

February 14, 1931.
[H. R. 9934.]
[Public, No. 641.]

CHAP. 162.—An Act Providing for the sale of timberland in four townships in the State of Minnesota.

Red Lake Indian Reservation, Minn.
Sale of timberland in former, authorized.

Restrictions.

Proviso.
Legal claims not affected.

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled, That vacant, unappropriated, unreserved lands valued chiefly for timber in townships 158 and 159 north, range 32 west and in townships 158 and 159, range 33 west, fifth principal meridian, Beltrami County, Minnesota, in the former Red Lake Indian Reservation, may be sold to citizens of the United States, or to persons who have declared their intention to become such, under regulations to be prescribed by the Secretary of the Interior, in quantities not exceeding one hundred and sixty acres to any one person or association of persons, at the appraised value but in no case less than \$2.50 per acre: *Provided,* That nothing herein contained shall defeat or impair any bona fide claim under any law of the United States, or authorize the sale of the improvements of any bona fide settler.

Approved, February 14, 1931.

February 14, 1931.
[H. R. 9987.]
[Public, No. 642.]

CHAP. 163.—An Act To provide for the relinquishment by the United States of certain lands to the city of Rupert in the county of Minidoka, in the State of Idaho.

Minidoka reclamation project, Idaho.

Title of United States in certain lands on, quitclaimed to city of Rupert.

Description.

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled, That the Secretary of the Interior is hereby authorized to quitclaim to the city of Rupert in the county of Minidoka, in the State of Idaho, all of the right, title, and interest of the United States in or to that certain tract of land in the Government town site of Rupert on the Minidoka reclamation project, more precisely bounded and described as follows: Beginning at the northeast corner section 29, township 9 south, range 24 east, Boise meridian; thence south six minutes west twenty-one and one-tenth feet along the section line; thence south forty-five degrees twenty-two minutes west along the Oregon Short Line Railroad right of way three thousand seven hundred and thirty and eight-tenths feet to a point on the east and west center line of said section 29; thence south eighty-nine degrees fifty-six minutes west along said center line one hundred and fourteen feet; thence north forty-five degrees twenty-two minutes east three thousand eight hundred and ninety-one and three-tenths feet to a point on the section line between sections 20 and 21; thence south six minutes west along said section line ninety-one and five-tenths feet to the point of beginning, as shown on the official plat of the town site of Rupert, Idaho, said tract of land containing seven acres more or less.

Approved, February 14, 1931.

February 14, 1931.
[H. R. 11281.]
[Public, No. 643.]

CHAP. 164.—An Act Authorizing a per capita payment of \$50 to the members of the Menominee Tribe of Indians of Wisconsin from funds on deposit to their credit in the Treasury of the United States.

Menominee Indians of Wisconsin.
Per capita payment to, from tribal funds.

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled, That the Secretary of the Interior be, and he is hereby, authorized to withdraw from the fund in the Treasury of the United States on deposit to the credit of the Menominee Indians in the State of Wisconsin a

sufficient sum to make therefrom a per capita payment or distribution of \$50 to each of the living members on the tribal roll of the Menominee Tribe of Indians of the State of Wisconsin, under such rules and regulations as the said Secretary may prescribe.

Approved, February 14, 1931.

CHAP. 165.—An Act To permit payments for the operation of motor cycles and automobiles used for necessary travel on official business, on a mileage basis in lieu of actual operating expenses.

February 14, 1931.

[H. R. 12014.]

[Public, No. 644.]

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled, That a civilian officer or employee engaged in necessary travel on official business away from his designated post of duty may be paid, in lieu of actual expenses of transportation, under regulations to be prescribed by the President, not to exceed 3 cents per mile for the use of his own motor cycle or 7 cents per mile for the use of his own automobile for such transportation, whenever such mode of travel has been previously authorized and payment on such mileage basis is more economical and advantageous to the United States. This Act shall take effect July 1, 1931, and all laws or parts of laws are hereby modified or repealed to the extent same may be in conflict herewith.

Transportation of civilian officers, etc.

Rates allowed for, by automobile or motor cycle.

In lieu of actual expenses.

Vol. 44, p. 689, amended.

Effective date.

Approved, February 14, 1931.

CHAP. 166.—An Act Authorizing the payment of a claim presented by the Polish Government for the reimbursement of certain expenditures incurred by the community authorities of Rzezyczany, Poland, to which place an insane alien was erroneously deported.

February 14, 1931.

[H. R. 12037.]

[Public, No. 645.]

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled, That there is hereby authorized to be appropriated, out of any money in the Treasury not otherwise appropriated, the sum of \$152.35 to be paid to the Polish Government for the reimbursement of certain expenditures incurred by the community authorities of Rzezyczany, Poland, to which place an insane alien was erroneously deported.

Rzezyczany, Poland.

Reimbursement of expenses of, due to an erroneous deportation to.

Post, p. 1582.

Approved, February 14, 1931.

CHAP. 167.—An Act For compensation to the owners of the Danish motor ship Indien for damages sustained as the result of a collision with the United States Coast Guard cutter Shawnee at San Francisco on April 5, 1925.

February 14, 1931.

[H. R. 12067.]

[Public, No. 646.]

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 to pay to the Danish Government, as an act of grace and without reference to the question of liability therefor, the sum of \$3,288.52 as full compensation to the owners of the Danish motor ship Indien for damages sustained as the result of a collision with the United States Coast Guard cutter Shawnee at San Francisco on April 5, 1925; and there is hereby authorized to be appropriated, out of any money in the Treasury not otherwise appropriated, a sufficient sum to carry out the purpose of this Act.

Denmark.
Payment to, as indemnity for damages to owners of ship "Indien."

Post, p. 1582.

Approved, February 14, 1931.