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.

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.

Proportional grant of lands.

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

Certain lands restored to market.

Approved, March 3, 1871.

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