its main road to some point on Puget Sound, via the valley of the Columbia river, with the right to locate and construct its branch from some convenient point on its main trunk line across the Cascade Mountains to Puget Sound; and in the event of there not being in any State or Territory in which said main line or branch may be located, at the time of the final location thereof, the amount of lands per mile granted by Congress to said company, within the limits prescribed by its charter, then said company shall be entitled, under the directions of the Secretary of the Interior, to receive so many sections of land belonging to the United States, and designated by odd numbers, in such State or Territory, within ten miles on each side of said road, beyond the limits prescribed in said charter, as will make up such deficiency, on said main line or branch, except mineral and other lands as excepted in the charter of said company of eighteen hundred and sixty-four, to the amount of the lands that have been granted, sold, reserved, occupied by homestead settlers, pre-empted, or otherwise disposed of subsequent to the passage of the act of July two, eighteen hundred and sixty-four. And that twenty-five miles of said main line between its western terminus and the city of Portland, in the State of Oregon, shall be completed by the first day of January, anno Domini eighteen hundred and seventy-two, and forty miles of the remaining portion thereof each year thereafter, until the whole shall be completed between said points: *Provided*, that all lands hereby granted to said company which shall not be sold or disposed of or remain subject to the mortgage by this act authorized, at the expiration of five years after the completion of the entire road, shall be subject to settlement and pre-emption like other lands, at a price to be paid to said company not exceeding two dollars and fifty cents per acre; and if the mortgage hereby authorized shall at any time be enforced by foreclosure or other legal proceeding, or the mortgaged lands hereby granted, or any of them, be sold by the trustees to whom such mortgage may be executed, either at its maturity or for any failure or default of said company under the terms thereof, such lands shall be sold at public sale, at places within the States and Territories in which they shall be situate, after not less than sixty days' previous notice, in single sections or subdivisions thereof, to the highest and best bidder: *Provided further*, That in the construction of the said railroad, American iron or steel only shall be used, the same to be manufactured from American ores exclusively.

Location of road, &c. 1864, ch. 217. Vol. xiii. p. 365.

Deficiency in lands how may be made up.

Twenty-five miles of road to be completed by January 1, 1872, and forty miles each year thereafter. 1864, ch. 217, § 8. Vol. xiii. p. 370. Pub. Res. No. 34. Vol. xiv. p. 355. Pub. Res. No. 47. Vol. xv. p. 255.

Lands unsold, &c. after five years from completion of road to be subject to settlement and pre-emption at not over $2.50 per acre.

Proviso in case of foreclosure.

American iron or steel made, &c. to be used exclusively.

SEC. 2. *And be it further resolved*, That Congress may at any time alter or amend this joint resolution, having due regard to the rights of said company, and any other parties.

Resolution may be altered, &c.

APPROVED, May 31, 1870.

[No. 69.] *Joint Resolution to correct an Error in the Enrolment of a joint Resolution therein named.* June 6, 1870.

Be it resolved by the Senate and House of Representatives of the United States of America in Congress assembled, That the second section of the joint resolution "authorizing the sale of certain lands at Springfield, Massachusetts, and for other purposes," approved May fourth, eighteen hundred and seventy, be so amended that it will read, "That Byers Street, heretofore opened," &c., instead of "Ryers Street," as it was erroneously enrolled.

Byers Street, Springfield, Mass., to be a public highway. Pub. Res. No. 41. *Ante*, p. 374.

APPROVED, June 6, 1870.

[No. 70.] *A Resolution to authorize the Secretary of the Treasury to issue an American Register to the Bark "Live Oak" and to the Ship "Agra" of Boston.* June 7, 1870.

Resolved 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 issue an Ameri-

American register to issue to the bark

AUTHENTICATED U.S. GOVERNMENT INFORMATION GPO