considered as a terminal point, and entitled to all the privileges and facilities of any other terminal points on said road.

Congress may regulate passenger fares and freight charges.  
Property of the road in Washington to be taxed.

SEC. 3. That said railroad company shall give to other railroad companies connecting therewith the right to pass through and use said tunnel, on such reasonable terms as may be agreed upon between the respective parties or Congress prescribe.

Other railroads may use the tunnel.

SEC. 4. That this act may be at any time amended or repealed by Congress.

Act may be altered, &c.

APPROVED, June 8, 1872.

CHAP. CCCLXIV. — *An Act to authorize the Building of the New Mexico and Gulf Railway, and for other Purposes.* June 8, 1872.

*Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled*, That the New Mexico and Gulf Railway Company have, and there is hereby granted to them, their successors and assigns, a strip of land one hundred feet wide on each side of the centre line of a railway route extending from the north-western boundary of New Mexico, as near as practicable to the junction of the San Juan with the Rio Mancos, through Santa Fé county, and down the Pecos river valley to the passage of said Pecos river into the State of Texas, at or near the thirty-second parallel, upon a route to be surveyed and designated by a competent engineer, as a right of way, together with

Right of way, &c., through public lands granted to the New Mexico and Gulf Railway Co.