

Recording Requested By:

Return To:  
MAG HOLDINGS TRUST  
C/O M.L.Wicks and Its Assigns  
3705148<sup>Th</sup>  
Palmdale, California 93552

LINCOLN COUNTY, NV      **2020-159033**  
Rec:\$37.00  
Total:\$37.00      **10/02/2020 03:59 PM**  
M.LWICKS BEN S.P.R.R      Pgs=67 KE



OFFICIAL RECORD  
AMY ELMER, RECORDER

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**DOCUMENT TITLE**

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**GRANT OF ASSIGNMENT**

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RECORDING REQUESTED BY

AND WHEN RECORDED MAIL TO

Name. Assignee Michelle A. Gardner  
% M.A.G.HOLDING TRUST  
Through M.L.Wicks Trust  
Address 37051 48TH  
Palmdale ,California 93552

**OPERATION M.L.WICKS22  
GRANT OF ASSIGNMENT**

**OPERATION M.L.Wicks  
TRUST ASSETS NO. 22**

The undersigned assignor hereby assigns to Michelle Artice Gardner , assignee, as additional security, all rents leases and profits pertaining to that certain **ASSETS CLAIMS -OPERATION M.L.WICKS22(C)**, by way of Deed recorded on July 11,1902 in book <sup>120/</sup>428 at page recorders official records of the County Recorder County of State of California and more particularly described as follows:

The real estate hereby authorized to be sold and described as follows to wit :

Situated in the county of San Joaquin State of California and consists of an undivided one-half interest in 500 acres of land located in Mandeville Island and more particularly described as follows to wit consisting at a stake "P" on the levee at the South Bank of the San Joaquin River and Survey number 638 in section 32 ,Twp. 3 N.,R.4 E., which stake bears 3.24'15 E., (magnetic) distant 2 Chains, 32 links from a pageant in the middle of a levee adjoining in the south side :of the roadway or apron of wharf; thence 5.50' 30' K., (magnetic) and along a certain ditch 14 chains and 20 links to the junction of the said ditch with old river slough, thence down the middle of said slough .with its meanderings to its junction with old River to the west boundary of survey number 640 in section 6 Twp 2N., R 4 E., thence down River with surveys No 640 in ,Section 6 Twp.3 N.,R 4 N.,thence down said river with surveys Nos 640,639 and 636 to it's junction with the main San Joaquin River thence, up said river it's with No,637and 638 surveys to the place of the beginning, containing 500 acres of land or more or less ,reserving from the above the undivided three fourths of a wharf.on said land and the right away to and from said wharf over said land to the adjoining land entered July 11th 1902. No.18447

EXHIBITS 35 - 37 - 01 - L1  
ATTACHED

RA5287 BK 222-172 - 651-12

continue BK A Plots 37  
22 only filed

Dated 8-19-20 see Assignments and Memorandum of Understanding

M.AG HOLDINGS TRUST  
MUMINA A.RAHMAN Assignor *Mumina A. Rahman*

SEE NOTARY ATTACHMENT  
Date: 8/21/2020  
Initials: MA

# CERTIFICATION OF COPY

State of Nevada }  
County of Lincoln } ss.

I, Amy Elmer, the duly elected, qualified and acting County Recorder of Lincoln County,  
in the State of Nevada, do hereby certify that the foregoing is a true, full and correct copy  
of the original PARCEL MAP  
now on file in this office,  
in Book A of PLATS Page 37  
as Document Number 37

**IN WITNESS WHEREOF**, I have set my hand and  
affixed the Seal of my office, in Pioche, Nevada,  
on Thursday, October 01, 2020 at 10:00 AM

Amy Elmer

Recorder

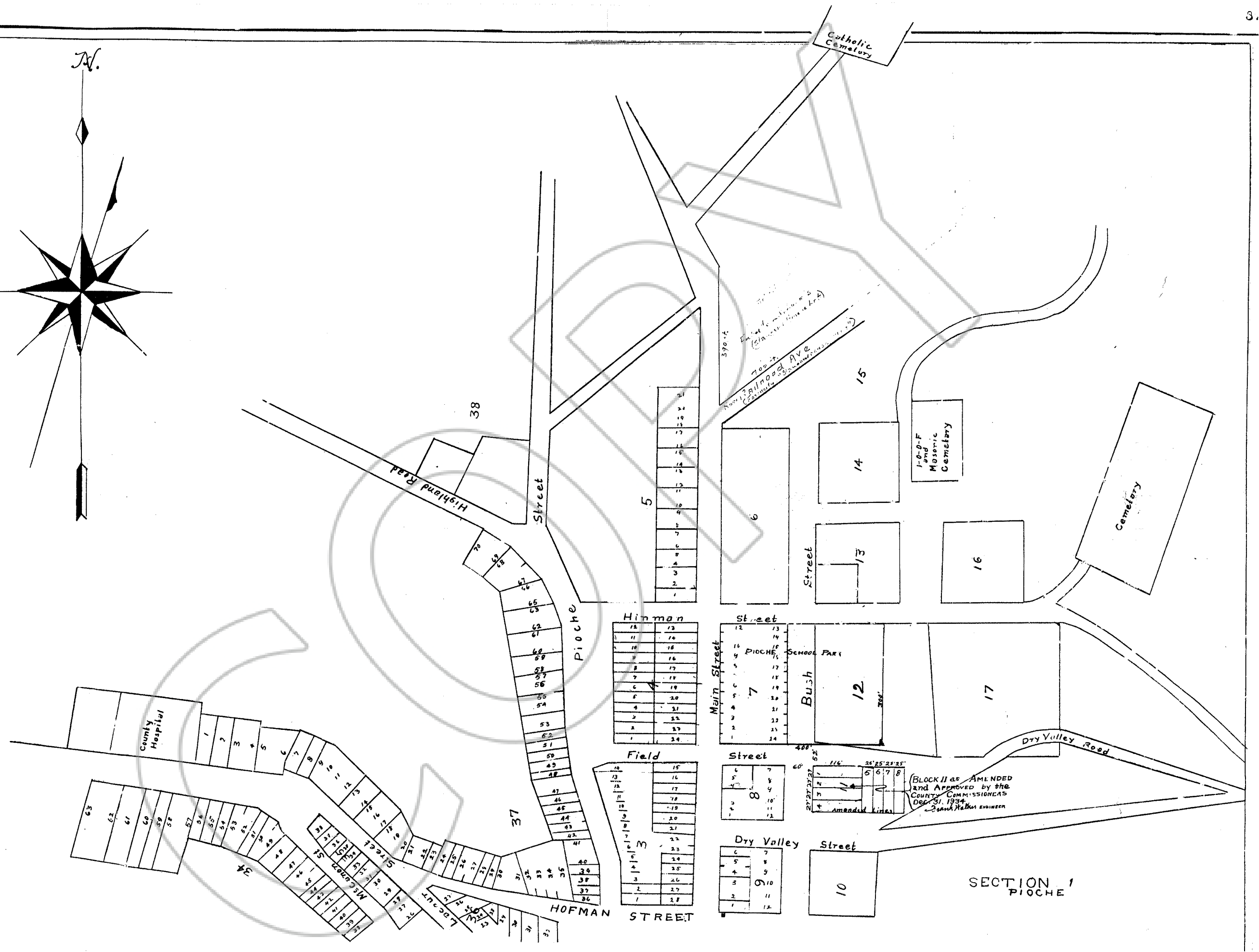
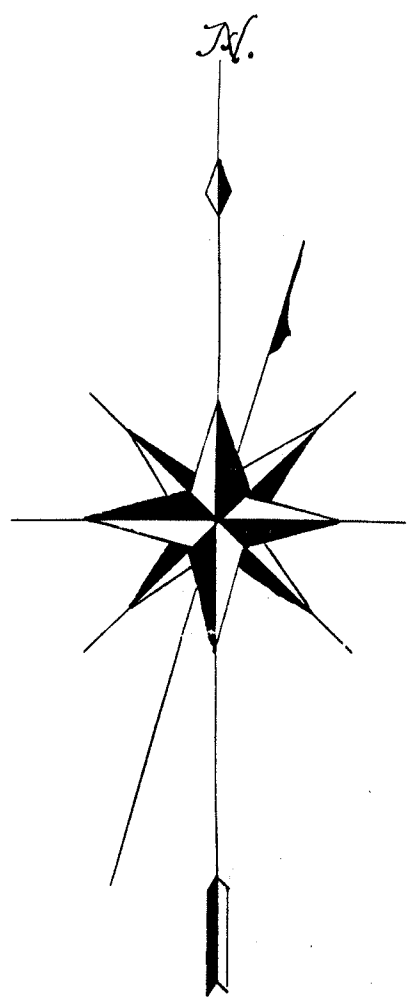
Amanda Kulani

Deputy Recorder

Krysten Elizondo

Deputy Recorder

LINCOLN COUNTY RECORDER/AUDITOR  
OFFICE OF AMY ELMER  
PO BOX 218 PIOCHE, NV 89043  
PHONE (775)962-8076 FAX (775)962-5482



County Hospital

Catholic Cemetery

I-O-D-F and Masonic Cemetery

Cemetery

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Street

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15

14

16

Street

Highland Road

Pioche Street

Hinman Street

Main Street

Bush Street

12

17

Dry Valley Road

Field

HOFMAN STREET

Street

Dry Valley Street

Street

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SECTION 1  
PIOCHE

(BLOCK 11 as AMENDED  
and APPROVED by the  
COUNTY COMMISSIONERS  
Dec. 31, 1934.  
Frank H. H. H. ENGINEER

370-4  
700-4  
RAILROAD AVE  
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(E. of ...)

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R45287

May 15, 2019

Christopher M. Davis  
Analyst on Congress and  
the Legislative Process

## Private Bills: Procedure in the House

A private bill is one that provides benefits to specified individuals (including corporate bodies). Individuals sometimes request relief through private law when administrative or legal remedies are exhausted, but Congress seems more often to view private legislation as appropriate when no other remedy is available and when enactment would, in a broad sense, afford equity. From 1817 through 1971, most Congresses enacted hundreds of private laws, but since then, the number has declined significantly as Congress has expanded administrative discretion to deal with many of the situations that tended to give rise to private bills. Since 2007, four private laws have been enacted. Private provisions are also occasionally included in public legislation. The Senate considers private bills using the same procedures that are used to consider other legislation.

wright and Jennie K. Brooker an unmarried woman born  
 do me to be the persons described in and whose names  
 are inserted in and who executed the within instrument  
 and they acknowledged to me that <sup>they</sup> executed the same  
 for the purposes stated & were present at my office at  
 my office in the County of Los Angeles the day and  
 year first above written and that they are

Jos. Wright  
 Justice of the Peace

19  
 Frank Albison County Recorder  
 by N. S. Averill Deputy

Book No 3006.

The Southern Pacific Railroad Company a Corporation  
 duly incorporated and organized under the laws of the  
 State of California and the said David L. Lansing  
 Controller of the State of California Pacific  
 Railroad Company being the State of California which  
 remained whole on the first day of April 1875 and  
 Section

Wherein the said State of California with the said  
 Southern Pacific Railroad Company owned or in lands  
 throughout the State of California then and which  
 the lands hereinafter described were and are to be  
 sold and sold here to hold the said proceeds for  
 the benefit of Forty eight thousand Five hundred  
 and thirty four of the sum of one thousand dollars each  
 and Four thousand thereof for the sum of Five hundred  
 Dollars each issued and to be issued by said Southern  
 Pacific Railroad Company in seven series to be designated  
 by the letters of the alphabet commencing with the



letter A and followed by the succeeding letters in regular order to and including the letter G. Series A to consist of thirteen thousand bonds for one thousand dollars each numbered from one to thirteen thousand both inclusive and from thousand bonds for five hundred dollars each numbered from thirteen thousand and one to seventeen thousand both inclusive - series B to consist of five thousand bonds each for one thousand dollars each numbered from seventeen thousand and one to twenty thousand both inclusive - series C to consist of five thousand bonds for one thousand dollars each numbered from twenty thousand and one to twenty five thousand and one both inclusive - insurance with interest at the rate of six per centum per annum - payable annually - said series A to be paid with interest thereon and said series B and C to be paid with interest thereon - succeeding series to be paid with interest thereon at the same rate - all of said Southern Pacific Finance Company bonds directed to be paid to the operations of the said forty six millions of dollars.

And whereas said deed of trust contains other matters provided that the said Southern Pacific Finance Company shall have the sole and exclusive control and management of said lands with full power to make use of the same of or upon terms and conditions as may from time to time be agreed upon between the said Railroad Company and the said Trustee and that when such case had been made and the purchase money fully paid the said Company and the said Trustee should unite in a conveyance in fee simple of the lands so sold to the purchaser or purchasers thereof - such conveyance should absolve and forever release the lands so conveyed from any and all liens or incumbrance for or on account of said bonds or any other debt or obligation of the said Company.

And whereas On the 24th day of March 1883 Lloyd Davis one of the Trustees did resign his trust under said conveyance of the Deed of April 4th 1883 and whereas on the 24th day of April 1883 the said Deed of Trust the remaining Trustees under said conveyance did pursuant to the terms of said trust nominate Gerrit L. Lansing of the City of San Francisco and State of California to fill the vacancy caused by the resignation of said Lloyd Davis.

And whereas In the 17th day of April 1883 the Board of Directors of the said Southern Pacific Railroad Company pursuant to the terms of said trust did not by and approve said nomination and did appoint said Gerrit L. Lansing to fill said vacancy and whereas on the 18th day of April 1883 the said Gerrit L. Lansing did formally accept the position of Trustee under said Deed of Trust.

And whereas said Deed of Trust further provided that in the case of conveyance in making said conveyance the said Trustees should have power to act by Attorney duly nominated and approved by them jointly or either of them and such Attorney should be duly acknowledged and returned to them and in the Deed of Trust in which said Deed of any part thereof is returned and that all such made in their names by such Attorney should have the same force and effect as if made by them in person.

And whereas On the 21st day of April 1883 said Trustees D. C. Mills and Gerrit L. Lansing acting under the power so vested in them did nominate constitute and appoint by letter of Attorney duly acknowledged and recorded as aforesaid Jerome Madden of the City and County of San Francisco and State of California their



to make, execute and deliver all conveyances required of them as aforesaid.

And whereas the said Railroad Company has all the lands hereinafter described according to the foregoing conditions - to Mr L. Wicks of the County of Los Angeles in the State of California for the sum of Sixteen hundred (\$16000) 00/100 Dollars which sum has been by him fully paid to the said D. C. Miller and Genrd L. Lansing. Parties as aforesaid.

Now therefore in consideration of the premises and the said sum of sixteen hundred (\$16000) 00/100 Dollars the receipt whereof is hereby acknowledged - the said Southern Pacific National Company and the said D. C. Miller and Genrd L. Lansing do hereby bargain, sell and convey to the said Mr L. Wicks his heirs and assigns the following described tract of land actually lying and being in the County of San Bernardino and State of California to-wit: all of Section No. 15 in Township Seven (7) North of Range Three (12) West - San Bernardino base and meridian containing six thousand and 00/100 (\$6000) 00/100 acres according to the United States Survey together with all the Privileges and Appurtenances thereto appertaining and pertaining to the said land and to the same in and by the said Act of Congress - and also the right to use all the water found on the surface and repairing of said Railroad and subject also to the reservation and condition that the said purchaser his heirs and assigns shall erect and maintain good and sufficient fences on both sides of said strip or strips of land and also reserve all claim of the United States to the same as owned land.

I have and do hold the approval for

the said M. L. Wicks his heirs and assigns to his  
their use and behoof forever.

In testimony whereof the said Eastern Pacific  
Railroad Company has caused these presents to be signed  
by its Vice President and Secretary and also with  
the corporate seal and the said D. Q. Mills and Jerome  
Lansing, Trustees by their joint attorney, Jerome  
Madden have subscribed their names and affixed their  
respective seals this 14th day of May 1887.

Chas. F. Crocker

Vice Pres. S. O. R. Co.

J. L. Willcutt

Sec. S. O. R. Co.

Jerome Madden }  
Secret. L. Lansing }  
By Jerome Madden

Their Joint Attorneys in fact

State of California,  
County of San Francisco, } ss. On this 14th day of May 1887 the year one thousand eight hundred and eighty seven (1887) before me, a Justice of the Peace in and for said County and State, San Francisco, did appear personally before me Charles F. Crocker known to me to be the Vice President and J. L. Willcutt known to me to be the Secretary of the Corporation that executed the within instrument and each of them acknowledged to me that such Corporation exists the laws and ordinances of the State of California and the Justice of the Peace appointed respectively appear Jerome Madden known to me to be the person whose name is subscribed to the within instrument as the Attorney in fact of D. Q. Mills and Jerome Lansing and acknowledge to me that he subscribed the names of said D. Q. Mills and Jerome Lansing thereto as principals and his

own name as Attorney in fact

In witness whereof I have hereunto set my hand and affixed my official seal at my office in the City and County of San Francisco, State of California, on the day and year above written.

Witness my hand

E. B. Ryan Notary Public in & for the City and County of San Francisco, State of California.

20. A full true and correct copy of the within recorded instrument of Grant of March 29th 1887 at 10 o'clock & a.m.

Frank Wilson County Recorder

By N. S. Corwell Deputy

This Agreement made and entered into the Twentieth day of April in the year of our Lord one thousand eight hundred and eighty seven Between John E. Pletcher of the County of Santa Clara State of California the party of the first part and the State of California the party of the second part - Intentional as to the said party of the first part in consideration of the sum of four hundred dollars on the part of the said party of the second part have in paper contained herein to wit and to wit in the said party of the second part and said second party agree to give in full certain lots or parcels of land situated in the County of Santa Clara County of California and State of California and more and for the same described as follows to wit

Block 14 in lot 10 of Block 14 of the Santa Clara now owned by the State of California in the Los Angeles County in California

Records for the sum of Four hundred Dollars lawful money of the United States and the said party of the



COPY

This is a true and certified copy of the record  
if it bears the seal, imprinted in purple ink,  
of the Registrar-Recorder/County Clerk

SEP 9 2016

*Deane C. Lynn* REGISTRAR-RECORDER/COUNTY CLERK  
LOS ANGELES COUNTY, CALIFORNIA





# State of California



## SECRETARY OF STATE

I, ALEX PADILLA, Secretary of State of the State of California, hereby certify:

That, Dean C. Logan whose name appears on the annexed certificate, was on September 09, 2016, the duly qualified and acting Registrar-Recorder/County Clerk of the County of Los Angeles, in said State.

That the seal affixed thereto is the seal of said County; that the signature thereon appears to be the signature of Dean C. Logan and that the annexed certificate is in due form and by proper officer.

In Witness Whereof, I execute  
this certificate and affix the  
Great Seal of the State of  
California this 13th  
day of September 2016.



*Alex Padilla*

Secretary of State

BY \_\_\_\_\_

*AP*





35

PL 95-586

Confirmation to

M. L. Wicks

There are 2 summaries for H.R.7971. **Passed Senate amended (10/12/1978) ▼**

Bill summaries are authored by CRS.

**Shown Here:**

**Passed Senate amended (10/12/1978)**

(Measure passed Senate, amended)

=Title I: To Validate the Conveyance of Certain Land in the State of California by the Southern Pacific Transportation Company= - Validates specified conveyances of specified land in the State of California by the Southern Pacific Transportation Company, as far as any interest of the United States in such land is concerned.

=Title II: To Confirm a Conveyance of Certain Real Property by the Southern Pacific Railroad Company to M. L. Wicks= - Confirms a conveyance of certain real property, with respect to all interests of the United States in its surface rights, by the Southern Pacific Railroad Company to a certain individual.

Retains the right-of-way granted to the Southern Pacific Railroad Company by a certain Act.

Reserves all oil, coal, or other minerals in such land to the United States.

=Title III: To Provide for the Conveyance of Certain Public Lands in Montana to the Occupants of the Land= - Authorizes the Secretary of the Interior to convey all right, title and interest (except mineral rights) in certain public lands in Montana to specified occupants of such lands.

Provides that acceptance of such conveyance by such occupants or their successors in interests shall constitute a waiver and release by them of all claims against the United States arising out of the operation, maintenance, or construction of the Canyon Ferry Unit, Pick-Sloan Missouri Basin program.

=Title IV: To Authorize the Secretary of the Interior to Convey all Right Title, and Interest of the United States in and to a Tract of Land Located in the Fairbanks Recording District, State of Alaska, to the Fairbanks North Star Borough= - Authorizes the Secretary of the Interior to convey all right, title, and interest of the United States in and to a specified tract of land located in the Fairbanks Recording District, Alaska, to the Fairbanks North Star Borough.

=Title V: Providing for Reinstatement and Validation of United States Oil and Gas Leases Numbered U-12871, U-12872, U-12874, U-12875, U-12876, U-12877, U-12878, U-12881, and U-13666= - Stipulates that certain United States oil and gas leases shall be held not to have been terminated by operation of law.

Directs the Secretary of the Interior to give notice to the last record holder of certain oil and gas leases of the amount of unpaid rental then accrued under said leases. Provides that such record holder shall pay such amount to the Secretary. Stipulates that if such rent is not paid, the provisions of this title shall be terminated.

=Title VI: For the Relief of Marian Law Shale Hollaway, Adeline Mary Gill Charles, and Eliza Shale Carstens= - Directs the Secretary of the Interior to pay three individuals in full settlement of such individuals' claims against the United States.

Prohibits the payment of more than ten percent of such appropriation to any agent or attorney for services rendered in connection with such claims. Provides for a fine not to exceed \$1,000 for violation of such prohibition.

=Title VII: Gospel-Hump Area Boundary Changes= - Changes the map references for the Gospel-Hump area of Idaho from "January 1978" to "September 1978."

=Title VIII: Kalmiopsis Wilderness Map Designation= - Amends the Endangered American Wilderness Act to adjust the northern boundary of the Kalmiopsis Wilderness Area, Oregon.

=Title IX: Fryingpan-Arkansas Reclamation Project= - Directs that the Fryingpan - Arkansas Federal reclamation project be carried out in accordance with the final environmental statement for such project and with those laws of Colorado relating to the establishment of minimum streamflows for the reasonable protection of the environment.

Establishes maximum rates for project diversions.

=Title X: To Convey Certain Geothermal Resources to the City of Boise, Idaho= - Authorizes and directs that the rights to geothermal resources, presently vested in the United States in certain real property, be transferred by the Secretary of the Interior in fee to the City of Boise, Idaho, upon payment by such city of the fair market value of the rights conveyed.

Allows the United States access for exploration of mineral resources not conveyed to the City.

=Title XI: To Add Certain Lands to the Targhee National Forest, Idaho= - Modifies the boundaries of the Targhee National Forest in Idaho to add certain lands.

=Title XII: Grand Canyon National Park= - Authorizes the Secretary of the Interior to sell by contract water located within Grand Canyon National Park for the Use of customers within Tusayan, Arizona, to a certain nonprofit entity authorized by State law to receive and distribute water within such city.

Public Law 95-586  
95th Congress

An Act

To validate certain land conveyances, and for other purposes.

Nov. 3, 1978  
[H.R. 7971]

*Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled,*

Land conveyances, validation.

TITLE I—TO VALIDATE THE CONVEYANCE OF CERTAIN LAND IN THE STATE OF CALIFORNIA BY THE SOUTHERN PACIFIC TRANSPORTATION COMPANY

SEC. 101. Subject to section 103, the conveyances executed by the Southern Pacific Transportation Company and described in section 102, involving certain land in San Joaquin County, California, forming a part of the right-of-way granted by the United States to the Central Pacific Railway Company under the Act entitled "An Act to aid in the construction of a railroad and telegraph line from the Missouri River to the Pacific Ocean, and to secure to the Government the use of the same for postal, military, and other purposes", approved July 1, 1862 (12 Stat. 489), as amended, are hereby legalized, validated, and confirmed, as far as any interest of the United States in such land is concerned, and shall have the same force and effect as if the land involved in each conveyance had been held, on the date of conveyance, under absolute free simple title by the Southern Pacific Transportation Company, subject to a reservation to the United States of the minerals therein.

EXHIBIT  
37

SEC. 102. The conveyances referred to in the first section of this Act are as follows:

Description.

(1) The conveyance entered into between the Southern Pacific Transportation Company, grantor, and Stokely-Van Camp, an Indiana corporation, as grantee, on March 2, 1973, and recorded as instrument numbered 55797 on December 3, 1973, book 3822, page 586, of the Official Records of San Joaquin County, California, describing the following lands: That certain parcel of land situate in the county of San Joaquin, State of California, being a portion of the west half of section 12, township 3 north, range 6 east, Mount Diablo base and meridian, described as follows:

The easterly 125 feet of the westerly 150 feet of lots 66, 67, 68, 69, the westerly 150 feet of lot 70 and the easterly 100 feet of the westerly 150 feet of lot 71, as said lots are shown on the map of the Lodi-Barnhart Tract, recorded November 5, 1906, in volume 3 of Maps and Plats, page 48, records of said county.

Excepting therefrom that portion of said lot 68 lying easterly of the easterly boundary of the land described in the deed dated August 27, 1962, to Stokely-Van Camp, Incorporated, recorded September 5, 1962, in book 2592, page 385, of Official Records, records of said county, and southerly of the easterly prolongation of the northerly boundary thereof.

(2) The conveyance entered into between the Southern Pacific Transportation Company, grantor, and Bernardino Barengo, a married man, as grantee, on June 27, 1973, and recorded as instrument

15

numbered 37943 on August 9, 1973, book 3792, page 21, of the Official Records of San Joaquin County, California, describing the following lands: That certain parcel of land situated in the county of San Joaquin, State of California, being a portion of the southwest quarter of section 24, township 4 north, range 6 east, Mount Diablo base and meridian, described as follows:

Commencing at the intersection of the original located center line of Southern Pacific Transportation Company's main track (Stockton to Sacramento) with a line that is parallel with and distant 20.00 feet northerly, measured at right angles, from the south line of said southwest quarter of section 24, said parallel line being the north line of Acampo Road (formerly Main Street);

thence north 88 degrees 36 minutes 00 seconds west, along said parallel line, 140.71 feet to a line that is parallel with and distant 135.00 feet westerly, measured at right angles, from said original located center line and the true point of beginning of the parcel of land to be described;

thence north 14 degrees 58 minutes 30 seconds west, along last said parallel line, 883.19 feet;

thence south 75 degrees 01 minutes 30 seconds west, at right angles from last said parallel line 9.40 feet to the southeasterly corner of the lands of Dino Barengo as described in deed recorded September 29, 1961, in book 2462, page 290, Official Records of said county;

thence northerly along the easterly line of said lands on the following four courses: (1) north 14 degrees 58 minutes 30 seconds west, parallel with said center line, 14.60 feet, (2) north 11 degrees 33 minutes 30 seconds west 100.00 feet, (3) north 9 degrees 39 minutes 30 seconds west 50.00 feet, (4) north 8 degrees 29 minutes 30 seconds west 27.60 feet;

thence south 67 degrees 42 minutes 00 seconds west, along the northerly line of last said lands 69.88 feet to a line that is parallel with and distant 200.00 feet westerly, measured at right angles, from said original located center line, last said parallel line being the westerly line of the 400-foot right-of-way granted by Act of Congress to the Central Pacific Railroad Company;

thence south 14 degrees 58 minutes 30 seconds east, along last said parallel line, 1046.81 feet to said north line of Acampo Road;

thence south 88 degrees 36 minutes 00 seconds east, along said north line, 67.75 feet to the true point of beginning, containing an area of 1.565 acres, more or less.

(3) The conveyance entered into between the Southern Pacific Transportation Company, grantor, and Calvin Clark III, a married man, as grantee, on November 4, 1974, and recorded as instrument numbered 56311 on December 9, 1974, book 3934, page 640, of the Official Records of San Joaquin County, California, describing the following lands: That certain real property situated in the county of San Joaquin, State of California, being a portion of section 24, township 4 north, range 6 east, Mount Diablo base and meridian, more particularly described as follows:

Commencing at the point of intersection of a line parallel with and distant 30 feet westerly, measured at right angles, from the easterly line of Sycamore Street, with the westerly prolongation of the northerly line of an alley in block 4 as said street, alley and block are shown on the map of the town of Acampo;

thence south 88 degrees 36 minutes 00 seconds east along said



prolongation, northerly line and its easterly prolongation thereof, 474.05 feet to a point in the southwesterly line of land (400 feet wide) of Southern Pacific Transportation Company;

thence north 14 degrees 58 minutes 30 seconds west along said southwesterly line being parallel with and distant 200.0 feet southwesterly, measured at right angles, from the original located center line of said company's main track (Tracy-Polk), 166.38 feet to a point in the northerly line of land of Dino Barengo as described in deed recorded September 29, 1961, in book 2462 of the Official Records, page 290, Records of San Joaquin County and the actual point of beginning of the parcel of land to be described;

thence continuing north 14 degrees 58 minutes 30 seconds west along said southwesterly line, 693.8 feet to a point in the southerly line of land now or formerly of George L. Keeney and E. M. Keeney; thence south 88 degrees 57 minutes east along the seconds west along said southwesterly line, 693.8 feet to a point distant 74.08 feet westerly, measured at right angles, from said center line of main track;

thence south 6 degrees 42 minutes east 96.05 feet;

thence south 8 degrees 29 minutes 30 seconds east 559.88 feet to a point in said northerly line of Dino Barengo, being distant 151.12 feet westerly, measured at right angles, from said center line;

thence south 67 degrees 42 minutes 00 seconds west along last said northerly line, 49.29 feet to the actual point of beginning, containing an area of 1.343 acres, more or less;

(4) The conveyance entered into between the Southern Pacific Transportation Company, grantor, and the city of Lodi, a municipal corporation, as grantee, on November 6, 1974, and recorded as instrument numbered 57584 on December 17, 1974, book 3937, page 183, of the Official Records of San Joaquin County, California, describing the following lands: That certain strip of land 125.00 feet in width, situate in the south half of section 36, township 4 north, range 6 east, Mount Diablo base and meridian, county of San Joaquin, State of California and described as follows:

A strip of land 125.00 feet wide lying contiguous to and easterly of a line parallel with and distant 75.00 feet easterly, measured at right angles, from the original located center line of Southern Pacific Transportation Company's main track (Stockton to Polk), and extending from that certain course described as "south 80 degrees 47 minutes west 200 feet, more or less" in the northerly boundary of the land described in deed dated July 13, 1967, from Southern Pacific Company to Jay Loveless recorded October 10, 1967, in book 3158, page 339, Official Records of San Joaquin County, northerly, to the northerly line of the 3.6-acre parcel of land described in deed dated May 22, 1915, from H. Bechthold et ux, to city of Lodi recorded June 25, 1915, in book "A", volume 266 of deeds, page 3, San Joaquin County Records, said northerly line being described in said deed as following the meanders of the southern bank of the Mokelumne River.

(5) The easement entered into between the Southern Pacific Transportation Company, grantor, and the city of Lodi, a municipal corporation, as grantee, for roadway purposes, on November 21, 1974, and recorded as instrument numbered 5528 on February 7, 1975, book 3952, page 203, of the Official Records of San Joaquin County, California, describing an easement upon the following property: That certain strip of land situate in the south half of section 36, township 4 north, range 6 east, Mount Diablo base and meridian, County of San Joaquin, State of California, and described as follows:



A strip of land 25.00 feet in width lying contiguous to and easterly of a line parallel and concentric with and distant 75.00 feet easterly, measured at right angles and radially, from the original located center line of Southern Pacific Transportation Company's main track (Stockton to Polk), and extending from the northerly line of the 20,480 square foot parcel of land described in Indenture dated August 24, 1960 from Southern Pacific Company to city of Lodi recorded September 12, 1960 in book 2334, page 421, San Joaquin County Records, northerly, to that certain course described as "south 80 degrees 47 minutes west 200 feet, more or less," in the northerly boundary of the land described in deed dated July 13, 1967, from Southern Pacific Company to Jay Loveless recorded October 10, 1967 in book 3158, page 339, Official Records of San Joaquin County, said 25.00 foot wide strip hereinabove described being also contiguous to and westerly of the westerly line of the 100.00 foot wide strip of land quit-claimed to Jay Loveless by said deed.

Reserving unto grantor, its successors and assigns, the right to construct, maintain, and use railroad, pipeline, communication, and transportation facilities in, upon, over, along, and across said property.

(6) The conveyance entered into between the Southern Pacific Transportation Company, grantor, and Edward W. Le Baron and Mable B. Le Baron, his wife, Donald Reynolds and Constance E. Reynolds, his wife, and Robert Reynolds and Carolyn W. Reynolds, his wife, as grantees on March 22, 1977, and recorded as instrument numbered 34048 on June 2, 1977, book 4267, page 458, of the official records of San Joaquin County, California, describing the following lands: That certain parcel of land situated in the southeast quarter of section 23 and southwest quarter of section 24, township 4 north, range 6 east, Mount Diablo base and meridian, County of San Joaquin, State of California, and more particularly described as follows:

Commencing at the point of intersection of a line parallel with and distant 30 feet westerly, measured at right angles, from the easterly line of Sycamore Street with the westerly prolongation of the northerly line of an alley in block 4, as said street, alley, and block are shown on the map of the town of Acampo;

thence south 88 degrees 36 minutes 00 seconds east, along said prolongation, said northerly line and its easterly prolongation, 474.05 feet to a point in the southwesterly line of land (400 feet wide) originally acquired by Central Pacific Railroad Company by virtue of Act of Congress dated July 1, 1862;

thence north 14 degrees 58 minutes 30 seconds west, along said southwesterly line, being parallel with and distant 200.0 feet southwesterly, measured at right angles, from the original location center line of main track (Tracy-Polk) now of the Southern Pacific Transportation Company, a distance of 860.18 feet to the northwesterly corner of the 1.343-acre parcel of land described in quitclaim deed dated November 4, 1974 from Southern Pacific Transportation Company to Calvin Clark III, recorded December 9, 1974 in book 3934, page 640, Official Records of San Joaquin County, and the true point of beginning of the parcel of land to be described;

thence continuing north 14 degrees 58 minutes 30 seconds west, along said southwesterly line, parallel with and distant 200.0 feet southwesterly, measured at right angles, from said center line of main track, a distance of 1,000 feet, more or less, to the north line of said southeast quarter of said section 23;

thence easterly along last said north line, 130.3 feet, more or less, to a point in a line parallel with and distant 74.08 feet southwesterly, measured at right angles, from said center line of said transportation company's main track;

thence south 14 degrees 58 minutes 30 seconds east, last said parallel line, 1,000 feet, more or less, to the northeasterly corner of said 1,343-acre parcel of land described in said deed dated November 4, 1974 to Calvin Clark III;

thence north 88 degrees 57 minutes west, along the northerly line of last said parcel, 131.02 feet to the true point of beginning, containing an area of 2.89 acres, more or less.

SEC. 103. (a) Nothing in this Act shall—

(1) diminish the right-of-way referred to in the first section of this Act to a width of less than fifty feet on each side of the center of the main track or tracks established and maintained by the Southern Pacific Company on the date of the enactment of this Act; or

(2) validate or confirm any right or title to, or interest in, the land referred to in the first section of this Act arising out of adverse possession, prescription, or abandonment, and not confirmed by conveyance made by the Southern Pacific Company before the date of the enactment of this Act.

(b) There is reserved to the United States all oil, coal, or other minerals in the land referred to in the first section of this Act, together with the right to prospect for, mine, and remove such oil, coal, or other minerals under such rules and regulations as the Secretary of the Interior may prescribe.

Rules and regulations.

## TITLE II—TO CONFIRM A CONVEYANCE OF CERTAIN REAL PROPERTY BY THE SOUTHERN PACIFIC RAILROAD COMPANY TO M. L. WICKS

SEC. 201. The conveyance described in section 202(a) of this Act involving certain real property in Los Angeles County, California, is hereby confirmed in the successors in interest to M. L. Wicks, the grantee in such conveyance, with respect to all interests of the United States in the rights to the real property described in section 202(b) of this Act. Portions of the real property described in such section 202(b) formed part of the right-of-way granted to the Southern Pacific Railroad Company, a corporation, by the United States by the Act entitled "An Act to incorporate the Texas Pacific Railroad Company, and to and in the Construction of its Road, and for other purposes", approved March 3, 1871 (16 Stat. 573).

SEC. 202. (a) The conveyance confirmed by this Act was made by a deed dated May 4, 1887, by the Southern Pacific Railroad Company, a corporation, and D. O. Mills and Gerrit L. Lansing, Trustees, to M. L. Wicks and recorded on May 9, 1887, in the office of the county recorder of Los Angeles County, in the Book of Official Records, Book 222 at page 172.

(b) The real property referred to in the first section of this Act is certain real property in the northwest quarter of the northeast quarter of section 15, township 7 north, range 12 west, San Bernardino Meridian, in Los Angeles County, California, more particularly described as follows:

Description.

Beginning at the intersection of the easterly line of Sierra Highway (formerly Antelope Avenue) 90 feet wide as shown on county surveyor's map numbered 8200 on file in the office of

the surveyor of said county with the easterly prolongation of the northerly line of Jackman Street (formerly 8th Street); thence easterly along said prolongation to the westerly line of the right-of-way, 100 feet wide, as reserved in that certain deed dated May 4, 1887, from Southern Pacific Railroad Company, a corporation, and D. O. Mills and Gerrit L. Lansing, trustees to M. L. Wicks, recorded May 9, 1887, in Book 222 at page 172, official records of said county; thence northerly along said westerly right-of-way line 624.34 feet more or less to the southerly line of Avenue I (formerly Sierra Madre Road); thence westerly along said southerly line of Avenue I to the easterly line of said Sierra Highway; thence southerly along said easterly line of Sierra Highway to the point of beginning.

Sec. 203. (a) Nothing in this Act shall—

Right-of-way.

(1) diminish the right-of-way referred to in the first section of this Act to a width of less than 50 feet on each side of the center of the main tract or tracts established and maintained by the Southern Pacific Company on the date of the enactment of this Act; or

(2) validate or confirm any right or title to, or interest in, the land referred to in the first section of this Act arising out of adverse possession, prescription, or abandonment, and not confirmed by conveyance made by the Southern Pacific Company before the date of the enactment of this Act.

Rules and regulations.

(b) There is reserved to the United States all oil, coal, or other minerals in the land referred to in the first section of this Act, together with the right to prospect for, mine, and remove such oil, coal, or other minerals under such rules and regulations as the Secretary of the Interior may prescribe.

### TITLE III—TO PROVIDE FOR THE CONVEYANCE OF CERTAIN PUBLIC LANDS IN MONTANA TO THE OCCUPANTS OF THE LAND

Sec. 301. The Secretary of the Interior is hereby authorized to convey to Francis T. Oleson and Zona I. Oleson, husband and wife; Dan Raymond and Elizabeth Louise Raymond, husband and wife; and Edward J. Bonderenko or their successors in interest, all right, title, and interest of the United States, except right, title, and interest in deposits of all minerals, in lands identified as tracts numbered 1, 2, and 3 in that part of the west half, southwest quarter of the northwest quarter, section 2, township 10 north, range 1 west, Montana principal meridian Lewis and Clark County, Montana, lying east of the "Erroneous Survey Line", lying north of the county road right-of-way as shown on Bureau of Reclamation drawing number 296-604-170, dated September 24, 1971, and as determined available for sale by the Secretary of the Interior. Such conveyance shall be made only upon applications by such aforementioned individuals therefor within six months after the date of this Act, and upon payment of the appraised fair market value of the land as of the date of sale plus the administrative costs, including costs of a land survey, of making the conveyance, as determined by the Secretary of the Interior within one year after notification by the Secretary of the Interior of the amount due. In determining the fair market value of the land, the Secretary of the Interior shall not include any values added to the land by Francis T. Oleson and Zona I. Oleson, husband and wife; Dan Raymond and Elizabeth Louise Raymond, hus-

1 **RECORDING REQUESTED by**  
2 Assignee Mumina Abdur Rahman **C/O M.L. WICKS**  
3 150 Main Street  
4 Los Angeles, California  
5  
6



7 **ASSIGNMENT OF CLAIMS 31 U.S CODE 3727**

8 California Code, Civil Code - CIV § 3344.1

9 **OPERATION M.L WICKS22©**

10 **WICKS SYSTEM22©**

11 P/ L/95-586 H.R.7971 -CONFIRMATION TO M.L WICKS BY SOUTHERN PACIFIC TRANSPORTATION COMPANY **No filing fee 6103**

12 **Executive Order 13565 Establishment of Intellectual Property Enforcement Advisory Committee**

13 **Conditional Acceptance and Notice of Intent to Preserve Interest Title 5 (commencing with**

14 **Sections 888.20) of Part 2 Division of the Civil Code Marketable Record Title**

15 **Assignee Mumina Abdur Rahman, Michelle Artice Gardner, DNA Olmec, December 22,2019, 22:22**

16 **APPOINTMENT AND NOTICE OF INTEREST RIGHTS AND RIGHT TO CONTROL THE DISPOSITION**  
17 **OF ALL ASSETS OF M.L.Wicks Trust & the natural man birthed in Aberdeen, Mississippi and Jennie**  
18 **Langley Wicks, maiden name Bowman ,birthed in Cairo,Illinois.**

19  
20  
21  
22 Holders of Private Bills Payable in **Gold Bonds**, at Forty- eight thousand (48), Forty- four thousand (44),  
23 **Seven Series**, issued by **Gerrit L. Lansing and Charles F. Crocker, D.O. Mills, J.L. Wilcutt** on April 1,  
24 1887. Made payable thirty years later from that dated **Gold Bonds** To be designated by the letter of the  
25 alphabet commencing with letter(A) followed by the succeeding letters in regular order to be including the  
26 letter(G) Series. (A) to consist of thirteen thousand bonds for one thousand dollars both inclusive and four  
27 thousand bonds for five hundred dollars. Series(B)to (F) Series(G). Value in (46) **Forty-Six Millions of**  
28 **Dollars. By the SOUTHERN PACIFIC TRANSPORTATION COMPANY BOOK 222-page 172**

29 Exhibit \_\_\_  
30

31 Including deeds ,voice, signatures, birth certificates, photographs of likeness with or without commercial  
32 value at the time of his and her death, because of his or her death, whether or not during the lifetime of  
33 that natural person the person used his or her name, On or in treaties old and new, land patents by the  
34 Department of Interior, ships, harbors, rivers ,bridges, products, land ,machinery, telegraph technology ,  
35 toys ,birds, electricity ,gas ,light beams and the unseen.  
36  
37


SML&WC

M-111



I declare under Penalty of Perjury that the  
8 Page(s) of the Document to which  
this statement is attached read(s) as follows

EXHIBIT 01

 print-friendly version

## Transcript of Treaty of Guadalupe Hidalgo (1848)

*TREATY OF PEACE, FRIENDSHIP, LIMITS, AND SETTLEMENT BETWEEN THE UNITED STATES OF AMERICA AND THE UNITED MEXICAN STATES CONCLUDED AT GUADALUPE HIDALGO, FEBRUARY 2, 1848; RATIFICATION ADVISED BY SENATE, WITH AMENDMENTS, MARCH 10, 1848; RATIFIED BY PRESIDENT, MARCH 16, 1848; RATIFICATIONS EXCHANGED AT QUERETARO, MAY 30, 1848; PROCLAIMED, JULY 4, 1848.*

IN THE NAME OF ALMIGHTY GOD

The United States of America and the United Mexican States animated by a sincere desire to put an end to the calamities of the war which unhappily exists between the two Republics and to establish Upon a solid basis relations of peace and friendship, which shall confer reciprocal benefits upon the citizens of both, and assure the concord, harmony, and mutual confidence wherein the two people should live, as good neighbors have for that purpose appointed their respective plenipotentiaries, that is to say: The President of the United States has appointed Nicholas P. Trist, a citizen of the United States, and the President of the Mexican Republic has appointed Don Luis Gonzaga Cuevas, Don Bernardo Couto, and Don Miguel Atristain, citizens of the said Republic; Who, after a reciprocal communication of their respective full powers, have, under the protection of Almighty God, the author of peace, arranged, agreed upon, and signed the following: Treaty of Peace, Friendship, Limits, and Settlement between the United States of America and the Mexican Republic.

### ARTICLE I

There shall be firm and universal peace between the United States of America and the Mexican Republic, and between their respective countries, territories, cities, towns, and people, without exception of places or persons.

### ARTICLE II

Immediately upon the signature of this treaty, a convention shall be entered into between a commissioner or commissioners appointed by the General-in-chief of the forces of the United States, and such as may be appointed by the Mexican Government, to the end that a provisional suspension of hostilities shall take place, and that, in the places occupied by the said forces, constitutional order may be reestablished, as regards the political, administrative, and judicial branches, so far as this shall be permitted by the circumstances of military occupation.

### ARTICLE III

Immediately upon the ratification of the present treaty by the Government of the United States, orders shall be transmitted to the commanders of their land and naval forces, requiring the latter (provided this treaty shall then have been ratified by the Government of the Mexican Republic, and the ratifications exchanged) immediately to desist from blockading any Mexican ports and requiring the former (under the same condition) to commence, at the earliest moment practicable, withdrawing all troops of the United States then in the interior of the Mexican Republic, to points that shall be selected by common agreement, at a distance from the seaports not exceeding thirty leagues; and such evacuation of the interior of the Republic shall be completed with the least possible delay; the Mexican Government hereby binding itself to afford every facility in its power for rendering the same convenient to the troops, on their march and in their new positions, and for promoting a good understanding between them and the inhabitants. In like manner orders shall be despatched to the persons in charge of the custom houses at all ports occupied by the forces of the United States, requiring them (under the same condition) immediately to deliver possession of the same to the persons authorized by the Mexican Government to receive it, together with all bonds and evidences of debt for duties on importations and on exportations, not yet fallen due. Moreover, a faithful and exact account shall be made out, showing the entire amount of all duties on imports and on exports, collected at such custom-houses, or elsewhere in Mexico, by authority of the United States, from and after the day of ratification of this treaty by the Government of the Mexican Republic; and also an account of the cost of collection; and such entire amount, deducting only the cost of collection, shall be delivered to the Mexican Government, at the city of Mexico, within three months after the exchange of ratifications.

The evacuation of the capital of the Mexican Republic by the troops of the United States, in virtue of the above stipulation, shall be completed in one month after the orders there stipulated for shall have been received by the commander of said troops, or sooner if possible.

### ARTICLE IV



Immediately after the exchange of ratifications of the present treaty all castles, forts, territories, places, and possessions, which have been taken or occupied by the forces of the United States during the present war, within the limits of the Mexican Republic, as about to be established by the following article, shall be definitely restored to the said Republic, together with all the artillery, arms, apparatus of war, munitions, and other public property, which were in the said castles and forts when captured, and which shall remain there at the time when this treaty shall be duly ratified by the Government of the Mexican Republic. To this end, immediately upon the signature of this treaty, orders shall be despatched to the American officers commanding such castles and forts, securing against the removal or destruction of any such artillery, arms, apparatus of war, munitions, or other public property. The city of Mexico, within the inner line of intrenchments surrounding the said city, is comprehended in the above stipulation, as regards the restoration of artillery, apparatus of war, & c.

The final evacuation of the territory of the Mexican Republic, by the forces of the United States, shall be completed in three months from the said exchange of ratifications, or sooner if possible; the Mexican Government hereby engaging, as in the foregoing article to use all means in its power for facilitating such evacuation, and rendering it convenient to the troops, and for promoting a good understanding between them and the inhabitants.

If, however, the ratification of this treaty by both parties should not take place in time to allow the embarkation of the troops of the United States to be completed before the commencement of the sickly season, at the Mexican ports on the Gulf of Mexico, in such case a friendly arrangement shall be entered into between the General-in-Chief of the said troops and the Mexican Government, whereby healthy and otherwise suitable places, at a distance from the ports not exceeding thirty leagues, shall be designated for the residence of such troops as may not yet have embarked, until the return of the healthy season. And the space of time here referred to as, comprehending the sickly season shall be understood to extend from the first day of May to the first day of November.

All prisoners of war taken on either side, on land or on sea, shall be restored as soon as practicable after the exchange of ratifications of this treaty. It is also agreed that if any Mexicans should now be held as captives by any savage tribe within the limits of the United States, as about to be established by the following article, the Government of the said United States will exact the release of such captives and cause them to be restored to their country.

## ARTICLE V

The boundary line between the two Republics shall commence in the Gulf of Mexico, three leagues from land, opposite the mouth of the Rio Grande, otherwise called Rio Bravo del Norte, or Opposite the mouth of its deepest branch, if it should have more than one branch emptying directly into the sea; from thence up the middle of that river, following the deepest channel, where it has more than one, to the point where it strikes the southern boundary of New Mexico; thence, westwardly, along the whole southern boundary of New Mexico (which runs north of the town called Paso) to its western termination; thence, northward, along the western line of New Mexico, until it intersects the first branch of the river Gila; (or if it should not intersect any branch of that river, then to the point on the said line nearest to such branch, and thence in a direct line to the same); thence down the middle of the said branch and of the said river, until it empties into the Rio Colorado; thence across the Rio Colorado, following the division line between Upper and Lower California, to the Pacific Ocean.

The southern and western limits of New Mexico, mentioned in the article, are those laid down in the map entitled "Map of the United Mexican States, as organized and defined by various acts of the Congress of said republic, and constructed according to the best authorities. Revised edition. Published at New York, in 1847, by J. Disturnell," of which map a copy is added to this treaty, bearing the signatures and seals of the undersigned Plenipotentiaries. And, in order to preclude all difficulty in tracing upon the ground the limit separating Upper from Lower California, it is agreed that the said limit shall consist of a straight line drawn from the middle of the Rio Gila, where it unites with the Colorado, to a point on the coast of the Pacific Ocean, distant one marine league due south of the southernmost point of the port of San Diego, according to the plan of said port made in the year 1782 by Don Juan Pantoja, second sailing-master of the Spanish fleet, and published at Madrid in the year 1802, in the atlas to the voyage of the schooners Sutil and Mexicana; of which plan a copy is hereunto added, signed and sealed by the respective Plenipotentiaries.

In order to designate the boundary line with due precision, upon authoritative maps, and to establish upon the ground landmarks which shall show the limits of both republics, as described in the present article, the two Governments shall each appoint a commissioner and a surveyor, who, before the expiration of one year from the date of the exchange of ratifications of this treaty, shall meet at the port of San Diego, and proceed to run and mark the said boundary in its whole course to the mouth of the Rio Bravo del Norte. They shall keep journals and make out plans of their operations; and the result agreed upon by them shall be deemed a part of this treaty, and shall have the same force as if it were inserted therein. The two

(2) The same perfect exemption shall be enjoyed by all such merchandise, effects, and property, imported subsequently to the restoration of the custom-houses, and previously to the sixty days fixed in the following article for the coming into force of the Mexican tariff at such ports respectively; the said merchandise, effects, and property being, however, at the time of their importation, subject to the payment of duties, as provided for in the said following article.

(3) All merchandise, effects, and property described in the two rules foregoing shall, during their continuance at the place of importation, and upon their leaving such place for the interior, be exempt from all duty, tax, or imposts of every kind, under whatsoever title or denomination. Nor shall they be there subject to any charge whatsoever upon the sale thereof.

(4) All merchandise, effects, and property, described in the first and second rules, which shall have been removed to any place in the interior, whilst such place was in the occupation of the forces of the United States, shall, during their continuance therein, be exempt from all tax upon the sale or consumption thereof, and from every kind of impost or contribution, under whatsoever title or denomination.

(5) But if any merchandise, effects, or property, described in the first and second rules, shall be removed to any place not occupied at the time by the forces of the United States, they shall, upon their introduction into such place, or upon their sale or consumption there, be subject to the same duties which, under the Mexican laws, they would be required to pay in such cases if they had been imported in time of peace, through the maritime custom-houses, and had there paid the duties conformably with the Mexican tariff.

(6) The owners of all merchandise, effects, or property, described in the first and second rules, and existing in any port of Mexico, shall have the right to reshipe the same, exempt from all tax, impost, or contribution whatever.

With respect to the metals, or other property, exported from any Mexican port whilst in the occupation of the forces of the United States, and previously to the restoration of the custom-house at such port, no person shall be required by the Mexican authorities, whether general or state, to pay any tax, duty, or contribution upon any such exportation, or in any manner to account for the same to the said authorities.

## **ARTICLE XX**

Through consideration for the interests of commerce generally, it is agreed, that if less than sixty days should elapse between the date of the signature of this treaty and the restoration of the custom houses, conformably with the stipulation in the third article, in such case all merchandise, effects and property whatsoever, arriving at the Mexican ports after the restoration of the said custom-houses, and previously to the expiration of sixty days after the day of signature of this treaty, shall be admitted to entry; and no other duties shall be levied thereon than the duties established by the tariff found in force at such custom-houses at the time of the restoration of the same. And to all such merchandise, effects, and property, the rules established by the preceding article shall apply.

## **ARTICLE XXI**

If unhappily any disagreement should hereafter arise between the Governments of the two republics, whether with respect to the interpretation of any stipulation in this treaty, or with respect to any other particular concerning the political or commercial relations of the two nations, the said Governments, in the name of those nations, do promise to each other that they will endeavour, in the most sincere and earnest manner, to settle the differences so arising, and to preserve the state of peace and friendship in which the two countries are now placing themselves, using, for this end, mutual representations and pacific negotiations. And if, by these means, they should not be enabled to come to an agreement, a resort shall not, on this account, be had to reprisals, aggression, or hostility of any kind, by the one republic against the other, until the Government of that which deems itself aggrieved shall have maturely considered, in the spirit of peace and good neighbourship, whether it would not be better that such difference should be settled by the arbitration of commissioners appointed on each side, or by that of a friendly nation. And should such course be proposed by either party, it shall be acceded to by the other, unless deemed by it altogether incompatible with the nature of the difference, or the circumstances of the case.

## **ARTICLE XXII**

If (which is not to be expected, and which God forbid) war should unhappily break out between the two republics, they do now, with a view to such calamity, solemnly pledge themselves to each other and to the world to observe the following rules; absolutely where the nature of the subject permits, and as closely as possible in all cases where such absolute observance shall be impossible:

(1) The merchants of either republic then residing in the other shall be allowed to remain twelve months (for those dwelling in the interior), and six months (for those dwelling at the seaports) to collect their debts and settle their affairs; during which periods they shall enjoy the same protection, and be on the same footing, in all respects, as the citizens or subjects of the

Governments will amicably agree regarding what may be necessary to these persons, and also as to their respective escorts, should such be necessary.

The boundary line established by this article shall be religiously respected by each of the two republics, and no change shall ever be made therein, except by the express and free consent of both nations, lawfully given by the General Government of each, in conformity with its own constitution.

## **ARTICLE VI**

The vessels and citizens of the United States shall, in all time, have a free and uninterrupted passage by the Gulf of California, and by the river Colorado below its confluence with the Gila, to and from their possessions situated north of the boundary line defined in the preceding article; it being understood that this passage is to be by navigating the Gulf of California and the river Colorado, and not by land, without the express consent of the Mexican Government.

If, by the examinations which may be made, it should be ascertained to be practicable and advantageous to construct a road, canal, or railway, which should in whole or in part run upon the river Gila, or upon its right or its left bank, within the space of one marine league from either margin of the river, the Governments of both republics will form an agreement regarding its construction, in order that it may serve equally for the use and advantage of both countries.

## **ARTICLE VII**

The river Gila, and the part of the Rio Bravo del Norte lying below the southern boundary of New Mexico, being, agreeably to the fifth article, divided in the middle between the two republics, the navigation of the Gila and of the Bravo below said boundary shall be free and common to the vessels and citizens of both countries; and neither shall, without the consent of the other, construct any work that may impede or interrupt, in whole or in part, the exercise of this right; not even for the purpose of favoring new methods of navigation. Nor shall any tax or contribution, under any denomination or title, be levied upon vessels or persons navigating the same or upon merchandise or effects transported thereon, except in the case of landing upon one of their shores. If, for the purpose of making the said rivers navigable, or for maintaining them in such state, it should be necessary or advantageous to establish any tax or contribution, this shall not be done without the consent of both Governments.

The stipulations contained in the present article shall not impair the territorial rights of either republic within its established limits.

## **ARTICLE VIII**

Mexicans now established in territories previously belonging to Mexico, and which remain for the future within the limits of the United States, as defined by the present treaty, shall be free to continue where they now reside, or to remove at any time to the Mexican Republic, retaining the property which they possess in the said territories, or disposing thereof, and removing the proceeds wherever they please, without their being subjected, on this account, to any contribution, tax, or charge whatever.

Those who shall prefer to remain in the said territories may either retain the title and rights of Mexican citizens, or acquire those of citizens of the United States. But they shall be under the obligation to make their election within one year from the date of the exchange of ratifications of this treaty; and those who shall remain in the said territories after the expiration of that year, without having declared their intention to retain the character of Mexicans, shall be considered to have elected to become citizens of the United States.

In the said territories, property of every kind, now belonging to Mexicans not established there, shall be inviolably respected. The present owners, the heirs of these, and all Mexicans who may hereafter acquire said property by contract, shall enjoy with respect to it guarantees equally ample as if the same belonged to citizens of the United States.

## **ARTICLE IX**

The Mexicans who, in the territories aforesaid, shall not preserve the character of citizens of the Mexican Republic, conformably with what is stipulated in the preceding article, shall be incorporated into the Union of the United States, and be admitted at the proper time (to be judged of by the Congress of the United States) to the enjoyment of all the rights of citizens of the United States, according to the principles of the Constitution; and in the mean time, shall be maintained and protected in the free enjoyment of their liberty and property, and secured in the free exercise of their religion without restriction.

## **ARTICLE X**

[Stricken out]

## **Article XI**

Considering that a great part of the territories, which, by the present treaty, are to be comprehended for the future within the limits of the United States, is now occupied by savage tribes, who will hereafter be under the exclusive control of the Government of the United States, and whose incursions within the territory of Mexico would be prejudicial in the extreme, it is solemnly agreed that all such incursions shall be forcibly restrained by the Government of the United States whensoever this may be necessary; and that when they cannot be prevented, they shall be punished by the said Government, and satisfaction for the same shall be exacted all in the same way, and with equal diligence and energy, as if the same incursions were meditated or committed within its own territory, against its own citizens.

It shall not be lawful, under any pretext whatever, for any inhabitant of the United States to purchase or acquire any Mexican, or any foreigner residing in Mexico, who may have been captured by Indians inhabiting the territory of either of the two republics; nor to purchase or acquire horses, mules, cattle, or property of any kind, stolen within Mexican territory by such Indians.

And in the event of any person or persons, captured within Mexican territory by Indians, being carried into the territory of the United States, the Government of the latter engages and binds itself, in the most solemn manner, so soon as it shall know of such captives being within its territory, and shall be able so to do, through the faithful exercise of its influence and power, to rescue them and return them to their country, or deliver them to the agent or representative of the Mexican Government. The Mexican authorities will, as far as practicable, give to the Government of the United States notice of such captures; and its agents shall pay the expenses incurred in the maintenance and transmission of the rescued captives; who, in the mean time, shall be treated with the utmost hospitality by the American authorities at the place where they may be. But if the Government of the United States, before receiving such notice from Mexico, should obtain intelligence, through any other channel, of the existence of Mexican captives within its territory, it will proceed forthwith to effect their release and delivery to the Mexican agent, as above stipulated.

For the purpose of giving to these stipulations the fullest possible efficacy, thereby affording the security and redress demanded by their true spirit and intent, the Government of the United States will now and hereafter pass, without unnecessary delay, and always vigilantly enforce, such laws as the nature of the subject may require. And, finally, the sacredness of this obligation shall never be lost sight of by the said Government, when providing for the removal of the Indians from any portion of the said territories, or for its being settled by citizens of the United States; but, on the contrary, special care shall then be taken not to place its Indian occupants under the necessity of seeking new homes, by committing those invasions which the United States have solemnly obliged themselves to restrain.

## **ARTICLE XII**

In consideration of the extension acquired by the boundaries of the United States, as defined in the fifth article of the present treaty, the Government of the United States engages to pay to that of the Mexican Republic the sum of fifteen millions of dollars.

Immediately after the treaty shall have been duly ratified by the Government of the Mexican Republic, the sum of three millions of dollars shall be paid to the said Government by that of the United States, at the city of Mexico, in the gold or silver coin of Mexico. The remaining twelve millions of dollars shall be paid at the same place, and in the same coin, in annual installments of three millions of dollars each, together with interest on the same at the rate of six per centum per annum. This interest shall begin to run upon the whole sum of twelve millions from the day of the ratification of the present treaty by the Mexican Government, and the first of the installments shall be paid at the expiration of one year from the same day. Together with each annual installment, as it falls due, the whole interest accruing on such installment from the beginning shall also be paid.

## **ARTICLE XIII**

The United States engage, moreover, to assume and pay to the claimants all the amounts now due them, and those hereafter to become due, by reason of the claims already liquidated and decided against the Mexican Republic, under the conventions between the two republics severally concluded on the eleventh day of April, eighteen hundred and thirty-nine, and on the thirtieth day of January, eighteen hundred and forty-three; so that the Mexican Republic shall be absolutely exempt, for the future, from all expense whatever on account of the said claims.

## **ARTICLE XIV**

The United States do furthermore discharge the Mexican Republic from all claims of citizens of the United States, not heretofore decided against the Mexican Government, which may have arisen previously to the date of the signature of this



treaty; which discharge shall be final and perpetual, whether the said claims be rejected or be allowed by the board of commissioners provided for in the following article, and whatever shall be the total amount of those allowed.

## **ARTICLE XV**

The United States, exonerating Mexico from all demands on account of the claims of their citizens mentioned in the preceding article, and considering them entirely and forever canceled, whatever their amount may be, undertake to make satisfaction for the same, to an amount not exceeding three and one-quarter millions of dollars. To ascertain the validity and amount of those claims, a board of commissioners shall be established by the Government of the United States, whose awards shall be final and conclusive; provided that, in deciding upon the validity of each claim, the board shall be guided and governed by the principles and rules of decision prescribed by the first and fifth articles of the unratified convention, concluded at the city of Mexico on the twentieth day of November, one thousand eight hundred and forty-three; and in no case shall an award be made in favour of any claim not embraced by these principles and rules.

If, in the opinion of the said board of commissioners or of the claimants, any books, records, or documents, in the possession or power of the Government of the Mexican Republic, shall be deemed necessary to the just decision of any claim, the commissioners, or the claimants through them, shall, within such period as Congress may designate, make an application in writing for the same, addressed to the Mexican Minister of Foreign Affairs, to be transmitted by the Secretary of State of the United States; and the Mexican Government engages, at the earliest possible moment after the receipt of such demand, to cause any of the books, records, or documents so specified, which shall be in their possession or power (or authenticated copies or extracts of the same), to be transmitted to the said Secretary of State, who shall immediately deliver them over to the said board of commissioners; provided that no such application shall be made by or at the instance of any claimant, until the facts which it is expected to prove by such books, records, or documents, shall have been stated under oath or affirmation.

## **ARTICLE XVI**

Each of the contracting parties reserves to itself the entire right to fortify whatever point within its territory it may judge proper so to fortify for its security.

## **ARTICLE XVII**

The treaty of amity, commerce, and navigation, concluded at the city of Mexico, on the fifth day of April, A. D. 1831, between the United States of America and the United Mexican States, except the additional article, and except so far as the stipulations of the said treaty may be incompatible with any stipulation contained in the present treaty, is hereby revived for the period of eight years from the day of the exchange of ratifications of this treaty, with the same force and virtue as if incorporated therein; it being understood that each of the contracting parties reserves to itself the right, at any time after the said period of eight years shall have expired, to terminate the same by giving one year's notice of such intention to the other party.

## **ARTICLE XVIII**

All supplies whatever for troops of the United States in Mexico, arriving at ports in the occupation of such troops previous to the final evacuation thereof, although subsequently to the restoration of the custom-houses at such ports, shall be entirely exempt from duties and charges of any kind; the Government of the United States hereby engaging and pledging its faith to establish and vigilantly to enforce, all possible guards for securing the revenue of Mexico, by preventing the importation, under cover of this stipulation, of any articles other than such, both in kind and in quantity, as shall really be wanted for the use and consumption of the forces of the United States during the time they may remain in Mexico. To this end it shall be the duty of all officers and agents of the United States to denounce to the Mexican authorities at the respective ports any attempts at a fraudulent abuse of this stipulation, which they may know of, or may have reason to suspect, and to give to such authorities all the aid in their power with regard thereto; and every such attempt, when duly proved and established by sentence of a competent tribunal, they shall be punished by the confiscation of the property so attempted to be fraudulently introduced.

## **ARTICLE XIX**

With respect to all merchandise, effects, and property whatsoever, imported into ports of Mexico, whilst in the occupation of the forces of the United States, whether by citizens of either republic, or by citizens or subjects of any neutral nation, the following rules shall be observed:

- (1) All such merchandise, effects, and property, if imported previously to the restoration of the custom-houses to the Mexican authorities, as stipulated for in the third article of this treaty, shall be exempt from confiscation, although the importation of the same be prohibited by the Mexican tariff.



most friendly nations; and, at the expiration thereof, or at any time before, they shall have full liberty to depart, carrying off all their effects without molestation or hindrance, conforming therein to the same laws which the citizens or subjects of the most friendly nations are required to conform to. Upon the entrance of the armies of either nation into the territories of the other, women and children, ecclesiastics, scholars of every faculty, cultivators of the earth, merchants, artisans, manufacturers, and fishermen, unarmed and inhabiting unfortified towns, villages, or places, and in general all persons whose occupations are for the common subsistence and benefit of mankind, shall be allowed to continue their respective employments, unmolested in their persons. Nor shall their houses or goods be burnt or otherwise destroyed, nor their cattle taken, nor their fields wasted, by the armed force into whose power, by the events of war, they may happen to fall; but if the necessity arise to take anything from them for the use of such armed force, the same shall be paid for at an equitable price. All churches, hospitals, schools, colleges, libraries, and other establishments for charitable and beneficent purposes, shall be respected, and all persons connected with the same protected in the discharge of their duties, and the pursuit of their vocations.

(2). In order that the fate of prisoners of war may be alleviated all such practices as those of sending them into distant, inclement or unwholesome districts, or crowding them into close and noxious places, shall be studiously avoided. They shall not be confined in dungeons, prison ships, or prisons; nor be put in irons, or bound or otherwise restrained in the use of their limbs. The officers shall enjoy liberty on their paroles, within convenient districts, and have comfortable quarters; and the common soldiers shall be disposed in cantonments, open and extensive enough for air and exercise and lodged in barracks as roomy and good as are provided by the party in whose power they are for its own troops. But if any officer shall break his parole by leaving the district so assigned him, or any other prisoner shall escape from the limits of his cantonment after they shall have been designated to him, such individual, officer, or other prisoner, shall forfeit so much of the benefit of this article as provides for his liberty on parole or in cantonment. And if any officer so breaking his parole or any common soldier so escaping from the limits assigned him, shall afterwards be found in arms previously to his being regularly exchanged, the person so offending shall be dealt with according to the established laws of war. The officers shall be daily furnished, by the party in whose power they are, with as many rations, and of the same articles, as are allowed either in kind or by commutation, to officers of equal rank in its own army; and all others shall be daily furnished with such ration as is allowed to a common soldier in its own service; the value of all which supplies shall, at the close of the war, or at periods to be agreed upon between the respective commanders, be paid by the other party, on a mutual adjustment of accounts for the subsistence of prisoners; and such accounts shall not be mingled with or set off against any others, nor the balance due on them withheld, as a compensation or reprisal for any cause whatever, real or pretended. Each party shall be allowed to keep a commissary of prisoners, appointed by itself, with every cantonment of prisoners, in possession of the other; which commissary shall see the prisoners as often as he pleases; shall be allowed to receive, exempt from all duties a taxes, and to distribute, whatever comforts may be sent to them by their friends; and shall be free to transmit his reports in open letters to the party by whom he is employed. And it is declared that neither the pretense that war dissolves all treaties, nor any other whatever, shall be considered as annulling or suspending the solemn covenant contained in this article. On the contrary, the state of war is precisely that for which it is provided; and, during which, its stipulations are to be as sacredly observed as the most acknowledged obligations under the law of nature or nations.

### **ARTICLE XXIII**

This treaty shall be ratified by the President of the United States of America, by and with the advice and consent of the Senate thereof; and by the President of the Mexican Republic, with the previous approbation of its general Congress; and the ratifications shall be exchanged in the City of Washington, or at the seat of Government of Mexico, in four months from the date of the signature hereof, or sooner if practicable. In faith whereof we, the respective Plenipotentiaries, have signed this treaty of peace, friendship, limits, and settlement, and have hereunto affixed our seals respectively. Done in quintuplicate, at the city of Guadalupe Hidalgo, on the second day of February, in the year of our Lord one thousand eight hundred and forty-eight.

**N. P. TRIST**  
**LUIS P. CUEVAS**  
**BERNARDO COUTO**  
**MIGL. ATRISTAIN**

In the Name of Almighty God:

The Republic of Mexico and the United States of America desiring to remove every cause of disagreement, which might interfere in any manner with the better friendship and intercourse between the two countries; and especially, in respect to the true limits which should be established, when notwithstanding what was covenanted in the Treaty of Guadalupe Hidalgo in the year 1848, opposite interpretations have been urged, which might give occasion to questions of serious moment: to avoid these, and to strengthen and more firmly maintain the peace, which happily prevails between the two Republics, the President

En el nombre de Dios Todopoderoso.

La República de México y los Estados Unidos de América, deseando remover toda causa de desacuerdo que pudiera influir en algun modo en contra de la mejor amistad y correspondencia entre ambos Países, y especialmente por lo respectivo á los verdaderos límites que deben fijarse, cuando no obstante lo pactado en el Tratado de Guadalupe Hidalgo en el año 1848, aún se han suscitado algunas interpretaciones encontradas que pudieran ser ocasion de cuestiones de grave trascendencia; para evitarlas, y afirmar y corroborar mas la paz que felizmente reina entre ambas Repúblicas, el Presidente de México ha nombrado á este fin con el caracter de

I declare under Penalty of Perjury that the  
8 Page(s) of the Document to which  
this statement is attached read(s) as follows

EXHIBIT L1

I declare under Penalty of Perjury that the  
\_\_\_\_\_ Page(s) of the Document to which  
this statement is attached read(s) as follows

**TRANSCRIPTION OF An Act to aid in the Construction of a Railroad and Telegraph Line from the Missouri River to the Pacific Ocean, and to secure to the Government the Use of the same for Postal, Military, and Other Purposes.**

L1

**CHAP. CXX. — An Act to aid in the Construction of a Railroad and Telegraph Line from the Missouri River to the Pacific Ocean, and to secure to the Government the Use of the same for Postal, Military, and Other Purposes.**

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled, That Walter S. Burgess, William P. Blodget, Benjamin H. Cheever, Charles Fosdick Fletcher, of Rhode Island; Augustus Brewster, Henry P. Haven, Cornelius S. Bushnell, Henry Hammond, of Connecticut; Isaac Sherman, Dean Richmond, Royal Phelps, William H. Ferry, Henry A. Paddock, Lewis J. Stancliff, Charles A. Secor, Samuel R. Campbell, Alfred E. Tilton, John Anderson, Azariah Boody, John S. Kennedy, H. Carver, Joseph Field, Benjamin F. Camp, Orville W. Childs, Alexander J. Bergen, Benjamin Holli-day, D. N. Barney, S. De Witt Bloodgood, William H. Grant, Thomas W. Olcott, Samuel B. Ruggles, James B. Wilson, of New York; Ephraim Marsh, Charles M. Harker, of New Jersey; John Edgar Thompson, Benjamin Haywood, Joseph H. Scranton, Joseph Harrison, George W. Cass, John H. Bryant, Daniel J. Morell, Thomas M. Howe, William F. Johnson, Robert Finney, John A. Green, E. R. Myer, Charles F. Wells, junior, of Pennsylvania; Noah L. Wilson, Amasa Stone, William H. Clement, S. S. L'Hommedieu, John Brough, William Dennison, Jacob Blickinsderfer, of Ohio; William M. McPherson, R. W. Wells, Willard P. Hall, Armstrong Beatty, John Corby, of Missouri; S. J. Hensley, Peter Donahue, C. P. Huntington, T. D. Judah, James Bailey, James T. Ryan, Charles Hosmer, Charles Marsh, D. O. Mills, Samuel Bell, Louis McLal1e, George W. Mowe, Charles McLaughlin, Timothy Dame, John R. Robinson, of California; John Atchison and John D. Winters, of the Territory of Nevada; John D. Campbell, R. N. Rice, Charles A. Trowbridge, and Ransom Gardner, Charles W. Penny, Charles T. Gorham, William McConnell, of Michigan; William F. Coolbaugh, Lucius H. Langworthy, Hugh T. Reid, Hoyt Sherman, Lyman Cook, Samuel R. Curtis, Lewis A. Thomas, Platt Smith, of Iowa; William B. Ogden, Charles G. Hammond, Henry Farnum, Amos C. Babcock, W. Seldon Gale, Nehemiah Bushnell and Lorenzo Bull, of Illinois; William H. Swift, Samuel T. Dana, John Bertram, Franklin S. Stevens, Edward R. Tinker, of Massachusetts; Franklin Gorin, Laban J. Bradford, and John T. Levis, of Kentucky; James Dunning, John M. Wood, Edwin Noyes, Joseph Eaton, of Maine; Henry H. Baxter, George W. Collamer, Henry Keyes, Thomas H. Canfield, of Vermont; William S. Ladd, A. M. Berry, Benjamin F. Harding, of Oregon; William Bunn, junior, John Catlin, Levi Sterling, John Thompson, Ellhu L. Phillips, Walter D. McIndoe, T. B. Stoddard, E.H. Brodhead, A. H. Virgin, of Wisconsin; Charles Paine, Thomas A. Morris, David C. Branham, Samuel Hanna, Jonas Votaw, Jesse L. Williams, Isaac C. Elston, of Indiana; Thomas Swan, Chauncey Brooks, Edward Wilkins, of Maryland; Francis R. E. Cornell, David Blakely, A. D. Seward, Henry A. Swift, Dwight Woodbury, John McKusick, John R. Jones, of Minnesota; Joseph A. Gilmore, Charles W. Woodman, of New Hampshire; W. H. Grimes, J. C. Stone, Chester Thomas, John Kerr, Werter R. Davis, Luther C. Challiss, Josiah Miller, of Kansas; Gilbert C. Monell and Augustus Kountz, T. M. Marquette, William H. Taylor, Alyin Saunders, of Nebraska; John Evans, of Colorado; together with commissioners to be appointed by the Secretary of the Interior, and all persons who shall or may be associated with them, and their successors, are hereby created and erected into a body corporate and politic in deed and in law, by the name, style, and title of "The Union Pacific Railroad Company;" and by that name shall have perpetual succession, and shall be able to sue and to be sued, plead and be impleaded, defend and be defended, in all courts of law and equity within the United States, and may make and have a common seal; and the said corporation is hereby authorized and empowered to layout, locate, construct, furnish, maintain, and enjoy a continuous railroad and telegraph, with the appurtenances, from a point on the one hundredth meridian of longitude west from Greenwich, between the south margin of the valley of the Republican River and the north margin of the valley of the Platte River, in the Territory of Nebraska, to the western boundary of Nevada Territory, upon the route and terms hereinafter provided, and is hereby vested with all the powers, privileges, and immunities necessary to carry into effect the purposes of this act as herein set forth. The capital stock of said company shall consist of one hundred thousand shares of one thousand dollars each, which shall be subscribed for and held in not more than two hundred shares by anyone person and shall be transferable in such manner as the by-laws of said corporation shall provide. The persons hereinbefore



named, together with those to be appointed by the Secretary of the Interior, are hereby constituted and appointed commissioners, and such body shall be called the Board of Commissioners of the Union Pacific Railroad and Telegraph Company, and twenty-five shall constitute a quorum for the transaction of business. The first meeting of said board shall be held at Chicago at such time as the commissioners from Illinois herein named shall appoint, not more than three nor less than one month after the passage of this act, notice of which shall be given by them to the other commissioners by depositing a call thereof in the post office at Chicago, postpaid, to their address at least forty days before said meeting, and also by publishing said notice in one daily newspaper in each of the cities of Chicago and Saint Louis. Said board shall organize by the choice from its number of a president, secretary, and treasurer, and they shall require from said treasurer such bonds as may be deemed proper and may from time to time increase the amount thereof as they may deem proper. It shall be the duty of said board of commissioners to open books, or cause books to be opened, at such times and in such principal cities in the United States as they or a quorum of them shall determine, to receive subscriptions to the capital stock of said corporation, and a cash payment of ten per centum on all subscriptions, and to receipt therefor. So soon as two thousand shares shall be in good faith subscribed for, and ten dollars per share actually paid into the treasury of the company, the said president and secretary of said board of commissioners shall appoint a time and place for the first meeting of the subscribers to the stock of said company, and shall give notice thereof in at least one newspaper in each State in which subscription books have been opened at least thirty days previous to the day of meeting, and such subscribers as shall attend the meeting so called, either in person or by proxy, shall then and there elect by ballot not less than thirteen directors for said corporation; and in such election each share of said capital shall entitle the owner thereof to one vote. The president and secretary of the board of commissioners shall act as inspectors of said election, and shall certify under their hands the names of the directors elected at said meeting; and the said commissioners, treasurer, and secretary shall then deliver over to said directors all the properties, subscription books and other books in their possession, and thereupon the duties of said commissioners, and the officers previously appointed by them shall cease and determine forever, and thereafter the stockholders shall constitute said body politic and corporate. At the time of the first and each triennial election of directors by the stockholders two additional directors shall be appointed by the President of the United States, who shall act with the body of directors, and to be denominated directors on the part of the government; any vacancy happening in the government directors at any time may be filled by the President of the United States. The directors to be appointed by the President shall not be stockholders in the Union Pacific Railroad Company. The directors so chosen shall, as soon as may be after their election, elect from their own number a president and vice-president, and shall also elect a treasurer and secretary. No person shall be a director in said company unless he shall be a bona fide owner of at least five shares of stock in the said company, except the two directors to be appointed by the President as aforesaid. Said company, at any regular meeting of the stockholders called for that purpose, shall have power to make by-laws, rules, and regulations as they shall deem needful and proper, touching the disposition of the stock, property, estate, and effects of the company, not inconsistent herewith, the transfer of shares, the term of office, duties, and conduct of their officers and servants, and all matters whatsoever which may appertain to the concerns of said company; and the said board of directors shall have power to appoint such engineers, agents, and subordinates as may from time to time be necessary to carry into effect the object of this act, and to do all acts and things touching the location and construction of said road and telegraph. Said directors may require payment of subscriptions to the capital stock, after due notice, at such times and in such proportions as they shall deem necessary to complete the railroad and telegraph within the time in this act prescribed. Said president, vice-president, and directors shall hold their office for three years, and until their successors are duly elected and qualified, or for such less time as the by-laws of the corporation may prescribe; and a majority of said directors shall constitute a quorum for the transaction of business. The secretary and treasurer shall give such bonds, with such security, as the said board shall from time to time require and shall hold their offices at the will and pleasure of the directors. Annual meetings of the stockholders of the said corporation, for the choice of officers (when they are to be chosen) and for the transaction of annual business, shall be holden at such time and place and upon such notice as may be prescribed in the by-laws.

SEC. 2. And he it further enacted, That the right of way through the public lands be, and the same is hereby, granted to said company for the construction of said railroad and telegraph line; and the right,

power, and authority is hereby given to said company to take from the public lands adjacent to the line of said road, earth, stone, timber, and other materials for the construction thereof; said right of way is granted to said railroad to the extent of two hundred feet in width on each side of said railroad where it may pass over the public lands, including all necessary grounds for stations, buildings, workshops, and depots, machine shops, switches, side tracks, turntables, and, water stations. The United States shall extinguish as rapidly as may be the Indian titles to all lands falling under the operation of this act and required for the said right of way and; grants hereinafter made.

SEC 3. And be it further enacted, That there be, and is hereby , granted to the said company, for the purpose of aiding in the construction , of said railroad and telegraph line, and to secure the safe and speedy transportation of the mails, troops, munitions of war, and public stores thereon, every alternate section of public land, designated by odd numbers, to the amount of five alternate sections per mile on each side of said railroad, on the line thereof, and within the limits often miles on each side of said road, not sold, reserved, or otherwise disposed of by the United States, and to which a preemption or homestead claim may not have attached, at the time the line of said road is definitely fixed : Provided, That all mineral lands shall be excepted from the operation of this act; but where the same shall contain timber, the timber thereon is hereby granted to said company. And all such lands, so granted by this section, which shall not be sold or disposed of by said company within three years after the entire road shall have been completed, shall be subject to settlement and preemption, like other lands, at a price not exceeding one dollar and twenty-five cents per acre, to be paid to said company.

SEC. 4. And be it further enacted, That whenever said company shall have completed forty consecutive miles of any portion of said railroad and telegraph line, ready for the service contemplated by this act, and supplied with all necessary drains, culverts, viaducts, crossings, sidings, bridges, turnouts, watering places, depots, equipment's, furniture, and all other appurtenances of a first class railroad, the rails and all the other iron used in the construction and equipment of said road to be American manufacture of the best quality, the President of the United States shall appoint three commissioners to examine the same and report to him in relation thereto; and if it shall appear to him that forty consecutive miles of said railroad and telegraph line have been completed and equipped in all respects as required by this act, then, upon certificate of said commissioners to that effect, patents shall issue conveying the right and title to said lands to said company, on each side of the road as far as the same is completed, to the amount aforesaid; and patents shall in like manner issue as each forty miles of said railroad and telegraph line are completed, upon certificate of said commissioners. Any vacancies occurring in said board of commissioners by death, resignation, or otherwise, shall be filled by the President of the United States: Provided, however, That Do such commissioners shall be appointed by the President of the United States unless there shall be presented to him a statement, verified on oath by the president of said company, that such forty miles have been completed, in the manner required by this act, and setting forth with certainty the points where such forty miles begin and where the same end;; which oath shall be taken before a judge of a court of record.

SEC. 5. And be it further enacted, That for the purposes herein mentioned the Secretary of the Treasury shall, upon the certificate in writing of said commissioners of the completion and equipment of forty consecutive miles of said railroad and telegraph, in accordance with the provisions of this act, issue to said company bonds of the United States of one thousand dollars each, payable in thirty years after date, bearing six per centum per annum interest (said interest payable semi-annually,) which interest may be paid in United States treasury notes or any other money or currency which the United States have or shall declare lawful money and a legal tender, to the amount of sixteen of said bonds per mile for such section of forty miles; and to secure the repayment to the United States, as hereinafter provided, of the amount of said bonds so issued and delivered to said company, together with all interest thereon which .shall have been paid by the United States, the issue of said bonds and delivery to the company shall ipso facto constitute a first mortgage on the whole line of the railroad and telegraph, together with the rolling stock, fixtures and property of every kind and description, and in consideration of which said bonds may be issued ; and on the refusal or failure of said company to redeem said bonds, or any part of them, when required so to do by the Secretary of the Treasury, in accordance with the provisions of this act the said road, with all the rights, functions, immunities, and appurtenances thereunto belonging, and also all lands granted to the said company by the United States, which, at the time of said default, shall remain in the ownership of the said company, may be taken possession of by the Secretary of the Treasury, for the use

and benefit of the United States: Provided, this section shall not apply to that part of any road now constructed.

SEC. 6. And be it further enacted, That the grants aforesaid are made upon condition that said company shall pay said bonds at maturity, and shall keep said railroad and telegraph line in repair and use, and shall at all times transmit dispatches over said telegraph line, and transport mails, troops, and munitions of war, supplies, and public storage upon said railroad for the government, whenever required to do so by any department, thereof, and that the government shall at all times have the preference in the use of the same for all the purposes aforesaid, (at fair and reasonable rates of compensation, not to exceed the amounts paid by private parties for the same kind of service;) and all compensation for services rendered for the government shall be applied to the payment of said bonds and interest until the whole amount is fully paid. Said company may also pay the United States, wholly or in part, in the same or other bonds, treasury notes, or other evidences of debt against the United States, to be allowed at par; and after said road is completed, until said bonds and interest are paid, at least five per centum of the net earnings of said road shall also be annually applied to the payment thereof.

SEC. 7. And be it further enacted, That said company shall file their assent to this act, under the seal of said company, in the Department of the Interior, within one year after the passage of this act, and shall complete said railroad and telegraph from the point of beginning, as herein provided, to the western boundary of Nevada Territory before the first day of July, one thousand eight hundred and seventy-four: Provided, That within two years after the passage of this act said company shall designate the general route of said road, as near as may be, and shall file a map of the same in the Department of the Interior, whereupon the Secretary of the Interior shall cause the lands within fifteen miles of said designated route or routes to be withdrawn from preemption, private entry, and sale; and when any portion of said route shall be finally located, the Secretary of the Interior shall cause the said lands hereinbefore granted to be surveyed and set off as fast as may be necessary for the purposes herein named: Provided, That in fixing the point of connection of the main trunk with the eastern connections, it shall be fixed at the most practicable point for the construction of the Iowa and Missouri branches, as hereinafter provided.

SEC. 8. And be it further enacted, That the line of said railroad and telegraph shall commence at a point on the one hundredth meridian of a longitude west from Greenwich, between the south margin of the valley of the Republican River and the north margin of the valley of the Platte River, in the Territory of Nebraska, at a point to be fixed by the President of the United States, after actual surveys; thence running westerly upon the most direct, central, and practicable route, through the territories of the United States, the western boundary of the Territory of Nevada, there to meet and connect with the line of the Central Pacific Railroad Company of California.

SEC. 9. And be it further enacted, That the Leavenworth, Pawnee, and Western Railroad Company of Kansas are hereby authorized to construct a railroad and telegraph line, from the Missouri River, at the mouth of the Kansas River, on the south side thereof, so as to connect with the Pacific railroad of Missouri, to the aforesaid point, on the one hundredth meridian of longitude west from Greenwich, as herein provided, upon the same terms and conditions in all respects as are provided in this act for the construction of the railroad and telegraph line first mentioned, and to meet and connect with the same at the meridian of longitude aforesaid; and in case the general route or line of road from the Missouri River to the Rocky Mountains should be so located as to require a departure northwardly from the proposed line of said Kansas railroad before it reaches the meridian of longitude aforesaid, the location of said Kansas road shall be made so as to conform thereto; and said railroad through Kansas shall be so located between the mouth of the Kansas River, as aforesaid, and the aforesaid point, on the one hundredth meridian of longitude, that the several railroads from Missouri and Iowa, herein authorized to connect with the same, can make connection within the limits prescribed in this act, provided the same can be done without deviating from the general direction of the whole line to the Pacific coast. The route in Kansas, west of the meridian of Fort Riley, to the aforesaid point, on the one hundredth meridian of longitude, to be subject to the approval of the President of the United States, and to be determined by him on actual survey. And said Kansas company may proceed to build said railroad to the aforesaid point, on the one hundredth meridian of longitude west from Greenwich, in the territory of Nebraska. The Central Pacific Railroad Company of California, a corporation existing under the laws of the State of California, are hereby authorized to construct a railroad and telegraph line from the Pacific coast, at or near San



Francisco, or the navigable waters of the Sacramento River, to the eastern boundary of California, upon the same terms and conditions, in all respects, as are contained in this act for the construction of said railroad and telegraph line first mentioned, and to meet and connect with the first mentioned railroad and telegraph line on the eastern boundary of California. Each of said companies shall file their acceptance of the conditions of this act in the Department of the Interior within six months after the passage of this act.

SEC. 10. And be it further enacted, That the said company chartered, by the State of Kansas shall complete one hundred miles of their said road, commencing at the mouth of the Kansas River as aforesaid, within two years after filing their assent to the conditions of this act, as herein provided, and one hundred miles per year thereafter until the whole is completed; and the said Central Pacific Railroad Company of California shall complete fifty miles of their said road within two years after filing their assent to the provisions of this act, as herein provided, and fifty miles per year thereafter until the whole is completed; and after completing their roads, respectively, said companies, or either of them, may unite upon equal terms with the first-named company in constructing so much of said railroad and telegraph line and branch railroads and telegraph lines in Luis act hereinafter mentioned, through the Territories from the State of California to the Missouri River, as shall then remain to be constructed, on the same terms and conditions as provided in this act in relation to the said Union Pacific Railroad Company. And the Hannibal and St. Joseph Railroad, the Pacific Railroad Company of Missouri, and the first-named company, or either of them, on filing their assent to this act, as aforesaid, may unite upon equal terms, under this act, with the said Kansas company, in constructing said railroad and telegraph, to said meridian of longitude, with the consent of the said State of Kansas ; and in case said first-named company shall complete their line to the eastern boundary of California before it is completed across said State by the Central Pacific Railroad Company of California, said first-named company is hereby authorized to continue in constructing the same through California, with the consent of said State, upon the terms mentioned in this act, until said roads shall meet and connect, and the whole line of said railroad and telegraph is completed; and the Central Pacific Railroad Company of California, after completing its road across said State, is authorized to continue the construction of said railroad and telegraph through the Territories of the United States to the Missouri River, including the branch roads specified in this act, upon the routes hereinbefore and hereinafter indicated, on the terms and conditions provided in this act in relation to the said Union Pacific Railroad Company, until said roads shall meet and connect, and the whole line of said railroad and branches and telegraph is completed.

SEC. 11. And be it further enacted, That for three hundred miles of said road most mountainous and difficult of construction, to wit: one hundred and fifty miles westwardly from the eastern base of the Rocky Mountains, and one hundred and fifty miles eastwardly from the western , base of the Sierra Nevada mountains, said points to be fixed by the President of the United States, the bonds to be issued to aid in the construction thereof shall be treble the number per mile hereinbefore provided, and the same shall be issued, and the lands herein granted be set apart, upon the construction of every twenty miles thereof, upon the certificate of the commissioners as aforesaid that twenty consecutive miles of the same are completed. and between the sections last named of one hundred and fifty miles each, the bonds to be issued to aid in the construction thereof shall be double the number per mile first mentioned, and the same shall be issued, and the lands herein granted be set apart, upon the construction of every twenty miles thereof, upon the certificate of the commissioners as aforesaid that twenty consecutive miles of the same are completed: Provided, That no more than fifty thousand of said bonds shall be issued under this act to aid in constructing the main line of said railroad and telegraph.

SEC. 12. And be it further enacted, That whenever the route of said railroad shall cross the boundary of any State or Territory, or said meridian of longitude, the two companies meeting or uniting there shall agree upon its location at that point, with reference to the most direct and practicable through route, and in case of difference between them as to said location the President of the United States shall determine the said location; the companies named in each State and Territory to locate the road across the same between the points so agreed upon, except as herein provided. The track upon the entire line of railroad and branches shall be of uniform width, to be determined by the President of the United States, so that, when completed, cars can be run from the Missouri River to the Pacific coast; the grades and curves shall not exceed the maximum grades and curves of the Baltimore and Ohio railroad; the whole line of said railroad and branches and telegraph shall be operated and used for all purposes of communication, travel, and transportation, so far as the public and government are concerned, as one connected,



continuous line; and the companies herein named in Missouri, Kansas, and California, filing their assent to the provisions of this act, shall receive and transport all iron rails, chairs, spikes, ties, timber, and all materials required for constructing and furnishing said first-mentioned line between the aforesaid point, on the one hundredth meridian of longitude and western boundary of Nevada Territory, whenever the same is required by said first-named company, at cost, over that portion of the roads of said companies constructed under the provisions of this act.

SEC. 13. And be it further enacted, That the Hannibal and Saint Joseph Railroad Company of Missouri may extend its roads from Saint Joseph, via Atchison, to connect and unite with the road through Kansas, upon filing its assent to the provisions of this act, upon the same terms and conditions, in all respects for one hundred miles in length next to the Missouri River, as are provided in this act for the construction of the railroad and telegraph line first mentioned, and may for this purpose use any railroad charter which has been or may be granted by the legislature of Kansas; Provided, That if actual survey shall render it desirable, the said company may construct their road, with the consent of the Kansas legislature, on the most direct and practicable route west from St. Joseph, Missouri, so as to connect and unite with the road leading from the western boundary of Iowa at any point east of the one hundredth meridian of west longitude, or with the main trunk road at said point; but in no event shall lands or bonds be given to said company, as herein directed, to aid in the construction of their said road for a greater distance than one hundred miles. And the Leavenworth, Pawnee, and Western Railroad Company of Kansas may construct their road from Leavenworth to unite with the road through Kansas.

SEC. 14. And be it further enacted, That the said Union Pacific Railroad Company is hereby authorized and required to construct a single line of railroad and telegraph from a point on the western boundary of the State of Iowa, to be fixed by the President of the United States, upon the most direct and practicable route, to be subject to his approval, so as to form a connection with the lines of said company at some point on the one hundredth meridian of longitude aforesaid, from the point of commencement on the western boundary of the State of Iowa, upon the same terms and conditions, in all respects, as are contained in this act for the construction of the said railroad and telegraph first mentioned; and the said Union Pacific Railroad Company shall complete one hundred miles of the road and telegraph in this section provided for, in two years after filing their assent to the conditions of this act, as by the terms of this act required, and at the rate of one hundred miles per year thereafter, until the whole is completed: Provided, That a failure upon the part of said company to make said connection in the time aforesaid, and to perform the obligations imposed on said company by this section and to operate said road in the same manner as the main line shall be operated, shall forfeit to the government of the United States all the rights, privileges, and franchises granted to and conferred upon said company by this act. And whenever there shall be a line of railroad completed through Minnesota or Iowa to Sioux City, then the said Pacific Railroad Company is hereby authorized and required to construct a railroad and telegraph from said Sioux City upon the most direct and practicable route to a point on, and so as to connect with, the branch railroad and telegraph in this section hereinbefore mentioned, or with the said Union Pacific Railroad, said point of junction to be fixed by the President of the United States, not further west than the one hundredth meridian of longitude aforesaid, and on the same terms and conditions as provided in this act for the construction of the Union Pacific Railroad as aforesaid, and to complete the same at the rate of one hundred miles per year; and should said company fail to comply with the requirements of this act in relation to the said Sioux City railroad and telegraph, the said company shall suffer the same forfeitures prescribed in relation to the Iowa branch railroad and telegraph hereinbefore mentioned.

SEC. 15. And be it further enacted, That any other railroad company now incorporated, or hereafter to be incorporated, shall have the right to connect their road with the road and branches provided for by this act, at such places and upon such just and equitable terms as the President of the United States may prescribe. Wherever the word company is used in this act it shall be construed to embrace the words their associates, successors, and assigns, the same as if the words had been properly added thereto.

SEC. 16. And be it further enacted, That at any time after the passage of this act all of the railroad companies named herein, and assenting hereto, or any two or more of them, are authorized to form themselves into one consolidated company; notice of such consolidation, in writing, shall be filed in the Department of the Interior, and such consolidated company shall thereafter proceed to construct said railroad and branches and telegraph line upon the terms and conditions provided in this act.

SEC. 17. And be it further enacted, That in case said company or companies shall fail to comply with the terms and conditions of this act, by not completing said road and telegraph and branches within a reasonable time, or by not keeping the same in repair and use, but shall permit the same, for an unreasonable time, to remain unfinished, or out of repair, and unfit for use, Congress may pass any act to insure the speedy completion of said road and branches, or put the same in repair and use, and may direct the income of said railroad and telegraph line to be there- after devoted to the use of the United States, to repay all such expenditures caused by the default and neglect of such company or companies : Provided, That if said roads are not completed, so as to form a continuous line of railroad, ready for use, from the Missouri River to the navi- gable waters of the Sacramento River, in California, by the first day of July, eighteen hundred and seventy-six, the whole of all of said railroads before mentioned and to be constructed under the provisions of this act, together with all their furniture, fixtures, rolling stock, machine shops, lands, tenements, and hereditaments, and property of every kind and character, shall be forfeited to and be taken possession of by the United States : Provided, That of the bonds of the United States in this act provided to be delivered for any and all parts of the roads to be con- structed east of the one hundredth meridian of west longitude from , Greenwich, and for any part of the road west of the west foot of the Sierra Nevada mountain, there shall be reserved of each part and installment twenty-five per centum, to be and remain in the United States treasury, undelivered, until said road and all parts thereof provided for in this act are entirely completed; and of all the bonds provided to be delivered for the said road, between the two points aforesaid, there shall be reserved out of each installment fifteen per centum, to be and remain in the treasury until the whole of the road provided for in this act is fully completed; and if the said road or any part thereof shall fail of completion at the time limited therefor in this act, then and in that case the said part of said bonds so reserved shall be forfeited to the United States.

SEC. 18. And be it further enacted, That whenever it appears that the , net earnings of the entire road and telegraph, including the amount allowed for services rendered for the United States, after deducting all, expenditures, including repairs, and the furnishing, running, and managing of said road, shall exceed ten per centum upon its cost, exclusive of the five per centum to be paid to the United States, Congress may reduce the rates of fare thereon, if unreasonable in amount, and may fix and establish the same by law. And the better to accomplish the object of this act, namely, to promote the public interest and welfare by the construction of said railroad and telegraph line, and keeping the same in working order, and to secure to the government at all times (but particularly in time of war) the use and benefits of the same for postal, military and other purposes, Congress may, at any time, having due regard for the rights of said companies named herein, add to, alter, amend, or repeal this act.

SEC. 19. And be it further enacted, That the several railroad companies herein named are authorized to enter into an arrangement with the Pacific Telegraph Company, the Overland Telegraph Company, and the California State Telegraph Company, so that the present line of telegraph between the Missouri River and San Francisco may be moved upon or along the line of said railroad and branches as fast as said roads and branches are built; and if said arrangement be entered into and the transfer of said telegraph line be made in accordance therewith to the line of said railroad and branches, such transfer shall, for all purposes of this act, be held and considered a fulfillment on the part of said railroad companies of the provisions of this act in regard to the construction of said line of telegraph. And, in case of disagreement, said telegraph companies are authorized to remove their line of telegraph along and upon the line of railroad herein contemplated without prejudice to the rights of said railroad companies named herein.

SEC. 20. And he it further enacted, That the corporation hereby created, and the roads connected therewith, under the provisions of this act, shall make to the Secretary of the Treasury an annual report wherein shall be set forth-

- First. The names of the stockholders and their places of residence, so far as the same can be ascertained ;
- Second. The names and residences of the directors, and all other officers of the company;
- Third. The amount of stock subscribed, and the amount thereof actually paid in ;
- Fourth. A description of the lines of road surveyed, of the lines thereof fixed upon for the construction of the road, and the cost of such surveys ;
- Fifth. The amount received from passengers on the road ;
- Sixth. The amount received for freight thereon ;
- Seventh. A statement of the expense of said road and its fixtures ;

Eighth. A statement of the indebtedness of said company, setting forth the various kinds thereof. Which report shall be sworn to by the president of the said company, and shall be presented to the Secretary of the Treasury on or before the first day of July in each year.

APPROVED, July 1, 1862.

COPY

dollars, appropriated to complete the capitol in New Mexico, by the second section of an act of Congress approved June twenty-five, eighteen hundred and sixty, and the sum of fifty thousand dollars, appropriated for military roads in New Mexico, by act of Congress approved March two, eighteen hundred and sixty-one, be, and the same are hereby, credited to the Territory of New Mexico in payment of the direct annual tax of sixty-two thousand six hundred and forty-eight dollars levied upon said Territory under the eighth section of an act of Congress approved August five, eighteen hundred and sixty-one, to be taken up on account of said direct tax under said [act] as the same may fall due to the United States from said Territory.

Certain sums credited to New Mexico on account of direct tax.  
1860, ch. 211. Act, p. 110.  
1861, ch. 78. Act, p. 206.  
1861, ch. 45, § 8. Act, p. 206.

SEC. 119. *And be it further enacted*, That so much of an act entitled "An act to provide increased revenue from imports, to pay interest on the public debt, and for other purposes," approved August fifth, eighteen hundred and sixty-one, as imposes a direct tax of twenty millions of dollars on the United States, shall be held to authorize the levy and collection of one tax to that amount; and no other tax shall be levied under and by virtue thereof, until the first day of April, eighteen hundred and sixty-five, when the same shall be in full force and effect.

Only one direct tax to be laid under act 1861, ch. 45, until April 1, 1865.  
Act, p. 204.

APPROVED, July 1, 1862.

CHAP. CXX. — *An Act to aid in the Construction of a Railroad and Telegraph Line from the Missouri River to the Pacific Ocean, and to secure to the Government the Use of the same for Postal, Military, and Other Purposes.* July 1, 1862.

*Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled*, That Walter S. Burgess, William P. Blodget, Benjamin H. Cheever, Charles Foedick Fletcher, of Rhode Island; Augustus Brewster, Henry P. Haven, Cornelius S. Bushnell, Henry Hammond, of Connecticut; Isaac Sherman, Dean Richmond, Royal Phelps, William H. Ferry, Henry A. Paddock, Lewis J. Stancliff, Charles A. Secor, Samuel R. Campbell, Alfred E. Tilton, John Anderson, Azariah Boody, John S. Kennedy, H. Carver, Joseph Field, Benjamin F. Camp, Orville W. Childs, Alexander J. Bergen, Ben. Holliday, D. N. Barney, S. De Witt Bloodgood, William H. Grant, Thomas W. Olcott, Samuel B. Ruggles, James B. Wilson, of New York; Ephraim Marsh, Charles M. Harker, of New Jersey; John Edgar Thompson, Benjamin Haywood, Joseph H. Scranton, Joseph Harrison, George W. Cass, John H. Bryant, Daniel J. Morell, Thomas M. Howe, William F. Johnson, Robert Finney, John A. Green, E. R. Myre, Charles F. Wells, junior, of Pennsylvania; Noah L. Wilson, Amasa Stone, William H. Clement, S. S. L'Hommedieu, John Brough, William Dennison, Jacob Blinksederfer, of Ohio; William M. McPherson, R. W. Wells, Willard P. Hall, Armstrong Beatty, John Corby, of Missouri; S. J. Hensley, Peter Donahue, C. P. Huntington, T. D. Judah, James Bailey, James T. Ryan, Charles Hosmer, Charles Marsh, D. O. Mills, Samuel Bell, Louis McLane, George W. Mowe, Charles McLaughlin, Timothy Dame, John R. Robinson, of California; John Atchison and John D. Winters, of the Territory of Nevada; John D. Campbell, R. N. Rice, Charles A. Trowbridge, and Ransom Gardner, Charles W. Penny, Charles T. Gorham, William McConnell, of Michigan; William F. Coolbaugh, Lucius H. Langworthy, Hugh T. Reid, Hoyt Sherman, Lyman Cook, Samuel R. Curtis, Lewis A. Thomas, Platt Smith, of Iowa; William B. Ogden, Charles G. Hammond, Henry Farnum, Amos C. Babcock, W. Seldon Gale, Nehemiah Bushnell and Lorenzo Bull, of Illinois; William H. Swift, Samuel T. Dana, John Bertram, Franklin S. Stevens, Edward B. Tinker, of Massachusetts; Franklin Gorin, Laban J. Bradford, and John T. Lewis, of Kentucky; James Dunning, John M. Wood, Edwin Noyes, Joseph Eaton, of Maine; Henry H. Baxter, George W. Collamer, Henry Keyes, Thomas H. Canfield, of Vermont; William S. Ladd, A. M. Berry,

Pacific Railroad Corporation.



Name of corporation.	Benjamin F. Harding, of Oregon; William Bunn, junior, John Catlin, Levi Sterling, John Thompson, Elihu L. Phillips, Walter D. McIndoe, T. B. Stoddard, E. H. Brodhead, A. H. Virgin, of Wisconsin; Charles Faine, Thomas A. Morris, David C. Branham, Samuel Hanna, Jonas Votaw, Jesse L. Williams, Isaac C. Elston, of Indiana; Thomas Swan, Chauncey Brooks, Edward Wilkins, of Maryland; Francis R. E. Cornell, David Blakely, A. D. Seward, Henry A. Swift, Dwight Woodbury, John McKusick, John R. Jonea, of Minnesota; Joseph A. Gilmore, Charles W. Woodman, of New Hampshire; W. H. Grimes, J. C. Stone, Chester Thomas, John Kerr, Welter R. Davis, Luther C. Challiss, Josiah Miller, of Kansas; Gilbert C. Monell and Augustus Kountz, T. M. Marquette, William H. Taylor, Alvin Saunders, of Nebraska; John Evans, of Colorado; together with five commissioners to be appointed by the Secretary of the Interior, and all persons who shall or may be associated with them, and their successors, are hereby created and erected into a
Common seal. Power of corporation. Terminal of railroad and telegraph.	body corporate and politic in deed and in law, by the name, style, and title of "The Union Pacific Railroad Company;" and by that name shall have perpetual succession, and shall be able to sue and to be sued, plead and be impleaded, defend and be defended, in all courts of law and equity within the United States, and may make and have a common seal; and the said corporation is hereby authorized and empowered to lay out, locate, construct, furnish, maintain, and enjoy a continuous railroad and telegraph, with the appurtenances, from a point on the one hundredth meridian of longitude west from Greenwich, between the south margin of the valley of the Republican River and the north margin of the valley of the Platte River, in the Territory of Nebraska, to the western boundary of Nevada Territory, upon the route and terms hereinafter provided, and is hereby vested with all the powers, privileges, and immunities necessary to carry into effect the purposes of this act as herein set forth. The
Capital stock. Shares.	capital stock of said company shall consist of one hundred thousand shares of one thousand dollars each, which shall be subscribed for and held in not more than two hundred shares by any one person, and shall be transferable in such manner as the by-laws of said corporation shall provide.
Board of commissioners.	The persons hereinbefore named, together with those to be appointed by the Secretary of the Interior, are hereby constituted and appointed commissioners, and such body shall be called the Board of Commissioners of the Union Pacific Railroad and Telegraph Company, and twenty-five
Quorum. First meeting. 1862, ch. 124. Post, p. 538.	shall constitute a quorum for the transaction of business. The first meeting of said board shall be held at Chicago at such time as the commissioners from Illinois herein named shall appoint, not more than three nor less than one month after the passage of this act, notice of which shall be given by them to the other commissioners by depositing a call thereof in the post office at Chicago, post paid, to their address at least forty days before said meeting, and also by publishing said notice in one daily newspaper in each of the cities of Chicago and Saint Louis. Said board shall organize
Organization. Officers of the board.	by the choice from its number of a president, secretary, and treasurer, and they shall require from said treasurer such bonds as may be deemed proper, and may from time to time increase the amount thereof as they may deem proper. It shall be the duty of said board of commissioners to
Subscription books.	open books, or cause books to be opened, at such times and in such principal cities in the United States as they or a quorum of them shall determine, to receive subscriptions to the capital stock of said corporation, and a cash payment of ten per centum on all subscriptions, and to receipt therefor. So soon as two thousand shares shall be in good faith subscribed for, and ten dollars per share actually paid into the treasury of the company, the said president and secretary of said board of commissioners shall appoint a time and place for the first meeting of the subscribers to the stock of said company, and shall give notice thereof in at
First meeting of subscribers to stock.	least one newspaper in each State in which subscription books have been

opened at least thirty days previous to the day of meeting, and such subscribers as shall attend the meeting so called, either in person or by proxy, shall then and there elect by ballot not less than thirteen directors for said corporation; and in such election each share of said capital shall entitle the owner thereof to one vote. The president and secretary of the board of commissioners shall act as inspectors of said election, and shall certify under their hands the names of the directors elected at said meeting; and the said commissioners, treasurer, and secretary shall then deliver over to said directors all the properties, subscription books and other books in their possession, and thereupon the duties of said commissioners and the officers previously appointed by them shall cease and determine forever, and thereafter the stockholders shall constitute said body politic and corporate. At the time of the first and each triennial election of directors by the stockholders two additional directors shall be appointed by the President of the United States, who shall act with the body of directors, and to be denominated directors on the part of the government; any vacancy happening in the government directors at any time may be filled by the President of the United States. The directors to be appointed by the President shall not be stockholders in the Union Pacific Railroad Company. The directors so chosen shall, as soon as may be after their election, elect from their own number a president and vice-president, and shall also elect a treasurer and secretary. No person shall be a director in said company unless he shall be a bona fide owner of at least five shares of stock in the said company, except the two directors to be appointed by the President as aforesaid. Said company, at any regular meeting of the stockholders called for that purpose, shall have power to make by-laws, rules, and regulations as they shall deem needful and proper, touching the disposition of the stock, property, estate, and effects of the company, not inconsistent herewith, the transfer of shares, the term of office, duties, and conduct of their officers and servants, and all matters whatsoever which may appertain to the concerns of said company; and the said board of directors shall have power to appoint such engineers, agents, and subordinates as may from time to time be necessary to carry into effect the object of this act, and to do all acts and things touching the location and construction of said road and telegraph. Said directors may require payment of subscriptions to the capital stock, after due notice, at such times and in such proportions as they shall deem necessary to complete the railroad and telegraph within the time in this act prescribed. Said president, vice-president, and directors shall hold their office for three years, and until their successors are duly elected and qualified, or for such less time as the by-laws of the corporation may prescribe; and a majority of said directors shall constitute a quorum for the transaction of business. The secretary and treasurer shall give such bonds, with such security, as the said board shall from time to time require, and shall hold their offices at the will and pleasure of the directors. Annual meetings of the stockholders of the said corporation, for the choice of officers (when they are to be chosen) and for the transaction of annual business, shall be holden at such time and place and upon such notice as may be prescribed in the by-laws.

SEC. 2. And be it further enacted, That the right of way through the public lands be, and the same is hereby, granted to said company for the construction of said railroad and telegraph line; and the right, power, and authority is hereby given to said company to take from the public lands adjacent to the line of said road, earth, stone, timber, and other materials for the construction thereof; said right of way is granted to said railroad to the extent of two hundred feet in width on each side of said railroad where it may pass over the public lands, including all necessary grounds for stations, buildings, workshops, and depots, machine shops, switches, side tracks, turntables, and water stations. The United States

Directors.

Votes.

Stockholders to constitute the body corporate. Directors on the part of the government.

President, vice-president, treasurer, and secretary.

Who may be directors.

By-laws.

Directors may appoint engineers, agents, &c.

Term of office of president, directors, &c.

Quorum of directors.

Bonds of secretary and treasurer.

Term of office. Annual meetings.

Right of way for road and telegraph.

Materials for construction.

to the company shall ipso facto constitute a first mortgage on the whole line of the railroad and telegraph, together with the rolling stock, fixtures and property of every kind and description, and in consideration of which said bonds may be issued; and on the refusal or failure of said company to redeem said bonds, or any part of them, when required so to do by the Secretary of the Treasury, in accordance with the provisions of this act, the said road, with all the rights, functions, immunities, and appurtenances thereunto belonging, and also all lands granted to the said company by the United States, which, at the time of said default, shall remain in the ownership of the said company, may be taken possession of by the Secretary of the Treasury, for the use and benefit of the United States: *Provided*, This section shall not apply to that part of any road now constructed.

Issue and delivery of bonds to constitute first mortgage of road, stock, &c.  
Proceedings upon failure to redeem bonds.

**SEC. 6.** *And be it further enacted*, That the grants aforesaid are made upon condition that said company shall pay said bonds at maturity, and shall keep said railroad and telegraph line in repair and use, and shall at all times transmit despatches over said telegraph line, and transport mails, troops, and munitions of war, supplies, and public stores upon said railroad for the government, whenever required to do so by any department thereof, and that the government shall at all times have the preference in the use of the same for all the purposes aforesaid, (at fair and reasonable rates of compensation, not to exceed the amounts paid by private parties for the same kind of service) and all compensation for services rendered for the government shall be applied to the payment of said bonds and interest until the whole amount is fully paid. Said company may also pay the United States, wholly or in part, in the same or other bonds, treasury notes, or other evidences of debt against the United States, to be allowed at par; and after said road is completed, until said bonds and interest are paid, at least five per centum of the net earnings of said road shall also be annually applied to the payment thereof.

Grants conditioned to pay bonds at maturity, to keep road and telegraph in repair, to transmit despatches and transport mails, troops, &c.  
Government to have preference. Pay therefor how to be applied.

**SEC. 7.** *And be it further enacted*, That said company shall file their assent to this act, under the seal of said company, in the Department of the Interior, within one year after the passage of this act, and shall complete said railroad and telegraph from the point of beginning as herein provided, to the western boundary of Nevada Territory before the first day of July, one thousand eight hundred and seventy-four: *Provided*, That within two years after the passage of this act said company shall designate the general route of said road, as near as may be, and shall file a map of the same in the Department of the Interior, whereupon the Secretary of the Interior shall cause the lands within fifteen miles of said designated route or routes to be withdrawn from preëmption, private entry, and sale; and when any portion of said route shall be finally located, the Secretary of the Interior shall cause the said lands hereinbefore granted to be surveyed and set off as fast as may be necessary for the purposes herein named: *Provided*, That in fixing the point of connection of the main trunk with the eastern connections, it shall be fixed at the most practicable point for the construction of the Iowa and Missouri branches, as hereinafter provided.

Company to file assent, &c., to complete railroad, &c.  
General route to be designated in two years. Map to be filed.

**SEC. 8.** *And be it further enacted*, That the line of said railroad and telegraph shall commence at a point on the one hundredth meridian of longitude west from Greenwich, between the south margin of the valley of the Republican River and the north margin of the valley of the Platte River, in the Territory of Nebraska, at a point to be fixed by the President of the United States, after actual surveys; thence running westerly upon the most direct, central, and practicable route, through the territories of the United States, to the western boundary of the Territory of Nevada, there to meet and connect with the line of the Central Pacific Railroad Company of California.

Point of junction of main trunk with eastern connections.  
Line of railroad and telegraph, where to commence.  
Direction.

**SEC. 9.** *And be it further enacted*, That the Leavenworth, Pawnee,



Indian titles to be extinguished. shall extinguish as rapidly as may be the Indian titles to all lands falling under the operation of this act and required for the said right of way and grants hereinafter made.

Alternate sections on each side of railroad, &c., granted to company. **SEC. 3.** *And be it further enacted,* That there be, and is hereby, granted to the said company, for the purpose of aiding in the construction of said railroad and telegraph line, and to secure the safe and speedy transportation of the mails, troops, munitions of war, and public stores thereon, every alternate section of public land, designated by odd numbers, to the amount of five alternate sections per mile on each side of said railroad, on the line thereof, and within the limits of ten miles on each side of said road, not sold, reserved, or otherwise disposed of by the United States, and to which a preemption or homestead claim may not have attached, at the time the line of said road is definitely fixed: *Provided,* That all mineral lands shall be excepted from the operation of this act; but where the same shall contain timber, the timber thereon is hereby granted to said company. And all such lands, so granted by this section, which shall not be sold or disposed of by said company within three years after the entire road shall have been completed, shall be subject to settlement and preemption, like other lands, at a price not exceeding one dollar and twenty-five cents per acre, to be paid to said company.

Mineral lands excepted.

Timber.

Lands when to be subject to settlement and preemption.

Patents for said lands when and how to issue.

Commissioners.

Company to render statement on oath.

United States bonds when and how to issue to said company.

Interest.

**SEC. 4.** *And be it further enacted,* That whenever said company shall have completed forty consecutive miles of any portion of said railroad and telegraph line, ready for the services contemplated by this act, and supplied with all necessary drains, culverts, viaducts, crossings, sidings, bridges, turnouts, watering places, depots, equipments, furniture, and all other appurtenances of a first class railroad, the rails and all the other iron used in the construction and equipment of said road to be American manufacture of the best quality, the President of the United States shall appoint three commissioners to examine the same and report to him in relation thereto; and if it shall appear to him that forty consecutive miles of said railroad and telegraph line have been completed and equipped in all respects as required by this act, then, upon certificate of said commissioners to that effect, patents shall issue conveying the right and title to said lands to said company, on each side of the road as far as the same is completed, to the amount aforesaid; and patents shall in like manner issue as each forty miles of said railroad and telegraph line are completed, upon certificate of said commissioners. Any vacancies occurring in said board of commissioners by death, resignation, or otherwise, shall be filled by the President of the United States: *Provided, however,* That no such commissioners shall be appointed by the President of the United States unless there shall be presented to him a statement, verified on oath by the president of said company, that such forty miles have been completed, in the manner required by this act, and setting forth with certainty the points where such forty miles begin and where the same end; which oath shall be taken before a judge of a court of record.

**SEC. 5.** *And be it further enacted,* That for the purposes herein mentioned the Secretary of the Treasury shall, upon the certificate in writing of said commissioners of the completion and equipment of forty consecutive miles of said railroad and telegraph, in accordance with the provisions of this act, issue to said company bonds of the United States of one thousand dollars each, payable in thirty years after date, bearing six per centum per annum interest, (said interest payable semi-annually,) which interest may be paid in United States treasury notes or any other money or currency which the United States have or shall declare lawful money and a legal tender, to the amount of sixteen of said bonds per mile for such section of forty miles; and to secure the repayment to the United States, as hereinafter provided, of the amount of said bonds so issued and delivered to said company, together with all interest thereon which shall have been paid by the United States, the issue of said bonds and delivery



Leavenworth, Pawnee, &c. R. R. Co. may construct railroad and telegraph from Missouri River to Pacific railroad.

Location.

To be subject to approval of President.

Central Pacific Railroad Company may construct railroad and telegraph line.

Companies to file acceptance of this act.

Said railroads, how and when to be completed.

May be united after completion.

Hannibal and St. Joseph R. R. and Pacific R. R. Co. of Missouri, &c., may unite with the Kansas company.

and Western Railroad Company of Kansas are hereby authorized to construct a railroad and telegraph line, from the Missouri River, at the mouth of the Kansas River, on the south side thereof, so as to connect with the Pacific railroad of Missouri, to the aforesaid point, on the one hundredth meridian of longitude west from Greenwich, as herein provided, upon the same terms and conditions in all respects as are provided in this act for the construction of the railroad and telegraph line first mentioned, and to meet and connect with the same at the meridian of longitude aforesaid; and in case the general route or line of road from the Missouri River to the Rocky Mountains should be so located as to require a departure northwardly from the proposed line of said Kansas railroad before it reaches the meridian of longitude aforesaid, the location of said Kansas road shall be made so as to conform thereto; and said railroad through Kansas shall be so located between the mouth of the Kansas River, as aforesaid, and the aforesaid point, on the one hundredth meridian of longitude, that the several railroads from Missouri and Iowa, herein authorized to connect with the same, can make connection within the limits prescribed in this act, provided the same can be done without deviating from the general direction of the whole line to the Pacific coast. The route in Kansas, west of the meridian of Fort Riley, to the aforesaid point, on the one hundredth meridian of longitude, to be subject to the approval of the President of the United States, and to be determined by him on actual survey. And said Kansas company may proceed to build said railroad to the aforesaid point, on the one hundredth meridian of longitude west from Greenwich, in the territory of Nebraska. The Central Pacific Railroad Company of California, a corporation existing under the laws of the State of California, are hereby authorized to construct a railroad and telegraph line from the Pacific coast, at or near San Francisco, or the navigable waters of the Sacramento River, to the eastern boundary of California, upon the same terms and conditions, in all respects, as are contained in this act for the construction of said railroad and telegraph line first mentioned, and to meet and connect with the first mentioned railroad and telegraph line on the eastern boundary of California. Each of said companies shall file their acceptance of the conditions of this act in the Department of the Interior within six months after the passage of this act.

**SEC. 10.** *And be it further enacted,* That the said company chartered by the State of Kansas shall complete one hundred miles of their said road, commencing at the mouth of the Kansas River as aforesaid, within two years after filing their assent to the conditions of this act, as herein provided, and one hundred miles per year thereafter until the whole is completed; and the said Central Pacific Railroad Company of California shall complete fifty miles of their said road within two years after filing their assent to the provisions of this act, as herein provided, and fifty miles per year thereafter until the whole is completed; and after completing their roads, respectively, said companies, or either of them, may unite upon equal terms with the first-named company in constructing so much of said railroad and telegraph line and branch railroads and telegraph lines in this act hereinafter mentioned, through the Territories from the State of California to the Missouri River, as shall then remain to be constructed, on the same terms and conditions as provided in this act in relation to the said Union Pacific Railroad Company. And the Hannibal and St. Joseph Railroad, the Pacific Railroad Company of Missouri, and the first-named company, or either of them, on filing their assent to this act, as aforesaid, may unite upon equal terms, under this act, with the said Kansas company, in constructing said railroad and telegraph, to said meridian of longitude, with the consent of the said State of Kansas; and in case said first-named company shall complete their line to the eastern boundary of California before it is completed across

said State by the Central Pacific Railroad Company of California, said first-named company is hereby authorized to continue in constructing the same through California, with the consent of said State, upon the terms mentioned in this act, until said roads shall meet and connect, and the whole line of said railroad and telegraph is completed; and the Central Pacific Railroad Company of California, after completing its road across said State, is authorized to continue the construction of said railroad and telegraph through the Territories of the United States to the Missouri River, including the branch roads specified in this act, upon the routes hereinbefore and hereinafter indicated, on the terms and conditions provided in this act in relation to the said Union Pacific Railroad Company, until said roads shall meet and connect, and the whole line of said railroad and branches and telegraph is completed.

Central Pacific may continue construction, &c.

SEC. 11. *And be it further enacted*, That for three hundred miles of said road most mountainous and difficult of construction, to wit: one hundred and fifty miles westwardly from the eastern base of the Rocky Mountains, and one hundred and fifty miles eastwardly from the western base of the Sierra Nevada mountains, said points to be fixed by the President of the United States, the bonds to be issued to aid in the construction thereof shall be treble the number per mile hereinbefore provided, and the same shall be issued, and the lands herein granted be set apart, upon the construction of every twenty miles thereof, upon the certificate of the commissioners as aforesaid that twenty consecutive miles of the same are completed; and between the sections last named of one hundred and fifty miles each, the bonds to be issued to aid in the construction thereof shall be double the number per mile first mentioned, and the same shall be issued, and the lands herein granted be set apart, upon the construction of every twenty miles thereof, upon the certificate of the commissioners as aforesaid that twenty consecutive miles of the same are completed: *Provided*, That no more than fifty thousand of said bonds shall be issued under this act to aid in constructing the main line of said railroad and telegraph.

Aid for the most mountainous and difficult parts of roads to be treble, &c.

SEC. 12. *And be it further enacted*, That whenever the route of said railroad shall cross the boundary of any State or Territory, or said meridian of longitude, the two companies meeting or uniting there shall agree upon its location at that point, with reference to the most direct and practicable through route, and in case of difference between them as to said location the President of the United States shall determine the said location; the companies named in each State and Territory to locate the road across the same between the points so agreed upon, except as herein provided. The track upon the entire line of railroad and branches shall be of uniform width, to be determined by the President of the United States, so that, when completed, cars can be run from the Missouri River to the Pacific coast; the grades and curves shall not exceed the maximum grades and curves of the Baltimore and Ohio railroad; the whole line of said railroad and branches and telegraph shall be operated and used for all purposes of communication, travel, and transportation, so far as the public and government are concerned, as one connected, continuous line; and the companies herein named in Missouri, Kansas, and California, filing their assent to the provisions of this act, shall receive and transport all iron rails, chairs, spikes, ties, timber, and all materials required for constructing and furnishing said first-mentioned line between the aforesaid point, on the one hundredth meridian of longitude and western boundary of Nevada Territory, whenever the same is required by said first-named company, at cost, over that portion of the roads of said companies constructed under the provisions of this act.

Location, where route crosses boundary of any State, &c.

Track to be of uniform width. 1863, ch. 112. Post, p. 807. Grades and curves.

Road and branches, &c., to be one line.

SEC. 13. *And be it further enacted*, That the Hannibal and Saint Joseph Railroad Company of Missouri may extend its roads from Saint Joseph, via Atchison, to connect and unite with the road through Kansas, upon

Hannibal and St. Joseph Company may extend its road, &c.

Hannibal and  
St. Joseph Rail-  
road.

filling its assent to the provisions of this act, upon the same terms and conditions, in all respects, for one hundred miles in length next to the Missouri River, as are provided in this act for the construction of the railroad and telegraph line first mentioned, and may for this purpose, use any railroad charter which has been or may be granted by the legislature of Kansas; *Provided*, That if actual survey shall render it desirable, the said company may construct their road, with the consent of the Kansas legislature, on the most direct and practicable route west from St. Joseph, Missouri, so as to connect and unite with the road leading from the western boundary of Iowa at any point east of the one hundredth meridian of west longitude, or with the main trunk road at said point; but in no event shall lands or bonds be given to said company, as herein directed, to aid in the construction of their said road for a greater distance than one hundred miles. And the Leavenworth, Pawnee, and Western Railroad Company of Kansas may construct their road from Leavenworth to unite with the road through Kansas.

Union Pacific  
Railroad to con-  
struct single line  
from western  
boundary of  
Iowa.

When to be  
completed.

SEC. 14. *And be it further enacted*, That the said Union Pacific Railroad Company is hereby authorized and required to construct a single line of railroad and telegraph from a point on the western boundary of the State of Iowa, to be fixed by the President of the United States, upon the most direct and practicable route, to be subject to his approval, so as to form a connection with the lines of said company at some point on the one hundredth meridian of longitude aforesaid, from the point of commencement on the western boundary of the State of Iowa, upon the same terms and conditions, in all respects, as are contained in this act for the construction of the said railroad and telegraph first mentioned; and the said Union Pacific Railroad Company shall complete one hundred miles of the road and telegraph in this section provided for, in two years after filling their assent to the conditions of this act, as by the terms of this act required, and at the rate of one hundred miles per year thereafter, until the whole is completed; *Provided*, That a failure upon the part of said company to make said connection in the time aforesaid, and to perform the obligations imposed on said company by this section and to operate said road in the same manner as the main line shall be operated, shall forfeit to the government of the United States all the rights, privileges, and franchises granted to and conferred upon said company by this act. And whenever there shall be a line of railroad completed through Minnesota or Iowa to Sioux City, then the said Pacific Railroad Company is hereby authorized and required to construct a railroad and telegraph from said Sioux City upon the most direct and practicable route to a point on, and so as to connect with, the branch railroad and telegraph in this section hereinbefore mentioned, or with the said Union Pacific Railroad, said point of junction to be fixed by the President of the United States, not further west than the one hundredth meridian of longitude aforesaid, and on the same terms and conditions as provided in this act for the construction of the Union Pacific Railroad as aforesaid, and to complete the same at the rate of one hundred miles per year; and should said company fail to comply with the requirements of this act in relation to the said Sioux City railroad and telegraph, the said company shall suffer the same forfeitures prescribed in relation to the Iowa branch railroad and telegraph hereinbefore mentioned.

Other railroads  
may connect.

Meaning of  
word "compa-  
ny" in this act.

SEC. 15. *And be it further enacted*, That any other railroad company now incorporated, or hereafter to be incorporated, shall have the right to connect their road with the road and branches provided for by this act, at such places and upon such just and equitable terms as the President of the United States may prescribe. Wherever the word company is used in this act it shall be construed to embrace the words their associates, successors, and assigns, the same as if the words had been properly added thereto.



SEC. 16. *And be it further enacted*, That at any time after the passage of this act all of the railroad companies named herein, and assenting hereto, or any two or more of them, are authorized to form themselves into one consolidated company; notice of such consolidation, in writing, shall be filed in the Department of the Interior, and such consolidated company shall thereafter proceed to construct said railroad and branches and telegraph line upon the terms and conditions provided in this act.

Companies named herein, and assenting, may be consolidated. Notice.

SEC. 17. *And be it further enacted*, That in case said company or companies shall fail to comply with the terms and conditions of this act, by not completing said road and telegraph and branches within a reasonable time, or by not keeping the same in repair and use, but shall permit the same, for an unreasonable time, to remain unfinished, or out of repair, and unfit for use, Congress may pass any act to insure the speedy completion of said road and branches, or put the same in repair and use, and may direct the income of said railroad and telegraph line to be thereafter devoted to the use of the United States, to repay all such expenditures caused by the default and neglect of such company or companies:

If companies fail to comply with the terms of this act, Congress may, &c.

*Provided*, That if said roads are not completed, so as to form a continuous line of railroad, ready for use, from the Missouri River to the navigable waters of the Sacramento River, in California, by the first day of July, eighteen hundred and seventy-six, the whole of all of said railroads before mentioned and to be constructed under the provisions of this act, together with all their furniture, fixtures, rolling stock, machine shops, lands, tenements, and hereditaments, and property of every kind and character, shall be forfeited to and be taken possession of by the United States: *Provided*, That of the bonds of the United States in this act provided to be delivered for any and all parts of the roads to be constructed east of the one hundredth meridian of west longitude from Greenwich, and for any part of the road west of the west foot of the Sierra Nevada mountain, there shall be reserved of each part and instalment twenty-five per centum, to be and remain in the United States treasury, undelivered, until said road and all parts thereof provided for in this act are entirely completed; and of all the bonds provided to be delivered for the said road, between the two points aforesaid, there shall be reserved out of each instalment fifteen per centum, to be and remain in the treasury until the whole of the road provided for in this act is fully completed; and if the said road or any part thereof shall fail of completion at the time limited therefor in this act, then and in that case the said part of said bonds so reserved shall be forfeited to the United States.

Roads when to be forfeited to the United States.

Twenty-five per cent. of bonds granted by this act to be reserved.

SEC. 18. *And be it further enacted*, That whenever it appears that the net earnings of the entire road and telegraph, including the amount allowed for services rendered for the United States, after deducting all expenditures, including repairs, and the furnishing, running, and managing of said road, shall exceed ten per centum upon its cost, exclusive of the five per centum to be paid to the United States, Congress may reduce the rates of fare thereon, if unreasonable in amount, and may fix and establish the same by law. *And the better to accomplish the object of this act, namely, to promote the public interest and welfare by the construction of said railroad and telegraph line, and keeping the same in working order, and to secure to the government at all times (but particularly in time of war) the use and benefits of the same for postal, military and other purposes, Congress may, at any time, having due regard for the rights of said companies named herein, add to, alter, amend, or repeal this act.*

When net earnings of road, &c. exceed ten per cent., Congress may reduce the rates, &c.

Act may be altered, &c.

SEC. 19. *And be it further enacted*, That the several railroad companies herein named are authorized to enter into an arrangement with the Pacific Telegraph Company, the Overland Telegraph Company, and the California State Telegraph Company, so that the present line of telegraph between the Missouri River and San Francisco may be moved upon or

Arrangements with telegraph companies.



along the line of said railroad and branches as fast as said roads and branches are built; and if said arrangement be entered into, and the transfer of said telegraph line be made in accordance therewith to the line of said railroad and branches, such transfer shall, for all purposes of this act, be held and considered a fulfilment on the part of said railroad companies of the provisions of this act in regard to the construction of said line of telegraph. And, in case of disagreement, said telegraph companies are authorized to remove their line of telegraph along and upon the line of railroad herein contemplated without prejudice to the rights of said railroad companies named herein.

**Annual report of corporation.** SEC. 20. *And be it further enacted,* That the corporation hereby created and the roads connected therewith, under the provisions of this act, shall make to the Secretary of the Treasury an annual report wherein shall be set forth —

- Contents of report.**
- First. The names of the stockholders and their places of residence, so far as the same can be ascertained;
  - Second. The names and residences of the directors, and all other officers of the company;
  - Third. The amount of stock subscribed, and the amount thereof actually paid in;
  - Fourth. A description of the lines of road surveyed, of the lines thereof fixed upon for the construction of the road, and the cost of such surveys;
  - Fifth. The amount received from passengers on the road;
  - Sixth. The amount received for freight thereon;
  - Seventh. A statement of the expense of said road and its fixtures;
  - Eighth. A statement of the indebtedness of said company, setting forth the various kinds thereof. Which report shall be sworn to by the president of the said company, and shall be presented to the Secretary of the Treasury on or before the first day of July in each year.

APPROVED, July 1, 1862.

**July 1, 1862.** CHAP. CXXI. — *An Act changing the Name of the American-built Schooner "Curtis Mann" to that of "Supply."*

**Name of Schooner "Curtis Mann" changed to "Supply."**

*Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled,* That the collector of the customs of the port of Detroit be, and he is hereby, authorized, under the direction of the Secretary of the Treasury, to issue a new register, license, or enrolment, to the American-built schooner "Curtis Mann," in the name of the "Supply," the same being owned by H. N. Strong.

APPROVED, July 1, 1862.

**July 1, 1862.** CHAP. CXXII. — *An Act changing the Name of the American-built Schooner "Tom Dyer" to that of "Dolphin."*

**Name of the "Tom Dyer" changed to "Dolphin."**

*Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled,* That the collector of the customs of the port of Detroit be, and he is hereby, authorized, under the direction of the Secretary of the Treasury, to issue a new register, license, or enrolment, to the American-built schooner "Tom Dyer," in the name of the "Dolphin," the same being owned by H. N. Strong.

APPROVED, July 1, 1862.

**July 1, 1862.** CHAP. CXXIII. — *An Act to provide for the Appointment of an Indian Agent in Colorado Territory.*

**Agent for the Grand River and Wintah Indians in Colorado authorized.**

*Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled,* That the President be, and is hereby, authorized to appoint, by and with the advice and consent of the

1 **RECORDING REQUESTED by**  
2 Assignee Mumina Abdur Rahman **C/O M.L. WICKS**  
3 150 Main Street  
4 Los Angeles, California

5  
6 **CONDITIONAL ACCEPTANCE NOTICE OF INTENT TO PRESERVE INTEREST STATE AND FEDERAL**  
7



8  
9 **651**  
10 **12**

**ASSIGNMENT OF CLAIMS 31 U.S CODE 3727**

California Code, Civil Code - CIV § 3344.1

**OPERATION M.L WICKS22©**

**WICKS SYSTEM22©**

**SML&WCO**

**Acceptance**

**No Filing Fee 6103**

12 **Executive Order 13565 Establishment of Intellectual Property Enforcement Advisory Committee**

13 **Conditional Acceptance and Notice of Intent to Preserve Interest Title 5 (commencing with**

14 **Sections 888.20) of Part 2 Division of the Civil Code Marketable Record Title**

15 **Assignee Mumina Abdur Rahman, Michelle Artice Gardner, DNA Olmec, December 22,2019, 22:22**

16 **APPOINTMENT AND NOTICE OF INTEREST RIGHTS AND RIGHT TO CONTROL THE DISPOSITION**  
17 **OF ALL ASSETS OF M.L.Wicks Trust & the natural man birthed in Aberdeen, Mississippi and Jennie**  
18 **Langley Wicks, maiden name Bowman ,birthed in Cairo, Illinois.**

19  
20 Holders of Private Bills Payable in **Gold Bonds**, at Forty- eight thousand (48), Forty- four thousand (44),  
21 **Seven Series**, issued by **Gerrit L. Lansing and Charles F. Crocker, D.O. Mills, J.L. Wilcutt** on April 1,  
22 1887. Made payable thirty years later from that dated **Gold Bonds** To be designated by the letter of the  
23 alphabet commencing with letter(A) followed by the succeeding letters in regular order to be including the  
24 letter(G) Series. (A) to consist of thirteen thousand bonds for one thousand dollars both inclusive and four  
25 thousand bonds for five hundred dollars. Series(B)to (F) Series(G). Value in (46) **Forty-Six Millions of**  
26 **Dollars. By the SOUTHERN PACIFIC TRANSPORTATION COMPANY BOOK 222-page 172**

27 Exhibit \_\_\_\_

28 Including deeds ,voice, signatures, birth certificates, photographs of likeness with or without commercial  
29 value at the time of his and her death, because of his or her death, whether or not during the lifetime of  
30 that natural person the person used his or her name, On or in treaties old and new, land patents by the  
31 Department of Interior, ships, harbors, rivers ,bridges, products, land ,machinery, telegraph technology ,  
32 toys ,birds, electricity ,gas ,light beams and the unseen.

33  
34 **ACTS OF CONGRESS**

35 **P/ L/95-586 H.R.7971 -CONFIRMATION TO M.L. WICKS BY SOUTHERN PACIFIC TRANSPORTATION COMPANY-----**

RECORDING INFORMATION

Recording requested by:

FOP USE OF COUNTY RECORDER

After recording return to:

Assignee Mumina A. Rahman  
358 East San Ysidro Blvd  
San Ysidro, California 92173  
213-319-8599

**CONDITIONAL  
ACCEPTANCE AND  
NOTICE OF INTENT TO PRESERVE INTEREST**

This notice is intended to preserve an interest in Real Property pursuant to Title 5 (commencing with Section 888.020) of Part 2 of Division of the Civil Code (Marketable Record Title).

**EXHIBITS**

**Land Patents , Railroads Agreements and Contracts**

- A. Patent Certificate No. BK 1 Page 413 of Patents 9 6N 13 W SOUTHERN PACIFIC RAILROAD COMPANY January 9<sup>th</sup> 1885 President Chester A. Arthur of the United States
- B. Patent Certificate No. 170 58476 5N 9W: SOUTHERN PACIFIC RAILROAD COMPANY Indemnity Limits May 17<sup>th</sup>, 1917 President Woodrow Wilson
- C. Patent Certificate No. 190 928792 SOUTHERN PACIFIC RAILROAD COMPANY. Act of July 27<sup>th</sup> , 1866 (12 Stat., 292) Primary Limits-Main Line Los Angeles and Independence Land Districts
- D. Patent No. Certificate 5165, The Pomona Land and Water Company of Los Angeles County, California. August 16<sup>th</sup>, 1895 President Grover Cleveland \*400 acres
- E. Patent Certificate No 5182, 1N 8W The Ontario Land and Improvement Company of Los Angeles County, of California President Grover Cleveland August 16<sup>th</sup> \*400 acres
- F. Patent Certificate No. 5565, Moses L. Wicks, of Los Angeles County of California June 25<sup>th</sup> 1900 President William McKinley \* 640 acres

- G. Patent Certificate No. 5591, The Big Rock Creek Irrigation District of Los Angeles, of California.  
April 12<sup>th</sup> 1899 President William McKinley \* 320 acres
- H. Patent Certificate No 5715, The South Antelope Valley Irrigation Company of Los Angeles County of California May 4<sup>th</sup> ,1900 President William McKinley \*930.28 acres
- I. Sealed Patent Certificate No. 5725, The South Antelope Valley Irrigation Company of Los Angeles County of California. May 23<sup>rd</sup> ,1900 President William McKinley \* 601.80 acres
- J. Sealed Patent Certificate No. 5726, The South Antelope Valley Irrigation Company of Los Angeles County of California. November 12<sup>th</sup> ,1900 President William McKinley \*160.00 acres
- K. Sealed Patent Certificate No 5727, The South Antelope Valley Irrigation Company of Los Angeles County of California. May 25<sup>th</sup> 1900 President William McKinley \*160.00 acres
- L. Sealed Authenticated Copy AN ACT TO Aid in construction of railroad and telegraph line from the Missouri river to the Pacific ocean, and to secure the government the use of the same for postal, military, and other purposes. President Abraham Lincoln July 1,1862
- L 1 Transcription and copy of this Act written above.
- L 2 Certified Copy ARTICLES OF INCORPORATION SOUTHERN PACIFIC RAILROAD COMPANY 1004-RR MERGER September 30<sup>th</sup> 1955 A Delaware Corp # 220752
- M. Sealed Authenticated Copy H.R. 7971 PUBLIC 95-586 1978 Title II An Act To VALIDATE THE CONVEYANCE OF CERTAIN REAL PROPERTY BY THE SOUTHERN PACIFIC RAILROAD COMPANY TO M.L.WICKS Sec 202 (May 4,1887 in the county recorder of Los Angeles County, in the Book of Official Records, Book 222 at page 172 President Jimmy Carter
- N1. Apostle Certified Deed Number 3008 Book of Official Records BOOK 222 at page 172 transfer of the Southern Pacific to M.L.Wicks and Assigns by H.W. Mill. and Garrit Lansing Trustees of the SOUTHERN PACIFIC RAILROAD COMPANY
- N. Sealed Authenticated Copy TREATY OF PEACE AND FRIENDSHIP, LIMITS AND SETTLEMENT BETWEEN THE UNITED STATES OF AMERICA AND THE UNITED MEXICAN STATES Treaty of Guadalupe Hildago February 2<sup>nd</sup> ,1848



President James L. Polk, N.P Trist, Luis P. Cuevas, Bernardo Couto, Miguel Atristain

O1 Transcription and copy of this Act written above

P. Transcription and copy of this Act GADSDEN PURCHASE TREATY

December 30, 1853 President Franklin Pierce, James Gadsden, Manuel Diez De Bonilla,

Jose Salazar Ylarbegui J. Mariano Monterde

Q. ALMAGAM ATION OF PRIVATE AGREEMENTS BEING COMING DUE AND  
PAYABLE TO THE TRUST, ASSIGNEES AND BENEFICIARIES

1. Certified Copy Agreement to purchase, reconstruct, equip and operate the line of railroad between the cities of Los Angeles and Santa Monica, known and commonly called "Los Angeles and Pacific Railroad" Sixty thousand dollars due on the fixed mortgage Bonds of the Los Angeles & Pacific Railway Company & all Interest \$170,000 left of 1st issue of Bonds in trust to secure payment of \$60,000. in interest. June 27, 1893 John Cross, M.L. Wicks, M.L. Wicks Guardian of Percy Wicks, Jessie L.P. Butler, Charles J. Smith Guardian of the Estate of Willard W. Butler.

2. PLAN AND AGREEMENT Dated July 1<sup>st</sup>, 1938

Los Angeles Railway Company First Mortgage Gold Bonds

Los Angeles Traction Company First Consolidated Mortgage Five Per Cent Gold Bonds Due December 1, 1938

Los Angeles Railway Corporation First and Refunding Mortgage Gold Bonds due December 1<sup>st</sup>, 1940

Depository Security-First National Bank of Los Angeles 561 South Spring Street, Los Angeles California

Sub Depository Bank of America National Trust and Savings Association 485 California Street San Francisco, California

3. Certified Apostle MEMEMORANDUM OF UNDERSTANDING CONSTRUCTIVE TRUST CLAIMS/  
COLLATERAL COLLECTOR'S ORDER TO REPOSSES COLLATERAL WANTED RETRIEVED OR  
LYING DORMANT Assignor Moye Jarvis Wicks, Assignee Mumina A. Rahman, Barbara Ray Wicks.

4. Certified Apostle INDENTURE OF FINANCIAL UTILIZATION/ALMAGAMATION, /  
TRANSMITTING UTILITY AND COLLATERALIZATION AND COLLECTION OF ALL ABANDONED  
AND OUTSTANDING RECORDED/UNRECORDED PAPERS, LEASES, April 16<sup>th</sup> 2013 Value 25 Billion  
DEBTS, WRITINGS, BONDS, CORRPORATIONS, CLAIMS, TRUST OWED OR WITHHELD

DOMESTICALLY & INTERNATIONALLY Moyer Jarvis Wicks, MAG HOLDINGS TRUST Mumina A.

Rahman April 26<sup>th</sup>, 2013 Value 25 Billion Dollars .

5. AFFIDAVIT OF SUCCESSOR TRUSTEE WICKS TREASURY TROVE ABANDONED AND SALVAGE PROPERTIES December 3<sup>rd</sup> 2015 Mumina A. Rahman Successor Trustee

a. LOS ANGELES TRUST & SAVINGS BANK CASE 3109 Decree of Distribution February 26<sup>th</sup> 1902 in Book 1551, Page 19 of Deeds Value \$ 200,000.00 in Bonds , \$1,500,000.00 actually which has been paid.

b. NOTICE OF ASSETS IN TRUST CASE 117046 Filed on July 15<sup>TH</sup> 1991 Value \$51,200.00

c. NOTICE OF ASSETS IN TRUST CASE 115788 Filed on December 2<sup>nd</sup> 1991 Value \$20,000.00

d. SEE ITEM 3 MEMORANDUM OF UNDERSTANDING

e. CERTIFIED PROBATE CASE NUMBER 36445 VENTURA COUNTY RECORDING NUMBER 12938 8 pgs

f. NOTICE OF INTENT TO PRESERVE INTEREST ~~IN THE~~ POWER OF ATTORNEY 5-25-2017 FROM MOYE JARVIS WICKS TO MUMINA A. RAHMAN 750 METERS NORTH TO SOUTH BY 150 EAST TO THE WEST NORTE BOCAÑA EL ROSARIO BAJA CALIFORNIA

6. U.C.C FINANCING STATEMENTS NUMBERS TRANSMITTING UTILITY

12- 7299187750 unlapsed SECURED PARTY CREDITOR

13- 73543088 unlapsed SECURED PARTY CREDITOR

12-73129429 unlapsed SECURED PARTY CREDITOR

13- 73542681 unlapsed SECURED PARTY CREDITOR

13-73555807 unlapsed SECURED PARTY CREDITOR

13-73555802 unlapsed SECURED PARTY CREDITOR

12-73134019 unlapsed SECURED PARTY CREDITOR

12-73391630 unlapsed SECURED PARTY CREDITOR

12-73391637 unlapsed SECURED PARTY CREDITOR

6a. NOTIFICATION OF DISPOSITION OF COLLATERAL

April 27, 2012 WELLS FARGO BANK Robert Francis Maguire III

EXHIBIT A DEBTORS and EXHIBIT B SECURITIES CLASS OF EQUITY INTEREST

7. INDENTURE BK 14 page 748 of Deeds John G. Banning L.A.P.R.R. CO, L. A. S.P.R.R.CO

April 12, 1870

7a. CERTIFIED APOSTILE INDENTURE BOOK 1690 Page 264 of Deeds THE TITLE

GUARANTEE and TRUST COMPANY M. L. Wicks December 4<sup>th</sup>, 1902

7b. CERTIFIED APOSTILE INDENTURE BOOK 1727 Page 160 of Deeds Estate of W.W.

Northcutt, Rebecca Northcutt, M.L.Wicks

7c. PORTION OF THE SAN DIEGO & ARIZONA RAILWAY COMPANY LOTS 6, 9, 10 SECTION 6 TOWNSHIP 19 SOUTH RANGE 1 WEST IN THE CITY OF SAN DIEGO PARCELS 667-020-52 - 667-020-54-667-020-69 - 667-020-71 667-020-70-667-020-70-667-020-24

CASE NO. 11CV0949 JLS (POR)

The filing of this NOTICE is intended to preserve an interest in Real Property pursuant to Title 5 (commencing

with Section 888.020) of Part 2 of Division of the Civil Code (Marketable Record Title

I declare under penalty of perjury that this notice is not recorded for the purpose of slandering title to real property. I

am informed and believe that the information contained in this notice is true and correct. If this notice is made on

behalf of a claimant, I assert under penalty of perjury that I am authorized to act on behalf of the claimant.

*[Handwritten Signature]*  
By: Assignee Mumina A. Rahman for MOYE JARVIS WICKS TRUST

ACKNOWLEDGMENT

State of California County of Ventura ) On June 15, 2015  
before me, Karen A. Jackson (Notary Public) (insert name and title of the  
officer) personally appeared

\_\_\_\_\_, who proved to me on the basis of satisfactory evidence to be the person(s) whose name(s) is/are subscribed to the within instrument and acknowledged to me that he/she/they executed the same in his/her/their authorized capacity(ies), and that by his/her/their signature(s) on the instrument the person(s), or the entity upon behalf of which the person(s) acted, executed the instrument. I certify under PENALTY OF PERJURY under the laws of the State of California that the foregoing paragraph is true and correct. WITNESS my hand and official seal. Signature \_\_\_\_\_ (Seal)

*Please See Attachment*



A245804 19043 124  
FOREVER



S. 881-487.

Mr. L. Weeks

Relief of

Refunding Money

paid in account of

land sales at

Los Angeles Cal



*June*

*J. B. S.*

Department of the Interior,

Washington 4<sup>th</sup> Feby 1884.

Hon. P. B. Plumb, Chairman Committee on Public Lands,  
U. S. Senate.

Sir:

Senate Bill 881, "For the relief of M. L. Hicks,  
"of California", was received by your reference of the  
22<sup>d</sup> ultimo, and referred to the Commissioner of the  
General Land Office. I have the honor to inclose  
herewith copy of his report on the subject, under  
date of the 2<sup>d</sup> instant. He does not favor the passage  
of the Bill.

Very respectfully,

*W. M. Fell*

Secretary

753-1884.

W. G.

DEPARTMENT OF THE INTERIOR,  
Copy .

GENERAL LAND OFFICE,

WASHINGTON, D. C., Feb'y 2nd 1884.

Hon. H. M. Teller,

Secretary of the Interior,

Sir:

I have the honor to return herewith Senate Bill No. 881, 48th Congress, 1st Session, for the relief of M. L. Wicks of California, received by reference from the Department for report, with the following statement:

On the 16<sup>th</sup> of Jan. 1877, James Pierce made pre-emption entry No. 555 for the S. E. 1-4 of Sec. 20, Tp. 2 S. R. 13 W., 160 acres, at the Los Angeles, Cal., office, paying therefor the sum of \$200. Said entry was cancelled April 10, 1878, for conflict with prior selection by the State of California for school purposes. Afterwards M. L. Wicks made application for the repayment to him as final assignee of Pierce of the \$200. paid on said entry, transmitting with his application deeds conveying said land from Pierce to one Jacob Lower, and from Lower to Wicks dated May 3d and 22d, 1880, respectively.

The application of Wicks for repayment was rejected by let-

ter of February 7, 1882, (copy herewith marked "A") because the title to said land had passed from the entryman after the cancellation of the entry. See par. 9, 10 and 11, of enclosed circular of August 6, 1880, marked B.

Neither of the two deeds of conveyance referred to were recorded in the County within <sup>which</sup> the land is situated as required by the law of the State, and there was not, nor is there now, sufficient evidence on file in this office to warrant the repayment to Wicks. The practice in similar cases is to repay to the assignee upon his furnishing evidence, in the nature of an affidavit, that he was not cognizant of the cancellation of the entry at the time of his purchasing the land, but the deed of conveyance to him must have been duly recorded, and either the original deed, a certified copy thereof, or an authenticated abstract of title furnished this office; He must also show that he has not been indemnified by his grantor, or that title has not been perfected in him through other sources. He must also furnish a deed of relinquishment which must be duly recorded.

If Mr. Wicks will make application for a return of the deeds to him, have them properly recorded, and comply with the other requirements above referred to, the amount paid on <sup>the</sup> entry in question may be refunded to him without further legislation by Congress.

As it is within the power of the Department to afford the relief contemplated in the bill I do not recommend its passage.

*Very respectfully (signed) A. C. McFarland*  
*Commissioner*

of the Congress }  
at Session }

S.

In the Senate of the United States

A Bill

For the relief of M. J. Wicks of California

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 pay to M. J. Wicks  
assignee of James Pierce, both of  
California, the sum of two hundred  
dollars heretofore paid to the United  
States by said Pierce on account of  
land entry at Los Angeles, California  
and which entry was subsequently can-  
celled.



For

Whereas  
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1st session

A Bill

For the relief of

Wm. L. Nichols

Washington

27

Learn quills

on

Public lands

R.

Nichols of Ore

Quills & quills

Refer in reply to  
the initial:

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"copy"

Department of the Interior,

General Land Office,

Washington, D. C. July 7, 1882.

Register & Receiver  
Los Angeles, Cal.  
Gentlemen.

Referring to your letter of 27<sup>th</sup> ulto., transmitting application of W. C. Hicks final assignee of James Pierce for re-payment of the purchase money paid on cash entry No. 552 together with the deeds from Pierce, to Jacob Lower, from Lower, to Hicks, and from Hicks, to United States. (None of the foregoing deeds have been recorded.) also the duplicate receipt, and a certificate from the Recorder of Los Angeles, County, certifying that the records of his office do not show any conveyance or encumbrance of the title to the land. - You are advised that the transfer from Pierce, to

Lower, is dated May 3<sup>d</sup> 1880, and  
from Lower, to Hicks, May 22<sup>d</sup> 1880,

both made subsequent to the can-  
-cellation of the entry - Said entry  
No. 552 was canceled April 10, 1878.

The Department has ruled in cases  
where the assignments were made  
subsequent to the cancellation of an  
entry, that those persons are assign-  
-ees within the meaning of Section  
2362, U. S. Revised Statutes and  
the Act of June 16, 1880, authorizing  
repayment of purchase money, who  
purchase the land and take assign-  
-ments of the title under such entries  
prior to the cancellation thereof, when  
the entries fail of Confirmation for  
reason contemplated by the law.

The assignment or transfer of  
the near claim against the  
Government for repayment of  
purchase money, disconnected

from a sale of the land or attempted transfer of the title, would be against the provisions of Section 3477, of the Revised Statutes.

Therefore the claim of Mrs. Hicks final assignee of James Pierce for repayment of the purchase money on entry 552 is rejected:-

An application from the original purchaser, will be duly considered

The papers in the case are held subject to the order of the proper party.

Very Respectfully,  
W. C. McFarland,  
Commissioner



BY THE PRESIDENT:

FRANKLIN PIERCE,

W. L. MARCY, Secretary of State.

COPY

**COPY**  
THE NATIONAL ARCHIVES  
Records of the U.S.  
Senate  
Record Group 46

Sen 48A-621

Box 54

Committee papers

Committee on Public Lands

S. 881

A notary public or other officer completing this certificate verifies only the identity of the individual who signed the document to which this certificate is attached, and not the truthfulness, accuracy or validity of that document.

State of California

County of Alameda

On 8/21/2020 Before me, Raj Gautam, Notary Public, personally appeared:

MUMINA A. RAHMAN

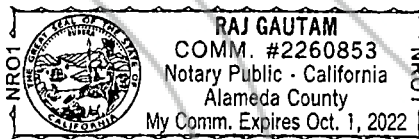
Who proved to me on the basis of satisfactory evidence to be the person (s) whose name (s) is/are subscribed to this instrument, and acknowledged that he/she/they executed the same in his/her/their authorized capacity (ies) and that by his/her/their signature (s) on the instrument the person (s), or the entity upon behalf of which the person acted, executed the instrument.

I certify under PENALTY OF PERJURY under the laws of the State of California that the foregoing paragraph is true and correct.

Witness my hand and official seal.

*Raj Gautam*

Raj Gautam, Notary Public



Optional Section

Capacity claimed by signer

- Individual
- Corporate Officer(s)

Title(s)

- Partners
- Limited
- General
- Attorney in Fact
- Trustee
- Guardian/Conservator
- Other

Signer is representing:

Name of person(s) or entity(ies)

Optional Section

Title or type of document

GRANT OF ASSIGNMENT

Number of pages \_\_\_\_\_ Date of document \_\_\_\_\_