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been entitled to if they had connected their said line with the Union Pacific railroad on the one hundredth degree of longitude as now required by law: And provided further, That said company shall connect their line of railroad and telegraph with the Union Pacific railroad, but not at a point more than fifty miles westwardly from the meridian of Denver in Colorado.

SEC. 2. And be it further enacted, That the Union Pacific Railroad Company, with the consent and approval of the Secretary of the Interior, are hereby authorized to locate, construct, and continue their road from Omaha, in Nebraska Territory, westward, according to the best and most practicable route, and without reference to the initial point on the one hundredth meridian of west longitude, as now provided by law, in a continuous completed line, until they shall meet and connect with the Central Pacific Railroad Company of California; and the Central Pacific Railroad Company of California, with the consent and approval of the Secretary of the Interior, are hereby authorized to locate, construct, and continue their road eastward, in a continuous completed line, until they shall meet and connect with the Union Pacific Railroad: Provided, That each of the above-named companies shall have the right, when the nature of the work to be done, by reason of deep cuts and tunnels, shall for the expeditious construction of the Pacific railroad require it, to work for an extent of not to exceed three hundred miles in advance of their continuous completed lines.

APPROVED, July 3, 1866.

July 3, 1866. CHAP. CLX. —An Act granting certain Lands to the State of Michigan to aid in the Construction of a Ship Canal to connect the Waters of Lake Superior with the Lake known as Lac La Belle, in said State.

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled, That there be, and is hereby, granted to the State of Michigan, for the use and benefit of the “Lac La Belle Harbor Improvement Company,” a company organized under and by virtue of the laws of the State of Michigan, for the purpose of aiding in the construction of a ship canal to connect the waters of Lake Superior with the lake known as Lac La Belle, in said State, one hundred thousand acres of the public lands of the United States in the upper peninsula of Michigan, to be selected from the odd-numbered sections of land nearest the location of the said canal, not otherwise reserved or appropriated, nor designated by the United States as “mineral lands” prior to the passage of this act, nor to which the rights of pre-emption or homestead have attached: Provided, That the said canal shall be at least one hundred feet wide at the top, seventy-five feet wide at the bottom, and shall have, when completed, a depth of water through its entire length of at least twelve feet, running from sixteen feet of water in Lake Superior to fourteen feet of water in Lac La Belle: And provided further, That said canal shall be and remain a public highway for the use of the government of the United States, free from toll or charge upon the vessels of said government, or upon vessels employed by said government in the transportation of any property or troops of the United States.

SEC. 2. And be it further enacted, That the lands hereby granted shall be subject to the disposal of the legislature of the State of Michigan for the purposes aforesaid and no other; that as soon as the governor of the said State shall file, or cause to be filed, with the Secretary of the Interior, a map or plan showing the location of the said canal, then it shall be the duty of the Secretary of the Interior to withdraw from market the lands applicable and subject to the provisions of this act; and whenever the governor of the State of Michigan shall certify to the Secretary of the Interior that the said ship canal has been completed, in a good, sub-
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Patents when to issue.

If canal is not completed in two years, lands to revert.


July 3, 1866.

APPROVED, July 3, 1866.

CHAP. CLXII. — An Act to regulate the Transportation of Nitro-Glycerine, or Glynoin Oil, and other Substances therein named.

July 3, 1866.

The transportation, &c., of nitro-glycerine, &c., forbidden.

Penalty.

One half of fine to the informer.

If the death of any person is caused by the explosion of nitro-glycerine, &c., while transported, &c., persons knowingly