

REPORT

OF THE

REGISTER OF STATE

LAND OFFICE,

TO THE

GOVERNOR OF IOWA,

NOVEMBER 10, 1869.

C. C. CARPENTER, REGISTER.

DES MOINES:

F. M. MILLS, STATE PRINTER.
1869.

ERRATA.

- Page 23.—In 4th line from bottom of page for "suspended" read "sustained."
Page 27.—In 4th line read "when" instead of "where."
Page 28.—In 15th line read "plaintiff did *not* amend, etc."
Page 84.—In date of Commissioner's certificate read "1850" instead of "1869."
Page 244.—In head-line for "Remarks" read "Patented."

REPORT.

STATE LAND OFFICE, }
DES MOINES, November 10th, 1869. }

TO HIS EXCELLENCY, SAMUEL MERRILL, *Governor of Iowa.*

SIR: I have the honor to submit the following detailed statement of the operations of this Department for the Biennial Period, beginning at the date of my last Report, (Nov. 12th, 1867), and ending November 9th, A. D. 1869.

The subjects of this Report will be considered in the following order, viz.:

- 1st. The 500,000 Acre Grant.
- 2d. The 16th Section Grant.
- 3d. Mortgage School Lands.
- 4th. University Grant.
- 5th. Saline Grant.
- 6th. Des Moines River Grant.
- 7th. Des Moines River School Lands.
- 8th. Swamp Land Grant.
- 9th. Railroad Grants.
- 10th. Agricultural College Grant.
- 11th. Miscellaneous.

1st.—THE 500,000 ACRE GRANT.

The following table exhibits the number of acres patented since date of last report, total number of acres patented, number of acres unpatented, and total number of acres in each county:

COUNTIES.	No. acres patented since date of last report.	Total number of acres patented.	No. of acres unpatented.	Total in each county.
Adair		2347.50	54.39	2391.89
Adams	370.00	1035.00	885.00	1920.00
Allamakee	1400.44	67476.11	2615.12	70191.23
Appanoose		2080.00	320.00	2400.00
Benton	240.00	10639.07	11142.73	11781.80
Black Hawk	105.00	8210.60	172.24	8382.84
Boone	80.00	972.12	80.00	1052.12
Bremer	268.50	17922.31	1198.25	19120.56
Buchanan	81.24	2166.93	318.51	2485.44
Butler		478.51		478.51
Cedar	240.00	4916.92	1895.52	6812.44
Chickasaw		1571.31	1707.95	3279.26
Clarke	1359.04	14215.32	1793.68	16009.00
Clayton	80.00	19856.12	2908.28	22764.40
Clinton	476.29	20239.70	1895.65	21135.35
Dallas	160.00	21252.89	1546.27	13699.16
Davis		696.25	238.70	934.95
Decatur	957.49	37015.21	3445.35	40460.56
Delaware		11314.95	102.24	11417.19
Dubuque	204.26	15723.31	391.46	16114.77
Fayette	120.00	29253.00	1007.21	30260.21
Floyd		2971.68	510.00	3481.68
Hardin		1320.00	40.00	1360.00
Hamilton	580.28	6428.31	3886.09	10314.40
Harrison	1160.00	4750.40	2774.46	7524.86
Iowa	3389.97	20455.00	3321.07	23976.07
Jackson	40.00	687.00	120.50	807.50
Jasper		1674.94		1674.94
Jones	789.44	27386.49	2569.01	29955.50
Keokuk		590.64	60.00	670.64
Linn	413.44	10643.76	372.31	11016.07
Louisa		640.00		640.00
Lucas		640.00		640.00
Madison		8849.47	536.55	9386.02
Mahaska		9113.19	114.56	9227.75
Marion		1254.61	160.00	1414.61
Marshall	120.00	6155.89		6155.86
Monroe		986.57		986.57
Muscatine		80.00	277.33	357.33

COUNTIES.	No. acres patented since date of last report.	Total number of acres patented.	No. of acres unpatented.	Total in each county
Polk		2425.17		2425.62
Poweshiek	1541.04	6161.79	6549.45	12715.24
Ringgold	54.54	369.49	237.71	607.20
Shelby			56.81	56.81
Story	380.00	3307.38	488.36	3796.74
Tama		120.00	8967.57	11650.44
Union	45.00	8618.56	2119.51	10738.07
Wapello		6682.42	320.00	7002.42
Warren		5259.05	384.92	5643.97
Wayne	430.74	13847.50	1759.41	15606.91
Webster	647.00	8817.64	9206.42	18024.06
Winneshek		22665.11	1781.89	24447.00
Total	15853.71	492033.26	38362.70	530395.96

CHAPTER 15.

SECURING TO CERTAIN RESIDENTS OF HARRISON COUNTY THEIR HOMES.

AN ACT to Secure to certain Persons, Residents of Harrison County, their Homes on Lands known as the Excess of the 500,000-Acre Grant, at the price of One Dollar and Twenty-five Cents per acre. FEB. 12.

SECTION 1. Be it enacted by the General Assembly of the State of

Iowa, That certain persons herein named be permitted, and are hereby entitled, to purchase of this State, at the rate of one dollar and twenty-five cents per acre, such parcels of land as are herein described and set opposite their respective names, to-wit: Josiah Crom—the north-west quarter of section number twenty-nine, township number eighty, north of range number forty-three west; Ezra Vincent—the north-west quarter of the north-east quarter of section number eighteen, township number seventy-nine, north of range number forty-three west; John Mathews—the west half of the north-east quarter, and the east half of the north-west quarter, of section number twenty-four, and the north-east [quarter] of the north-east quarter of section number thirteen, all in township number seventy-nine, north of range number forty-four west; Matilda P. Radliffe—the south-east quarter of the south-west quarter of section number thirteen, township number seventy-nine, north of range

Certain persons permitted to purchase lands at \$1.25 per acre.

Josiah Crom, nw $\frac{1}{4}$ sec 29, T. 89, R. 43.

Ezra Vincent, n $\frac{1}{4}$ sec 18, T. 79, R. 43.

Jno. Mathews, w $\frac{1}{2}$ sec 24, and e $\frac{1}{2}$ nw $\frac{1}{4}$ sec 24, and ne $\frac{1}{4}$ sec 13, T. 79, R. 44.

Matilda P. Radliffe, se $\frac{1}{4}$ nw $\frac{1}{4}$ sec 13, T. 79, R. 44.

Proviso requiring persons to avail themselves of act in 6 mos.

number forty-four west: *provided*, that the persons herein named to avail themselves of the benefit of this act within six months from and after its passage.

SEC. 2. *And be it further enacted*, That the payment on said lands, when purchased according to the provisions of this act, shall be at the time and in the manner as provided by law for the payments on other school lands in this State.

SEC. 3. All acts and parts of acts, inconsistent with this act, are hereby repealed.

SEC. 4. This act, being deemed of immediate importance, shall take effect from and after its publication in the *Iowa State Register* and *Iowa Homestead*, papers published at Des Moines, Iowa, without expense to the State.

Approved, February 12, 1868.

Payment to be made same as for other school lands.

Repealing clause.

Taking effect. No expense to State.

I hereby certify that the foregoing act was published in the *Iowa State Register* February 18, 1868, and in *The Iowa Homestead* February 26, 1868.

ED WRIGHT, *Secretary of State*.

The tracts of land described in the foregoing act have been patented respectively to the parties therein mentioned.

2D—THE 16TH SECTION GRANT.

The following table exhibits the number of acres patented since date of last report, total number of acres patented, number of acres unpatented, and total number of acres in each county:

COUNTIES.	No. acres pat'd since date of last report.	Total No. of acres patented.	No. acres unpatented.	Total in each county.
Adair	2089.47	2934.47	7305.53	10240.00
Adams	280.00	2140.00	5540.00	7680.00
Allamakee	560.00	9600.00	1920.00	11520.00
Appanoose		9280.00	960.00	10240.00
Audubon	3020.00	3496.00	4184.00	7680.00
Benton	80.00	11946.60	853.40	12800.00
Black Hawk	515.75	6551.90	3688.10	10240.00
Boone	1315.80	6415.00	3825.00	10240.00
Bremer	340.00	5430.00	2250.00	7680.00
Buchanan	80.00	9140.00	1100.00	10240.00
Buena Vista	720.00	720.00	9520.00	10240.00
Butler	640.00	5300.00	4940.00	10240.00
Calhoun		320.00	9920.00	10240.00
Carroll	2900.00	5580.00	4660.00	10240.00
Cass	2240.00	2680.00	7560.00	10240.00

COUNTIES.	No. acres pat'd since date of last report.	Total No. of acres patented.	No. acres unpatented.	Total in each county.
Cedar	240.00	9963.69	276.31	10240.00
Cerro Gordo	960.00	2547.00	7693.00	10240.00
Cherokee	100.00	270.00	9970.00	10240.00
Chickasaw	245.50	4365.50	3314.50	7680.00
Clarke	320.00	5040.00	2640.00	7680.00
Clay	640.00	640.00	9600.00	10240.00
Clayton	840.00	12531.67	1187.41	13715.08
Clinton	302.50	10988.74	2028.03	13016.77
Crawford	3116.64	7251.64	2988.36	10240.00
Dallas	905.00	6501.80	3738.20	10240.00
Davis	80.00	8920.00	1320.00	10240.00
Decatur		7520.00	2720.00	10240.00
Delaware	130.00	10248.98		10240.00
Des Moines	339.46	6142.25	1250.56	7392.81
Dickinson			7680.00	7680.00
Dubuque	160.00	11166.10	70.00	11236.10
Emmet	45.00	70.00	7610.00	7680.00
Fayette	600.00	8400.00	4400.00	12800.00
Floyd	910.00	4810.00	2879.00	7689.00
Franklin	2480.00	5950.00	4290.00	10240.00
Fremont	760.00	4200.00	5580.00	10880.00
Greene	480.00	2840.00	7400.00	10240.00
Grundy	880.00	2200.00	5760.00	8960.00
Guthrie	1320.00	4600.00	5640.00	10240.00
Hamilton	480.00	1920.00	8320.00	10240.00
Hancock	1319.00	1559.00	8681.00	10240.00
Hardin	240.00	5920.00	4320.00	10240.00
Harrison	1080.00	6060.47	6100.53	12160.00
Henry	40.00	7460.00	220.00	7680.00
Howard	1564.82	4103.18	6136.82	10240.00
Humboldt	1826.32	3199.44	4480.56	7680.00
Ida	640.00	960.00	6720.00	7680.00
Iowa	440.00	9018.00	1222.00	10240.00
Jackson	320.00	11156.96		11130.25
Jasper	320.00	9960.00	2840.00	12800.00
Jefferson		7550.00	130.00	7680.00
Johnson	400.00	10041.29	838.71	10880.00
Jones	240.00	8597.10	1642.90	10240.00
Keokuk	375.00	8360.00	1880.00	10240.00
Kossuth	1440.00	2960.00	4960.00	17920.00
Lee	80.00	9549.44	332.81	9882.25
Linn	40.00	12415.97	384.03	12800.00
Louisa		6999.99	437.01	7437.00

CHAPTER 4.

COUNTIES.	No. acres pat'd since date of last report.	Total No. of acres patented.	No. of acres unpatented.	Total in each County.
Lucas.....	200.00	6020 00	1660.00	7680.00
Lyon.....			11520.00	11520.00
Madison.....	20.00	9160.00	1080.00	10240.00
Mahaska.....		10207.67	32.33	10240.00
Marion.....	80 00	8800.00	1440 00	10240.00
Marshall.....	400.00	8600.00	1640.00	10240.00
Mills.....	2240.00	6440.00	1560.00	8000.00
Mitchell.....	1000.00	7760.00	2480.00	10240.00
Monona.....	1556.84	2880.15	12908.59	15788.74
Monroe.....	120 00	7440 00	240.00	7680.00
Montgomery.....	440.00	3000.00	4680.00	7680.00
Muscatine.....	193.75	7410.50	526.33	7936.83
O'Brien.....			10240.00	10240.00
Osceola.....			7680.00	7680.00
Page.....	280.00	3220.00	7020.00	10240.00
Palo Alto.....	3040.00	3040.00	7200.00	10240.00
Plymouth.....	1767.80	2409.40	12310.60	14720.00
Pocahontas.....			10240.00	10240.00
Polk.....	360.00	8689.14	1550.86	10240.00
Pottawattamie.....	3290.00	16927.75	598.16	17525.91
Poweshiek.....	320.00	7680.00	2560.00	10240.00
Ringgold.....	1210.00	8470 00	1770.00	10240.00
Sac.....	1800.00	2080 00	8160.00	10240.00
Scott.....	186.50	8422.47	210.00	8632.47
Shelby.....	2360.00	3760.00	6480 00	10240.00
Sioux.....			13280.00	13280.00
Story.....	1100.00	5100.00	5140.00	10240.00
Tama.....	740.00	9480.00	2320.00	12800.00
Taylor.....	240.00	2360.00	7880.00	10240.00
Union.....	940.00	3265 00	4415.00	7680.00
Van Buren.....		8236.70	2003.30	10240.00
Wapello.....		7072.19	607.81	7680.00
Warren.....	480.00	7680.00	2560.00	10240.00
Washington.....	780.00	8926.11	1313.89	10240.00
Wayne.....	200.00	8140.00	2100.00	10240.00
Webster.....	640.00	5456.67	6343.33	12800.00
Winnebago.....	320.00	1120.00	6560.00	7680.00
Winneshiek.....		12250.33	549.67	12800.00
Woodbury.....	840.00	1000.00	14680.00	15680.00
Worth.....	240.00	1240.00	6440.00	7680.00
Wright.....	360.00	1800.00	8440.00	10240 00
Total.....	69225.15	569337.06	444277.15	1013614.21

SCHOOL LANDS IN LIEU OF THE SIXTEENTH SECTION.

AN ACT to Authorize J. A. Harvey to procure Certificates of Lands JANUARY 31.
selected in lieu of the Sixteenth Section.

SECTION 1. Be it enacted by the General Assembly of the State of Iowa, That J. A. Harvey, commissioner for the State of Iowa, under chapter 79, laws of the Eleventh General Assembly, is hereby authorized to procure from the Department of the Interior, a certified list, or certified lists, of the school lands which have been selected in lieu of section sixteen, under an act of Congress, approved February 26, 1850, entitled an "act to authorize settlers upon sixteenth and thirty-sixth sections, who settled before the surveys of the public lands, to pre-empt their settlement," and the act approved June 15, 1844: *Provided*, that the said J. A. Harvey shall obtain said certification of land while in Washington attending to other duties of his commission, and without addition to his pay.

SEC. 2. This act shall be in force after its publication in the *Daily State Register* and *Iowa Evening Statesman*, newspapers published at Des Moines.

Approved, January 31, 1868.

I hereby certify that the foregoing act was published in the *Daily State Register* February 2, 1868, and in the *Iowa Evening Statesman* February 3, 1868.

ED WRIGHT, *Secretary of State.*

The lists of "lands in lieu of 16th sections" called for by the foregoing act have not, as yet, been received at this office, and consequently we are unable to give the precise amount of lands embraced in the 16th section grant.

We have taken pains to estimate the average price per acre at which the 500,000 acre, and 16th Section Grant School Lands, patented during the past two years, at this office, were sold by the authorities controlling them in the different counties, and find it to be a fraction over two dollars and thirty-one cents per acre. In some counties they were evidently contracted at a good average price, in others they seem to have been sold at one dollar and twenty-five cents per acre,—the minimum price fixed by law,—without regard to quality or location. While the wild lands in

North-western Iowa are sold readily at two dollars and fifty cents per acre, it seems a misfortune that the *school lands* in some counties quite well settled, should be disposed of at a less average than the undesirable lands in this sparsely populated section of the State.

3D—THE MORTGAGE SCHOOL LANDS.

The following act was passed by the 12th General Assembly:

CHAPTER 78.

SCHOOL FUND AND SCHOOL-LANDS.

APRIL 3. AN ACT in relation to the School-Fund and the School-Lands.

SECTION 1. *Be it enacted by the General Assembly of the State of*

Duty of clerk
board of superi-
sors.

Iowa, That it shall be the duty of the clerks of the boards of supervisors of the several counties of the State, in which lands have been bid off on foreclosure of mortgages and contracts, and conveyed to the State for the use of the school-fund, previous to the taking effect of this act to make an abstract of such lands, giving their description in full, and the date of the conveyance of the land to the State, and having certified to the correctness of said abstract, immediately forward the same to the Register of the State Land-Office, and any such lands conveyed to the State after the taking effect of this act shall in like manner be immediately certified to the Register of the State Land-Office.

Lands conveyed
to State for school
fund to be certi-
fied to Register of
State Land Office.

SEC. 2. Whenever any such lands shall have been conveyed to the counties in which the same are situated, for the use of the school-fund instead of to the State, as required by law, such conveyance shall be considered valid and binding, and on the proper certificates being made, as hereinbefore provided, patents shall be issued to the purchasers of said lands in like manner as in cases where the conveyances were made to the State for the use of the school-fund.

Conveyances to
counties for
school fund to be
binding.

Patents to issue.

SEC. 3. This act, being deemed of immediate importance, shall take effect and be in force from and after its publication in the *Daily Iowa State Register* and *Daily Iowa Evening Statesman*, newspapers, published at Des Moines, Iowa.

Taking effect,

Approved, April 3, 1868.

I hereby certify that the foregoing act was published in *The Iowa Evening Statesman*, April 6, 1868, and in the *Daily State Register*, April 10, 1868.

ED WRIGHT, *Secretary of State.*

The following table exhibits the Real Estate reported under the foregoing act; also those portions patented by the State since date of last Report:

COUNTIES	No. acres reported.	No. Lots reported.	No. Blocks reported.	No. acres patented.	No. Lots patented.	No. Blocks pat'd.
Adair.....	380.00	.....	.....	360.00	.....	.....
Allamakee....	2461.52	80	6	830.00	6½	.....
Appanoose....	.....	.....	.....	.....	1	.....
Audubon....	40.00	2	.....	.....	.....	.....
Benton.....	.....	.....	.....	40.00	.....	.....
Boone.....	80.00	.....	.....	.....	.....	.....
Cerro Gordo..	.....	.....	.....	.....	2	.....
Chickasaw..	92.50	4	1	.....	.....	1
Clarke.....	460.00	6	.....	80.00	1	.....
Crawford....	.....	2	.....	.....	.....	.....
Dallas.....	92.00	.....	.....	.....	.....	.....
Decatur.....	3480.00	19	.....	660.00	.....	.....
Delaware....	480.00	.....	.....	120.00	4	.....
Dubuque....	102.00	5½	.....	.....	.....	.....
Fayette....	200.00	18	1	.....	2	.....
Floyd.....	360.00	.....	.....	80.00	.....	.....
Greene.....	80.00	.....	.....	.....	.....	.....
Hamilton....	280.00	.....	.....	.....	.....	.....
Henry.....	135.00	6	.....	40.00	2	.....
Jackson....	160.00	1	.....	.....	.....	.....
Johnson....	172.00	1	.....	40.00	1	.....
Jones.....	.....	.....	.....	200.00	2	.....
Lee.....	560.00	21	.....	.....	1	.....
Louisa.....	283.34	2	.....	.....	.....	.....
Lucas.....	570.00	2	.....	130.00	.....	.....
Madison....	600.00	.....	.....	80.00	.....	.....
Mahaska....	220.50	1	.....	20.00	.....	.....
Marion....	140.00	9	.....	60.00	4	.....
Mills.....	80.00	2½	.....	80.00	.....	.....
Mitchell....	280.00	.....	.....	.....	.....	.....
Montgomery..	160.00	.....	.....	.....	.....	.....
Muscatine..	125.00	.....	.....	.....	.....	.....
Page.....	360.00	.....	.....	.....	.....	.....
Scott.....	83.00	2	.....	.....	2	.....
Story.....	720.00	14	½	105.00	.....	.....
Tama.....	310.00	.....	.....	.....	.....	.....
Washington..	720.00	.....	.....	440.00	.....	.....
Wayne.....	2699.25	18½	4	240.00	.....	1
Webster....	1870.00	.....	.....	160.00	.....	.....
Total.....	18836.11	220½	12½	3765.00	28½	2

4TH.—THE UNIVERSITY GRANT.

The following table exhibits the number of acres patented since date of last report, total number of acres patented, number of acres unpatented, and the total number of acres in each county :

COUNTIES.	No acres patented since date of last report.	Total No. acres patented.	No. acres unpatented.	Total in each county.
Appanoose		560.00	80.00	640.00
Boone	80.00	1921.91	691.57	2613.48
Davis	80.00	240.00	1057.36	1297.36
Dallas		382.72	189.35	572.07
Decatur	160.00	240.00	2320.00	2560.00
Hardin	40.00	8152.74	2172.80	10325.54
Iowa	80.00	405.68	240.97	646.65
Jasper	481.64	2121.49	2489.86	4611.35
Jefferson	80.00	1200.00	80.00	1280.00
Lucas	416.82	2616.14	1929.30	4545.44
Polk	239.61	2017.55	3176.64	5194.19
Scott		405.16	240.00	645.16
Story	440.00	3115.89	2105.51	5221.40
Union	80.00	319.79	318.41	638.20
Wapello	160.00	1716.68	203.32	1920.00
Warren	40.00	2482.79	735.21	3218.00
Total	2378.07	27911.54	18017.30	45928.84

5TH.—THE SALINE GRANT.

The following table exhibits the number of acres patented since date of last report, total number of acres patented, number of acres unpatented, and total number of acres in each county :

COUNTIES.	No. acres patented since date of last report.	Total No. acres patented.	No. acres unpatented.	Total in each county.
Appanoose	765.69	9034.41	3824.87	12859.28
Davis		280.00	360.00	640.00
Decatur	40.00	2200.00	360.00	2560.00
Lucas	360.00	25192.22	599.24	25791.46
Monroe		960.00	160.00	1120.00
Van Buren		640.00		640.00
Wayne	80.00	1357.61	1033.18	2490.79
Total	1145.69	39564.24	6537.29	46101.53

6TH.—DES MOINES RIVER GRANT.

Herewith will be found extracts from the latest Reports of the Commissioner of the General Land Office, touching this grant.

The Tables and Lists showing a correct exhibit of this grant appear in my Report of 1867, and it is not thought worth while to repeat them in this. I still adhere to the opinion, expressed in that Report, in regard to the validity of pre-emptions made prior to the confirmatory law of Congress under which the Des Moines Navigation and Railroad Company profess to hold. And as the Harvey settlement has not been declared void by any Court, but on the contrary was ratified and confirmed by the 12th General Assembly, it is believed this Department should be regulated in accordance therewith. I publish herein the decision of Secretary Browning, as copies are frequently requested at this office. It seems, however, by subsequent correspondence from that Department, that the Secretary vacillated somewhat in regard to its interpretation.

The following is from the Report of the General Land Office for the year 1866:

"IOWA DES MOINES RIVER GRANT."

"By the act of August 8th, 1846, a grant was made of "certain lands to the Territory of Iowa, to aid in the improvement of the navigation of the Des Moines river in said Territory."

Under that law, and pursuant to former departmental decisions, there were certified 593,964.42 acres, of which 271,572.24 acres are situated above the mouth of the Raccoon fork.

The validity of selections north of that stream was subsequently drawn in review by the Supreme Court of the United States, at the December term, 1859, 23 Howard, in the case of *The Dubuque and Pacific Railroad Company vs. Litchfield*, when it was ruled in effect that the State of Iowa, under the grant of 1846 had no valid title north of the fork in question.

In view of this judicial determination, the department under the railroad grant made to Iowa by act of May 15, 1856, certified to that State for the benefit of certain railroads, 233,453 acres, falling within the limits which had been claimed for the improvement.

Subsequently Congress by joint resolution approved March 2, 1861, relinquished to the State all the title which the United States then retained in the premises where the lands were held by *bona fide* purchasers from the State. Under that resolution the department has certified to Iowa 44,838,64 acres. By the act of Congress, approved July 12, 1862, "confirming a land claim in the State of Iowa and for other purposes," Statutes, Vol. 12, p. 543, the original grant of 1846 was extended so as to embrace the odd-numbered sections within five miles of the Des Moines, from the aforesaid fork to the northern boundary of the State. In adjusting the grant under the said act, the department has certified lands in place equal to 167,109,02 acres; in demnity lands 297,603,74 acres, leaving a residuum of 1,317,32 acres, for which a special certificate has been issued, authorizing additional selections to that extent, thus fully satisfying the claim under the several legislative acts, and making the aggregate granted to the State under the act of 8th August 1846, joint resolution of 2d March 1861, and law of 12th July, 1862, of 833,079,90 acres, on account of the Des Moines improvement."

The following is from the report of the General Land Office for 1867:

"DES MOINES RIVER, IOWA."

In virtue of the act of August 8, 1846, joint resolution of March 2, 1861 and act of July 12th, 1862, granting lands to the State of Iowa "to aid in the improvement of the navigation of the Des Moines river, there has inured to the State 833,079,90 acres. The department transferred to Iowa previous to June 30, 1866, 831,762,58 acres, leaving a residuum of 1,317,32 acres; which has been duly certified since last annual report, thus fully satisfying the claim under the several acts."

DEPARTMENT OF THE INTERIOR,
GENERAL LAND OFFICE.
May 21st, 1868. }

C. C. Carpenter, Esq., Register State Land Office, Des Moines, Iowa :

SIR: I have the honor to enclose herewith a copy of the decision of the Hon. Secretary of the Interior, dated May 9, 1868, relative to the Des Moines Pre-emption cash entry No. 21,240 of Herbert Battin for s w qr. 3-83-27 by which you will perceive that the Hon. Secretary awards said tract to Mr. Battin and rejects the claim of the Des Moines River Navigation Company and the Iowa Central Air Line Railroad thereto.

I would add that under date of the 13th inst., the Hon. Secretary affirmed our decision of October 19, 1867, awarding n hf s w qr and s w qr s w qr 25-85-27 to Daniel C. Shepley, per cash entry No. 21,235 as against the asserted claim of the Des Moines Company to the same tract.

Very Respectfully,

JOS. S. WILSON, *Commissioner.*

WASHINGTON, D. C., MAY 9TH, 1868.

SIR:—I have received your report of the 9th October last, and the accompanying papers in the case of Herbert Battin from the Des Moines Office, Iowa, claiming the right of pre-emption to the sw qr 3, town 83, range 27, by reason of a settlement made thereon October 2d, 1857.

It appears from your report that on the 6th December, 1866, you awarded the land to Battin, but as it had been previously certified to the State of Iowa under the railroad grant of May 15, 1856, you required a relinquishment on the part of the State before issuing patent. That on the 23rd July, 1867, you re-examined the case and decided to cancel the entry of Battin, upon the ground that his settlement commenced after the right of the railroad company had attached.

From this decision Battin appeals.

The required relinquishment under the railroad grant was received at your office after you had made the second decision. This tract of land is a part of an odd numbered section, situated above the Raccoon Fork, within five miles of the Des Moines river, and claimed as a part of the grant to Iowa to aid in the improvement of said river. It is also within the six mile limit of the railroad grant, and was approved and certified to the State under both grants.

In view of these grants, the several decisions of the Department and of the Supreme Court in reference to their extent and validity, it becomes necessary to review the whole matter in order to a correct determination of the case under consideration :

1. The Act of Congress approved August 8th, 1846, (9 Stat. 777), granted to the Territory of Iowa "for the purpose of aiding said Territory to improve the navigation of the Des Moines river from its mouth to the Raccoon Fork (so called) in said Territory one equal moiety, in alternate sections, of the public lands (remaining unsold, and not otherwise disposed of, encumbered or appropriated) in a strip five miles in width on each side of said river," to be selected within said Territory by an agent or agents, etc.

The proper State authorities, February 15th, 1851, formally notified your office that they selected the odd sections above the Raccoon Fork to the source of the Des Moines river, and on the 10th March, 1852, certain lands, among which was the tract in question, were approved to the State by Secretary Stuart in view of the decision of Secretary Walker that the grant extended above said Fork. Prior to this last date several conflicting decisions had been made as to the limit of this grant, some extending it only to the mouth of the Raccoon Fork, others to the Northern boundary of the State.

At the December term, 1859, the Supreme Court of the United States, in the case of the Dubuque and Pacific Railroad Company vs. Litchfield, (23 Howard, 66) decided that this grant did not extend above the Raccoon Fork. The action of the Executive Departments, awarding and transferring to the State, under this

grant, lands situated above the said Fork, was regarded by the Court as unauthorized and void.

They were therefore approved to the State for railroad lands, under said Act of May 15, 1856, so far as such lands were situated within the prescribed limits of the line of the road.

The Attorney of the Des Moines Navigation and Railroad Company in a very elaborate brief, contends that under the grant of 1846 this land was withdrawn, and that the original decision of the court could not operate to restore it. He refers to the instructions issued by the Commissioner of the General Land Office of June 1st, 1849, to the Register and Receiver at Iowa City, Iowa, for evidence of withdrawal. Upon looking at these instructions, it is found that the withdrawal only extended up to township 83 north, range 26 west, that being as far as the public surveys had progressed in that direction.

This tract is, consequently, not within the limits of *that withdrawal*. Besides, the court held that the Act of Congress "was a grant to Iowa of an undivided moiety of the lands below the Raccoon Fork, and the officers of the Executive Department had no further authority than to make partition of these lands. Having extended their acts to lands lying outside of the boundaries, their attempts to make partition were merely nugatory." The grant being thus restricted to lands below the Raccoon Fork, Congress, by resolution approved March 2d, 1861, relinquished to the State of Iowa all the title the United States then held in the tracts of land above the said fork, which had been improperly certified to said State under the grant of 1846, and which were *then held by bona fide purchasers* under the State.

It is also claimed that the Des Moines Improvement Company was a *bona fide purchaser* from the State, and consequently that the defect of title was cured by said resolution.

After it had been approved the State was called upon to furnish a list of the tracts improperly certified to her which she had sold. This tract is not found in the State's lists, although it appears in a list of tracts said to have been sold by the Company. Said resolution not covering all the lands claimed for the Des Moines River Grant, Congress passed the act approved July 12th, 1862.

This act makes a *new grant* to the State of those lands above the Raccoon Fork "to be held and applied in accordance with the original grant" except a portion thereof, which are to be used to aid in constructing a railroad; and it is provided that if any of said lands shall have been sold or *otherwise disposed of* by the United States, excepting those released under the joint resolution "an equal amount of lands within the State are to be set apart and certified in lieu thereof." Referring to the original grant, it is found to include only *public lands* remaining unsold and not otherwise disposed of, encumbered and appropriated. The new grant gives indemnity for any of such lands above the said fork, *disposed of*, except those released by the resolution.

In view of this legislation, it became necessary to ascertain what indemnity, if any, was due the State. The Commissioner of the General Land Office therefore stated an account between the United States and the State of Iowa, dated May 21, 1866. The State was credited with the amount of the odd numbered sections within five miles of the Des Moines river above the Raccoon Fork being a total of 558,004.1 $\frac{2}{3}$ acres, and debited as follows:

Land selected under special certificate.....	297,603.74
2d. Land in place to be certified.....	167,109.02
3d. Land confirmed by resolution.....	44,838.64
4th. Land confirmed on East Fork.....	11,661.80
5th. Excess selected and approved under the act of 1841.....	35,473.54
	<u>556,686.74</u>
Leaving due the State.....	1,317.32
	<u>558,004.06</u> acres.

This adjustment was accepted by Josiah A. Harvey, Register of the State Land Office and Commissioner on behalf of the State of Iowa, and approved by Mr. Secretary Harlan, May 29th, 1866.

The 1,317.32 acres were subsequently selected and approved by the State.

The State by the deliberate and recorded admission of her authorized agents, has thus received all the lands to which she was entitled on account of the improvement of said River. The adjustment

is conclusive and final. As the State received indemnity for this identical tract, her claim on behalf of the Des Moines Company must be rejected without regard to adverse claims.

2. Having disposed of the claim under the river grant, I proceed to consider that of the railroad. I premise by saying, that while it appears the railroad company were notified of the appeal taken by Battin, they have failed to put in an appearance.

The grant to the State for the purpose of aiding in the construction of railroads by said Act of 1856, granted every alternate odd numbered section for six sections in width on each side of each of the roads, with the right to select indemnity for such sections or parts thereof disposed of, with a proviso, reserving from the operation of the grant any and all lands reserved for the purpose of aiding in any object of internal improvement, etc.

The Supreme Court of the United States at the December term 1866, (5 Wallace 681), rendered a decision to the effect that said proviso operated to exclude from the railroad grant the odd numbered sections within five miles of the Des Moines River above the Raccoon Fork, and that the same passed to the State under the acts granting lands to aid in improving said river.

At the date of that decision the Des Moines River grant had been finally adjudicated. The State had, as before remarked, received all the land to which she was entitled on account thereof, and she is thus estopped from setting up a claim. Although this fact does not appear in the record of the case, I have shown that it is incontrovertibly established by the records of your office. It is the duty of the department in administering the acts of Congress to give full effect to the settlement, otherwise the State would first obtain, in lieu of lands she alleged had been "otherwise disposed of" an indemnity amounting to an equal quantity of such lands, and then when her right to land selected by way of indemnity had been recognized and confirmed to her, she could assert her title to the lands she alleged had been disposed of. The effect of this would give her more than she originally claimed.

The effect of that decision is, therefore, only to exclude from the railroad grant, lands lying north of the Fork, and to restore them

to the public domain, at least so far as to subject them to the operation of the Pre-emption and Homestead laws.

Further by act June 2d, 1864, (13 Stat., 98,) amendatory of the grant of 1856, additional lands were granted to the State and new provisions were engrafted upon the original law. One of these, the last proviso to the 4th section, excludes from the railroad grant any land "settled upon and improved in good faith by a *bona fide* inhabitant, under color of title derived from the United States or the State of Iowa adverse to the grant," and the railroad company are authorized to select other land in lieu of tracts so settled upon and improved.

These *bona fide* inhabitants need not necessarily be pre-emption settlers, but they must be *bona fide* settlers, claiming from the United States or the State of Iowa, consequently the State could have no valid claim under the railroad grant to any tract settled upon and improved in good faith by a *bona fide* inhabitant. Furthermore, it is certified by the Executive of the State, that the State has not transferred this tract, and he relinquishes any title or color of title to it by virtue of its having been approved and certified under that grant.

3rd. The remaining question to be determined is whether Battin's claim can be allowed.

It is not material to consider whether this land has ever been reserved so as to exclude it from the operation of the pre-emption laws. Even if such had been the case, the difficulty would be removed by the proviso in the act of 1864, and it is only necessary to ascertain whether he is a "*bona fide* settler," &c.

From the evidence, it would appear that Battin settled upon the land in good faith in October, 1857, having purchased the improvements of a prior settler and has complied with the requirements of the pre-emption law and been allowed to enter the land. That entry is in accordance with law and will be carried into patent.

I am, sir, very respectfully,
Your obedient servant,

(Signed.) O. H. BROWNING, *Secretary.*
HON. JOS. S. WILSON,
Commissioner of the General Land Office.

DEPARTMENT OF THE INTERIOR, }
GENERAL LAND OFFICE, July 21st, 1868. }

HIS EXCELLENCY, HON. SAMUEL MERRILL, *Governor of Iowa, Des Moines, Iowa.*

SIR: Under date of June 12, 1865, Levi Hull of Boone county, Iowa, appeared at the land office at Des Moines, and paid for the ne sq or lot 1, and se qr of ne qr section 17, township 83, range 26, per pre-emption, cash entry No. 21,199, showing an actual personal settlement upon said tracts in the spring of 1862, and a cultivation of and residence upon said tracts from the date of settlement to the date of entry, a period of more than three years.

The land in question was approved to the State of Iowa April 7, 1863, for the use of the "Iowa Central Air Line Railroad," under the act of May 15, 1856, and is situated above the Raccoon fork of the Des Moines river within the five mile limit of said river.

Mr. Hull having shown a *bona fide* pre-emption claim to said tracts, this case comes within the purview of the decision of the Hon. Secretary of the Interior, in the case of Herbert Battin, a copy of which is on file in the office of C. C. Carpenter, Esq., Register of the State Land Office at Des Moines.

Therefore, in order that a patent may issue to Mr. Hull for the land described, you are respectfully requested to relinquish to the United States the color of title acquired by the State of Iowa, by virtue of the approval of the Hon. Secretary of the Interior, before referred to.

In your reply, be pleased to refer to this letter as "G," by its date.

Very respectfully, your obedient servant,

JOS. S. WILSON, *Commissioner.*

DEPARTMENT OF THE INTERIOR, }
GENERAL LAND OFFICE, March, 8, 1869. }

C. C. CARPENTER, ESQ., *Register State Land Office, Des Moines, Iowa.*

SIR: Referring to our letter of 25th September last, I now have to inform you that under date of 27th ult., the Hon. Secretary of the Interior returned the papers in the case of Levi Hull, cash entry 21,199, involving the right to the se qr of ne and lot, section

17-83-26, Des Moines, Iowa, and reversed our decision which was in favor of said Hull.

Mr. Hull's cash entry No. 21,199, has this day been canceled.

Respectfully,

JOS. S. WILSON, *Commissioner*.

DEPARTMENT OF THE INTERIOR. }
GENERAL LAND OFFICE, September 7th, 1868. }

HIS EXCELLENCY, HON. SAMUEL MERRILL, *Governor of Iowa, Des Moines, Iowa.*

SIR: Under date of June 8, 1868, this office awarded the ne qr section 33, township 89, range 28, to William Reilly, and instructed the land officers at Fort Dodge to allow the Des Moines Navigation Company, and the Dubuque and Sioux City Railroad Company thirty days in which to appeal, both of said corporations having claimed said tract.

The register at Fort Dodge reports, under date of the 28th ult., that the attorneys of both of the above mentioned companies had accepted notice, June 17, 1868, but that no appeal had been taken.

The proof in this case shows a settlement by Reilly in 1855, but that he was prevented from making a personal settlement, by the claims of the Des Moines Navigation Company, until August, 1862, when he again went upon said land and filed his D. S. as a notice that he still claimed the same, after which he enlisted in the military service of the United States. After his return from the army he removed his family to said land, and now resides thereon and has improvements of the value of \$1,500.

In view of these circumstance, and of the recent decision of the Hon. Secretary of the Interior in the case of Herbert Battin, and in order that a patent may issue to Mr. Reilly upon his cash entry No. 5,207, made at Fort Dodge, February 27, 1865, you are respectfully requested to relinquish the color of title, possessed by the State of Iowa in said tract, to the United States.

In your letter transmitting the desired relinquishment, be pleased to refer to this letter as "G," by its date.

I am, very respectfully, your obedient servant,

JOS. S. WILSON, *Commissioner*.

DEPARTMENT OF THE INTERIOR. }
GENERAL LAND OFFICE, October 6th, 1868. }

C. C. CARPENTER, Esq., *Register State Land Office, Des Moines, Iowa.*

SIR: Your letter of the 30th ult. enclosing the corrected relinquishment of the Governor of Iowa of the ne qr 33-89-28, has been received, and the Fort Dodge cash entry, No. 5,207, of William Reilly, covering said tract, has been approved and filed for patenting.

Very respectfully,

JOS. S. WILSON, *Commissioner*.

7TH—DES MOINES RIVER SCHOOL-LANDS.

The following papers exhibit the present *status* of these Lands. The list was published in my former Report, with a brief history of the proceedings of the General Government and State in relation to them; and it is not thought advisable to republish that information, as copies of the other Report can be had if desired:

DES MOINES NAVIGATION AND RAILROAD COMPANY }
vs.
REGISTER OF STATE LAND OFFICE. }

Be it remembered that heretofore, to wit: on the 3d day of August, A. D. 1868, the same being the 26th day of the July Term of the District Court of Polk County, State of Iowa, H. W. Maxwell, sole Judge of the 5th Judicial District, presiding, the following, among other proceedings, was had, to wit:

THE DES MOINES NAVIGATION AND }
RAILROAD COMPANY }
vs. } No. 432.
THE REGISTER OF THE STATE LAND OFFICE. } *Chancery.*

And now this cause coming on to be heard upon the motion of defendant, C. C. Carpenter, to dissolve the injunction herein, and the Court having fully examined the pleadings on file, and heard the matters submitted, said motion is suspended and the injunction is dissolved.

It is further ordered, if the plaintiff perfect their appeal and enter the same for hearing at the next Term of the Supreme Court of the

State of Iowa, and shall prosecute their appeal with diligence, that the order of dissolution stand sustained until the final hearing and decision of said Supreme Court.

It is ordered that the defendant recover his costs in this cause, and have judgment for the same against the plaintiff, the Des Moines Navigation and Railroad Company of Iowa, taxed at \$— and that execution issue therefor. To the sustaining of which motion, and the dissolution of the injunction, and the judgment for costs, the plaintiff excepts.

Signed at the close of the day's proceedings.

H. W. MAXWELL, *Judge.*

STATE OF IOWA, }
COUNTY OF POLK. }

I, H. H. Griffiths, Clerk of the District Court of Polk county, State aforesaid, hereby certify that the above and foregoing is a full, true and complete transcript of the decree made and entered of record in my office in the above entitled cause, as full, true and complete, as the same appears of record in my office.

{ L. S. } In testimony whereof I have hereunto set my hand and affixed the official seal of said District Court at Des Moines, this 13th day of November, A. D. 1868.

FEES.

Transcript—\$0.75.

Certificate— 0.50.

\$1.25

H. H. GRIFFITHS, *Clerk,*

J. M. GRIFFITHS, *Deputy.*

The Des Moines Navigation and Railroad Company having appealed, the following is the decision of the Supreme Court :

SUPREME COURT, IOWA.

DES MOINES NAV. & R. R. Co., App^lt,

vs.

C. C. CARPENTER, REGISTER STATE LAND OFFICE,

} Appeal from
} Polk District
} Court.

Injunction—Amendment of Petition for, &c.

In the original petition, filed in 1864, the plaintiff, a corporation, states that on the 3d day of May, 1858, it became the owner in

fee-simple of the lands described in the petition; in all 1984 acres: that said real estate was conveyed to the plaintiff by the State of Iowa through R. P. Lowe, Governor thereof in accordance with law; that the defendant (Register of the State Land Office) is about to execute conveyances of said lands to different persons whose names are to the plaintiff unknown; that these would necessarily engender a large amount of litigation and cloud the title of the plaintiff so that he cannot have a speedy and adequate remedy at law. The prayer is for an injunction to restrain the execution of the contemplated conveyances, and on final hearing that it be made perpetual and for such further relief as the case may require. The foregoing is the substance of the whole petition. The Register of the State Land Office is alone made defendant. A temporary injunction was granted *ex parte* in 1864. In 1865, Harvey, then Register of the State Land Office filed an answer denying plaintiff's ownership of the land or that the plaintiff had any interest, legal or equitable, therein or to any part thereof; admits that he is about to execute deeds to portions of the land to certain persons specially named (who have, however, never been made defendants or parties to this proceeding); alleges that said lands became the property of the State under the 500,000 acre grant to the State by act of Congress, approved Sept. 4, 1841, and constituted part of the school lands of said State; that in 1853 and 1854 they were sold as such by the School Fund Commissioner of Webster County to various purchasers in small tracts pursuant to law; that the purchasers have paid for the same and are entitled to conveyances therefor from the State.

On the 10th day of February, 1868, Carpenter, successor to Harvey as Register of the State Land Office filed an answer containing a denial of the plaintiff's title to the lands and setting up more in detail the same facts alleged in the answer of Harvey. On the same day (10th February 1868) the defendant filed a motion to dissolve the injunction "*upon the bill and answers now on file,*" assigning as grounds want of equity in the bill, since it seeks only to establish the legal title to real estate; because the persons really interested are not made parties; because the answers deny all

equity in the bill; because an officer of the State cannot be enjoined in respect to his public duties, &c. On the 13th day of February 1868, there is this entry of record: "Plaintiff has leave to file an amended petition." On the 20th of February 1868, an amended petition was filed which sets out at great length the history of the 500,000 acre grant; the Des Moines River grant; the action of the defendant and of the State of Iowa and of the plaintiff thereunder, &c.; and concludes with a prayer "that a writ of injunction issue against the defendant restraining and enjoining him from conveying by deed or patent" any of the said lands until the judicial settlement and determination of the title thereto in suits which the plaintiffs" are about instituting against the persons in possession. On the 3d day of August 1868 the motion to dissolve the injunction was sustained; the plaintiffs accepted and appeal.

J. M. ELWOOD,

FINCH & RIVERS, *for appellant.*

HENRY O'CONNOR, *Attorney-General for the State.*

DILLON, CH. J.—Laying out of view the amended petition it is clear that the court did not err in granting the motion to dissolve the injunction. The allegations of the original petition were very general, and were positively denied in the answer on file. This denial, together with the fact that the answer of Mr. Harvey, as Register, had been on file for years, and no steps taken, so far as shown, to have the controversy between the plaintiffs and their adverse claimants, viz: the purchasers from the State through Tolman, School Fund Commissioner, brought to a judicial determination either by making them parties to this proceeding or by separate suits, fully justified the Court in vacating, in 1868, the order for a temporary injunction which had been made in 1864.

The adverse parties are the plaintiffs and the aforementioned purchasers from the School Fund Commissioner of Webster county. These purchasers are not parties to the present proceeding. The question between them and the plaintiffs is one of title, both claiming under the State of Iowa. The plaintiff alleges that it

has the legal title to the lands in dispute by virtue of grants and deeds from the State. This the defendant denies. He claims that the rights of these school purchasers were protected and saved by the general government where the lands were certified to the State; and also that the lands in question were excepted from those to be conveyed under the act of settlement between the State and the plaintiff contained in the joint resolution of March 22d, 1858; and that any conveyances thereof, subsequently made were without authority of law, contrary to the act of settlement, and void. Now it is evident that the question of title or priority of right to the lands can only be determined, so as to be binding in a proceeding in which both the plaintiffs and their adversaries are parties. The situation of the parties is this:—The plaintiff claims to have the legal title perfected in it by deeds and patents. Its adversaries have a contract from the State, or its officers, for a title, and it is shown that they have in many instances paid the State the purchase money and are demanding a patent or other evidence of title. In 1864, the plaintiff applied for, and obtained an *ex-parte* injunction restraining the Register from issuing patents or evidence of title to these parties, and as that injunction has been respected they are without the requisite evidence to enable them to litigate with the plaintiffs. Having been thus tied up by the plaintiff from 1864 to 1868, the Register filed a motion to dissolve the injunction. This motion was based upon *the bill and answer then on file*. Under the circumstances it admits of great doubt whether the amended petition can be resorted to in order to reverse the ruling of the District Court dissolving the injunction. This pleading professed to be not an amendment to the original petition, but an amended petition, stating the plaintiff's case anew at great length and praying for a writ of injunction to issue. Under the chancery practice there was some difference of opinion as to the effect of amending injunction bills. Speaking of the English practice, *Mr. Eden* states that "it is now well understood that an injunction drops of course, upon the plaintiff's amending his bill. It has in consequence of this doctrine become usual for the plaintiff in cases where it is expedient to

amend, to move for leave to amend without prejudice to the injunction (1 Eden on Injunc. Waterman's Ed. 149). But in this country this stringent rule was not generally followed, and the practice in general adopted was that where an amendment was made by leave of Court the injunction remained in force without a special order to that effect. Our statute on injunctions (ch. 154 p. 667 of Revision) provides that these writs may be granted in accordance with the rules heretofore observed except as herein modified, Rev. Sec. 3773. Nothing is said in this chapter in relation to amending petition for injunction. But the general statute on the subject of amendments is very broad and liberal, and so far as reasonable and proper these provisions should be applied to injunction suits as well as others. I make no doubt that a petition may be amended so as to sustain an existing injunction; and this Court has substantially so declared; 19 Iowa. But here the plaintiff did amend his petition and make it appear that his purpose was to support his existing writ. He files a new petition and asks for a new writ upon the case therein made. The motion to dissolve the writ had been previously made, and that motion was based upon the pleadings then on file.

Without more to satisfy us than is contained in the present record, that the motion was submitted and considered upon the amended petition as well as upon the other pleadings, we are not prepared to say that the court erred in its action. Conceding, however, that the amended petition should be treated as properly before the court on the motion to dissolve, and was before it as the basis of its action, it is still our opinion that the court did not err. The plaintiffs, according to their theory, have the full legal title. It is clear that if they have *any* title it is a complete one. There is no obstacle in their way, nor has there been since May, 1858, to their commencing a suit against each owner claiming adversely to them, to have the question of title decided. In 1864 they obtained an injunction which has for four years and more prevented their adverse claimants from getting any evidence of title, so as to be prepared to commence suit against the plaintiff. A reversal of the order of the District Court would revive the injunction and this suit may remain open indefinitely, and, if decided, will not be

binding upon those adversely concerned to the plaintiff, unless they are made parties thereto. The Register of the Land Office is a nominal defendant, and has no personal interest in the controversy. This suit is in Polk county. The lands lie in Webster county, where it may be supposed the parties really interested against the plaintiff reside, and where they have a right to sue and be sued respecting these lands. The matter of dissolving or continuing an injunction is one which largely rests in the sound discretion of the court, to be exercised in view of all of the special circumstances of the case before it. We are satisfied that it exercised it wisely in vacating the order for an injunction, which had been long enough in force, without being, as far as shown, productive of anything but delay.

AFFIRMED.

Report of John Tolman, School Fund Commissioner of Webster County, to the Superintendent of Public Instruction, of the lands in the old numbered sections within the five miles limits of the Des Moines River, sold by him, as a portion of the 500,000 Acre Grant.

Name of Purchaser.	Date of Contract.	No. of Lot.	Parts of Section.	Sec.	T.	R.	No. of acres.	Pice per acre.	Cash.	Credit.	
Evan Lewis.....	Aug. 27, 1853		se qr of se qr.....	25	88	27	40	\$1.95	12.50	37.50	Patented.....
Jacob Kraus.....	Sept. 2, 1853		se hf sec, e hf of sw qr of se qr.....	15	87	20	60	1.25	75.00		
Andrew A. Scott.....	Aug. 18, 1853		se hf of sw.....	7	87	20	80	1.25	75.00	75.00	Money refunded.
Willis Woodruff.....	Aug. 18, 1853		e hf of ne.....	11	87	20	140	1.25	43.83	131.00	Patented.....
Jesse Goodrich.....	Aug. 20, 1853		e hf of ne.....	11	87	27	180	1.25	200.00		
Wm. T. Woodsey.....	Aug. 20, 1853		se qr of se, n hf of sw.....	7	87	26	137.64	1.25	172.05		Money refunded.
Thomas G. Pierce.....	Aug. 20, 1853		se qr of ne.....	13	87	26	40	1.25	50.00		
Robert Alcorn.....	Aug. 20, 1853		n hf of sw.....	25	88	28	80	1.25	100.00		
John Tolman.....	Sept. 7, 1853		n hf of sw qr.....	17	88	28	80	1.25	100.00		
John Ware.....	Sept. 7, 1853		n hf of sw qr.....	17	88	28	80	1.25	100.00		
Perfonzo Bell.....	Sept. 9, 1853		w hf of ne qr.....	31	87	26	62.68	1.35	78.37		
Eleazer Russell.....	Sept. 13, 1853	1, 2, 3, & 4	ne qr of nw qr.....	7	87	26	160	1.25	205.89		
Francis W. Allen.....	Oct. 1, 1853		e hf of se.....	5	88	28	80	1.25	100.00	150.00	
Francis W. Allen.....	Oct. 1, 1853		n hf of se qr.....	5	88	28	40	1.25	12.50	37.50	
John B. Skinner.....	Oct. 19, 1853		n hf of sw qr.....	19	87	26	32.37	1.25	10.12	30.56	
John B. Skinner.....	Oct. 19, 1853		ne qr of ne qr.....	25	87	27	40	1.25	12.50	37.50	
John Gaylor.....	Nov. 12, 1853		w hf of ne qr.....	7	87	27	80	1.25	25.00	75.00	Patented.....
Isaac Murphy.....	Nov. 28, 1853		n hf of se.....	7	87	26	40	1.25	12.50	37.50	
Leander Bohrer.....	Nov. 28, 1853		w hf of sw qr.....	11	86	27	80	1.25	35.00	75.00	
Solomon Bathler.....	Dec. 6, 1853		w hf of se qr.....	15	87	26	80	1.25	35.00	75.00	Patented.....
Francis McGuire.....	Dec. 6, 1853		4 se qr.....	15	87	27	62.50	1.50	93.75		
Ebenezer H. West.....	Dec. 12, 1853		se qr of se qr, w hf of sw of se qr.....	19	87	26	92.37	1.25	20.87	86.59	Money refunded.
Benjamin Corban.....	Dec. 12, 1853	1, 2, 4, & 5	e hf of nw qr, nw qr of nw qr.....	25	87	27	402.05	1.25	94.37	283.30	Patented.....
James Corban.....	Dec. 13, 1853		n hf of ne.....	25	87	27	40.00	1.25	13.30	37.50	Patented.....
Samuel K. Barnes.....	Dec. 20, 1853		sw qr.....	13	88	28	100.00	1.25	200.00		
Isaac Murphy.....	Dec. 27, 1853		e hf of se qr and sw qr of se qr.....	7	87	26	120.00	1.25	37.50	112.50	

George C. Goss.....	Jan. 2, 1854		w hf of se qr.....	31	88	27	80.00	1.25	25.00	75.00	Money refunded.
Lodowick Maricle.....	Jan. 3, 1854		8 se qr of se qr.....	23	87	26	70.75	1.25	19.18	57.58	Patented.....
David A. Eckerson.....	Jan. 4, 1854		ne qr of nw qr.....	15	87	26	40.00	1.25	12.50	37.50	
Peter Byram.....	Jan. 7, 1854		e hf of se qr.....	15	87	26	80.00	1.25	25.00	75.00	
James Craig.....	Jan. 7, 1854		se qr of sw qr.....	31	87	26	40.00	1.25	50.00		
Wesley McKinney.....	Jan. 10, 1854		ne qr, e hf of nw qr.....	31	87	26	240.00	1.25	75.00	225.00	Money refunded.
John Everhart.....	Jan. 10, 1854		s hf.....	31	87	26	303.00	1.25	94.77	284.29	Money refunded.

OCTOBER 23, 1854.

OFFICE OF SCHOOL FUND COMMISSIONER, WEBSTER COUNTY. }

I hereby certify that this is a correct (copy) of all the lands sold by me on odd sections as school lands in this county at the times the dates appear on the list.

JOHN TOLMAN, School Fund Com., Webster Co., Iowa.

8TH.—SWAMP LAND GRANT.

As Hon. J. A. Harvey was appointed by the following Act of the 12th General Assembly, a commissioner to act as agent at the city of Washington, to secure the adjustment of the Swamp Land claims of the State; and as he will doubtless report in reference to this grant, it is not deemed necessary to enlarge here. We here-with give a full list of the Indemnity Lands granted by the general government in lieu of Swamp Lands otherwise disposed of in the counties receiving the Indemnity. It is believed this list will be a great convenience, especially in the counties where these lands have been located.

Three Indemnity Certificates for Swamp Lands are now on file in this office: one for Marion county for 120 acres of land; one for Clinton county for 2186.55 acres; and another for Adams county for 80 acres. Agents should be appointed by these counties for their location, as all the public lands in Iowa will soon be entered, when such scrip will be worthless to the counties in favor of which it was issued, its location being limited to public lands in this State.

CHAPTER 135.

COMMISSIONER TO SETTLE LAND CLAIMS WITH UNITED STATES GOVERNMENT.

APRIL 7. AN ACT to Amend Chapter 79 of the Acts of the Eleventh General Assembly, entitled "An Act providing for the Adjustment of certain Land Claims with the General Government."

SECTION 1. *Be it enacted by the General Assembly of the State of Iowa*, That section 4, of chapter 79, of the Acts of the Eleventh General Assembly, entitled "An Act providing for the adjustment of certain land claims with the general government," be and the same is hereby repealed, and the following enacted in lieu thereof, to-wit:

SEC. 2. Said commissioner shall receive as his compensation five dollars per day for the time actually engaged in the discharge of the duties by this act imposed, with his necessary expenses in attending to the same, and his account for such time and expenses made out from time to time, or at the conclusion of his services as such commissioner, under oath, shall be presented to the Census Board,

Ch. 79, 1866 re-pealed.

Commissioner to receive \$5 a day and expenses.

and if approved and allowed by them, the Auditor of State shall draw his warrant therefor on the State Treasurer, who shall pay the same out of the general revenue of the State; and *provided* further, that if said [J.] A. Harvey shall decline to serve further as such commissioner, or from any cause said position shall become vacant, it shall be the duty of the Census Board to appoint, and the Governor there-upon to commission, some competent person to act as such commissioner.

Proviso: vacancy.

SEC. 3. This act, being deemed of immediate importance, shall take effect and be in force from and after its publication in the *Daily State Register* and *Iowa Evening Statesman*, newspapers published at Des Moines, Iowa.

Taking effect.

Approved, April 7, 1868.

I hereby certify that the foregoing act was published in *The Iowa Evening Statesman* April 21, 1868, and in the *Daily State Register* April 23, 1868.

ED WRIGHT, *Secretary of State.*

The following table exhibits the number of acres approved and certified as enuring to the State, and the number of acres patented to the State and by the State to the Counties since the date of last Report:

COUNTIES.	No. of acres approved and certified as enuring to the State.	No. of acres patented to State and by the State to Counties.
Adams.....	.....	978.87
Allamakee.....	1442.54	240.00
Audubon.....	.....	40.00
Calhoun.....	453.40	208.71
Cass.....	.....	40.00
Cherokee.....	1152.06	1112.06
Clayton.....	1447.16	.....
Dickinson.....	2534.04	2534.04
Fremont.....	1218.90	1218.90
Greene.....	2368.25	2248.25
Hamilton.....	884.66	.....
Howard.....	.....	240.00
Humboldt.....	1844.60	2761.82
Ida.....	880.81	880.81

COUNTIES.	No. of acres approved and certified as this from the State.	No. of acres patented to State and by the State to counties.
Jackson		240.00
Keokuk	160.00	160.00
Kossuth		4978.84
Linn	240.00	
Mahaska	600.00	600.00
Mills		400.00
Monona	520.00	33552.33
Monroe		520.00
Montgomery		160.00
Palo Alto	3412.15	13622.88
Pocahontas	2951.31	3870.50
Shelby		80.00
Webster	3534.22	
Wright		40.00
Total	25884.10	70488.01

List of lands located with special Swamp Land Indemnity Certificates, patented to the State by the United States and by the State patented to the several counties entitled thereto.

Parts of Sections.	Sec.	Town.	Range.	Acres.	To What County Patented.
sw qr	18	83	41		Adams.
w hf of sw	31	83	41		
n hf of ne	6	83	42		
n hf of nw and n hf of ne	10	83	42		
w hf of sw	32	83	42		
n hf of nw	2	82	43		
sw of sw	8	82	43		
nw of ne	14	82	43		
sw of nw	30	82	43		
se of sw	18	88	32		
nw	28	88	32		
Total patented to Adams county				947.12	
n fr hf of nw	2	93	28	116.50	Allamakee.
nw of ne	2	93	28	58.19	
sw of ne	2	93	28	40.00	
n hf of ne	12	93	28	80.00	
s hf of sw	24	93	28	80.00	
s hf of ne	24	93	28	80.00	
ne of ne	24	93	28	40.00	
s hf of ne	26	93	28	80.00	
ne of sw	4	93	32	40.00	
nw of sw	4	93	32	40.00	
se of sw	4	93	32	40.00	
ne qr	8	93	32	160.00	
w hf of sw	10	93	32	80.00	
se of nw	10	93	32	40.00	
n hf of nw	10	93	32	80.00	
se of se	10	93	32	40.00	
w hf of se	10	93	32	80.00	
nw of se	28	93	32	40.00	
nw of nw	28	93	32	40.00	
e hf of nw	28	93	32	80.00	
ne qr	28	93	32	160.00	
all	30	93	32	607.40	
ne	34	93	32	160.00	
e hf of nw	34	93	32	80.00	
e hf of se	34	93	32	80.00	
s hf of sw	34	93	32	80.00	
n fr hf	18	98	32	310.03	

Parts of Section.	Sec.	Town.	Range	Acres.	To what County Patented.
w fr hf of sw	18	98	32	70.49	Allamakee...
lot 5	22	99	32	37.40	
sw	26	99	32	160.00	
all	28	99	32	640.00	
lots 2, 3, and 4	30	99	32	120.50	
e hf of nw	30	99	32	80.00	
all	32	99	32	640.00	
sw qr	15	99	31	160.00	
e hf	21	99	31	320.00	
all	34	99	31	640.00	
all	34	99	32	640.00	
lot 4	20	99	32	8.50	
Total patented to Allamakee Co				6329.01	

n fr hf	3	89	43	282.04	Appanoose.
n fr hf	4	89	43	279.38	
n fr hf	6	89	43	294.20	
sw fr qr	6	89	43	172.74	
w fr hf	18	89	43	361.24	
w fr hf	30	89	43	362.11	
sw fr qr	30	88	44	146.25	
w hf of nw	26	88	44	80.00	
nw of se	1	88	44	40.00	
sw of ne	2	88	44	40.00	
w hf of sw	12	88	44	80.00	
se of se	14	88	44	40.00	
nw fr qr of ne	4	87	45	35.92	
n fr hf of nw	4	87	45	69.70	
sw of nw	4	87	45	40.00	
w hf of sw	4	87	45	80.00	
se of sw	4	87	45	40.00	
s hf	14	87	45	320.00	
ne	22	87	45	160.00	
sw	24	87	45	160.00	
n hf	26	87	45	320.00	
sw fr qr	7	88	43	142.00	
n fr hf	4	93	47	333.98	
Total patented to Appanoose Co				3879.56	

n hf of ne	3	81	34		Audubon.
sw of nw	4	81	34		
n hf of nw	4	81	34		

Parts of Sections.	Sec.	Tp.	Range	Acres.	To what County patented.
n hf of nw	5	81	34		Audubon
n hf of ne	5	81	34		
n hf ne	6	81	34	357.64	
s hf of se	6	83	41		
n hf of nw	20	83	41		
w hf of sw	30	83	41		
w hf of nw	31	83	41		
e hf of ne	31	83	41	370.25	
n hf and sw qr	2	84	41		
se qr	4	84	41		
nw qr	10	84	41		
nw qr	14	84	41		
se qr	18	84	41		
w hf of nw	24	84	41		
n hf of nw	26	84	41		
n hf of ne	28	84	41		
n hf of nw	28	84	41	1451.54	
s hf of ne	12	85	41		
w hf of sw	30	85	41		
se of sw	30	85	41		
s hf of se	30	85	41		
all	36	85	41	904.60	
n hf of sw	12	82	42		
nw qr and e hf of sw	30	82	42	328.21	
ne qr	32	84	42	160.00	
se of ne	2	87	31	40.00	
Total patented to Audubon County				3614.24	
s hf	4	98	34		Benton
ne fr qr, se qr and e hf of sw	6	98	34		
nw fr qr and ne qr	7	98	34		
n hf of nw and n hf of se qr	34	98	34	1170.53	
e hf of ne	6	99	34		
n fr hf of nw	6	99	34		
sw of nw	6	99	34		
sw fr qr	6	99	34		
s hf	28	99	34		
se	30	99	34		
all	32	99	34		
nw	34	99	34	1674.91	
e fr hf of ne	12	100	34		
e hf of nw	30	100	34		
sw fr qr and se qr	30	100	34	435.00	
Total patented to Benton County				3280.44	

Parts of Sections.	Sec.	Town.	Range	Acres.	To what County patented.
n fr hf of nw.....	4	87	22	99.12	Black Hawk.
nw fr qr.....	3	91	24	155.70	
ne fr qr of nw.....	6	91	24	40.65	
s fr hf of sw.....	6	91	24	76.97	
e hf of se.....	14	91	24	80.00	
se qr.....	26	91	24	160.00	
sw of sw.....	32	91	24	40.00	
e hf of ne.....	34	91	24	80.00	
e hf of nw.....	12	93	27	80.00	
nw of sw.....	14	93	27	40.00	
w hf ne.....	20	93	27	80.00	
w hf sw.....	20	93	27	80.00	
ne of sw.....	20	93	27	40.00	
ne qr.....	10	98	30	160.00	
n hf of nw.....	10	98	30	80.00	
nw of sw.....	10	98	30	40.00	
all.....	12	98	30	640.00	
n hf of se.....	18	98	30	80.00	
sw of se.....	18	98	30	40.00	
sw fr qr.....	18	98	30	161.33	
s hf.....	22	98	30	320.00	
all.....	24	98	30	640.00	
n hf and se.....	26	98	30	480.00	
se of sw.....	26	98	30	40.00	
all.....	28	98	30	640.00	
nw of sw.....	2	88	33	40.00	
Lots 1, 2, 3, 4, 5, 6, 7, 8, 9, 10 & 11	2	88	33	474.48	
Total patented to Black Hawk County.....				4878.25	

n fr hf of nw qr and n fr hf of ne.....	4	90	21	...	Boone.....
w fr hf of sw.....	6	90	21	...	
sw of sw.....	10	90	21	271.47	
n fr hf of ne and n fr hf of nw.....	4	91	22	...	
w fr hf of sw and ne of ne.....	6	91	22	...	
nw of nw and sw of sw.....	36	91	22	349.85	
n fr hf of ne.....	6	90	23	...	
n fr hf of nw.....	6	90	23	...	
sw of nw.....	6	90	23	...	
w fr hf of sw.....	6	90	23	...	
sw of se.....	6	90	23	...	
w fr hf of nw.....	18	90	23	428.37	
Total patented to Boone County.....				1049.69	

Parts of Section.	Sec.	Town.	Range	Acres.	To what County patented.
n fr hf of ne.....	2	87	32	103.90	Bremer.
n fr hf of nw.....	2	87	32	106.14	
ne fr qr of ne.....	4	87	32	52.98	
sw fr qr.....	6	87	32	139.24	
w fr hf of nw.....	6	87	32	71.35	
nw of nw.....	10	87	32	40.00	
nw of ne.....	12	87	32	40.00	
nw of ne.....	2	90	30	38.22	
nw fr qr of nw.....	2	90	30	37.82	
n fr hf of ne.....	4	90	30	75.70	
sw fr qr of sw.....	6	90	30	49.51	
sw fr qr of nw.....	6	93	26	47.37	
w fr hf of sw.....	6	93	26	94.12	
nw fr qr of ne.....	6	91	31	45.09	
w fr hf of sw.....	6	91	31	74.44	
w fr hf of nw.....	18	91	31	72.60	
w fr hf of sw.....	18	91	31	72.20	
w fr hf of nw.....	30	91	31	70.81	
n fr hf of nw.....	6	91	32	97.76	
n fr hf of nw.....	4	92	31	92.61	
sw of sw.....	6	92	31	37.08	
se of sw.....	14	92	31	40.00	
nw of nw.....	28	93	31	40.00	
nw fr qr of nw qr.....	30	93	31	41.15	
nw fr qr of ne.....	4	92	32	49.85	
sw of nw.....	4	92	32	40.00	
sw of se.....	4	92	32	40.00	
ne qr and sw qr.....	32	93	32	320.00	
e hf of nw and nw of nw.....	32	93	32	120.00	
w hf of se and se of se.....	32	93	32	120.00	
s hf.....	18	93	33	322.84	
n hf of nw.....	20	93	33	80.00	
se of nw.....	20	93	33	40.00	
ne of sw.....	20	93	33	40.00	
sw of sw.....	20	93	33	40.00	
e hf.....	20	93	33	320.00	
se of nw.....	22	93	33	40.00	
nw fr qr of ne qr.....	6	87	30	45.23	
nw of se.....	20	87	30	40.00	
Total patented to Bremer County.....				3238.01	
ne qr.....	34	94	33	160.00	Buchanan.
n hf of se and se of se.....	34	94	33	120.00	
n hf of sw and se of sw.....	34	94	33	120.00	

Parts of Sections.	Sec.	Town.	Range	Acres.	To what County patented.
n hf of ne and sw of ne	14	93	33	120.00	Buchanan.
s hf of nw and ne of nw	14	93	33	120.00	
ne fr qr	2	93	33	200.45	
s hf of sw and n fr hf of nw	2	93	33	201.82	
nw of ne and ne of nw	10	93	30	80.00	
se of ne and ne of se	10	93	30	80.00	
n hf of ne	12	93	30	80.00	
e hf of nw and sw of nw	12	93	30	120.00	
w hf of se and se of se	12	93	30	120.00	
w hf of sw and se of sw	12	93	30	120.00	
se qr and se of ne	20	93	32	200.00	
Total patented to Buchanan Co.					1,842.27

sw fr qr of nw	6	92	21		Butler
nw of nw	17	92	21		
nw of nw	32	92	21	121.47	
n fr hf of ne	1	92	22		
n fr hf of nw	1	92	22		
sw of nw	1	92	22		
n fr hf of ne	2	92	22		
n fr hf of nw	2	92	22		
n fr hf of ne	4	92	22		
n fr hf of nw	4	92	22		
w fr hf of sw	6	92	22		
n fr hf ne	6	92	22		
w fr hf of nw	7	92	22		
w fr hf of sw	7	92	22		
se of se	9	92	22		
sw of nw	11	92	22		
ne of nw	14	92	22		
w fr hf of nw	18	92	22		
w fr hf of sw	18	92	22		
w fr hf of nw	19	92	22		
w fr hf of sw	19	92	22		
se of se	21	92	22		
w hf of nw	22	92	22		
sw of sw	25	92	22		
e hf of se	26	92	22		
w fr hf nw	30	92	22		
w fr hf sw	30	92	22		
sw of se	30	92	22		
w fr hf of nw	31	92	22		
w fr hf of sw	31	92	22		

Parts of Sections.	Sec.	Tp.	Range	Acres.	To what County patented.
s hf of se	35	92	22		Butler
se of nw	35	92	22		
w hf of sw	35	92	22		
se of sw	35	92	22		
nw of nw	36	92	22		
sw of sw	36	92	22	2542.36	
ne fr qr of ne	2	92	23		
se of nw	4	92	23		
w hf of sw	9	92	23		
s hf of nw	11	92	23		
ne of sw	13	92	23		
ne of ne	21	92	23		
nw of ne	23	92	23		
se of se	25	92	23	413.16	
n fr hf of nw	1	91	24		
n fr hf of ne	1	91	24		
n fr hf of nw	2	91	24		
n fr hf of ne	2	91	24		
ne of sw	4	91	24	342.14	
n fr hf of nw	4	92	24		
w fr hf of nw	6	92	24		
w fr hf of sw	6	92	24		
w fr hf of nw	7	92	24		
se of nw	7	92	24		
w fr hf of sw	7	92	24		
se of se	9	92	24		
Lots 1, 2 and 3	9	92	24		
w fr hf of nw and w fr hf of sw	18	92	24		
ne of ne	19	92	24		
Lots 1 and 2	21	92	24		
nw of sw	23	92	24		
nw of sw	29	92	24	1032.64	
sw of sw	1	91	27		
sw of sw	4	91	27		
ne of se	8	91	27		
ne of sw	8	91	27		
nw of nw	9	91	27		
sw of nw	11	91	27		
s hf of nw	15	91	27		
s hf of ne	15	91	27		
ne of ne	15	91	27		
w fr hf of nw	18	91	27		
w fr hf of sw	18	91	27		

Parts of Sections.	Sec.	Town.	Range.	Acres.	To what County Patented.
se of se.	18	91	27		Butler
w hf sw	28	91	27		
n fr hf of n w	30	91	27		
s fr hf of s w	30	91	27		
se of se.	32	91	27	970.62	
sw fr qr of sw	6	92	27		
s hf of ne	10	92	27		
w hf of sw	18	92	27	215.06	
n fr hf of ne qr	2	91	32		
nw of nw	2	91	32		
n fr hf of ne	4	91	32		
n fr of nw	4	91	32		
w fr hf of sw	6	91	32		
sw of nw	6	91	32		
n fr hf of ne	6	91	32		
w fr hf of nw	18	91	32		
w fr hf of sw	18	91	32		
ne of nw	18	91	32		
w fr hf of nw	30	91	32	834.04	
nw fr qr of ne	2	92	32		
ne fr qr of nw	2	92	32		
sw of nw	2	92	32		
ne fr qr of ne	6	92	32		
n fr hf of nw	6	92	32		
sw fr qr of nw	6	92	32		
sw fr qr of sw	6	92	32		
w fr hf of nw	18	92	32		
w fr hf of sw	18	92	32		
nw of sw	20	92	32		
w hf of nw	30	92	32		
ne of nw	30	92	32		
w fr hf of sw	30	92	32	816.88	
n fr hf of ne	2	91	33		
se of ne	2	91	33		
n fr hf of nw	2	91	33		
n fr hf of ne	4	91	33		
n fr hf of nw	4	91	33		
sw of nw	4	91	33		
n fr hf of ne	6	91	33		
n fr hf of nw	6	91	33		
sw of nw	6	91	33		
w fr hf of sw	6	91	33		
w hf of nw	14	91	33	839.24	

Parts of sections.	Sec.	Town.	Range.	Acres.	To what County patented.
n fr hf of ne	2	92	33		Butler
n fr hf of nw	2	92	33		
n fr hf of ne	4	92	33		
nw fr qr	4	92	33		
ne fr qr of ne qr	6	92	33		
nw fr qr of nw qr	6	92	33		
sw fr qr	6	92	33		
sw of nw	12	92	33		
e hf of nw	18	92	33		
nw fr qr of nw	18	92	33		
w fr hf of sw	18	92	33		
w fr hf of nw	30	92	33		
w fr hf of sw	30	92	33		
se of sw	30	92	33	1233.39	
w hf	28	93	33		
se qr	28	93	33		
w hf of ne	28	93	33		
n hf of ne	30	93	33		
se of ne	30	93	33		
w fr hf	30	93	33		
s hf of se and nw of se	30	93	33		
n hf	32	93	33		
n hf of se	32	93	33		
sw of se	32	93	33		
n hf of sw	32	93	33		
se of sw	32	93	33	1684.97	
Total patented to Butler County				11045.97	
w hf of sw qr	7	99	30		Calhoun
ne of sw	7	99	30		
w hf of nw	7	99	30		
ne of nw	7	99	30	208.20	
e hf of ne	7	100	30		
w hf of nw	8	100	30		
w hf of ne	8	100	30		
nw qr	9	100	30		
lot 6	17	100	30	301.03	
Total patented Calhoun County				509.23	
e hf sec and e hf of nw	34	89	34	400.00	Carroll
n hf of nw	10	89	35		
n hf of ne	10	89	35		
se of ne	10	89	35		

Parts of Section.	Sec.	Town.	Range	Acres.	To what County patented.
ne of se	10	89	35		Carroll.
s hf of se and sw qr	10	89	35		
sw qr	12	89	35		
ne qr	14	89	35		
ne of se	14	89	35		
sw of se	14	89	35		
se of ne	18	89	35		
ne of sw	22	89	35		
w hf of ne and n hf of se	24	89	35		
nw of se	34	89	35		
w hf of ne	36	89	35		
se of ne	36	89	35		
s hf	36	89	35	1600.00	
n hf of ne	10	89	37		
sw of ne	10	89	37		
n hf of nw	10	89	37	200.00	
n hf	6	89	38		
n hf	10	89	38		
n hf	12	89	38	961.67	
Total patented to Carroll Co.				3161.67	

Parts of Section.	Sec.	Town.	Range	Acres.	To what County patented.
e hf of ne	30	83	41		Cass.
e hf	33	83	41		
nw	34	83	41	560.00	
n hf of ne	2	89	36		
n hf of nw	2	89	36		
sw of nw	2	89	36		
n hf	4	89	36		
nw of sw and se of sw	4	89	36		
all	6	89	36		
w hf	8	89	36		
w hf of ne and n hf of se	8	89	36		
w hf of nw	10	89	36		
ne of se	14	89	36		
all	18	89	36		
w hf of ne	20	89	36		
s hf of nw	20	89	36		
se qr	20	89	36		
e hf of sw and nw of sw	20	89	36		
n hf of sw	22	89	36		
sw of sw	22	89	36		
nw of ne	22	89	36		
nw qr	22	89	36		

Parts of Section.	Sec.	Town.	Range	Acres.	To what County patented.
sw of ne and nw of nw	26	89	36		Cass.
n hf of nw and sw of nw	28	89	36		
e hf and nw qr	30	89	36		
all	32	89	36		
w hf of ne	34	89	36		
se of ne and se qr	34	89	36	4828.14	
n hf of se	12	88	37	80.00	
nw qr	2	89	37		
n hf of ne	2	89	37		
n hf of sw	2	89	37		
n hf	4	89	37		
all	8	89	37		
se of nw	10	89	37		
ne of sw	10	89	37		
nw of se	10	89	37		
all	12	89	37		
n hf	14	89	37		
nw of se	14	89	37		
e hf of sw	14	89	37		
sw of sw	14	89	37		
n hf	24	89	37	2865.26	
e hf of nw and sw of nw	6	90	37	119.34	
all	2	89	38		
all	4	89	38	1230.18	
Total patented to Cass County				9602.92	

n hf of nw fr qr	2	91	21		Cedar.
n hf of ne	4	91	21		
n hf of nw fr qr	4	91	21		
n hf of ne fr qr	6	91	21		
w hf of sw fr qr	6	91	21		
sw of ne	10	91	21		
w hf of sw fr qr	18	91	21		
w hf of nw fr qr & w hf of sw fr qr	30	91	21		
ne of ne	32	91	21	727.43	
n hf of ne fr qr	2	91	25		
n hf of nw fr qr	2	91	25		
n hf of nw fr qr	4	91	25		
nw of nw fr qr	5	91	25		
ne of ne fr qr	6	91	25	338.23	
ne of ne fr qr	1	92	25		
nw of nw fr qr	2	92	25		
n hf of ne fr qr & n hf of nw fr qr	3	92	25		
ne of ne fr qr	4	92	25		
w hf of sw fr qr	6	92	25		

Parts of Section.	Sec.	Town.	Range	Acres.	To what County patented.
w hf of nw fr qr.....	7	92	25	.....	Cedar
nw of sw fr qr.....	12	92	25	.....	.....
ne of nw qr.....	13	92	25	.....	.....
ne of sw.....	13	92	25	.....	.....
se of se.....	13	92	25	.....	.....
ne of sw and sw of se ..	20	92	25	.....	.....
se of nw	24	92	25	.....	.....
ne of se and ne of sw.....	27	92	25	.....	.....
nw of ne and w hf of nw fr qr.....	30	92	25	.....	.....
w hf of nw fr qr and nw of ne.....	31	92	25	.....	.....
nw of sw.....	36	92	25	1150.46	.....
n hf of ne fr qr.....	4	90	27	.....	.....
w hf of sw fr qr.....	6	90	27	.....	.....
nw of nw fr qr.....	18	90	27	.....	.....
sw of sw fr qr.....	18	90	27	.....	.....
ne of ne qr.....	18	90	27	.....	.....
nw of nw.....	24	90	27	.....	.....
nw of ne.....	26	90	27	375.41	.....
n fr hf.....	2	97	27	.....	.....
n fr hf.....	4	97	27	.....	.....
ne of sw.....	4	97	27	.....	.....
n hf of se.....	4	97	27	.....	.....
se of se.....	4	97	27	718.92	.....
all.....	6	93	29	.....	.....
w hf of nw.....	18	93	29	.....	.....
ne of nw.....	18	93	29	.....	.....
nw of sw fr qr.....	18	93	29	.....	.....
sw of nw fr qr.....	30	93	29	.....	.....
e hf of nw.....	30	93	29	410.67	.....
s hf of se and nw of se.....	34	98	29	.....	.....
nw qr and w hf of ne.....	36	98	29	360.00	.....
s hf.....	2	97	30	.....	.....
se qr, s hf of sw qr and nw of sw ..	4	97	30	.....	.....
se qr.....	6	97	30	.....	.....
n hf.....	8	97	30	.....	.....
nw qr.....	10	97	30	1240 00	.....
ne fr qr, s hf of nw & ne of nw fr qr	5	93	33	.....	.....
w hf of sw fr qr.....	7	93	33	.....	.....
e hf of sw qr and se qr.....	7	93	33	.....	.....
nw qr	17	93	33	.....	.....
ne qr, e hf of nw and w fr hf of nw	18	93	33	1145.39	.....
Total patented to Cedar Co.....				6466.51	
all.....	2	98	45	.....	Cerro Gordo...
all.....	4	98	45	.....	.....

Parts of Section.	Sec.	Town.	Range	Acres.	To what County patented.
all.....	10	98	45	.....	Cerro Gordo.
all.....	18	98	45	2648.16	.....
n fr hf.....	4	99	45	.....	.....
all.....	5	99	45	.....	.....
e hf of sw,e hf of nw fr qr & e fr hf of sec	6	99	45	.....	.....
all.....	7	99	45	.....	.....
all.....	8	99	45	.....	.....
all.....	18	99	45	.....	.....
all.....	20	99	45	.....	.....
all.....	26	99	45	.....	.....
all.....	30	99	45	.....	.....
w hf.....	32	99	45	.....	.....
all.....	34	90	45	6052.38	.....
all.....	8	100	45	404.70	.....
nw of sw.....	11	86	46	.....	.....
ne of nw.....	13	86	46	80.00	.....
se of sw.....	8	87	46	.....	.....
w hf of sw.....	34	87	46	120.00	.....
ne of ne.....	28	88	46	40.00	.....
ne fr qr, n hf of nw fr qr & se of nw	2	97	46	.....	.....
w hf of ne.....	10	97	46	.....	.....
nw qr.....	10	97	46	.....	.....
n hf of sw & sw of sw	10	97	46	590.02	.....
all.....	2	98	46	.....	.....
all.....	4	98	46	.....	.....
all.....	8	98	46	.....	.....
all.....	10	98	46	.....	.....
all.....	14	98	46	.....	.....
all.....	20	98	46	.....	.....
all.....	22	98	46	.....	.....
all.....	28	98	46	.....	.....
all.....	32	98	46	.....	.....
all.....	34	98	46	6511.98	.....
all.....	7	99	46	.....	.....
all.....	8	99	46	.....	.....
all.....	9	99	46	.....	.....
all.....	10	99	46	.....	.....
all.....	11	99	46	.....	.....
all.....	12	99	46	.....	.....
all.....	14	99	46	.....	.....
all.....	15	99	46	.....	.....
all.....	17	99	46	.....	.....
all.....	18	99	46	.....	.....
all.....	19	99	46	.....	.....

Parts of Sections.	Sec.	Town	Range	Acres.	To what County patented.
all.....	20	99	46	.....	Cerro Gordo...
all.....	21	99	46	.....
all.....	22	99	46	.....
all.....	24	99	46	.....
all.....	26	99	46	.....
all.....	28	99	46	.....
all.....	29	99	46	.....
all.....	30	99	46	.....
all.....	32	99	46	.....
all.....	34	99	46	.....
all.....	36	99	46	13606.54	
Total patented to Cerro Gordo.....				80053.78	
s hf of sw.....	1	95	28	.....	Chickasaw.
n hf of se.....	11	95	28	.....
n hf of sw.....	12	95	28	.....
n hf of se.....	12	95	28	.....
nw qr and e hf of ne.....	13	95	28	.....
n hf of se and ne of ne.....	35	95	28	.....
w hf of sw.....	36	95	28	.....
s hf of ne.....	36	95	28	840.00	
s hf of ne.....	1	96	28	.....
ne fr qr and s hf of nw.....	2	96	28	.....
n fr hf of ne and n fr hf of nw.....	3	96	28	.....
n fr hf of ne.....	4	96	28	.....
n hf of se.....	10	96	28	.....
e hf nw.....	12	96	28	.....
n hf sw.....	13	96	28	.....
w hf of ne.....	14	96	28	.....
s hf of ne.....	23	96	28	.....
n hf of se.....	24	96	28	.....
e hf of nw.....	25	96	28	.....
e hf of nw.....	26	96	28	.....
w hf of ne.....	27	96	28	.....
w hf of nw.....	28	96	28	1315.10	
sw qr and w hf of se.....	1	97	28	.....
s hf of ne.....	2	97	28	.....
s hf of nw.....	2	97	28	.....
n hf of sw.....	2	97	28	.....
n hf of se.....	2	97	28	.....
s hf of ne qr and e hf of se.....	5	97	28	.....
n hf of ne and w hf of se.....	7	97	28	.....
n hf of nw and w hf of sw.....	9	97	28	.....
w hf of nw.....	10	97	28	.....
e hf of ne.....	12	97	28	.....
n hf of nw.....	13	97	28	.....

Parts of Section.	Sec.	Town	Range	Acres.	To what County patented.
n hf of ne.....	14	97	28	1360.00	Chickasaw ..
n fr hf of ne.....	1	95	30	.....
nw fr qr.....	1	95	30	.....
n hf of sw.....	1	95	30	.....
se of sw and s hf of se.....	1	95	30	.....
n hf of sw and se of sw.....	4	95	30	.....
n hf of se and w hf of sw.....	5	95	30	.....
e hf of se and w hf of nw.....	8	95	30	.....
e hf of nw.....	9	95	30	.....
nw qr.....	15	95	30	.....
n hf of se and n hf of sw.....	25	95	30	1337.52	
all.....	19	96	30	.....
n hf.....	28	96	30	.....
e hf and sw fr qr.....	30	96	30	.....
all.....	31	96	30	.....
w hf of sw.....	33	96	30	.....
se qr and e hf of ne.....	33	96	30	.....
w hf of ne and nw qr.....	36	96	30	2618.64	
s hf.....	4	98	30	.....
ne qr.....	7	98	30	.....
w hf of nw.....	8	98	30	.....
n hf.....	13	98	30	.....
s hf of se and s hf of sw.....	14	98	30	.....
n hf.....	17	98	30	.....
sw of ne.....	15	98	30	.....
s hf of nw and nw of nw.....	15	98	30	1520.00	
nw fr qr.....	7	100	31	85.85	
s hf of ne, nw qr and w hf of se.....	2	98	27	.....
ne fr qr and e hf of sw.....	4	98	27	.....
e hf of nw fr qr and ne fr qr.....	6	98	27	.....
e hf of nw.....	8	98	27	.....
w hf of ne and se of ne.....	8	98	27	.....
e hf of nw.....	12	98	27	.....
e hf of sw.....	14	98	27	.....
e hf of nw and ne qr.....	14	98	27	.....
se qr.....	18	98	27	.....
se qr.....	24	98	27	.....
sw qr.....	26	98	27	.....
sw qr.....	28	98	27	.....
n fr hf.....	30	98	27	2351.82	
w fr hf.....	2	98	28	.....
e fr hf.....	4	98	28	.....
se.....	8	98	28	.....
nw qr, n hf of se and n hf of sw.....	10	98	28	.....

Parts of Section.	Sec.	Town.	Range	Acres.	To what County patented.
w hf	12	98	28		Chickasaw
se	22	98	28		
w hf of sw and se of sw	24	98	28		
ne qr, n hf of se and sw of se.....	28	98	28		
sw fr qr	30	98	28		
ne qr and sw qr.....	32	98	28	2488.75	
e hf of nw fr qr.....	2	99	28		
e hf and sw qr.....	3	99	28		
s hf of se.....	4	99	28		
nw of se	4	99	28		
ne fr qr and e hf of sw	4	99	28		
s hf of nw and n hf of sw	5	99	28		
n hf of se.....	6	99	28		
s hf of ne and se qr.....	7	99	28		
s hf of nw.....	8	99	28		
ne of nw.....	8	99	28		
w hf of ne.....	8	99	28		
n hf of sw.....	8	99	28		
se of sw.....	8	99	28		
n hf of se.....	8	99	28		
sw of se	8	99	28		
s hf of nw and ne of nw	9	99	28		
e hf.....	10	99	28		
s hf.....	12	99	28		
se qr.....	14	99	28		
w hf of ne.....	14	99	28		
se of ne and nw qr.....	14	99	28		
nw qr and se qr.....	22	99	28		
w hf of ne	24	99	28		
ne of ne.....	24	99	28		
ne of sw.....	24	99	28		
w hf of nw.....	24	99	28		
n hf of se.....	24	99	28		
n hf of se and sw qr	26	99	28		
nw qr, s hf of ne and se qr.....	34	99	28		
s hf of ne	36	99	28		
ne of ne and se qr.....	36	99	28	4577.72	
n fr hf.	4	98	29		
se qr	6	98	29		
ne qr	8	98	29		
sw qr and e hf of nw.....	14	98	29	890.82	
ne fr qr.....	2	99	29	193.69	
Total patented to Chickasaw Co.....				19740.66	

Parts of Sections.	Sec.	Tp.	Range	Acres.	To what County patented.
w fr hf	7	99	32		Clarke
nw fr qr	18	99	32		
Lots 5 and 8	21	99	32		
Lots 6, 7, 8 and 9.....	23	99	32		
Lots 2 and 3.....	26	99	32		
w hf of nw	30	99	32	684.37	
se qr	26	90	38	160.00	Clayton
ne of ne.....	6	92	38	48.00	
Total patented to Clayton Co.....				208.00	
nw fr qr	1	89	43		Clinton
ne fr qr and se qr.....	2	89	43		
ne qr.....	11	89	43	599.06	
n hf of ne and sw of se	10	99	23		Dallas
sw of se and ne of sw	11	99	23	200.00	
all	8	99	31		Decatur
se qr.....	14	99	31		
n hf and se qr	15	99	31		
ne qr.....	23	99	31	1440.00	
s hf	20	98	33		
e hf of sw	30	98	33		
w hf.....	32	98	33		
w hf of nw and s hf of sw	34	98	33	880.00	
Total patented to Decatur Co.....				2320.00	
s hf	10	98	31		Delaware
se	14	98	31		
n hf	22	98	31		
s hf.....	24	98	31		
e hf	28	98	31		
e hf of nw and ne qr.....	32	98	32		
e hf.....	34	98	31		
sw qr and se of nw.....	36	98	31	2200.00	
ne fr qr and sw fr qr.....	7	100	31		Des Moines..
e hf of nw and sw fr qr.....	18	100	31		
w fr hf.....	19	100	31		
all	21	100	31		
w hf.....	22	100	31		
all	28	100	31		
w hf	30	100	31		
e hf	33	100	31	2918.91	

Parts of Sections.	Sec.	Tp.	Range	Acres.	To what County patented.
Lot 2	22	91	31	31.50	Dubuque
e fr hf of nw	11	100	31		
w fr hf of nw	11	100	31		
w hf of sw	11	100	31		
ne fr qr	14	100	31	333.78	
e fr hf of ne	9	100	32		
e hf of se	9	100	32		
w hf of nw fr qr	10	100	32		
Lot 1, 2 and 3	10	100	32		
nw qr	15	100	32	475.93	
Total patented to Dubuque County				841.21	

nw fr qr and nw of ne fr qr	3	97	48		Fayette
n fr hf and s hf	4	97	48		
Lots 1 and 2	6	97	48		
n hf of ne and ne of nw	9	97	48		
Lot 5	14	97	48		
nw of nw and lots 1 and 4	15	97	48		
Lots 1 and 2 and sw of sw	24	97	48	1448.51	
nw of nw	4	98	48		
Lots 1 and 2	5	98	48		
Lot 1	17	98	48		
Lot 3 and 4	19	98	48		
Lots 1, 2, 3 and 4	20	98	48		
nw of nw	21	98	48		
Lots 1, 2 and 3 and nw of se	31	98	48		
se of se	31	98	48		
e hf of se	32	98	48		
all	33	98	48		
w hf and w hf of se	34	98	48	1785.97	
sw of ne	21	99	48		
Lot 2	28	99	48		
Lot 1	29	99	48		
Lot 1	32	99	48		
nw of ne and lots 1, 2 and 3	33	99	48	298.45	
Lot 1	23	98	49		
Lots 1, 2, 3 and 4	24	98	49		
e hf of se	25	98	49		
e hf of ne	25	98	49		
Lots 1, 2, 3 and 4	25	98	49		
e hf of ne	36	98	49		
nw of ne	36	98	49		
Lots 1, 2, 3 and 4	36	98	49	831.60	
Total patented to Fayette County				4364.53	

Parts of Section.	Sec.	Town.	Range	Acres.	To what County patented.
all	8	98	31		Floyd
n hf	10	98	31		
sw qr	14	98	31		
s hf	22	98	31		
n hf	24	98	31		
s hf and nw qr	26	98	31		
w hf	28	98	31		
se qr and e hf of sw qr	32	98	31		
w hf	34	98	31		
ne qr and ne of nw	36	98	31	3316.89	
s hf	7	83	40		Fremont
sw	8	83	40		
nw	17	83	40		
n hf	18	83	40		
n hf	23	83	40		
all	26	83	40	1903.86	
ne qr	11	99	33		Grundy
e hf of nw and e hf of se	11	99	33		
nw qr of se	11	99	33		
all	12	99	33		
all	14	99	33	1640.00	
all	11	100	33		
lot 2	13	100	33		
lot 2	17	100	33	593.85	
Total patented to Grundy County				2233.85	
n fr hf	9	100	33	220.96	
n fr hf	12	100	33	222.68	
e hf of nw	31	100	32	80.00	
e hf of sw	31	100	32	80.00	
Located but not patented (inures to Grundy County) 603.68					
w hf of ne, nw qr and s hf sec	8	83	36		Guthrie
s hf of ne and nw	14	83	36		
s hf of se and s hf of sw	20	83	36		
ne qr, n hf of nw qr and sw of nw	21	83	36		
s hf of se, s hf of sw and nw of sw	21	83	36		
s hf	24	83	36		
n hf sec, and w hf of sw qr	25	83	36		
se qr	26	83	36		
w hf	27	83	36		
n hf and sw qr	28	83	36		
n hf sec and ne of se	29	83	36		

Parts of Sections.	Sec.	Town.	Range	Acres.	To what County patented.
all.....	33	83	36	.....	Guthrie.
ne qr.....	35	83	36	4280.00	.....
ne qr.....	32	83	36	160.00	.....
Total patented to Guthrie County.....				4440.00	
all.....	6	97	29	589.60	Hamilton
ne qr, n hf of se and sw of se.....	2	98	29	288.67	.....
sw fr qr.....	6	98	30	.....	.....
n hf.....	30	98	30	.....	.....
s hf and nw qr.....	32	98	30	.....	.....
n hf nw and se nw.....	36	98	30	1065.64	.....
s hf.....	18	99	50	.....	.....
ne qr, w hf nw and se nw.....	19	99	30	.....	.....
n hf sec, n hf se and n hf sw.....	28	99	30	1052.75	.....
s hf.....	4	99	32	.....	.....
s hf.....	5	99	32	.....	.....
se.....	6	99	32	.....	.....
e hf.....	7	99	32	.....	.....
all.....	8	99	32	.....	.....
all.....	9	99	32	.....	.....
all.....	17	99	32	.....	.....
e hf.....	18	99	32	3360.00	.....
all.....	32	100	30	.....	.....
s hf sec and w hf ne.....	29	100	30	1040.00	.....
Total patented to Hamilton County.....				7396.66	
all.....	10	99	32	.....	Hancock.
e hf.....	13	99	32	.....	.....
e hf of se and nw of se.....	14	99	32	.....	.....
all.....	15	99	32	.....	.....
ne.....	19	99	32	.....	.....
all.....	24	99	32	.....	.....
n hf, n hf of se and n hf of sw.....	25	99	32	.....	.....
e hf of ne.....	26	99	32	.....	.....
sw of ne.....	26	99	32	.....	.....
s hf of nw.....	26	99	32	.....	.....
n hf of se and lot 1.....	26	99	32	.....	.....
lot 1, se of ne and w hf of ne.....	27	99	32	.....	.....
nw qr.....	27	99	32	.....	.....
all.....	36	99	32	4273.18	.....
all.....	7	100	32	.....	.....
w hf, w hf of ne and w hf of se.....	9	100	32	.....	.....
e hf and sw qr.....	14	100	32	1384.22	.....
Total patented to Hancock County.....				5657.40	

Parts of Sections.	Sec.	Town.	Range	Acres.	To What County Patented.
n fr hf.....	4	97	32	.....	Hardin.....
n hf of ne.....	6	97	32	.....	.....
s hf of nw.....	6	97	32	.....	.....
n hf of sw.....	6	97	32	.....	.....
sw of sw.....	6	97	32	.....	.....
ne of se.....	6	97	32	.....	.....
w hf of se.....	6	97	32	.....	.....
e hf of nw.....	8	97	32	.....	.....
sw of nw.....	8	97	32	.....	.....
n hf of se.....	8	97	32	.....	.....
sw qr.....	8	97	32	.....	.....
n fr hf of nw qr.....	18	97	32	1108.74	.....
e hf.....	12	97	33	.....	.....
n hf of nw.....	12	97	33	.....	.....
e hf of sw.....	12	97	33	.....	.....
sw of sw.....	12	97	33	.....	.....
c hf of se.....	14	97	33	600.00	.....
s hf of ne and nw of ne.....	14	97	32	120.00	.....
Total patented to Hardin county.....				1828.74	
se qr.....	36	98	34	160.00	Harrison.....
nw of nw.....	10	99	34	.....	.....
ne qr.....	34	99	34	200.00	.....
n hf of nw.....	22	100	34	.....	.....
nw qr.....	36	100	34	240.00	.....
Total patented to Harrison county.....				600.00	
n hf.....	2	97	33	.....	Henry.....
sw qr.....	2	97	33	.....	.....
s hf of se.....	2	97	33	.....	.....
ne.....	10	97	33	.....	.....
w hf of se.....	10	97	33	.....	.....
se of se.....	10	97	33	.....	.....
nw fr qr and n fr hf of sw.....	18	97	33	998.59	.....
se qr.....	34	98	33	.....	.....
sw qr.....	36	98	33	320.00	.....
Total patented to Henry county.....				1318.59	
e hf.....	6	93	42	.....	Ida.....
ne of nw.....	6	93	42	.....	.....
s hf of nw and sw qr.....	6	93	42	556.65	.....
all.....	26	94	42	.....	.....
all.....	32	94	42	.....	.....

Parts of Section.	Sec.	Town.	Range	Acres.	To what County patented.
all.....	36	94	42	1920.00	
sw qr.....	28	94	43	160.00	
Total patented to Ida Co.....				2636.65	
sw qr.....	2	89	41		Iowa.
s hf.....	4	89	41		
ne qr and w hf.....	8	89	41		
s hf.....	17	89	41	1280.00	
n fr hf of n hf.....	2	90	41		
w fr hf and nw fr qr of ne qr.....	6	90	41		
s hf.....	14	90	41		
w hf.....	22	90	41		
e hf.....	24	90	41		
s hf.....	28	90	41		
ne qr.....	32	90	41		
nw.....	34	90	41	2154.40	
Total patented to Iowa Co.....				3434.40	
se qr.....	7	99	30		Jackson.
e hf and nw.....	8	99	30		
all.....	17	99	30		
e hf of nw.....	18	99	30	1360.00	
nw fr qr.....	4	97	33		
ne fr qr.....	6	97	33		
n fr hf of nw.....	6	97	33		
se of nw.....	6	97	33		
s hf of se and e hf of sw.....	6	97	33	535.99	
Total patented to Jackson Co.....				1895.99	
nw of nw.....	20	93	27		Jasper.
se of nw.....	20	93	27	80.00	
sw qr and w hf of se.....	13	92	32	240.00	
w hf.....	8	92	34		
e hf of ne.....	18	92	34		
sw of ne.....	18	92	34		
nw qr and s hf.....	18	92	34		
n hf.....	20	92	34	1213.76	
w hf of sw.....	30	93	34	65.41	
all.....	24	92	35	640.00	
Total patented to Jasper Co.....				2239.17	
n fr hf of ne and se of ne.....	4	93	27		Johnson.
n fr hf of ne.....	6	93	27		
sw of ne.....	6	93	27		
nw of se.....	6	93	27		

Parts of Section.	Sec.	Town.	Range	Acres.	To what County Patented.
w fr hf of nw.....	18	93	27	426.29	Johnson.
s hf of ne.....	6	98	29		
nw of ne.....	6	98	29		
nw fr qr.....	6	98	29		
n hf of nw.....	8	98	29		
se of nw.....	8	98	29		
n hf of se.....	8	98	29		
n hf of sw.....	10	98	29		
se of sw.....	10	98	29		
w hf of se.....	10	98	29		
n hf of ne.....	30	98	29		
se of ne.....	30	98	29		
w fr hf of nw.....	30	98	29		
se of nw.....	30	98	29		
e hf of sw.....	30	98	29	992.01	
n fr hf.....	2	97	30		
ne fr qr.....	4	97	30		
n fr hf of nw.....	4	97	30		
sw of nw.....	4	97	30		
ne qr.....	6	97	30		
n fr hf of nw.....	6	97	30		
se of nw.....	6	97	30		
sw fr qr.....	6	97	30		
n hf of ne and sw of ne.....	10	97	30	1067.60	
s hf of sw.....	2	98	30		
nw of sw.....	2	98	30		
s hf of nw.....	4	98	30	200.00	
all.....	4	98	31		
all.....	6	98	31		
all.....	18	98	31		
all.....	20	98	31		
all.....	30	98	31	3101.57	
all.....	30	99	31		
all.....	32	99	31	1248.60	
sw of ne.....	4	93	32		
s hf of se.....	4	93	32		
nw of se.....	4	93	32		
s hf of nw.....	4	93	32		
nw of nw fr qr.....	4	93	32		
e hf of sw.....	8	93	32		
sw of se.....	8	93	32		
ne of se.....	8	93	32		
nw fr qr of nw fr qr.....	18	93	32		
se of nw.....	18	93	32		
e hf of sw.....	18	93	32		

Parts of Sections.	Sec.	Town.	Range.	Acres.	To what County patented.
sw of sw	18	93	32		Johnson
n hf of nw and sw of nw	20	93	32	777.34	
all	2	98	32		
e hf of nw fr qr	4	98	32		
all	6	98	32	1730.61	
n fr hf	4	93	33		
ne fr qr	6	93	33		
n fr hf of nw	6	93	33		
sw fr qr of nw	6	93	33		
w fr hf of sw	6	93	33		
n hf of ne	10	93	33		
sw of ne	10	93	33		
w hf of se	10	93	33		
ne of se	10	93	33	1091.08	
all	24	100	33		
all	25				
all	26				
all	27				
all	34				
all	35				
all	36			4480.00	
Total patented to Johnson Co				15115.10	
w fr hf of nw fr qr	6	99	31	84.67	
w fr hf of sw fr qr	6	99	31	65.25	
nw fr qr	18	99	31	144.33	
Located but not pat'd, (inures to Johnson Co)				294.25	
w hf of nw and e hf of ne	28	91	24		Jones
w fr hf of nw fr qr & w fr hf sw fr qr	30	91	24		
n hf of nw	32	91	24	376.52	
s hf of ne and s hf of nw	2	93	27		
w hf of sw and se of sw	4	93	27		
s hf of ne and se of nw qr	8	93	27	400.00	
e hf of ne	8	95	27		
sw of ne	8	95	27		
e hf of se	8	95	27		
sw of se	8	95	27		
n hf of se and sw of se	10	95	27		
w hf of ne	24	95	27		
se of ne and s hf of nw	24	95	27		
e hf of ne	28	95	27		
sw of ne	28	95	27		
e hf of sw	28	95	27		
nw of sw	28	95	27		

Parts of Section.	Sec.	Town.	Range.	Acres.	To what County patented.
n hf of se	32	95	27		Jones
se of se	32	95	27		
n hf of sw	32	95	27		
sw of sw	32	95	27	1040.00	
n hf of nw	10	94	28		
se of nw	10	94	28		
e hf of se	10	94	28		
nw of se	10	94	28		
w hf of sw	10	94	28		
se of sw	10	94	28	360.00	
s hf of ne	34	96	28		
e hf of nw	36	96	28		
sw of nw	36	96	28		
n hf of sw	36	96	28	280.00	
w hf of se	4	97	28		
n hf of ne fr qr	4	97	28		
sw of ne	4	97	28		
nw fr qr	4	97	28		
s hf of ne qr	34	97	28	412.50	
e hf of se	6	93	29		
s hf of ne	6	93	29		
nw fr qr of ne fr qr	6	93	29		
n fr hf of nw fr qr	6	93	29		
se of nw	6	93	29	375.60	
e hf of sw and sw of sw	32	97	29		
w hf of ne and se of ne	34	97	29	240.00	
n fr hf of ne & n fr hf of nw fr qr	2	93	30		
n fr hf ne fr qr & n fr hf nw fr qr	4	93	30		
n hf of se qr	24	93	30		
sw of se	24	93	30		
e hf of nw	24	93	30		
sw of nw	24	93	30		
e hf of sw	24	93	30		
nw of sw	24	93	30		
e hf of ne	34	93	30	915.46	
e hf of nw and sw of nw	18	93	31		
w fr hf of nw fr qr	30	93	31	202.31	
ne fr qr, se qr and e hf of sw qr	2	94	31	407.06	
se qr, sw of nw and nw of sw	2	95	32		
sw of ne	4	95	32		
s hf of nw	4	95	32		
ne of nw	4	95	32		
w hf of se	4	95	32		
s hf of nw	10	95	32		
e hf of nw and nw of nw	32	95	32		

Parts of Sections.	Sec.	Town	Range	Acres.	To what County patented.
s hf of sw	34	95	32		
s hf of ne	36	95	32	851.62	
se qr and sw of ne qr	4	96	32		
n hf of ne	32	96	32		
sw of ne and nw of se	32	96	32	360.00	
Total patented Jones County				6221.07	
sw qr	14	85	40		Keokuk
se qr, e hf of nw and e hf of sw	18	85	40		
all	20	85	40		
all	22	85	40		
all	24	85	40		
all	26	85	40		
se qr and nw qr	28	85	40		
all	30	85	40		
all	32	85	40		
sw qr w hf of nw and ne of nw	34	85	40	4891.60	
nw fr qr	8	100	33		Linn
all	10	100	33		
lot 1	17	100	33		
w fr hf of sw	18	100	33		
e hf of se	18	100	33		
n fr hf	18	100	33		
all	22	100	33		
all	23	100	33	2437.33	
all	17	94	29		Louisa
n fr hf	18	94	29		
n hf of se and sw of se	18	94	29		
sw fr qr	18	94	29		
all	19	94	29		
n hf sec, sw qr and w hf of se	20	94	29		
ne of ne and n hf of sw	28	94	29		
w hf of ne and n hf of se	29	94	29		
all	30	94	29		
n fr hf	31	94	29		
n hf of se	31	94	29		
e hf of sw and sw of sw	31	94	29		
w hf of ne	32	94	29		
e hf of nw and sw of nw	33	94	29	4023.44	
s hf	14	94	30		
e hf of se and nw of se	15	94	30		
e hf	23	94	30		
nw qr, e hf of sw and sw of sw	23	94	30		

Parts of Section.	Sec.	Town	Range	Acres.	To what County patented.
all	24	94	30		Louisa
e hf sec, ne of sw and sw of sw	25	94	30		
w hf	26	94	30		
e hf of ne	26	94	30		
w hf of se and se of se	26	94	30		
ne qr	27	94	30		
w hf of se	27	94	30		
se of se	27	94	30		
s hf of nw and sw qr	27	94	30		
all	28	94	30		
n hf and se qr	29	94	30		
n fr hf sec and w fr hf of sw	30	94	30		
all	33	94	30		
w hf sec, e hf of nw and sw of nw	34	94	30		
all	35	94	30		
w hf sec, e hf of ne and sw of ne	36	94	30		
all	20	94	30		
sw qr, w hf of se and ne of se	13	94	30		
se of nw	13	94	30	7764.56	
lot 1	33	94	31	47.30	
w hf of sw	8	97	33		
s hf of ne	14	97	33	160.00	
w hf of nw, ne of nw and nw of ne	10	98	33		
w fr hf of nw and w fr hf of sw	30	98	33	298.50	
se of sw and sw of se	34	99	33		
lots 1 and 2	36	99	33	137.50	
Total patented to Louisa County				12431.30	
all	4	89	40		Lucas
w hf of nw	8	89	40	719.68	
s hf	28	90	40		
ne	30	90	40		
ne	32	90	40		
all	34	90	40	1280.00	
ne fr qr of ne	6	89	41	36.87	
n fr hf of nw	2	89	44	68.28	
w fr hf of nw	30	90	44	94.89	
Total patented to Lucas County				2199.72	
lots 1, 6, 7 and 8, and s hf	2	88	34		Madison
lots 1 and 2	4	88	34		
lots 1, 2, 4, 5, 6, 7 & 8, & e hf of se	6	88	34		
n hf of ne and n hf of nw	8	88	34		
s hf of nw and e hf of se	10	88	34		
nw of nw	12	88	34		

Parts of Section.	Sec.	Town.	Range	Acres.	To what County patented.
e hf of sw	12	88	34		Madison
sw of sw	12	88	34		
e hf of nw	12	88	34		
e hf	12	88	34		
n hf of nw	14	88	34		
nw of ne	14	88	34		
all	18	88	34		
e hf sec, sw qr and nw of nw	24	88	34		
s hf of nw	24	88	34	2974.49	
all	18	89	34		
all	20	89	34		
all	22	89	34		
s fr hf	24	89	34		
all	26	89	34		
e hf and sw qr	28	89	34		
all	30	89	34		
all	32	89	34		
w hf of nw and sw qr	34	89	34		
all	36	89	34	5528.25	
n hf of nw and se of se	2	88	35		
n hf of ne and n hf of nw	4	88	35		
ne of ne and w hf of sw	6	88	35	550.60	

Total patented to Madison Co. 9053.34

all	19	97	28	611.12	Mahaska
w hf of ne qr and nw fr qr	30	97	28	229.48	
se qr	2	93	27		
e ht of sw and sw of sw	8	93	27		
e hf of sw	10	93	27		
w hf of se	10	93	27		
se of nw	10	93	27		
sw of ne	10	93	27		
s hf of ne and nw of nw	12	93	27		
ne qr, n hf of se and e hf of nw	18	93	27		
ne of sw	18	93	27	1000.00	
s hf of nw	10	98	30		
ne qr and nw qr	22	98	30	400.00	

Total patented to Mahaska Co. 2240.60

w hf of nw	6	82	36	92.85	Marshall
all	1	82	37		
all	2	82	37		
all	3	82	37		
ne qr, nw qr and sw qr	10	82	37		
e hf	11	82	37		

Parts of sections.	Sec.	Town.	Range	Acres.	To what County patented.
all	12	82	37		Marshall
all	13	82	37		
all	17	82	37		
all	23	82	37		
n hf	24	82	37	5722.28	

Total patented to Marshall county 5815.13

all	4	93	45		Mills
all	6	93	45		
all	10	93	45		
w hf	18	93	45		
w hf of nw	30	93	45	2254.49	
all	12	93	46		
all	14	93	46		
all	24	93	46	1920.00	
n hf	26	90	38	320.00	
sw of nw	30	92	36	39.34	

Total patented to Mills county 4533.83

nw qr and s hf	1	83	41		Monona
all	2	83	41		
n hf	4	83	41		
w hf	6	83	41		
sw	8	83	41		
w hf of nw and w hf sw	10	83	41		
e hf of ne and se qr	11	83	41		
se of se	12	88	41		
nw	13	83	41	2493.69	
se	2	84	41		
n hf and sw qr	4	84	41		
all	6	84	41		
sw qr	8	84	41		
ne qr, n hf of se and sw qr	10	84	41		
n hf	12	84	41		
sw qr	18	84	41		
nw	22	84	41		
s hf sec, ne qr and e hf of nw	24	84	41		
ne qr and s hf of nw	26	84	41		
s hf of sw	28	84	41	3336.90	
w hf of nw	12	85	41		
se of nw	12	85	41		
sw qr and se qr	12	85	41		
w hf and se qr	14	85	41		
se qr	20	85	41		
w hf	24	85	41		

Parts of Section.	Sec.	Town.	Range.	Acres.	To what County patented.
nw qr and se qr	28	85	41	.....	Monona.
all.....	26	85	41	.....	.....
all.....	32	85	41	.....	.....
all.....	34	85	41	3640.00	.....
e hf of sw and nw of sw.....	18	82	42	.....	.....
w hf of nw, sw qr and se qr	20	82	42	.....	.....
n hf of se	25	82	42	.....	.....
sw of ne.....	26	82	42	.....	.....
nw of ne	30	82	42	683.57	.....
ne of se and sw of se.....	4	85	44	80.00	.....
nw fr qr	1	99	30	.....	.....
s hf of ne	1	99	30	.....	.....
nw of ne	1	99	30	.....	.....
n hf of se	1	99	30	.....	.....
se of se.....	1	99	30	.....	.....
n fr hf	2	99	30	.....	.....
sw fr qr.....	2	99	30	.....	.....
n hf of se and sw of se	2	99	30	.....	.....
n fr hf of ne.....	3	99	30	.....	.....
sw of ne	3	99	30	.....	.....
nw qr, se qr and n hf of sw	3	99	30	.....	.....
sw of sw	3	99	30	.....	.....
s hf of ne.....	4	99	30	.....	.....
ne of ne.....	4	99	30	.....	.....
nw qr, se qr and e hf of sw.....	4	99	30	.....	.....
sw of sw.....	4	99	30	.....	.....
se qr, s hf of sw and nw of sw	5	99	30	.....	.....
e hf of se.....	6	99	30	.....	.....
nw of se and e hf of sw	6	99	30	.....	.....
e hf of ne and nw of ne	7	99	30	.....	.....
n hf of sw.....	8	99	30	.....	.....
n hf.....	9	99	30	.....	.....
se qr, e hf of sw and nw of sw.....	9	99	30	.....	.....
n hf and se qr.....	10	99	30	.....	.....
n hf of sw and sw of sw	10	99	30	.....	.....
ne qr and n hf of nw.....	11	99	30	.....	.....
sw of nw and s hf.....	11	99	30	.....	.....
ne qr and sw qr.....	12	99	30	.....	.....
e hf of nw.....	12	99	30	.....	.....
sw of nw.....	12	99	30	.....	.....
e hf of se and nw of se	12	99	30	.....	.....
n hf of se qr.....	13	99	30	.....	.....
n hf of sw and sw of sw	13	99	30	.....	.....
e hf sec and e hf of nw.....	14	99	30	.....	.....
sw of nw and s hf of sw.....	14	99	30	.....	.....

Parts of Sections.	Sec.	Town.	Range.	Acres.	To what County Patented.
nw of sw.....	14	99	30	.....	Monona
s hf of ne, w hf of sec & e hf of se.....	15	99	30	.....	.....
ne qr, e hf of nw and nw of nw.....	21	99	30	.....	.....
n hf sec, sw qr and e hf of se.....	22	99	30	.....	.....
n hf of ne and n hf of nw	23	99	30	.....	.....
n hf sec, w hf of se and e hf of sw.....	24	99	30	.....	.....
all	26	99	30	.....	.....
s hf sec, nw qr and w hf of ne.....	36	99	30	9757.06	.....
w hf of nw	31	100	30	.....	.....
s hf.....	31	100	30	854.40	.....
Total patented to Monona Co.....				20345.62	.....

w hf of nw.....	31	82	41	71.03	Montgomery...
ne qr.....	27	83	41	.....	.....
w hf of nw	30	83	41	224.15	.....
ne qr and n hf of nw.....	2	82	42	.....	.....
ne qr and nw qr.....	6	82	42	.....	.....
s hf of sw.....	12	82	42	.....	.....
n hf.....	13	82	42	1002.11	.....
w hf of sw.....	2	83	42	.....	.....
w hf	6	83	42	.....	.....
se of ne and e hf of se.....	10	83	42	.....	.....
ne of nw.....	12	83	42	.....	.....
se of sw and se qr.....	12	83	42	.....	.....
w hf.....	18	83	42	.....	.....
e hf of ne.....	24	83	42	.....	.....
s hf of sw and s hf of se.....	26	83	42	.....	.....
se of nw and ne qr.....	32	83	42	.....	.....
e hf of ne and e hf of se	34	83	42	.....	.....
w hf of nw and nw of sw.....	36	83	42	1825.11	.....
s hf of nw.....	24	84	42	.....	.....
e hf of ne and sw qr	24	84	42	.....	.....
ne of se.....	26	84	42	.....	.....
n hf of nw.....	36	84	42	440.00	.....
sw of sw.....	6	82	43	.....	.....
n hf of se	8	82	43	129.00	.....
nw of se.....	2	83	43	.....	.....
nw of sw.....	36	83	43	80.00	.....
ne of nw.....	2	82	44	.....	.....
nw of ne.....	2	82	44	.....	.....
s hf of ne.....	2	82	44	.....	.....
ne of ne	12	82	44	.....	.....
s hf of ne and s hf of nw.....	12	82	44	.....	.....
ne of ne	24	82	44	401.36	.....

Parts of Section.	Sec.	Town.	Range	Acres.	To what County patented.
se of ne.....	18	85	45	40.00	Montgomery.
nw of nw.....	6	84	46		
e hf of nw and ne qr.....	6	84	46	299.05	
sw of sw.....	6	85	46		
sw of ne.....	12	85	46		
nw of nw.....	18	85	46	115.27	
se of sw.....	7	100	30		
w hf of ne.....	19	100	30		
n hf of nw.....	15	100	30		
e hf of se.....	17	100	30		
n hf of ne.....	18	100	30		
sw of ne and e hf of nw.....	18	100	30	480.00	

Total patented to Montgomery County..... 5098.30

s hf sec, s hf of ne and nw.....	1	99	29		Muscatine.
w hf.....	2	99	29		
all.....	3	99	29		
s hf sec.....	4	99	29		
s hf of ne and nw of ne.....	4	99	29		
nw qr.....	4	99	29		
all.....	5	99	29		
e hf sec, e hf of nw and w hf of sw.....	6	99	29		
n hf.....	11	99	29	3869.00	

n hf sec, sw qr and ne of se.....	12	83	41		Page.
nw of se and sw of se.....	12	83	41	600.00	
e hf of se.....	18	87	32	80.00	

Total patented to Page County..... 680.00

e hf of nw.....	10	87	30		Polk.
se of sw.....	20	87	30		
ne of ne.....	28	87	30		
sw of nw.....	30	87	30		
ne of ne and ne of se.....	32	87	30		
ne of nw.....	34	87	30		
se of sw.....	36	87	30	357.90	
nw of nw.....	32	88	30		
sw of sw.....	36	88	30	80.00	
n fr hf of ne and n fr hf of nw.....	2	87	31		
n fr hf of ne and n fr hf of nw.....	4	87	31		
n fr hf of ne and n fr hf of nw.....	6	87	31		
sw fr qr of nw and w fr hf of sw qr.....	6	87	31		
w fr hf of nw and w fr hf of sw.....	18	87	31	832.83	
nw of se.....	14	88	31		

Parts of Section.	Sec.	Town.	Range	Acres.	To what County patented.
s w fr qr of sw fr qr.....	18	88	31		Polk.....
sw of sw.....	22	88	31		
w fr hf of sw.....	30	88	31	189.97	
sw fr qr.....	6	88	32		
se qr.....	22	88	32		
s hf of se.....	26	88	32		
se qr.....	28	88	32		
w hf of nw.....	36	88	32	619.43	
n fr hf of ne.....	2	87	33		
n fr hf of nw.....	2	87	33		
n fr hf of ne and n fr hf of nw.....	4	87	33	433.32	
lots 1, 2, 3, 4, 9 and 10.....	6	88	33		
w fr hf of sw.....	6	88	33		
ne of ne and e hf of se.....	8	88	33		
ne of ne.....	12	88	33		
se of sw.....	14	88	33		
w fr hf of nw.....	18	88	33		
w fr hf of sw.....	18	88	33		
s hf of sw.....	20	88	33		
sw of sw.....	22	88	33		
nw of ne.....	24	88	33		
n hf of ne.....	28	88	33		
s hf of ne.....	30	88	33		
se of nw.....	30	88	33		
w fr hf of nw.....	30	88	33		
e hf of se.....	30	88	33		
w fr hf sw.....	30	88	33		
sw of nw.....	34	88	33		
w hf of sw.....	34	88	33	1347.43	

Total patented to Polk county..... 3860.88

w hf of se and se of se.....	4	98	27		Pottawattamie
sw of nw and s hf of sw fr qr.....	6	98	27		
e hf of sw.....	8	98	27		
n hf of nw qr and sw of nw.....	10	98	27		
se qr.....	14	98	27		
s hf of ne and nw fr qr.....	18	98	27		
w hf of sw and ne of sw.....	18	98	27		
n hf sec, n hf of se and n hf of sw.....	20	98	27		
sw of ne, e hf of nw and sw of nw.....	22	98	27		
n hf of se and sw qr.....	22	98	27		
n hf of nw and sw of nw.....	24	98	27		
s hf of ne and nw of se.....	26	98	27		
ne qr, s hf of nw and nw of se.....	28	98	27		
n hf of se and sw of se.....	30	98	27		

Parts of Section.	Sec.	Town.	Range	Acres.	To what County patented.
sw fr qr	30	98 27	2627.78	Pottawattamie	
n fr hf	1	99 28			
ne fr qr	2	99 28			
nw fr qr	3	99 28			
nw fr qr	4	99 28			
w hf of ne fr qr	6	99 28			
ne qr of sw and w hf of sw	6	99 28			
all	18	99 28	1724.07		

Total patented to Pottawattamie Co.....4351.85

all	2	99 35		Ringgold
ne of nw	3	99 35		
all	4	99 35		
n hf and sw qr	6	99 35		
se qr, e hf of sw and nw of sw	8	99 35		
all	10	99 35		
all	12	99 35		
e hf	14	99 35		
all	20	99 35		
w hf	28	99 35		
nw fr qr	30	99 35		
sw of sw	8	99 35	5033.94	

w fr hf of	18	99 29		Sac
n hf of ne	19	99 29		
all	26	99 29		
all	28	99 29		
n hf of sec, sw qr and s hf of se	30	99 29		
ne of se	30	99 29		
ne qr, sw qr, and w hf of se	32	99 29		
e hf of nw and nw of nw	32	99 29		
ne qr, sw, s hf of nw and nw of se	34	99 29		
s hf	36	99 29		
ne qr, e hf of nw and sw of nw	36	99 29	3787.36	
s hf of ne, ne of ne and nw fr qr	5	99 30		
n fr hf	6	99 30	731.47	

Total patented to Sac Co.....4518.83

nw of ne	2	98 28		Shelby
e hf of sw	22	98 28		
nw of se	26	98 28		
ne of nw	28	98 28		
w hf of se	30	98 28		
e hf of nw	32	98 28	362.72	
w hf of se	5	99 28		

Parts of Section.	Sec.	Town.	Range	Acres.	To what County patented.
nw fr qr	6	99 28		Shelby.	
se of nw and sw qr	7	99 28			
e hf of nw and sw of nw	10	99 28			
n hf of sw	10	99 28			
ne of sw	14	99 28			
w hf of ne	20	99 28			
se of ne	20	99 28			
se qr and w hf	20	99 28			
w hf of ne	22	99 28			
ne of ne and n hf of sw	22	99 28			
sw of sw	24	99 28			
e hf and sw qr	28	99 28			
e hf, nw qr and n hf of sw	32	99 28			
sw qr	34	99 28			
e hf of sw and sw of sw	36	99 28	2829.67		
sw of ne	4	97 29	40.00		
nw of nw and nw of sw	12	98 29	80.00		
ne of ne	1	99 29			
se of sw	6	99 29			
e hf, sw qr and e hf of nw	7	99 29			
w hf of ne, n hf of se and w hf sec	8	99 29			
e hf and sw qr	9	99 29			
e hf of nw and sw of nw	9	99 29			
w hf of ne	12	99 29			
e hf of nw and nw of nw	12	99 29	1921.43		
ne of sw	18	100 30			
w hf of nw	21	100 30			
e hf of se and sw of se	22	100 30			
e hf of nw	24	100 30			
e hf of nw and e hf of sw	30	100 30	480.00		
lot 12	2	88 33	.89		

Total patented to Shelby County.....5714.71

w hf of sw	30	84 40		Story.
all	31	84 40		
w hf of se and w hf of ne	32	84 40	1250.85	
ne of ne	6	83 40	37.28	

Total patented to Story County.....1288.13

nw fr qr and s hf of sw	2	93 32		Tama.
n hf of sw and se of sw	3	93 32		
sw of se	6	93 32		
n fr hf sec and ne of sw	6	93 32		
s fr hf of sw and n hf of se	6	93 32	1029.99	
ne of ne and nw of ne	2	99 33		

Parts of Sections.	Sec.	Tp.	Range	Acres.	To what County patented.
n hf of nw and s hf of ne	2	99	33		Tama
s hf of nw, se qr and sw qr	2	99	33		
n hf sec, and n hf of se	10	99	33	1140.22	
Total patented to Tama Co				1170.21	
sw qr	12	97	31	160.00	
e hf sec, and sw of nw	12	97	31	120.00	
w hf of ne	12	97	31	80.00	
w hf sec and se of se	12	97	31	120.00	
n hf sec and sw of se	2	97	31	120.00	
Located but not pat'd, (inures to Tama Co.)				600.00	
sw of ne and nw of se	2	98	28		Taylor
ne of nw	4	98	28		
n fr hf	6	98	28		
w hf of se and ne of sw	6	98	28		
n hf and e hf of sw	8	98	28		
w hf of ne and se of ne	10	98	28		
ne qr, e hf of se and sw of se	12	98	28		
ne qr, and ne of se	14	98	28		
s hf of se	18	98	28		
s hf of sw and se of se	20	98	28	1763.78	
w hf of ne	5	99	28	93.79	
n hf of nw	6	87	33	101.65	
sw of nw	30	89	33	40.95	
Total patented to Taylor Co				1999.96	
n hf	8	100	32		Union
e hf of nw and sw of nw	14	100	32		
se of ne and e hf of se	15	100	32		
sw of se and se of sw	15	100	32		
w hf of sw	15	100	32		
w hf and se qr	18	100	32		
all	19	100	32		
all	20	100	32		
nw qr	21	100	32		
all	33	100	32		
all	35	100	32		
all	36	100	32	4320.19	
Lot 1	12	98	33		
Lot 2	14	98	33	65.20	
se of ne and se of nw	4	99	33		
se of se	36	99	33	120.00	

Parts of Sections.	Sec.	Town	Range	Acres.	To what County patented.
ne fr qr	8	100	33	109.57	Union.
Total patented Union County				4614.96	
n hf	14	98	31		Warren.
ne	26	98	31		
w hf nw and w hf of sw	32	98	31		
w hf nw and se qr	36	98	31	880.00	
ne qr	8	98	32		
all	12	98	32		
e hf	14	98	32		
e hf of se	18	98	32		
all	24	98	32		
all	26	98	32		
e hf and sw qr	30	98	32		
all	32	98	32		
all	36	98	32	4228.91	
s hf	2	99	32		
s hf	3	99	32		
nw qr	4	99	32		
n fr hf	5	99	32		
n fr hf and sw fr qr	6	99	32		
lots 1, 2, 4, 6 and 7	21	99	32		
lots 1, 2, 3, 4, 6 and 7	22	99	32		
n hf of ne and lot 3	20	99	32	2309.90	
Total patented to Warren County				7418.81	
n hf of sw	12	93	27		Washington.
ne qr, n hf of se and sw of se	22	93	27	360.00	
se of sw	28	93	29		
e hf of se qr and nw of se	30	93	29		
e hf of se and nw of se	32	93	29	280.00	
w hf of sw and se of sw	2	93	30		
w hf of sw and se of sw	10	93	30	240.00	
ne qr, nw of nw and se of nw	2	94	28		
nw of se	20	94	28		
w hf of se and ne of se	24	94	28		
ne of sw	34	94	28		
nw of sw	36	94	28		
e hf of sw	36	94	28		
se of se	36	94	28		
w hf of se	36	94	28		
nw of ne	36	94	28		
e hf of ne	36	94	28	799.23	
w hf of se and sw of ne	20	95	30		
e hf of sw and nw of sw	22	95	30		

Parts of Section.	Sec.	Town.	Range	Acres.	To what County patented.
e hf of sw qr	26	95	30		Washington.
nw of sw	26	95	30		
e hf of ne and sw of ne	28	95	30		
w hf of sw and ne of sw	28	95	30		
e hf of se and nw of se	32	95	30		
sw of sw and n hf of sw	32	95	30		
se of nw	32	95	30		
n hf of sw and sw of sw	34	95	30		
se of nw and nw of nw	34	95	30		
n hf of sw	30	95	30		
sw of sw and e hf of nw	30	95	30		
e hf of nw and nw of nw	36	95	30		
w hf of ne and se of ne	36	95	30		
e hf of sw and nw of sw	36	95	30	1640.00	
s hf and s hf of nw	4	96	30		
e hf of se and sw of se	10	96	30		
sw qr	10	96	30		
sw qr and s hf of se	28	96	30	920.00	
n fr hf and n hf of se	2	97	31		
sw of se and e hf of sw	2	97	31		
s hf of ne, se qr and n hf of nw	4	97	31		
se qr of nw and e hf of sw	4	97	31		
ne qr, se of nw and ne of se	6	97	31		
w hf of sw	6	97	31		
n hf of nw and ne of se	8	97	31		
sw of se and ne of sw	8	97	31		
n hf of ne and sw of ne	10	97	31		
e hf of nw and n hf of se	10	97	31		
sw of se and ne of sw	10	97	31		
w hf of ne and e hf of nw	12	97	31		
sw of nw and w hf of se	12	97	31		
se of se and sw qr	12	97	31		
s hf of nw	14	97	31		
n hf of ne and sw of ne	18	97	31		
w hf of nw and n hf of se	18	97	31		
ne of sw	18	97	31	2639.25	
s hf of se and se of sw	12	97	32	120.00	
w hf of ne and e hf of nw	14	93	30		
n hf of se and se of se	14	93	30		
w hf of se and se of se	26	93	30		
e hf of ne and n hf of se	36	93	30	560.00	
e hf sec and e hf of nw	18	96	30		
e hf of sw	18	96	30		
se of ne	36	96	30	520.00	

Total patented to Washington County.....8078.21

Parts of Section.	Sec.	Town.	Range	Acres.	To what County patented.
w hf sec, se qr and s hf of ne	20	99	30	560.00	Wayne
sw	2	98	34		Webster
e hf and e hf of sw	8	98	34		
all	10	98	34		
w hf	14	98	34		
e hf of nw and nw of ne	20	98	34		
nw of sw and s hf of sw	20	98	34		
Lots 2, 3, 4 and 5	20	98	34		
all	22	98	34		
w hf	26	98	34		
all	34	98	34		
sw	36	98	34	3695.23	
sw of ne	22	98	27		Winnebago
sw of se	28	98	27	80.00	
nw of nw and se of sw	5	99	28	93.38	
n hf of nw	8	97	29	80.00	
w hf of sw	18	87	32	61.77	
nw of ne	6	87	33		
sw of nw	6	87	33		
e hf of se and w hf of sw	6	87	33		
nw of nw	8	87	33		
s hf of se	12	87	33		
w hf of nw	18	87	33	416.49	
Lots 1 and 2	4	88	33	108.02	
w hf and sw	30	89	33	82.20	
Total patented to Winnebago Co.				921.86	
n hf	2	93	43		Winneshiek
nw qr, nw of ne and s hf of ne	4	93	43		
n hf and sw	6	93	43	1037.91	
se of se	26	99	28		Wright
e hf of nw and nw of nw	28	99	28	160.00	
n hf sec, sw qr, nw of se & s hf of se	10	99	29		
w hf of se and sw qr	11	99	29		
se qr, e hf of sw and sw of sw	12	99	29		
n hf of ne and n hf of nw	13	99	29		
n hf and sw qr	14	99	29		
ne of se and w hf of se	14	99	29		
ne qr and e hf of nw	15	99	29		
sw qr of nw and n hf of se	15	99	29		
n hf of sw	15	99	29		
all	17	99	29		

Parts of Sections.	Sec.	Tp.	Range	Acres.	To what County patented.
e hf.	18	99	29	.....	Wright.....
all.....	20	99	29	.....	.....
n hf of ne and n hf of nw.....	21	99	29	.....	.....
all.....	22	99	29	.....	.....
w hf of nw and sw qr.	24	99	29	.....	.....
w hf of se and ne of se.....	24	99	29	5080.00	.....
Total patented to Wright County.....				5240.00	
sw of nw fr.....	6	99	33	31.82	Hancock.....

9TH—RAILROAD GRANTS.

The following lists exhibit the lands belonging to the several land grant railroads, so far as received at this office. The indemnity lands inuring to the railroads under the act of Congress approved June 2d, 1864, have never been reported to the State authorities, and consequently are not included.

The lands granted for the benefit of the McGregor Western Railway, (now McGregor and Sioux City Railway), and those granted to the Sioux City and St. Paul Railroad, have never been reported to the State by certified lists from the Secretary of the Interior, as will be explained by letters under the head of McGregor and Sioux City Railway; and therefore no printed lists will appear. There is no doubt that as these roads are now approaching completion, and the day is not distant when the lands will be conveyed to the companies *in fee*, and as there is scarcely a county in the State where more or less of this class of lands are not found, that these lists will be important, and prove a great convenience, not only to county officials, but to the general public.

As many changes have been made in consequence of prior intervening rights when the original certificates were made, these lists, by showing such changes, will settle disputes, and quiet apprehensions which have heretofore either had to be explained by correspondence with this Department or the Government Land Offices of the districts in which the lands in question are situate. They will also settle many questions that would otherwise remain undetermined, to the

detriment of public and private interests, from ignorance in reference to the sources of information in regard to them.

All releases executed in accordance with the following act of the 12th General Assembly will be exhibited by marginal notes in these lists. But one copy of the certificates attached to each list is given; as they are all of the same character it is not deemed necessary to publish them.

CHAPTER 10.

FOR RELINQUISHING COLOR OF TITLE TO A CERTAIN CHARACTER OF LANDS, AND FOR CORRECTING ERRORS IN TRANSFERS TO THE STATE. FEBRUARY 5.

AN ACT to Authorize the Governor to release Lands which have been certified to the State by Authority of the Secretary of the Interior, under any of the Land-Grants, where Settlers' Rights have intervened prior to the Time when the Title vested in the State, and for the purpose of correcting Errors in Transfers to the State.

SECTION 1. *Be it enacted by the General Assembly of the State of Iowa,* That the Governor, when satisfied by the Commissioner of the General Land-Office, that any lands to which the State may have acquired color of title, by their having been certified to the State under any of the several grants, that such color of title is inferior to the rights of any valid interfering pre-emptor or claimant, is authorized, and is hereby authorized and required to release by deed of relinquishment such color of title to the United States, to the end that the requirements of the Interior Department may be complied with, and such tract or tracts of land may be patented by the general government to the legal claimants.

SEC. 2. *Be it further enacted,* That whenever the Governor is satisfied by proper record evidence that any tract or tracts of lands which may have been deeded by virtue of any donation or sale to the State, is not the land intended to have been described, and that an error has been committed in making out the transfers, in order that such error may be corrected, he is authorized to quit-claim the same to the proper owner thereof, and receive a deed or deeds for the lands intended to have been deeded to the State originally.

Governor to release color of title in certain cases.

is Governor to quit claim lands erroneously deeded to State.

And to receive deeds for the proper lands.

Publication.

SEC. 3. *Be it further enacted*, That this act, being deemed of immediate importance, shall take effect and be in force from and after its publication in the *Daily State Register* and *Iowa Homestead*, two papers published at Des Moines, Iowa.

Approved, February 5, 1868.

I hereby certify that the foregoing act was published in the *Daily State Register*, February 7, 1868, and in the *Iowa Homestead*, February 12, 1868.

ED WRIGHT, *Secretary of State.*

BURLINGTON AND MISSOURI RIVER RAILROAD.

List of Lands approved and certified to the State of Iowa to aid in the construction of the Burlington and Missouri River Railroad.

The following is a list of lands in the District of lands subject to sale at Chariton, now Fort Des Moines, within the six mile limits, granted to the State of Iowa by the act of Congress approved 13th May, 1856, entitled "An act making a grant of lands to the State of Iowa in alternate sections by odd numbers for six sections in width on each side of the railroad from Burlington on the Mississippi River, to a point on the Missouri River near the mouth of the Platte River."

North of Base Line and West of Fifth Principal Meridian, E. and M. River Railroad Lot. Six mile limits, office at Chariton, now Fort Des Moines, Iowa.

Parts of Sections.	Sec.	Town.	Range.	Acres.	Remarks.	Parts of Sections.	Sec.	Town.	Range.	Acres.	Remarks.
w hf ne qr.	11	70	2	80.00	.....	s hf of sw qr.	5	71 17	80.00	.....
sw qr of nw qr.	33	71	8	40.00	.....	nw qr of nw qr.	7	71 17	35.56	.....
sw qr of nw qr.	35	71	8	40.00	.....	nw qr of sw qr.	7	71 17	35.81	.....
se qr of ne qr.	19	72 15		40.00	.....	e hf of ne qr.	13	71 17	80.00	.....
nw of ne.	7	71 16		40.00	.....	se qr of se qr.	15	71 17	40.00	.....
se qr of nw qr.	7	71 16		40.00	.....	sw qr of se qr.	29	72 17	40.00	.....
n hf of se qr.	7	71 16		80.00	.....	nw qr of se qr.	17	73 17	40.00	.....
ne of sw qr, sw sw.	7	71 16		79.94	.....	nw qr of ne qr.	8	71 18	54.28	.....
ne qr of ne qr.	13	72 16		40.00	.....	se qr of ne qr.	3	71 18	40.00	.....
se qr of nw qr.	13	72 16		40.00	.....	e hf of nw qr.	5	71 18	92.33	.....
nw qr of sw qr.	15	72 16		40.00	.....	nw qr of sw qr.	5	71 18	40.00	.....
ne qr of ne qr.	21	72 16		40.00	.....	w hf of nw qr.	7	71 18	85.44	.....
sw qr of ne.	31	72 16		40.00	.....	n hf of sw qr.	7	71 18	83.05	.....
ne qr of se qr.	31	72 16		40.00	.....	ne qr of se qr.	11	71 18	40.00	.....
ne qr of ne qr.	35	72 16		40.00	.....	sw qr of sw qr.	11	71 18	40.00	.....
nw of se.	29	73 16		40.00	.....	nw qr of ne qr.	15	71 18	40.00	.....
sw of sw.	31	73 16		37.48	.....	se qr of nw qr.	15	71 18	40.00	.....
sw qr of sw qr.	3	71 17		40.00	.....	sw of se.	15	71 18	40.00	.....
se qr of nw qr.	5	71 17		40.00	.....	se of se.	23	71 18	40.00	.....

Parts of Section.	Sec.	Town.	Range.	Acres.	Remarks.	Parts of Sections.	Sec.	Town.	Range.	Acres.	Remarks.
ne of sw qr.	5	7117		40.00		se of sw	23	7118		40.00	
sw of sw	3	7218		40.00		se of nw	17	7119		40.00	
w hf of ne.	5	7218		89.43		sw of sw	17	7119		40.00	
se of se.	5	7218		40.00		se of nw	25	7119		40.00	
w hf of sw.	5	7218		80.00		se of se.	1	7219		40.00	
nw of ne.	19	7218		40.00		n hf of ne.	3	7219		97.58	
se of nw.	25	7218		40.00		w hf of nw	3	7219		88.14	
nw of ne.	31	7218		40.00		ne of se.	5	7219		40.00	
sw of sw.	23	7318		40.00		e hf sw	5	7219		80.00	
sw of ne.	29	7318		40.00		se of nw.	11	7219		40.00	
nw of ne.	31	7318		40.00		sw qr of ne.	15	7219		40.00	
nw of nw.	31	7318		37.75		nw qr	15	7219		160.00	
e hf of nw.	31	7318		80.00		sw of nw	21	7219		80.00	
sw of ne.	5	7119		40.00		nw of sw	23	7319		40.00	
nw of nw.	7	7119		51.24		sw of sw.	31	7319		34.12	
sw of ne.	7	7119		40.00		e hf of sw.	31	7319		80.00	
sw of sw.	9	7119		40.00		e hf se.	33	7319		80.00	
nw of ne.	11	7119		40.00		sw of ne.	35	7319		40.00	
sw of sw.	11	7119		40.00		nw of nw.	35	7319		40.00	
ne of se.	13	7119		40.00		e hf of nw	35	7319		80.00	
nw of nw.	15	7119		40.00		sw of sw	35	7319		40.00	
ne of nw.	15	7119		40.00		se of se.	1	7120		40.00	
sw of nw.	15	7119		40.00		nw of ne.	3	7120		52.09	
ne of sw.	15	7119		40.00		ne of nw.	3	7120		52.31	
						w hf of nw.	31	7120		68.32	

w hf of sw	31	7120		69.44		nw of ne	11	7222		40.00	
se of se.	1	7220		40.00		s hf of ne.	19	7222		80.00	
w hf of ne	3	7220		88.32		s hf of nw	19	7222		80.66	
sw qr of nw qr.	7	7220		37.19		se of se	21	7222		40.00	
nw of nw.	7	7220		37.19		s hf of ne.	29	7222		80.00	
e hf of nw.	7	7220		80.00		ne of se.	29	7222		40.00	
nw of se.	7	7220		40.00		w hf of se	29	7222		80.00	
sw of sw.	7	7220		37.88		se qr of sw	29	7222		40.00	
sw of se.	11	7220		40.00		w hf of nw	33	7222		80.00	
sw of sw.	19	7220		38.00		w hf of sw.	33	7222		80.00	
s hf of ne.	21	7220		80.00		w hf of se.	13	7322		80.00	
ne of se.	21	7220		40.00		ne of sw.	13	7322		40.00	
ne of sw.	23	7220		40.00		se of se.	17	7322		40.00	
nw of sw.	35	7220		40.00		se of sw	17	7322		40.00	
n hf of sw.	35	7320		80.00		ne of se	19	7322		40.00	
sw of ne.	35	7320		40.00		se of se.	19	7322		40.00	
nw of nw	1	7021		35.47		nw of nw	21	7322		40.00	
se of ne	7	7121		40.00		nw of sw.	21	7322		40.00	
se of se.	21	7121		40.00		sw of nw.	23	7322		40.00	
sw of nw	23	7121		40.00		nw of sw.	23	7322		80.00	
nw of ne.	23	7121		40.00		n hf of se.	23	7322		40.00	
se of sw	1	7221		40.00		se of nw	25	7322		40.00	
w hf of ne.	19	7321		80.00		s hf of ne.	29	7322		80.00	
nw of sw	19	7321		39.67		ne of ne.	1	7123		51.68	
sw of se	29	7321		40.00		se of ne.	3	7123		40.00	
sw of nw.	33	7321		40.00		nw of sw.	3	7123		40.00	
sw of ne.	17	7122		40.00		nw of sw.	7	7123		39.33	
nw of ne.	3	7222		55.56		s hf of se.	5	7123		80.00	

BURLINGTON AND MISSOURI RIVER RAILROAD—CONTINUED

Parts of sections.	Sec.	Town.	Range.	Acres.	Remarks.	Parts of Sections.	Sec.	Town.	Range.	Acres.	Remarks.
w hf of nw.	7	72 23	80.57			s hf of se	3	72 24	80.00		
se of nw	13	72 23	40.00			ne of nw	5	72 24	41.00		
sw of ne	15	72 23	40.00			n hf of ne.	5	72 24	82.37		
ne of ne.	19	72 23	40.00			se of ne.	7	72 24	40.00		
sw of nw.	23	72 23	40.00			nw of ne.	25	72 24	40.00		
s hf of ne	25	72 23	80.00			ne of nw	25	72 24	40.00		
sw of se	25	72 23	40.00			sw qr of sw.	25	72 24	40.00		
sw of nw	31	72 23	38.36			ne of sw	27	72 24	40.00		
nw of se	31	72 23	40.00			ne of se	27	72 24	40.00		
ne of sw	35	72 23	40.00			nw of sw	33	72 24	40.00		
nw qr	27	73 23	160.00			ne of nw	33	72 24	40.00		
nw of se	27	73 23	40.00			nw of ne	25	73 24	40.00		
nw of nw	29	73 23	40.00			nw of sw	9	71 25	40.00		
ne of se	29	73 23	40.00			nw of se	15	71 25	40.00		
ne of ne	31	73 23	40.00			s hf of sw	15	71 25	80.00		
n hf of ne	3	71 24	83.43			se of ne.	21	71 25	40.00		
n hf of nw	3	71 24	88.33			sw of se	3	72 25	40.00		
e hf of nw	7	71 24	80.00			nw of sw	7	72 25	39.65		
nw of se	11	71 24	40.00			nw of se	25	72 25	40.00		
sw of nw	17	71 24	40.00			e hf of ne.	21	73 25	80.00		
ne of ne	19	71 24	40.00			ne of sw	21	73 25	40.00		
ne of ne	1	72 24	40.00	should be		ne of nw	25	73 25	40.00		
se of se	1	72 24	40.00	[41 ⁰⁰ acres.		w hf of nw.	25	73 25	80.00		
nw of se	3	72 24	40.00			ne of ne	31	73 25	40.00		

nw of sw.	11	71 26	40.00			w hf of sw	31	72 27	98.65		
nw of ne	23	71 26	40.00			nw of se.	35	72 27	40.00		
ne of ne	5	72 26	40.66			ne of sw	11	73 27	40.00		
ne of se.	9	72 26	40.00			sw of se.	15	73 27	40.00		
w hf of se	9	72 26	80.00			sw of sw.	19	73 27	50.41		
ne of ne.	19	72 26	40.00			sw of ne.	21	73 27	40.00		
sw of ne.	17	73 26	40.00			nw of ne.	25	73 27	40.00		
nw of sw.	17	73 26	40.00			w hf of ne.	7	71 28	80.00		
ne of nw.	21	73 26	40.00			ne of se.	7	71 28	40.00		
sw of se.	21	73 26	40.00			nw of se.	7	71 28	40.00		
s hf of sw.	21	73 26	80.00			w hf of se.	15	71 28	80.00		
se of ne.	23	73 26	40.00			sw qr	19	71 28	156.35		
sw of ne.	29	73 26	40.00			ne of nw.	3	72 28	37.15		
nw of nw.	51	73 26	48.22			n hf of ne.	5	72 28	68.92		
w hf of ne.	33	73 26	40.00			ne of nw.	5	72 28	34.59		
nw of se.	33	73 26	40.00			ne of sw.	5	72 28	40.00		
ne of nw.	35	73 26	40.00			se of nw.	9	72 28	40.00		
nw of nw.	1	71 27	38.70			sw of ne.	11	72 28	40.00		
s hf of ne.	15	71 27	80.00			nw of se.	11	72 28	40.00		
n hf of nw.	1	72 27	40.98			nw of nw.	23	72 28	40.00		
n hf of nw.	1	72 27	82.98			nw of nw	25	72 28	40.00		
s hf of sw	3	72 27	80.74			sw of nw.	25	72 28	40.00		
nw of ne.	19	72 27	88.25			sw of sw	25	72 28	40.00		
nw of ne.	23	72 27	40.00			ne of nw.	27	72 28	40.00		
w hf of nw.	23	72 27	40.00			se of ne	35	72 28	40.00		
sw qr of nw.	25	72 27	80.00			nw of nw	19	73 28	40.00		
sw qr of nw.	31	72 27	48.91			ne of sw.	21	73 28	40.00		
						se of nw.	25	73 28	40.00		
						se of se.	29	73 28	40.00		

Parts of Sections.	Acres.	Range	Town	Section	Parts of Sections.	Acres.	Range	Town	Section	Remarks.
sw of sw.	40.00	73 28	29	13	ne of sw.	40.00	73 29	13	72 29	
sw of nw.	38.70	73 28	31	25	nw of nw.	38.70	73 29	25	72 29	
w hf of sw.	76.56	73 28	31	29	sw of se.	76.56	73 29	29	72 29	
ne of se.	40.00	73 28	33	33	se of se.	40.00	73 29	33	72 29	
w hf of sw.	80.00	73 28	35	33	ne of nw.	80.00	73 29	33	72 29	
sw of nw.	40.00	73 28	35	33	w hf of se.	40.00	73 29	33	72 29	
ne of nw.	39.68	71 29	3	35	nw of nw.	39.68	73 29	35	72 29	
w hf of nw.	40.00	71 29	3	35	sw of ne.	40.00	73 29	35	72 29	
ne of se.	40.00	71 29	3	37	nw of se.	40.00	73 29	37	72 29	
se of sw.	40.00	71 29	3	37	u hf of sw.	40.00	73 29	7	73 29	
w hf of nw.	40.00	71 29	9	11	u w of se.	40.00	73 29	7	73 29	
se of ne.	80.00	71 29	13	23	e hf of se.	80.00	73 29	7	73 29	
s hf of ne.	40.00	71 29	13	23	nw of se.	40.00	73 29	23	73 29	
s hf of nw.	40.00	71 29	13	23	e hf of ne.	40.00	73 29	23	73 29	
e hf of se.	40.00	71 29	13	23	n hf of ne.	40.00	73 29	25	73 29	
s hf of se.	80.00	71 29	17	17	sw of ne.	80.00	73 29	31	73 29	
s hf of nw.	80.00	71 29	17	17	sw of ne.	80.00	73 29	31	73 29	
ne of sw.	40.00	71 29	17	29	sw of ne.	40.00	73 30	13	71 30	
ne of nw.	40.00	71 29	23	1	ne of se.	40.00	73 30	1	72 30	
s hf of ne.	80.00	72 29	1	3	u hf of ne.	80.00	73 30	3	72 30	
n hf of nw.	77.42	72 29	1	3	sw of nw.	77.42	73 30	3	72 30	
e hf of se.	80.00	72 29	1	3	n hf of nw.	80.00	73 30	15	72 30	
w hf of sw.	80.00	72 29	1	3	w hf of nw.	80.00	73 30	15	72 30	
nw of se.	40.00	72 29	5	21	se.	40.00	73 30	21	72 30	
nw of nw.	40.00	72 29	11	7	ne of ne.	40.00	73 30	31	72 30	
sw of se.	40.00	72 29	13	7	w hf of ne.	40.00	73 30	31	72 30	
sw of sw.	40.00	73 30	1	1	sw of ne.	40.00	73 31	1	71 32	
s hf of sw.	85.37	73 30	7	3	n hf of ne.	85.37	73 31	3	71 32	
ne of sw.	40.00	73 30	9	11	nw of se.	40.00	73 31	11	71 32	
se of ne.	40.00	73 30	21	17	se qr.	40.00	73 32	17	71 32	
nw of se.	40.00	73 30	25	3	n hf of nw.	40.00	73 32	3	72 32	
ne of sw.	40.00	73 30	25	3	n hf of nw.	40.00	73 32	5	72 32	
ne of ne.	40.00	73 30	29	9	se of sw.	40.00	73 32	9	72 32	
nw of se.	40.00	71 31	3	15	se of nw.	40.00	73 32	15	72 32	
se of ne.	40.00	71 31	5	31	sw of sw.	40.00	73 32	31	72 32	
sw of se.	40.00	71 31	7	33	nw of nw.	40.00	73 32	33	72 32	
nw of nw.	40.00	71 31	11	33	s hf of nw.	40.00	73 32	33	72 32	
n hf of sw.	80.00	72 31	1	3	sw of ne.	80.00	73 33	1	71 33	
n hf of ne.	70.84	72 31	3	21	ne of nw.	70.84	73 33	21	71 33	
sw of ne.	80.00	72 31	3	21	nw of sw.	80.00	73 33	21	71 33	
w hf of se.	80.00	72 31	5	23	s hf of ne.	80.00	73 33	5	72 33	
sw of nw.	40.00	72 31	15	3	sw of sw.	40.00	73 33	3	72 33	
se of ne.	40.00	72 31	17	5	sw of se.	40.00	73 33	5	72 33	
se of ne.	40.00	72 31	21	19	sw of sw.	40.00	73 33	19	72 33	
ne of nw.	40.00	72 31	23	25	sw of se.	40.00	73 33	25	72 33	
ne of nw.	40.00	72 31	23	25	ne of nw.	40.00	73 33	25	72 33	
sw of nw.	34.79	72 31	33	27	sw of nw.	34.79	73 33	27	72 33	
se of nw.	40.00	72 31	33	33	se of se.	40.00	73 33	33	72 33	
nw of se.	40.00	73 31	17	33	n hf of ne.	40.00	73 33	33	72 33	
nw of ne.	40.00	73 31	21	33	ne of se.	40.00	73 33	33	72 33	
nw of nw.	40.00	73 31	25	33	w hf of ne.	40.00	73 33	33	72 33	
se of nw.	40.00	73 31	33	29	e hf of sw.	40.00	73 33	29	73 33	
w of se.	40.00	73 31	33	31	sw of nw.	40.00	73 33	31	73 33	

Total

18480.62

GENERAL LAND OFFICE, }
August 15th, 1869. }

I, Joseph S. Wilson, Acting Commissioner of the General Land Office, do hereby certify that the foregoing, on pages one to twelve inclusive, is a true and correct list of the tracts of land within the six mile limits granted to the State of Iowa by the act of Congress, approved, May 15th, 1856, entitled "An Act making a grant of lands to the State of Iowa in alternate sections to aid in the construction of certain railroads in said State," being the vacant and unappropriated lands in the alternate sections designated by odd numbers, for six sections in width on each side of the railroad, "from Burlington, on the Mississippi river, to a point on the Missouri river near the mouth of the Platte river, known as the Burlington and Missouri River Railroad," in the district of land subject to sale at Chariton, now Fort Des Moines, within the State of Iowa, and they are now submitted for the approval of the Secretary of the Interior in accordance with the requirements of said act of May 15th, 1856, subject to all its conditions, and to any valid interfering rights which may exist to any of the tracts embraced in the foregoing list.

In testimony whereof, I have hereunto subscribed my name and caused the seal of the General Land Office to be affixed, at the city of Washington, the day and year first herein above written.

JOS. S. WILSON, *Acting Commissioner.*

DEPARTMENT OF THE INTERIOR, }
August 22d, 1859. }

Approved, subject to the conditions and rights above mentioned.

MOSES KELLY, *Acting Secretary.*

GENERAL LAND OFFICE, }
October 27th, 1859. }

I, Samuel A. Smith, Commissioner of the General Land Office, do hereby certify that the foregoing list, &c., from page one to thirteen inclusive, is a true and correct exemplification of the original on file in this office.

In testimony whereof, I have hereunto subscribed my name and caused the seal of the General Land Office to be affixed at the city of Washington the day and year first herein above written.

S. A. SMITH, *Commissioner.*

BURLINGTON AND MISSOURI RIVER RAILROAD LANDS—CONTINUED.

Parts of Sections.	Sec.	Town.	Range.	Acres.	Remarks.	Parts of Sections.	Acres.	Town.	Range.	Remarks.
ne qr.....	23	74 24		160.00	15 mile limits, approved by Sec. of Int., Feb. 18, 69, Filed in S. L. O. Apr. 10, 69	nw of nw	74 13	25	40.00
nw of nw.....	29		N. W.	40.00		se of se	31	75 13	40.00
se of sw.....	31	70 5		40.00		13	70 14	80.00	.....
sw of sw.....	7	74 8		27.95		15	70 14	40.00	.....
sw of ne.....	35	71 9		40.00		15	70 14	80.00	.....
ne of nw.....	35	71 9		40.00		15	70 14	80.00	.....
se of se.....	7	69 12		40.00		15	70 14	40.00	.....
sw of se.....	11	69 12		40.00		15	70 14	40.00	.....
se of nw.....	13	69 12		40.00		15	70 14	40.00	.....
ne of nw.....	31	70 12		40.00		15	70 14	40.00	.....
ne of ne.....	1	73 12		37.38		15	70 14	40.00	.....
se of sw.....	7	70 13		40.00		15	70 14	40.00	.....
sw of ne.....	17	70 13		40.00		15	70 14	40.00	.....
e hf of ne.....	21	70 13		80.00		15	70 14	40.00	.....
sw of ne.....	21	70 13		40.00		15	70 14	40.00	.....
n hf of se.....	21	70 13		80.00		15	70 14	40.00	.....
n hf of sw.....	21	70 13		80.00		15	70 14	40.00	.....
nw of ne & ne of nw.....	3	74 13		102.91		15	70 14	40.00	.....
sw of se.....	13	74 13		40.00		15	70 14	40.00	.....

BURLINGTON AND MISSOURI RIVER RAILROAD—CONTINUED

Parts of sections.	Sec.	Town.	Range.	Acres.	Remarks.	Parts of Sections.	Sec.	Town.	Range.	Acres.	Remarks.
n hf of nw.	25	73 21	80.00	80.00	.....	sw of se	3	69 23	40.00	.....	.....
se of se	25	73 21	40.00	40.00	.....	sw of nw	13	70 23	40.00	.....	.....
se of nw	35	74 21	40.00	40.00	.....	se of sw	33	70 23	40.00	.....	.....
nw of nw	11	69 22	40.00	40.00	.....	se of sw	31	71 23	40.00	.....	.....
s hf of sw	17	70 22	80.00	80.00	.....	ue of ne and n hf of nw	1	73 23	133.35	.....	.....
se of sw	25	70 22	40.00	40.00	.....	sw of nw	1	73 23	40.00	.....	.....
sw of nw	27	70 22	40.00	40.00	.....	sw of sw	1	73 23	40.00	.....	.....
e hf of sw	33	70 22	80.00	80.00	.....	sw of ne	5	73 23	40.00	.....	.....
ne of nw	31	71 22	40.00	40.00	.....	sw of sw	5	73 23	40.00	.....	.....
sw of se	1	73 22	40.00	40.00	.....	sw of ne	7	73 23	40.00	.....	.....
se of sw	1	73 22	40.00	40.00	.....	se of nw	7	73 23	40.00	.....	.....
se of sw	5	73 22	40.00	40.00	.....	w hf of nw	7	73 23	74.65	.....	.....
se of ne	7	73 22	40.00	40.00	.....	u of sw	9	73 23	40.00	.....	.....
se of nw	7	73 22	40.00	40.00	.....	s hf of sw	9	73 23	80.00	.....	.....
s hf of se	7	73 22	80.00	80.00	.....	sw of ne	11	73 23	40.00	.....	.....
ne of nw	9	73 22	40.00	40.00	.....	se of ne	13	73 23	40.00	.....	.....
sw of nw	9	73 22	40.00	40.00	.....	nw of nw	15	73 23	40.00	.....	.....
sw of sw	9	73 22	40.00	40.00	.....	se of ne	17	73 23	40.00	.....	.....
n hf of ne	1	74 22	85.96	85.96	.....	ne of se	17	73 23	40.00	.....	.....
se of se	17	74 22	40.00	40.00	.....	w hf of ne	17	73 23	80.00	.....	.....
nw of ne	19	74 22	40.00	40.00	.....	ne of nw	17	73 23	40.00	.....	.....
nw qr	19	74 22	133.80	133.80	.....	w hf of se	17	73 23	80.00	.....	.....
w hf of sw	31	74 22	72.00	72.00	.....	se of sw	17	73 23	40.00	.....	.....
ne of se	33	75 22	40.00	40.00	.....	s hf of ne	19	73 23	80.00	.....	.....
nw of se	35	75 22	40.00	40.00	.....	nw of se	19	73 23	40.00	.....	.....

ne of nw	21	73 23	40.00	40.00	.....	se of ne	33	74 24	40.00	.....	.....
se of nw	11	74 23	40.00	40.00	.....	sw of ne	35	74 24	40.00	.....	.....
ne of nw	17	74 23	40.00	40.00	.....	w hf of nw	35	74 24	80.00	.....	.....
w hf of nw	19	74 23	40.00	40.00	.....	sw of ne	13	70 25	40.00	.....	.....
se of sw	25	74 23	40.00	40.00	.....	se of ne	13	70 25	40.00	.....	.....
se of sw	29	74 23	40.00	40.00	.....	w hf of ne	19	70 25	80.00	.....	.....
w hf of sw	31	74 23	72.69	72.69	.....	nw of se	19	70 25	40.00	.....	.....
s hf of ne	5	70 24	80.00	80.00	.....	e hf of ne	23	70 25	80.60	.....	.....
ne	23	70 24	160.00	160.00	.....	ue of sw	25	70 25	40.00	.....	.....
ne of nw	3	73 24	39.18	39.18	.....	nw of nw	27	70 25	40.00	.....	.....
ne of se	3	73 24	40.00	40.00	.....	sw of sw	29	70 25	40.00	.....	.....
ne of nw	5	73 24	38.61	38.61	.....	se of ne	31	70 25	40.00	.....	.....
sw of se	11	73 24	40.00	40.00	.....	w hf of ne	31	70 25	80.00	.....	.....
ne of se	13	73 24	40.00	40.00	.....	sw of se	21	71 25	40.00	.....	.....
se of ne	19	73 24	40.00	40.00	.....	nw of ne & e hf of nw	1	73 25	120.38	.....	.....
se of ne	23	73 24	40.00	40.00	.....	sw of ne	5	73 25	40.00	.....	.....
nw of sw	23	73 24	40.00	40.00	.....	ne of ne	15	73 25	40.00	.....	.....
w hf of sw & w hf of nw	7	74 24	137.90	137.90	.....	ue of ne	17	73 25	40.00	.....	.....
se of nw	7	74 24	40.00	40.00	.....	sw of se	5	74 25	40.00	.....	.....
se of nw	17	74 24	40.00	40.00	.....	ne of se	7	74 25	40.00	.....	.....
sw of se	17	74 24	40.00	40.00	.....	sw of sw	7	74 25	37.40	.....	.....
ne of sw	19	74 24	40.00	40.00	.....	se of nw	9	74 25	40.00	.....	.....
se of nw	19	74 24	40.00	40.00	.....	sw of se	13	74 25	40.00	.....	.....
ne of sw	19	74 24	40.00	40.00	.....	sw of sw	17	74 25	40.00	.....	.....
nw of ne	29	74 24	40.00	40.00	.....	ue of ne	19	74 25	40.00	.....	.....
ne of nw	31	74 24	40.00	40.00	.....	ue of ne	21	74 25	40.00	.....	.....
ne of nw	31	74 24	40.00	40.00	.....	nw of se	23	74 25	40.00	.....	.....
w hf of nw	31	74 24	73.20	73.20	.....	nw of sw	25	74 25	40.00	.....	.....

Partis of Section.	30/32	1/4	30/32	Acres.	Remarks.	Partis of Sections.	30/32	1/4	30/32	Acres.	Remarks.
sw of ne.....	29	74 25	40.00			sw of nw.....	11	73 26	40.00		
sw of ne.....	31	74 25	40.00			ne of se.....	1	74 26	40.00		
sw of nw.....	33	74 25	40.00			ne of sw.....	3	74 26	40.00		
sw of sw.....	33	74 25	40.00			se of se.....	7	74 26	40.00		
se of se.....	33	74 25	40.00			ne of nw.....	11	74 26	40.00		
w hf of sw.....	35	74 25	80.00			nw of ne.....	13	74 26	40.00		
sw of se.....	35	75 25	40.00			ne of ne.....	25	74 26	40.00		
se of sw.....	35	75 25	40.00			se of se.....	25	74 26	40.00		
sw of ne.....	1	70 26	40.00			ne of ne.....	27	74 26	40.00		
nw of nw.....	1	70 26	44.40			ne of ne.....	29	74 26	40.00		
se of nw.....	3	70 26	40.00			sw of ne.....	31	75 26	40.00		
ne of se.....	11	70 26	40.00			ne of ne.....	33	75 26	40.00		
n hf of sw.....	11	70 26	80.00			ne of ne and n hf of nw	5	69 27	116.39		
ne of nw.....	23	70 26	40.00			ne of sw.....	5	69 27	40.00		
sw of nw.....	23	70 26	40.00			ne of ne.....	5	70 27	37.98		
ne of ne.....	27	70 26	40.00			sw of se.....	7	70 27	40.00		
w hf of ne.....	27	70 26	80.00			w hf of nw.....	19	70 27	97.87		
sw of nw.....	27	71 26	40.00			w hf of sw.....	19	70 27	94.77		
se of nw.....	33	71 26	40.00			s hf of sw.....	21	70 27	80.00		
nw of sw.....	33	71 26	40.00			ne of sw.....	23	70 27	40.00		
ne of ne and nw of nw	1	73 26	92.28			sw of nw.....	25	70 27	40.00		
nw of ne.....	3	73 26	48.62			nw of ne.....	23	71 27	40.00		
s hf of se.....	3	73 26	80.00			se of nw.....	23	71 27	40.00		
ne of nw.....	5	73 26	43.88			w hf of sw.....	23	71 27	80.00		
se of se.....	9	73 26	40.00			sw of se.....	25	71 27	40.00		

n hf of nw.....	5	73 27	72.37			nw of nw.....	23	70 28	40.00		
se of nw.....	9	73 27	40.00			e hf of nw.....	25	70 28	80.00		
se of nw.....	11	73 27	40.00			nw of nw.....	25	70 28	40.00		
se of ne.....	7	74 27	40.00			nw of nw.....	31	70 28	33.68		
se of sw.....	7	74 27	40.00			nw of sw.....	23	71 28	40.00		
n hf of se.....	9	74 27	80.00			ne of sw.....	29	71 28	40.00		
sw of ne.....	19	74 27	40.00			nw of ne.....	33	71 28	40.00		
w hf sw.....	19	74 27	93.32			se of se.....	33	71 28	40.00		
sw of se.....	21	74 27	40.00			sw of sw.....	33	71 28	40.00		
sw of se.....	23	74 27	40.00			w hf of nw.....	1	73 28	77.46		
ne of se.....	27	74 27	40.00			se of sw.....	1	73 28	40.00		
s hf of se.....	31	74 27	80.00			ne of ne.....	3	73 28	36.79		
nw.....	35	74 27	160.00			ne of sw.....	5	73 28	40.00		
nw of sw.....	1	70 28	40.00			w hf of nw.....	7	73 28	69.56		
n hf of ne and nw of nw	3	70 28	104.32			ne of se.....	17	73 28	40.00		
sw of sw.....	3	70 28	40.00			sw of ne.....	5	74 28	40.00		
ne of ne.....	5	70 28	31.49			ne of se.....	11	74 28	40.00		
w hf of nw.....	7	70 28	76.36			se of nw.....	21	74 28	40.00		
e hf of sw.....	9	70 28	80.00			sw of nw.....	25	74 28	40.00		
sw of sw.....	9	70 28	40.00			n hf of se.....	25	74 28	80.00		
se of ne.....	11	70 28	40.00			nw of se.....	27	74 28	40.00		
e hf of sw.....	11	70 28	80.00			sw of nw.....	29	74 28	40.00		
e hf of ne.....	15	70 28	80.00			ne of nw.....	31	74 28	40.00		
sw of se.....	15	70 28	40.00			w hf of sw.....	31	74 28	68.42		
w hf of nw.....	15	70 28	80.00			n hf of se.....	33	74 28	80.00		
sw of sw.....	15	70 28	40.00			se of ne.....	35	74 28	40.00		
n hf of nw.....	15	70 28	40.00			s hf of sw.....	35	74 28	80.00		
ne of sw.....	21	70 28	80.00			e hf of sw.....	31	75 28	80.00		
ne of sw.....	21	70 28	40.00			se of se.....	3	69 29	40.00		

BURLINGTON AND MISSOURI RIVER RAILROAD LANDS—CONTINUED.

Parts of Section.	Range	Town.	Sec.	Acres.	REMARKS.	Parts of Section.	Range	Town.	Sec.	Acres.	REMARKS.
se of ne.....	1	70 29	31	40.00	.....	ne of se.....	31	75 29	31	40.00	.....
ne of sw.....	13	70 29	40.00	.....	.....	se qr.....	9	70 30	160.00	.....	.....
nw of ne.....	13	70 29	40.00	.....	.....	se qr.....	11	70 30	160.00	.....	.....
nw of se.....	23	70 29	40.00	.....	.....	sw of ne.....	17	70 30	40.00	.....	.....
ne of se.....	31	70 29	40.00	.....	.....	ne of nw.....	17	70 30	40.00	.....	.....
w hf of sw.....	31	70 29	40.00	.....	.....	ne of sw.....	25	70 30	40.00	.....	.....
se of sw.....	27	71 29	40.00	.....	.....	se of sw.....	27	70 30	40.00	.....	.....
sw of nw.....	33	71 29	40.00	.....	.....	ne of nw.....	35	70 30	40.00	.....	.....
e hf of nw.....	35	71 29	80.00	.....	.....	se of se.....	15	71 30	40.00	.....	.....
nw of nw.....	35	71 29	40.00	.....	.....	e hf of ne.....	19	71 30	80.00	.....	.....
ne of se.....	1	73 29	40.00	.....	.....	w hf of ne & ne of	25	71 30	120.00	.....	.....
sw of se.....	1	73 29	40.00	.....	.....	sw qr.....	29	71 30	160.00	.....	.....
ne qr.....	7	73 29	160.00	.....	.....	nw of ne.....	7	73 30	40.00	.....	.....
w hf of nw.....	7	73 29	75.15	.....	.....	ne of nw.....	3	74 30	38.46	.....	.....
ne of ne.....	9	73 29	40.00	.....	.....	sw of nw.....	3	74 30	40.00	.....	.....
nw of ne.....	11	73 29	40.00	.....	.....	se of se.....	3	74 30	40.00	.....	.....
se of nw.....	5	74 29	40.00	.....	.....	nw of nw.....	5	74 30	37.59	.....	.....
nw qr.....	17	74 29	160.00	.....	.....	w hf of nw & nw of sw	7	74 30	136.66	.....	.....
se of ne.....	29	74 29	40.00	.....	.....	n hf of se.....	7	74 30	80.00	.....	.....
w hf of sw & s hf of nw	31	74 29	153.05	.....	.....	w hf of sw.....	19	74 30	92.31	.....	.....
w hf of ne.....	35	74 29	80.00	.....	.....	se of sw.....	23	74 30	40.00	.....	.....
se of nw.....	35	74 29	40.00	.....	.....	sw of ne.....	27	74 30	40.00	.....	.....
sw of sw.....	27	75 29	40.00	.....	.....	sw of se.....	29	74 30	40.00	.....	.....
nw of se.....	29	75 29	40.00	.....	.....	ne of se.....	31	74 30	40.00	.....	.....
se of ne.....	31	75 29	40.00	.....	.....	w hf of sw.....	31	74 30	92.67	.....	.....

nw of se.....	25	75 30	40.00	.....	.....	n hf of ne.....	3	74 32	70.88	.....	.....
nw of se.....	27	75 30	40.00	.....	.....	nw of nw.....	35	75 32	40.00	.....	.....
ne of sw.....	27	75 30	40.00	.....	.....	ne of nw & w hf of nw	1	69 33	112.88	.....	.....
sw of sw.....	27	75 30	40.00	.....	.....	sw qr.....	1	69 33	160.00	.....	.....
ne of sw.....	7	70 31	40.00	.....	.....	ne of ne.....	3	69 33	36.08	.....	.....
se of nw.....	19	70 31	40.00	.....	.....	sw of sw.....	1	70 33	40.00	.....	.....
w hf of nw.....	19	70 31	69.74	.....	.....	e hf of sw.....	1	70 33	80.00	.....	.....
se of sw.....	23	70 31	40.00	.....	.....	nw of se.....	9	70 33	40.00	.....	.....
nw of ne.....	31	70 31	40.00	.....	.....	ne of sw.....	15	70 33	40.00	.....	.....
nw of ne.....	13	71 31	40.00	.....	.....	nw of ne.....	33	70 33	40.00	.....	.....
ne of se.....	23	71 31	40.00	.....	.....	s hf of se.....	3	73 33	80.00	.....	.....
nw of sw.....	23	71 31	40.00	.....	.....	e hf of sw.....	3	73 33	80.00	.....	.....
se of sw.....	23	71 31	40.00	.....	.....	ne of nw.....	5	73 33	36.41	.....	.....
ne of sw.....	31	71 31	40.00	.....	.....	sw of ne.....	7	73 33	40.00	.....	.....
nw of ne.....	35	71 31	40.00	.....	.....	sw of sw.....	9	73 33	40.00	.....	.....
ne of ne and nw of nw	5	73 31	71.06	.....	.....	n hf of nw.....	19	73 33	85.40	.....	.....
ne of nw.....	1	74 31	36.30	.....	.....	w hf of nw.....	21	73 33	80.00	.....	.....
s hf of se.....	13	74 31	80.00	.....	.....	n hf of ne & n hf of nw	1	74 33	136.80	.....	.....
ne of ne.....	25	74 31	40.00	.....	.....	sw of ne.....	3	74 33	40.00	.....	.....
ne of sw.....	33	74 31	40.00	.....	.....	nw of ne.....	3	74 33	35.34	.....	.....
s hf of se.....	33	74 31	80.00	.....	.....	nw of ne.....	5	74 33	35.90	.....	.....
se of se.....	17	70 32	40.00	.....	.....	ne of se.....	11	74 33	40.00	.....	.....
se of se.....	27	70 32	40.00	.....	.....	ne of sw.....	23	74 33	40.00	.....	.....
nw of se.....	33	70 32	40.00	.....	.....	nw of se.....	25	74 33	40.00	.....	.....
ne of nw.....	25	71 32	40.00	.....	.....	se of se.....	25	74 33	40.00	.....	.....
nw of nw.....	27	71 32	40.00	.....	.....	nw of se.....	35	75 33	40.00	.....	.....
sw of nw.....	33	71 32	40.00	.....	.....	.....	.....	.....	.....	.....
e hf of sw.....	33	71 32	80.00	.....	.....	.....	.....	.....	.....	.....
nw of sw.....	1	74 32	40.00	.....	.....	.....	.....	.....	.....	.....
Total.....						Total.....				25055.18	

App'd by Sec'y of
[Int. Aug. 22, '99.]

BURLINGTON AND MISSOURI RIVER RAILROAD LANDS—CONTINUED.

Parts of Section.		Sec.	Town.	Range.	Acres.	Remarks.	Parts of Section.		Town.	Range.	Acres.	Remarks.
w fr hf of nw	5	7134			75.21	In six mile limits	nw qr				167.85	
nw of sw	5	7134			40.00		ne qr and sw qr		5	7034	327.01	
w fr hf of sw	7	7035			69.78		n hf of nw		7	7034	84.16	
se qr	17	7035			160.00		ne		7	7034	160.00	
sw of ne	15	7135			40.00		nw		9	7034	160.00	
se of nw	15	7135			40.00		n hf of ne		1	7134	77.55	
w hf of ne	17	7036			80.00		e hf of nw		1	7134	77.83	
nw fr qr	19	7137			153.48		ne of sw		1	7134	40.00	
ne of se	29	7137			40.00		nw of ne		3	7134	36.49	
w hf of se	29	7137			80.00		ne of ne		3	7134	35.61	
sw of ne	29	7138			40.00		w hf of nw		3	7134	74.74	
se of nw	29	7138			40.00		nw of sw		3	7134	40.00	
nw of se	9	7138			40.00		ne of ne		5	7134	35.18	
ne of sw	29	7138			40.00	(Approved by	s hf of ne		5	7134	80.00	
w hf sec	29	7239			320.00	Sec. Int. Apr.	n hf of se		5	7134	80.00	
se qr	31	7239			160.00	7, '83. Filed	ne of nw		5	7134	80.00	
sw qr	31	7239			160.00	In S. L. Office	sw of se		11	7134	40.00	
	17	7243			160.00	July 16, 1863.	sw of se		11	7134	40.00	
Total					1,578.47		w hf of nw		13	7134	80.00	
w hf of ne	1	7034			81.06	In six mile limits	nw of sw		17	7134	80.00	
ne qr	3	7034			164.75		sw of sw		17	7134	40.00	
nw qr and se qr	3	7034			325.53		w hf of nw		19	7134	45.46	
ne of se	5	7034			40.00		w hf of sw		23	7134	80.00	
w hf of se	5	7034			80.00				23	7134	80.00	

se qr	23	7134			160.00		se of nw		31	7234	47.27	
s hf of ne	25	7134			80.00		e hf of se		31	7234	80.00	
s hf	25	7134			320.00		nw of sw		31	7234	45.80	
e hf of sw	27	7134			80.00		ne qr		33	7234	160.00	
se qr	27	7134			160.00		nw qr		33	7234	160.00	
w hf of ne	29	7134			80.00		se qr		33	7234	160.00	
sw of se	29	7134			40.00		sw qr		33	7234	160.00	
nw	29	7134			160.00		ne of ne		35	7234	40.00	
ne of sw	29	7134			40.00		n hf of se qr		25	7334	80.00	
ne of nw	31	7134			40.00		ne of sw		25	7334	40.00	
s hf of nw	31	7134			84.80		s hf of sw		25	7334	80.00	
e hf and sw qr	31	7134			488.97		nw of se		33	7334	40.00	
w hf and se qr	33	7134			480.00		s hf of se		33	7334	80.00	
se of sw	35	7134			40.00		s hf of ne		35	7334	80.00	
n hf of sw	35	7134			80.00		e hf of sw		1	7035	80.00	
n hf and se qr	35	7134			480.00		e hf		1	7035	328.90	
n hf of nw	1	7234			61.86		se of ne		3	7035	40.00	
s hf of sw	1	7234			80.00		w hf of nw		3	7035	82.30	
se qr	1	7234			160.00		se qr		3	7035	160.00	
w hf of sw qr	3	7234			80.00		e hf of sw		3	7035	80.00	
e hf of nw	11	7234			80.00		e hf of ne		5	7035	81.50	
e hf of se	13	7234			80.00		w hf of ne		5	7035	81.58	
nw of sw	13	7234			40.00		n hf of nw		5	7035	83.38	
sw of sw	23	7234			40.00		nw of se		5	7035	40.00	
e hf of ne	25	7234			80.00		sw of nw		9	7035	40.00	
sw of nw	25	7234			40.00		n hf of sw		9	7035	80.00	
nw of sw	25	7234			40.00		nw of se		9	7035	40.00	
sw qr	27	7234			160.00		s hf of sw		9	7035	80.00	
n hf of nw	31	7234			88.73		sw of se		9	7035	40.00	

BURLINGTON AND MISSOURI RIVER RAILROAD LANDS—CONTINUED.

Parts of Sections.	Sec.	Town.	Range.	Acres.	Remarks.	Parts of Sections.	Sec.	Town.	Range.	Acres.	Remarks.
e hf of se	9	7035	80.00	40.00	.....	ne of se	5	7135	40.00	.....
ne of se	11	7035	80.00	40.00	.....	w hf of se	5	7135	40.00	.....
w hf of se	11	7035	80.00	40.00	.....	nw of sw	5	7135	80.00	.....
n hf and sw qr	11	7035	480.00	80.00	.....	s hf of sw	5	7135	80.00	.....
e hf of sw qr	15	7035	80.00	80.00	.....	e hf of nw	7	7135	80.00	.....
w hf of se	15	7035	80.00	80.00	.....	ne of ne	7	7135	40.00	.....
w hf of sw	15	7035	80.00	80.00	.....	s hf of ne	7	7135	80.00	.....
n hf	15	7035	320.00	307.95	.....	s hf	7	7135	80.00	.....
ne of nw	17	7035	40.00	40.00	.....	n hf of ne	9	7135	80.00	.....
nw of ne	17	7035	40.00	40.00	.....	ne of sw	9	7135	40.00	.....
ne of ne	17	7035	40.00	40.00	.....	ne of nw	9	7135	40.00	.....
s hf of ne	17	7035	80.00	80.00	.....	s hf of nw	9	7135	80.00	.....
se of nw	19	7035	40.00	40.00	.....	ne qr	13	7135	160.00	.....
e hf of se	21	7035	40.00	40.00	.....	nw of nw	13	7135	40.00	.....
nw of sw	21	7035	40.00	40.00	.....	s hf of nw	13	7135	80.00	.....
s hf of sw	21	7035	80.00	80.00	.....	n hf of se	13	7135	80.00	.....
nw qr	21	7035	160.00	160.00	.....	n hf of sw	13	7135	80.00	.....
sw of nw	3	7135	40.00	40.00	.....	se of ne	13	7135	80.00	.....
n hf of nw	3	7135	60.50	60.50	.....	se qr	15	7135	40.00	.....
n hf of sw	3	7135	80.00	80.00	.....	se of sw	15	7135	40.00	.....
n hf of se	3	7135	80.00	80.00	.....	s hf of nw	17	7135	80.00	.....
ne qr	5	7135	141.50	141.50	.....	n hf of nw	17	7135	80.00	.....
sw of nw	5	7135	40.00	40.00	.....	w hf of ne qr	19	7135	80.00	.....
n hf of nw	5	7135	60.85	60.85	.....	e hf of nw	19	7135	80.00	.....
ne qr	5	7135	140.95	140.95	.....	ne of se	19	7135	40.00	.....

w hf of se	19	7135	80.00	292.20	.....	n hf	19	7235	292.20	.....
sw qr	19	7135	142.01	80.00	.....	n hf of se	27	7235	80.00	.....
se of ne	21	7135	40.00	40.00	.....	sw qr	27	7235	160.00	.....
w hf of ne	21	7135	80.00	80.00	.....	s hf	29	7235	320.00	.....
se qr	21	7135	160.00	320.00	.....	e hf	31	7235	320.00	.....
s hf of sw qr	21	7135	80.00	40.00	.....	ne of ne	33	7235	40.00	.....
ne of ne	23	7135	40.00	40.00	.....	w hf of ne	33	7235	80.00	.....
nw of nw	23	7135	40.00	40.00	.....	w hf of se	33	7235	80.00	.....
s hf of nw	23	7135	80.00	80.00	.....	w hf	33	7235	320.00	.....
w hf of sw	23	7135	80.00	80.00	.....	ne of ne	35	7235	40.00	.....
w hf of nw	25	7135	80.00	80.00	.....	s hf of ne	35	7235	80.00	.....
ne of se	25	7135	40.00	40.00	.....	e hf of sw	35	7235	80.00	.....
w hf of sw	25	7135	80.00	80.00	.....	w hf of se	1	7036	80.00	.....
n hf and sw qr	27	7135	480.00	163.74	.....	nw qr	1	7036	163.74	.....
w hf of se	29	7135	80.00	80.00	.....	w hf of nw	5	7036	81.36	.....
se of sw	29	7135	40.00	40.00	.....	n hf and se qr	7	7036	471.96	.....
e hf of se	29	7135	80.00	80.00	.....	e hf of se	11	7036	80.00	.....
e hf of ne	33	7135	80.00	80.00	.....	e hf	13	7036	320.00	.....
sw of se	33	7135	40.00	40.00	.....	nw of se	17	7036	40.00	.....
n hf of sw	33	7135	80.00	80.00	.....	nw of sw	17	7036	40.00	.....
w hf of sw	9	7235	80.00	150.80	.....	nw	19	7036	150.80	.....
w hf of sw	9	7235	80.00	80.00	.....	ne	19	7036	320.00	.....
ne of nw	17	7235	40.00	40.00	.....	e hf	19	7036	80.00	.....
s hf of nw	17	7235	80.00	80.00	.....	e hf of ne	23	7036	80.00	.....
e hf and sw qr	17	7235	480.00	40.00	.....	sw of ne	3	7136	40.00	.....
w hf of se	19	7235	80.00	80.00	.....	nw of se	3	7136	63.48	.....
se of se	19	7235	40.00	40.00	.....	n hf of ne	3	7136	40.00	.....
ne of se	19	7235	40.00	40.00	.....	se of nw	3	7136	40.00	.....
ne of sw	19	7235	40.00	40.00	.....	n hf of nw	5	7136	65.43	.....
w hf of sw	19	7235	52.60	40.00	.....	ne of sw	5	7136	40.00	.....

Parts of sections.	Sec.	Town.	Range.	Acres.	Remarks.	Parts of Sections.	Sec.	Town.	Range.	Acres.	Remarks.
w hf of se.....	7	7136		80.00		sw qr.....	35	7136	160.00		
n hf and sw qr.....	7	7136		465.28		n hf of nw.....	35	7136	80.00		
sw of ne.....	9	7136		40.00		se of nw.....	35	7136	40.00		
nw of ne.....	11	7136		40.00		se of se.....	7	7236	40.00		
ne of nw.....	11	7136		40.00		w hf of se.....	7	7236	80.00		
ne of se.....	11	7136		40.00		w hf of sw.....	19	7236	74.25		
nw of nw.....	13	7136		40.00		se of ne.....	21	7236	40.00		
e hf of nw.....	13	7136		80.00		e hf of se.....	21	7236	80.00		
e hf of sw.....	13	7136		80.00		se of sw.....	23	7236	40.00		
ne of nw.....	15	7136		40.00		n hf of sw.....	23	7236	80.00		
s hf of se.....	15	7136		80.00		se qr.....	23	7236	160.00		
nw of ne.....	17	7136		40.00		w hf of se.....	25	7236	80.00		
ne of nw.....	17	7136		40.00		e hf of nw.....	25	7236	80.00		
all of.....	19	7136		623.96		w hf of nw.....	25	7236	80.00		
e hf of ne.....	25	7136		80.00		w qr and sw qr.....	25	7236	320.00		
se of nw.....	25	7136		40.00		e hf of ne.....	27	7236	80.00		
nw of se.....	25	7136		40.00		se of nw.....	27	7236	40.00		
se of se.....	25	7136		40.00		w hf of sw.....	27	7236	80.00		
w hf of sw.....	29	7136		80.00		ne of sw.....	27	7236	40.00		
n hf of se.....	31	7136		80.00		ne of se.....	33	7236	40.00		
n hf and sw qr.....	31	7136		463.44		ne of ne.....	35	7236	40.00		
w hf of se.....	35	7136		80.00		nw of se.....	35	7236	40.00		
nw of ne.....	35	7136		40.00		se of sw.....	35	7236	40.00		
s hf of ne.....	35	7136		80.00		ne of sw.....	35	7236	40.00		

e hf.....	1	7037		392.35		sw qr.....	29	7137	160.00		
ne of se.....	3	7037		40.00		nw qr.....	31	7137	154.84		
w hf of se.....	3	7037		80.00		sw qr.....	31	7137	154.84		
ne qr and sw.....	3	7037		319.63		e hf.....	31	7137	320.00		
e hf of ne.....	5	7037		80.89		nw of se.....	33	7137	40.00		
n hf of nw.....	5	7037		82.51		e hf of ne.....	33	7137	80.00		
e hf.....	9	7037		320.00		e hf of sw.....	35	7137	80.00		
w hf.....	13	7037		160.00		n hf.....	3	7237	260.02		
ne qr.....	15	7037		617.48		n hf of ne.....	5	7237	49.94		
all.....	1	7137		617.48		sw of sw.....	11	7237	40.00		
ne of nw.....	3	7137		616.44		se of sw.....	13	7237	40.00		
w hf of sw.....	5	7137		80.00		se qr.....	13	7237	160.00		
n hf of nw.....	5	7137		65.05		w hf of sw.....	19	7237	65.22		
e hf.....	5	7137		305.15		se qr.....	23	7237	160.00		
w hf of ne.....	7	7137		80.00		all.....	25	7237	640.00		
w hf.....	7	7137		299.10		ne qr.....	27	7237	160.00		
w hf of nw qr.....	9	7137		80.00		w hf of nw.....	31	7237	65.37		
w hf of sw.....	9	7137		80.00		w hf of sw.....	31	7237	65.07		
e hf.....	9	7137		320.00		ne qr.....	33	7237	160.00		
ne qr.....	13	7137		160.00		nw of nw.....	33	7237	40.00		
e hf and sw qr.....	17	7137		480.00		e hf of se.....	33	7237	80.00		
sw qr.....	19	7137		153.86		se of se.....	35	7237	40.00		
e hf.....	19	7137		320.00		ne of se.....	35	7237	40.00		
all.....	27	7137		640.00		w hf of se.....	35	7237	80.00		
se of ne.....	29	7137		40.00		sw qr.....	35	7237	160.00		
nw of nw.....	29	7137		40.00		n hf.....	35	7237	320.00		
s hf of nw.....	29	7137		80.00		w hf of sw.....	35	7237	65.03		

BURLINGTON AND MISSOURI RIVER RAILROAD LANDS—CONTINUED.

Parts of Section.	Sec.	Town.	Range.	Acres.	Remarks.	Parts of Sections.	Sec.	Town.	Range.	Acres.	Remarks.
nw qr	31	7238	145-41	1		n hf of nw	1	7238	51-23	51.23	
se qr	33	7337	160.00	5		sw of se	5	7238	40.00	40.00	
s hf of nw	1	7138	80.00			w hf of ne	11	7238	80.00	80.00	
e hf and sw qr	1	7138	461.72			e hf of nw	11	7238	80.00	80.00	
all	3	7138	598.06			w hf of nw	11	7238	80.00	80.00	
s hf of nw	9	7138	640.00			e hf of ne	11	7238	80.00	80.00	
e hf and sw qr	11	7138	80.00			sw of ne	15	7238	40.00	40.00	
ne qr	13	7138	160.00			ne of nw	15	7238	40.00	40.00	
w hf and se qr	13	7138	480.00			e hf of se	21	7238	80.00	80.00	
all	15	7138	640.00			s hf of sw	27	7238	80.00	80.00	
e hf of nw	17	7138	80.00			e hf of ne	33	7238	80.00	80.00	
e hf	17	7138	320.00			e hf and sw qr	25	7238	480.00	480.00	
ne qr of se	19	7138	40.00			s hf of nw	27	7238	80.00	80.00	
n hf of nw	21	7138	80.00			n hf of nw	27	7238	80.00	80.00	
ne qr	21	7138	160.00			se qr	29	7238	160.00	160.00	
se qr	21	7138	160.00			nw of sw	31	7238	36.18	36.18	
sw qr	21	7138	160.00			e hf of sw	31	7238	80.00	80.00	
all	23	7138	640.00			n hf and se qr	31	7238	470.95	470.95	
all	23	7138	640.00			n hf	33	7238	320.00	320.00	
n hf	23	7138	320.00			ne of sw	33	7238	40.00	40.00	
e hf of ne qr	29	7138	80.00			n hf of nw	35	7238	80.00	80.00	
ne of nw	29	7138	40.00			w hf	1	7139	298.86	298.86	
w hf of nw	29	7138	80.00			w hf and ne qr	3	7139	435.98	435.98	
s hf of se	1	7238	80.00			n hf of nw	5	7139	56.34	56.34	
						sw of ne	7	7139	40.00	40.00	

w hf of se	7	7139	80.00			nw of se	11	7239	40.00	40.00	
w hf of	7	7139	315.40			e hf of se	11	7239	80.00	80.00	
all	9	7139	640.00			w hf	11	7239	320.00	320.00	
all	11	7139	640.00			s hf	13	7239	40.00	40.00	
ne of ne	13	7139	40.00			nw of nw	15	7239	160.00	160.00	
w hf of ne	13	7139	80.00			se qr	15	7239	40.00	40.00	
all	15	7139	640.00			nw of sw	15	7239	40.00	40.00	
se of se	17	7139	40.00			e hf of sw	17	7239	80.00	80.00	
w hf of ne	19	7139	80.00			e hf	17	7239	320.00	320.00	
w hf	19	7139	318.88			se qr	19	7239	160.00	160.00	
all	21	7139	640.00			n hf	19	7239	312.25	312.25	
ne of se	23	7139	40.00			e hf of nw	21	7239	80.00	80.00	
n hf and sw qr	23	7139	480.00			se qr	21	7239	160.00	160.00	
ne of nw	25	7139	40.00			se of ne	23	7239	40.00	40.00	
s hf of nw	25	7139	80.00			nw of nw	23	7239	40.00	40.00	
n hf and sw	27	7139	480.00			e hf	23	7239	160.00	160.00	
nw of ne	29	7139	40.00			se qr	25	7239	320.00	320.00	
e hf of ne	29	7139	80.00			ne of se	27	7239	40.00	40.00	
se of se	1	7239	40.00			s hf of se	27	7239	80.00	80.00	
n hf of nw	1	7239	55.85			sw of ne	29	7239	40.00	40.00	
n hf of ne	1	7239	56.09			sw qr	31	7239	148.43	148.43	
all	3	7239	593.06			n hf	31	7239	310.81	310.81	
nw of sw	5	7239	40.00			s hf of se	33	7239	80.00	80.00	
e hf of sw	5	7239	80.00			ne of sw	33	7239	40.00	40.00	
n hf and se	5	7239	437.76			n hf and se	35	7239	480.00	480.00	
sw of ne	7	7239	40.00			s hf	19	7239	310.73	310.73	
nw qr	7	7239	152.58			n hf and se qr	25	7239	480.00	480.00	
sw qr	7	7239	152.44			n hf of sw	25	7239	80.00	80.00	
all	9	7239	640.00			sw of sw	25	7239	40.00	40.00	

BURLINGTON AND MISSOURI RIVER RAILROAD LANDS—CONTINUED.

Parts of Sections.	Range	Acres.	Remarks.	Parts of Sections.	Range	Acres.	Remarks.
all	27	7339		all	21	7140	
nw qr of se	29	7339		all	23	7140	
s hf of se	29	7339		ne qr.	25	7140	
nw qr.	29	7339	160.00	n hf and se qr.	1	7940	433.54
all	31	7339	618.79	se of ne	3	7240	40.00
all	33	7339	640.00	n hf of ne	3	7240	57.50
all	35	7339	640.00	n hf of nw	3	7240	57.52
s hf of se	1	7140	599.96	w hf of se	7	7940	80.00
n hf and sw qr	3	7140	80.00	s hf of ne	9	7940	80.00
sw qr	5	7140	437.62	e hf of sw	11	7240	80.00
n hf and se	5	7140	160.00	e hf of nw	17	7240	80.00
e hf of ne	5	7140	435.28	s hf of ne	25	7940	80.00
s hf of ne	7	7140	80.00	se qr.	25	7940	160.00
s hf of se	7	7140	80.00	n hf of ne	31	7240	80.00
e hf of ne	9	7140	80.00	w hf of nw	31	7240	80.01
s hf of ne	9	7140	320.00	se of ne	35	7940	40.00
s hf of nw qr	11	7140	80.00	sw of sw	35	7940	40.00
s hf of se	11	7140	80.00	ne of se	35	7940	40.00
sw qr	11	7140	160.00	sw of sw	35	7940	40.00
nw of nw	13	7140	40.00	ne qr	25	7340	160.00
e hf of nw	13	7140	80.00	nw of se	25	7340	40.00
e hf.	13	7140	320.00	e hf of se	25	7340	80.00
all	15	7140	640.00	ne of sw	25	7340	40.00
e hf of nw	15	7140	80.00	w hf of sw	25	7340	80.00
e hf and sw qr	19	7140	484.70	e hf of sw qr.	27	7340	80.00

e hf of ne	35	7340	80.00	s hf of sw	23	7342	80.00
e hf of se	35	7340	80.00	nw of ne	27	7342	40.00
n hf of ne	1	7141	58.21	nw of sw	29	7342	40.00
n hf of se	1	7141	80.00	n hf.	29	7342	320.00
w hf of sw	1	7141	80.00	se of ne	31	7342	40.00
sw of ne	7	7141	40.00	nw of ne	33	7342	40.00
nw of ne	11	7141	40.00	s hf of ne	33	7342	80.00
se qr.	13	7141	160.00	w hf of sw	1	7143	80.00
sw qr of ne	23	7141	40.00	e hf of se	1	7143	140.40
sw of se	23	7141	40.00	ne	1	7143	40.00
sw of ne	25	7341	40.00	ne of sw	11	7143	80.00
w hf of se	27	7341	80.00	n hf of sw	11	7143	80.00
ne of se	29	7341	40.00	n hf of nw	3	7243	61.30
nw of nw	7	7142	38.67	se of nw	3	7243	40.00
ne of nw	23	7142	40.00	nw of sw	3	7243	40.00
s hf of nw	3	7242	80.00	s hf of sw	3	7243	80.00
nw of se	3	7242	40.00	se of ne	5	7243	40.00
ne of sw	3	7242	40.00	sw of ne	23	7243	40.00
n hf of ne	5	7242	62.56	sw of nw	25	7243	160.00
sw of nw	31	7242	38.87	sw qr.	25	7243	40.00
se of se	17	7342	40.00	ne of se	13	7343	40.00
s hf of sw	17	7342	80.00	w hf of se	13	7343	80.00
nw of ne	17	7342	40.00	sw of sw	15	7343	40.00
e hf of ne	17	7342	80.00	nw of nw	21	7343	40.00
e hf of se	19	7342	80.00	nw of se	21	7343	40.00
nw of se	23	7342	40.00	e hf of ne	21	7343	80.00
s hf of se	23	7342	80.00	ne of sw	21	7343	40.00
nw of sw	23	7342	80.00	ne of se	23	7343	40.00
nw of sw	23	7342	40.00	e hf of ne	25	7343	80.00

BURLINGTON AND MISSOURI RIVER RAILROAD LANDS—CONTINUED.

Parts of Sections.	Section	Town	Range	Acres.	Remarks.	Parts of Sections.	Section	Town	Range	Acres.	Remarks.
se of ne.....	29	7343	40.00			se of se.....	19	7135	40.00		
ne of nw.....	29	7343	40.00			se and se of sw.....	31	7135	200.00		
ne of sw.....	29	7343	40.00			se qr.....	11	7235	160.00		
s hf of ne.....	33	7343	40.00		Approved by Sec. of Int. Mar 28, 1892.	s hf of ne & nw of ne15	7235	120.00			
nw of nw.....	33	7343	40.00			s hf of nw & nw of se15	7235	120.00			
sw of se.....	33	7343	40.00			n hf.....	29	7235	320.00		
all.....	1	7144	21.04			e hf of ne & e hf of se	5	7036	160.09		
Total.....			71,675.40			n hf of sw.....	9	7036	80.00		
ne of nw.....	3	7134	35.61	In six mile limits		e hf of ne.....	17	7036	80.00		
sw of ne and ne of sw	3	7134	80.00			w hf of se & se of se.....	21	7036	120.00		
sw of sw.....	3	7134	40.00			e hf of sw & e hf of nw21	7036	160.00			
se of se.....	5	7134	40.00			e hf of sw & sw of sw	3	7136	120.00		
w hf of sw & ne of se	7	7134	134.95			e hf of se.....	9	7136	80.00		
nw of ne and se of sw	31	7234	80.00			w hf of se.....	21	7136	80.00		
s hf of ne.....	35	7234	80.00			e hf of nw & ne of sw23	7136	120.00			
nw of nw.....	19	7035	35.59			ne of se.....	27	7136	40.00		
w hf of sw.....	1	7135	80.00			sw of se.....	21	7236	40.00		
ne of nw, sw of nw &	11	7135	160.00			e hf of nw & e hf of sw	9	7137	160.00		
s hf of ne.....	11	7135	160.00			w hf of ne & ne of nw29	7137	120.00			
n hf of se and se of se	11	7135	120.00			w hf of ne & ne of sw33	7137	120.00			
w hf of nw.....	15	7135	80.00			w hf of ne & sw qr.....	7	7138	237.89		
ne qr, ne of se and se	17	7135	240.00			nw qr of ne.....	17	7238	40.00		
of sw.....	17	7135	240.00			w hf of sw & ne of sw29	7238	120.00			
ne of sw.....	17	7135	40.00			e hf of sw & sw of ne31	7238	120.00			
						sw of sw.....	31	7238	36.65		

Parts of Sections.	Section	Town	Range	Acres.	Remarks.
w hf of se and sw of ne	1	7139	120.00		se qr, e hf of ne, e hf of nw, e hf of sw & nw of sw.....
s hf of nw.....	17	7139	80.00		se qr, e hf of sw.....
e hf of ne.....	19	7139	80.00		se qr, e hf of sw.....
sw of se.....	11	7239	40.00		s hf of sec, e hf of ne and nw of ne.....
ne of nw.....	23	7239	40.00		s hf of nw.....
nw of se.....	27	7239	40.00		e hf of sec, sw qr, e hf of nw.....
n hf of ne, sw of ne & n hf of nw.....	5	7240	146.96		w hf sec and ne.....
se of nw and sw of sw	5	7240	80.00		ne qr, e hf of se.....
w hf of sec, ne qr, e hf of se.....	7	7240	557.88		sw qr.....
e hf of ne qr and w hf of nw.....	17	7240	160.00		e hf of sec, sw qr and nw of nw.....
n hf.....	19	7240	321.93		sw qr of sw.....
s hf.....	21	7340	320.00		e hf of nw & w hf of ne19
e hf and nw qr.....	29	7340	480.00		w hf of se and se of sw qr.....
n hf of sw & se of sw	29	7340	120.00		n hf of ne.....
w hf sec & w hf of ne	31	7340	380.44		ne of nw and sw of ne31
se qr and ne of ne.....	31	7340	200.00		nw of se.....
all.....	9	7141	640.00		nw qr and w hf of se.....
nw qr, w hf of sw and nw of ne.....	11	7141	280.00		n hf sec and se qr.....
all.....	15	7141	640.00		e hf of sw & nw of sw
ne of ne.....	17	7141	40.00		nw qr, se qr, s hf of ne and n hf of sw.....
e hf sec, sw qr and ne of nw.....	21	7141	520.00		w hf sec, e hf of se and w hf of ne.....
w hf sec and w hf of ne27	27	7141	400.00		

Parts of Sections.	Sec	Town.	Range	Acres.	Remarks.	Parts of Sections.	Sec	Town.	Range	Acres.	Remarks.
n hf of ne and n hf of nw	11	71 43	160.00			w hf of ne and ne of nw	13	72 44	120.00		
s hf sec and w hf of nw						nw of se and ne of sw	13	72 44	80.00		
qr	17	71 43	400.00			e hf of nw and w hf of ne	25	72 44	160.00		
ne of ne	19	71 43	40.00			w hf of se and ne of sw	25	72 44	120.00		
w hf sec, w hf of ne and ne of ne	5	72 43	403.88			lots 2 and 3	23	73 44	64.50		Approved by Sec. of the Interior, March 21st, 1882.
sw of nw	7	72 43	41.51			all 1	27	73 44	12.60		
se qr	9	72 43	160.00			lots 1, 2 and 3 ne of nw	35	73 44	191.27		
se qr	17	72 43	160.00			Total			21,740.01		
w hf	19	72 43	320.12			ne of sw	1	69 34	40.00		
all	21	72 43	640.00			ne of ne	1	69 34	34.71		
sw of sw	23	72 43	40.00			w hf of ne	3	69 34	74.84		
all	27	72 43	640.00			se of se	3	69 34	40.00		
e hf sec, sw qr and w hf of nw	29	72 43	560.00			w hf of sw	3	69 34	80.00		
e hf	31	72 43	320.00			nw of nw	5	69 34	40.03		
w hf sec, w hf of ne, and w hf se	33	72 43	480.00			se	5	69 34	160.00		
e hf sec, and s hf of nw	35	72 43	400.00			nw of sw	5	69 34	40.00		
s hf of ne, e hf of se, and nw of nw	19	73 43	201.30			e hf of sw	5	69 34	80.00		
w hf of ne and w hf of sec	31	73 43	160.00			se	7	69 34	160.00		
all	1	72 44	542.95			w hf of nw	7	69 34	85.26		
lot 1	11	72 44	13.68			e hf of ne	7	69 34	80.00		
						nw of nw	9	69 34	40.00		
						se of nw	9	69 34	40.00		

Parts of Sections.	Sec	Town.	Range	Acres.	Remarks.	Parts of Sections.	Sec	Town.	Range	Acres.	Remarks.
n hf of se	9	69 34	80.00			e hf of ne	11	70 34	80.00		
w hf of nw	11	69 34	80.00			s hf of nw	13	70 34	160.00		
se of nw	11	69 34	40.00			nw qr	13	70 34	40.00		
se of se	11	69 34	40.00			nw of se	13	70 34	40.00		
n hf of ne	13	69 34	80.00			ne of sw	13	70 34	80.00		
s hf of ne	13	69 34	80.00			w hf of sw	13	70 34	80.00		
n hf of se	13	69 34	80.00			w hf of se	15	70 34	80.00		
nw qr	13	69 34	160.00			n hf of sw	15	70 34	80.00		
e hf of ne	15	69 34	80.00			n hf	15	70 34	320.00		
w hf of ne	15	69 34	80.00			e hf of se	17	70 34	80.00		
e hf of nw	15	69 34	80.00			n hf	17	70 34	320.00		
n hf of sw	17	69 34	80.00			w hf of nw	19	70 34	86.01		
se of sw	17	69 34	40.00			se of se	19	70 34	40.00		
se of sw	19	69 34	45.09			nw of sw	19	70 34	42.80		
sw of sw	19	69 34	168.91			nw of nw	21	70 34	40.00		
nw	19	69 34	160.00			sw of nw	23	70 34	40.00		
se	21	69 34	40.00			ne of ne	23	70 34	40.00		
sw of nw	25	69 34	80.00			s hf of ne	23	70 34	80.00		
w hf of nw	29	69 34	80.00			e hf of se	23	70 34	40.00		
w hf of sw	29	69 34	80.00			nw of sw	23	70 34	40.00		
se of sw	31	69 34	171.35			s hf of sw	23	70 34	80.00		
se	31	69 34	160.00			s hf of ne	25	70 34	40.00		
sw	31	69 34	171.79			nw of se	25	70 34	80.00		
sw	31	69 34	160.00			n hf of sw	25	70 34	40.00		
w hf of se	1	70 34	80.00			ne of se	29	70 34	40.00		
e hf of se	7	70 34	80.00			s hf of se	29	70 34	80.00		
w hf	11	70 34	320.00			ne of ne	35	70 34	40.00		
nw of ne	11	70 34	40.00			n hf of ne	5	72 34	66.04		
						w hf of se	1	73 34	80.00		

Parts of Section.	Section	Range	Acres.	Remarks.	Parts of Section.	Section	Range	Acres.	Remarks.
n hf and sw qr.....	1	73 34	464.16		ne of sw.....	33	73 34	40.00	
n hf and se qr.....	8	73 34	465.86		sw of sw.....	33	73 34	40.00	
n hf of ne.....	5	73 34	72.84		all.....	11	74 34	640.00	
ne of nw.....	5	73 34	36.43		all.....	13	74 34	640.00	
w hf of nw.....	5	73 34	76.43		all.....	15	74 34	640.00	
sw qr.....	5	73 34	160.00		all.....	17	74 34	640.00	
n hf of se.....	7	73 34	80.00		all.....	19	74 34	643.16	
n hf and sw qr.....	7	73 34	488.58		all.....	21	74 34	640.00	
n hf of nw.....	15	73 34	80.00		all.....	23	74 34	640.00	
ne of se.....	17	73 34	40.00		all.....	25	74 34	640.00	
s hf of se.....	17	73 34	80.00		all.....	27	74 34	640.00	
ne of nw.....	17	73 34	40.00		all.....	29	74 34	640.00	
s hf of nw.....	17	73 34	80.00		all.....	31	74 34	644.60	
n hf of ne and sw qr..	17	73 34	240.00		all.....	33	74 34	640.00	
e hf of ne.....	19	73 34	80.00		all.....	35	74 34	640.00	
w hf of nw.....	19	73 34	87.80		e hf of se.....	3	68 35	62.74	
sw qr.....	19	73 34	168.94		e hf.....	5	68 35	127.12	
w hf of nw.....	21	73 34	80.00		n hf of ne.....	7	68 35	80.00	
se of nw.....	23	73 34	40.00		se of ne.....	7	68 35	40.00	
se of sw.....	27	73 34	40.00		ne of se.....	7	68 35	40.00	
se.....	27	73 34	160.00		nw of sw.....	7	68 35	35.06	
sw of ne.....	29	73 34	40.00		nw.....	9	68 35	160.00	
n hf of sw.....	31	73 34	86.33		e hf of sw.....	9	68 35	80.00	
nw of ne.....	33	73 34	40.00		nw qr.....	11	68 35	160.00	
n hf of nw.....	33	73 34	80.00		e hf of se.....	1	69 35	80.00	

w hf nw.....	3	69 35	75.27		sw of nw.....	25	69 35	40.00	
nw of sw.....	3	69 35	40.00		e hf of se.....	25	69 35	80.00	
w hf of ne.....	3	69 35	75.92		nw of sw.....	25	69 35	40.00	
nw qr.....	5	69 35	147.83		se of sw.....	25	69 35	40.00	
se qr.....	5	69 35	147.69		se of ne.....	27	69 35	80.00	
sw qr.....	5	69 35	160.00		w hf of se.....	27	69 35	40.00	
sw qr.....	5	69 35	160.00		ne of sw.....	27	69 35	40.00	
se of sw.....	7	69 35	40.00		e hf of se.....	29	69 35	80.00	
se qr.....	7	69 35	160.00		n hf of sw.....	33	69 35	80.00	
ne of nw.....	9	69 35	40.00		nw of nw.....	35	69 35	40.00	
sw of se.....	9	69 35	40.00		nw of ne.....	35	69 35	40.00	
ne of sw.....	11	69 35	40.00		s hf of ne.....	13	70 35	80.00	
s hf of sw.....	11	69 35	80.00		ne of nw.....	13	70 35	40.00	
nw of nw.....	11	69 35	40.00		s hf of nw.....	13	70 35	80.00	
e hf of nw.....	11	69 35	80.00		w hf of ne.....	23	70 35	80.00	
n hf of sw.....	13	69 35	80.00		e hf of nw.....	23	70 35	80.00	
ne of se.....	15	69 35	40.00		nw of se.....	23	70 35	40.00	
s hf of se.....	15	69 35	80.00		s hf of se.....	23	70 35	80.00	
se of ne.....	15	69 35	40.00		e hf of sw.....	23	70 35	80.00	
sw of nw.....	17	69 35	40.00		nw of ne.....	27	70 35	320.00	
w hf of ne.....	17	69 35	80.00		w hf.....	27	70 35	40.00	
n hf of sw.....	17	69 35	80.00		all.....	33	70 35	640.00	
nw of se.....	17	69 35	40.00		n hf of ne.....	3	72 35	53.75	
e hf of se.....	17	69 35	80.00		nw qr.....	3	72 35	133.25	
sw qr.....	17	69 35	160.00		se of se.....	3	72 35	40.00	
ne of ne.....	23	69 35	40.00		nw of sw.....	3	72 35	40.00	
s hf of ne.....	23	69 35	80.00		all.....	5	72 35	588.36	
s hf of sw.....	23	69 35	80.00		ne of se.....	7	72 35	40.00	
se of ne.....	25	69 35	40.00		nw of ne.....	7	72 35	40.00	

BURLINGTON & MISSOURI RIVER RAILROAD—CONTINUED.

Parts of Section.	Sec.	Town.	Range.	Acres.	REMARKS.	Parts of Section.	Sec.	Town.	Range.	Acres.	REMARKS.
e hf of ne	7	7235		80.00		all	19	7335		579.60	
ne of nw	7	7235		40.00		all	21	7335		640.00	
w hf of nw	7	7235		52.50		nw qr	23	7335		160.00	
w hf of sw	7	7235		52.70		s hf	23	7335		320.00	
nw of ne	9	7235		40.00		w hf of nw	25	7335		80.00	
e hf of ne	9	7235		80.00		se of se	25	7335		40.00	
nw qr	9	7235		160.00		all	27	7335		640.00	
ne of nw	11	7235		40.00		all	29	7335		640.00	
all	1	7335		619.32		all	31	7335		582.00	
n hf	3	7335		292.76		nw of nw	35	7335		40.00	
e hf of ne	5	7335		73.56		s hf of nw	35	7335		80.00	
e hf of se	5	7335		80.00		e hf of sw	35	7335		80.00	
sw of sw	5	7335		40.00		se	23	7435		160.00	
all	7	7335		567.00		all	25	7435		640.00	
s hf of sw	11	7335		80.00		e hf and sw	27	7435		480.00	
sw of nw	11	7335		40.00		all	27	7435		640.00	
e hf of nw	11	7335		80.00		all	33	7435		640.00	
e hf	13	7335		320.00		w hf of nw, e hf sec. & sw	35	7435		500.00	
n hf of nw	13	7335		80.00		sw of ne	11	6836		40.00	
e hf	13	7335		320.00		se of nw	11	6836		40.00	
all	15	7335		640.00		e hf of se	11	6836		80.00	
nw of se	17	7335		40.00		se of ne	1	6936		40.00	
e hf of se	17	7335		80.00		sw	19	7036		149.84	
n hf of sw	17	7335		80.00		w hf	29	7036		320.00	
n hf	17	7335		320.00		nw of se	33	7036		40.00	
						all	1	7236		590.20	

n hf of ne	3	7235		55.89		w hf sw	9	7336		80.00	
nw of se	3	7235		40.00		n hf nw	11	7336		80.00	
s hf of se	3	7236		80.00		ne	11	7336		160.00	
se of nw	3	7236		40.00		e hf	13	7336		320.00	
n hf of nw	3	7236		56.43		se qr	15	7336		160.00	
ne of sw	3	7236		40.00		e hf of ne	17	7336		80.00	
s hf of sw	3	7236		80.00		w hf of nw	17	7336		80.00	
sw of ne	5	7236		40.00		w hf of sw	17	7336		80.00	
n hf of nw	5	7236		58.36		ne of se	17	7336		40.00	
w hf of ne	7	7236		80.00		s hf of se	17	7336		80.00	
se of ne	11	7236		40.00		nw of nw	19	7336		37.37	
w hf	11	7236		40.00		ne of se	19	7336		40.00	
w hf	11	7236		320.00		s hf of se	19	7336		37.39	
e hf of nw	13	7236		80.00		nw of sw	19	7336		77.40	
sw qr and se qr	13	7236		320.00		s hf of sw	19	7336		80.00	
se of sw	15	7236		40.00		w hf of sw	21	7336		40.00	
e hf	15	7236		320.00		nw of nw	23	7336		40.00	
ne of ne	23	7236		40.00		e hf	23	7336		320.00	
s hf of ne	23	7236		80.00		w hf of nw	25	7336		80.00	
n hf of nw	23	7236		80.00		e hf of nw	25	7336		80.00	
e hf of se	1	7336		69.90		e hf and sw	25	7336		480.00	
w hf of sw	1	7336		80.00		nw of nw	27	7336		40.00	
se of ne	5	7336		40.00		e hf of nw	27	7336		80.00	
e hf of nw	7	7336		80.00		se of sw	29	7336		40.00	
sw of se	7	7336		40.00		ne of sw	29	7336		75.60	
s hf sw	7	7336		80.00		w hf of nw	31	7336		75.20	
s hf of nw	9	7336		76.81		w hf of sw	31	7336		40.00	
ne of sw	9	7336		40.00		ne of nw	35	7336		160.00	
						nw qr	35	7336		160.00	

BURLINGTON AND MISSOURI RIVER RAILROAD LANDS—CONTINUED.

Parts of Sections.	Town	Range	Acres.	Remarks.	Parts of Sections.	Town	Range	Acres.	Remarks.
w hf.....	19	74 36	298.12		n hf of sw.....	19	69 37	81.08	
sw qr.....	27	74 36	160.00		s hf of sw.....	19	69 37	82.03	
e hf.....	29	74 36	320.00		ne.....	21	69 37	160.00	
w hf of ne.....	31	74 36	80.00		w hf of nw.....	7	70 37	70.53	
w hf of se.....	31	74 36	80.00		n hf of se.....	7	70 37	80.00	
w hf.....	31	74 36	299.44		nw of sw.....	7	70 37	35.36	
ne of nw.....	33	74 36	40.00		sw.....	9	70 37	160.00	
ne of sw.....	1	69 37	40.00		w hf.....	15	70 37	320.00	
w hf of sw.....	1	69 37	80.00		se.....	17	70 37	160.00	
n hf of nw.....	3	69 37	60.72		sw of nw.....	19	70 37	36.68	
s hf of sw.....	3	69 37	80.00		nw of sw.....	19	70 37	36.71	
all.....	5	69 37	596.44		e hf of nw.....	19	70 37	80.00	
ne qr.....	7	69 37	160.00		e hf of sw.....	19	70 37	320.00	
w hf.....	7	69 37	315.25		e hf.....	1	70 37	320.00	
se qr.....	9	69 37	160.00		s hf.....	1	70 37	320.00	
ne.....	9	69 37	160.00		e hf.....	23	70 37	320.00	
nw.....	9	69 37	160.00		e hf of se.....	25	70 37	80.00	
nw.....	11	69 37	160.00		ne qr.....	25	70 37	80.00	
sw.....	11	69 37	160.00		w hf of sw.....	25	70 37	160.00	
n hf of se.....	3	69 37	80.00		nw.....	25	70 37	20.00	
sw of ne.....	15	69 37	40.00		n hf.....	27	70 37	640.00	
se of nw.....	15	69 37	40.00		all.....	29	70 37	640.00	
w hf of nw.....	15	69 37	80.00		all.....	31	70 37	630.02	
sw.....	17	69 37	160.00		all.....	33	70 37	640.00	
n hf of se.....	19	69 37	80.00		all.....	35	70 37	640.00	

ne qr.....	1	73 37	130.15		nw of ne.....	25	73 37	40.00	
sw of nw.....	1	72 37	40.00		e hf of ne.....	25	73 37	80.00	
n hf of se.....	1	72 37	80.00		w hf of se and se of se	25	73 37	120.00	
ne of sw.....	1	73 37	40.00		e hf of ne.....	27	73 37	80.00	
nw of sw.....	1	73 37	40.00		w hf of nw.....	27	73 37	80.00	
n hf.....	1	73 37	297.12		se.....	27	73 37	160.00	
n hf of ne.....	3	73 37	59.16		nw of sw.....	27	73 37	40.00	
w hf.....	3	73 37	309.72		s hf of sw.....	27	73 37	80.00	
ne of ne.....	5	73 37	35.75		ne of nw.....	29	73 37	40.00	
w hf of ne.....	5	73 37	75.85		ne of se.....	29	73 37	40.00	
nw and se.....	5	73 37	311.98		ne.....	33	73 37	160.00	
e hf of se.....	7	73 37	80.00		s hf of se.....	35	73 37	80.00	
w hf.....	7	73 37	66.54		nw qr.....	35	73 37	160.00	
w hf of sw.....	9	73 37	320.00		s hf of sw qr.....	9	74 37	80.00	
nw of nw.....	11	73 37	40.00		sw.....	13	74 37	160.00	
s hf of nw.....	11	73 37	80.00		ne of sw.....	19	74 37	40.00	
sw qr.....	11	73 37	160.00		e hf of se.....	21	74 37	80.00	
se of ne.....	13	73 37	40.00		e hf and sw.....	25	74 37	480.00	
se qr.....	13	73 37	160.00		all.....	27	74 37	640.00	
nw of ne.....	15	73 37	40.00		e hf of sw.....	33	74 37	80.00	
s hf of ne.....	15	73 37	80.00		n hf and se qr.....	33	74 37	480.00	
w hf and se.....	15	73 37	480.00		all.....	3	69 38	605.30	
all.....	17	73 37	640.00		all.....	5	69 38	610.52	
all.....	19	73 37	612.24		all.....	5	69 38	612.06	
nw of ne.....	21	73 37	40.00		n hf.....	7	69 38	318.60	
s hf of sw.....	21	73 37	80.00		se qr.....	9	69 38	160.00	
w hf of nw.....	23	73 37	80.00		sw qr.....	9	69 38	160.00	
s hf of sw.....	25	73 37	80.00		n hf.....	9	69 38	320.00	
ne of sw.....	25	73 37	40.00		nw.....	11	69 38	160.00	

BURLINGTON & MISSOURI RIVER RAILROAD—CONTINUED.

Parts of Sections.	Sec.	Town.	Range.	Acres.	Remarks.	Parts of Sections.	Sec.	Town.	Range.	Acres.	Remarks.
e hf of se	11	6938	80.00	80.00	.....	s hf of se	9	7038	80.00	.....
w hf of sw	11	6938	80.00	80.00	.....	all	11	7038	640.00	.....
ne qr	13	6938	160.00	160.00	.....	ne	13	7038	160.00	.....
nw	13	6938	160.00	160.00	.....	w hf	13	7038	320.00	.....
ne of se	13	6938	40.00	40.00	.....	all	15	7038	640.00	.....
w hf of se	13	6938	80.00	80.00	.....	all	17	7038	640.00	.....
sw qr	13	6938	160.00	160.00	.....	all	19	7038	632.86	.....
w hf of ne	15	6938	80.00	80.00	.....	all	21	7038	640.00	.....
e hf of nw	15	6938	80.00	80.00	.....	all	23	7038	640.00	.....
w hf of nw	15	6938	80.00	80.00	.....	all	25	7038	40.00	.....
all	1	7038	636.82	636.82	.....	nw of ne	25	7038	80.00	.....
s hf of se	3	7038	80.00	80.00	.....	w hf and se	25	7038	480.00	.....
sw of sw	3	7038	40.00	40.00	.....	all	27	7038	640.00	.....
sw of sw	5	7038	159.92	159.92	.....	all	29	7038	640.00	.....
ne	5	7038	79.44	79.44	.....	all	31	7038	625.38	.....
n hf of nw	5	7038	40.00	40.00	.....	all	33	7038	640.00	.....
se of nw	5	7038	40.00	40.00	.....	e hf of se	35	7038	80.00	.....
sw of sw	5	7038	80.00	80.00	.....	w hf of ne	35	7038	80.00	.....
e hf of sw	7	7038	35.16	35.16	.....	w hf of se	35	7038	80.00	.....
sw of sw	7	7038	75.15	75.15	.....	w hf	35	7038	320.00	.....
n hf of sw	7	7038	470.79	470.79	.....	sw qr	27	7138	160.00	.....
n hf and se	9	7038	40.00	40.00	.....	e hf of se and sw of se	29	7138	120.00	.....
nw of sw	9	7038	40.00	40.00	.....	w hf of sw and se of sw	29	7138	120.00	.....
ne of sw	9	7038	40.00	40.00	.....	all	33	7138	640.00	.....
se of ne	9	7038	40.00	40.00	.....	e hf	35	7138	320.00	.....
sw of nw	9	7038	40.00	40.00	.....					

se of ne and n hf of nw	1	7398	105.24	105.24	.....	n hf of ne & w hf of se	23	7438	160.00	.....
w hf sec, w hf of ne & sw of se	3	7398	418.30	418.30	.....	w hf of nw & se of nw	23	7438	120.00	.....
n hf of ne & n hf of nw	5	7398	139.78	139.78	.....	w hf of sw and se of sw	23	7438	120.00	.....
w hf sec, and s hf of se	7	7398	377.86	377.86	.....	se of sw	25	7438	40.00	.....
nw qr and s hf of se	9	7398	240.00	240.00	.....	ne qr, w hf sec, and w hf of sec, & w hf of ne	27	7438	560.00	.....
ne of ne	13	7398	40.00	40.00	.....	nw of se	29	7438	400.00	.....
sw of ne and se qr	13	7398	200.00	200.00	.....	all	31	7438	610.92	.....
nw qr and nw of sw	15	7398	200.00	200.00	.....	e hf sec and sw	33	7438	480.00	.....
w hf of nw, ne of nw and w hf of sw	17	7398	40.00	40.00	.....	e hf of nw and sw of nw	33	7438	120.00	.....
sw of se	19	7398	179.18	179.18	.....	e hf sec, and sw qr	1	6939	472.89	.....
sw of se	21	7398	40.00	40.00	.....	se of ne	9	6939	40.00	.....
e hf of nw	21	7398	80.00	80.00	.....	all	11	6939	640.00	.....
e hf of sw	21	7398	80.00	80.00	.....	w hf of se and nw of nw	1	7039	118.50	.....
sw of sw	21	7398	40.00	40.00	.....	n hf of nw and sw of sw	3	7039	117.28	.....
w hf of ne & ne of se	23	7438	120.00	120.00	.....	ne qr, n hf of se, e hf of nw, nw of nw, & se of sw	5	7039	391.12	.....
sw	7	7438	146.41	146.41	.....	w hf of ne, ne of nw, w hf of sw	7	7039	350.80	.....
w hf of nw	9	7438	80.00	80.00	.....	w hf of sw & se sw	9	7039	480.00	.....
w hf of se	11	7438	80.00	80.00	.....	s hf of nw	13	7039	80.00	.....
ne of se & sw of sw	13	7438	80.00	80.00	.....	n hf of sw	15	7039	320.00	.....
w hf of ne & se of ne	15	7438	120.00	120.00	.....	w hf	15	7039	320.00	.....
w hf of se and se of se	15	7438	120.00	120.00	.....	all	17	7039	640.00	.....
se	15	7438	120.00	120.00	.....				
se of nw and e hf of sw	15	7438	120.00	120.00	.....				
e hf	17	7438	320.00	320.00	.....				
w hf of se & e hf of nw	19	7438	160.00	160.00	.....				
sw qr	21	7438	160.00	160.00	.....				

BURLINGTON AND MISSOURI RIVER RAILROAD LANDS—CONTINUED.

Parts of sections.	Sec.	Town.	Range.	Acres.	Remarks.	Parts of Sections.	Sec.	Town.	Range.	Acres.	Remarks.
all.....	19	70 39	629.68			sw qr and s hf of nw.	11	73 39	240.00		
n hf sec, se qr and w						w hf of sw.....	15	73 39	80.00		
hf of sw.....	21	70 39	560.00			sw of nw.....	17	73 39	40.00		
ne of sw.....	21	70 39	40.00			ne and w hf of nw.....	19	73 39	231.17		
w hf sec, and nw of						e of sec, and sw qr.....	21	73 39	480.00		
ne.....	23	70 39	360.00			all.....	23	73 39	640.00		
e hf sec, and ef of sw.						n hf of se & sw of sw.	3	74 39	120.00		
ne qr, n hf of se and e						nw of se.....	5	74 39	40.00		
hf of nw.....	27	70 39	320.00			all.....	7	74 39	607.13		
s hf of ne and ne of ne						se of se.....	11	74 39	40.00		
se qr and w hf of nw.	29	70 39	240.00			w hf sec, ne and w hf					
ne of nw and w hf sw.	29	70 39	120.00			n hf of se.....	13	74 39	560.00		
w hf sec and se qr.....	31	70 39	476.70			w hf of se.....	15	74 39	80.00		
e hf of ne & nw of ne	33	70 39	120.00			w hf of nw.....	19	74 39	67.44		
nw of ne & ne of se.....	31	71 39	80.00			s hf sec, and w hf of nw					
nw of nw & nw of sw	31	71 39	80.40			e hf of ne.....	25	74 39	400.00		
w hf sec, and ne qr.....	33	71 39	480.00			w hf of se & se of se.	31	74 39	190.00		
n hf of nw.....	35	71 39	80.00			sw.....	31	74 39	145.92		
s hf of ne, s hf of nw						se qr and e hf of sw.....	33	74 39	240.00		
and se qr.....	1	73 39	320.00			all.....	35	74 39	640.00		
n hf of ne & n hf of nw						all.....	1	69 40	612.94		
nw.....	5	73 39	151.21			e hf sec, nw qr, e hf of					
se of ne.....	7	73 39	40.00			sw qr & nw of sw qr					
e hf of se, se of nw &						sw of ne.....	5	69 40	469.26		
se of sw.....	9	73 39	160.00			n hf.....	11	69 40	320.00		

w hf of nw.....	1	70 40	80.50			all.....	29	71 40	640.00		
e hf nw and w hf of ne	1	70 40	160.44			n hf of ne qr.....	33	71 40	80.00		
sw.....	1	70 40	160.00			all.....	35	71 40	640.00		
all.....	3	70 40	641.22			e hf of ne, sw of ne, e					
s hf of sec, e hf of ne &						hf of se, ne of nw &					
w hf of nw.....	7	70 40	495.72			ne of sw.....	3	73 40	271.34		
all.....	9	70 40	640.00			n hf sec, w hf of se and					
nw of nw.....	11	70 40	40.00			ne of se.....	5	73 40	426.64		
e hf of ne, nw of ne &						e hf of sw and ne of se.	7	73 40	120.00		
se.....	13	70 40	280.00			e hf of ne and nw of se	11	73 40	120.00		
all.....	15	70 40	640.00			s hf.....	1	74 40	320.00		
all.....	17	70 40	640.00			ne of se.....	3	74 40	40.00		
all.....	19	70 40	638.54			w hf of sw.....	5	74 40	80.00		
n hf sec, e hf of se and						all.....	7	74 40	600.48		
nw of se qr.....	21	70 40	440.00			se of sw.....	9	74 40	40.00		
w hf of sw qr and ne						e hf of ne.....	13	74 40	80.00		
of sw.....	23	70 40	190.00			w hf of sw & ne of sw	17	74 40	120.00		
e hf of se.....	23	70 40	80.00			se of nw and ne of sw.	23	74 40	80.00		
w hf of sw.....	23	70 40	80.00			s hf sec, sw of ne and e					
se of nw and ne of sw.	25	70 40	80.00			hf of nw.....	29	74 40	440.00		
e hf of ne & hf of se.	25	70 40	160.00			ne qr and nw of nw.....	1	69 41	178.29		
sw of se and w hf of nw	25	70 40	120.00			s hf of sw and sw of se	3	69 41	120.00		
w hf of sw and se of sw	25	70 40	120.00			se of nw.....	1	70 41	40.00		
all.....	31	70 40	680.96			sw of sw.....	1	70 41	40.00		
all.....	35	70 40	640.00			e hf of ne & nw of ne.	23	70 41	120.00		
w hf and se qr.....	25	71 40	480.00			se of ne and ne of se.	25	70 41	80.00		
all.....	27	71 40	640.00			e hf of nw.....	27	70 41	80.00		
						ne of se.....	35	70 41	40.00		

BURLINGTON & MISSOURI RIVER RAILROAD—CONTINUED.

Parts of Section.	Sec	Town.	Range	Acres.	Remarks.	Parts of Section.	Sec	Town.	Range	Acres.	Remarks.
e hf sec, e hf of sw and se of nw.....	1	73 41	435.45			ne of se.....	5	70 42	40.00		
n hf of ne & hf of nw	3	73 41	158.77			w hf of sw and se of sw	31	70 42	121.89		
se of se.....	5	73 41	40.00			ne of nw.....	1	73 42	34.34		
w hf of sw & sw of nw.	7	73 41	103.86			ne.....	3	73 42	264.44		
ne of se.....	9	73 41	40.00			w hf of ne and ne	7	73 42	160.00		
sw of ne and e hf of se	11	73 41	120.00			sw of ne & w hf of nw	9	73 42	120.00		
ne of sw and nw of nw	11	73 41	80.00			ne of ne and ne of se.	13	73 42	80.00		
n hf of se.....	13	73 41	80.00			se of ne and ne of nw.	25	74 42	80.00		
se of se and sw of nw.	17	73 41	80.00			se of ne and ne of se.	33	74 42	80.00		
se of ne and sw of nw	21	73 41	80.00			e hf sec, nw qr and e	1	69 43	541.08		
w hf of ne and se of nw	23	73 41	120.00			hf of sw.....	1	70 43	41.99		
all.....	13	74 41	640.00			ne of ne.....	1	70 43	41.96		
w hf of ne & e hf of nw	15	74 41	160.00			nw of ne.....	1	70 43	40.00		
n hf of sw.....	21	74 41	200.00			sw of ne.....	1	70 43	40.00		
nw of ne and nw.....	21	74 41	80.00			se of sw.....	1	70 43	80.00		
nw of se and se of se.	21	74 41	80.00			w hf of se.....	1	70 43	80.00		
se of sw.....	23	74 41	40.00			sw of ne.....	11	70 43	40.00		
ne of nw.....	31	74 41	40.00			se.....	11	70 43	160.00		
e hf of ne and sw of se	33	74 41	120.00			w hf of sw.....	13	70 43	80.00		
ne of nw.....	33	74 41	40.00			w hf of ne and se of	23	70 43	120.00		
sw of ne and se of nw	35	74 41	80.00			ne.....	23	70 43	120.00		
e hf of sw.....	35	74 41	80.00			se of nw, se qr and e	23	70 43	280.00		
nw qr.....	7	69 42	162.37			hf of sw.....	23	70 43	40.00		
se of sw.....	1	70 42	40.00			sw of sw.....	23	70 43	40.00		

sw qr.....	25	70 43	160.00			ne of ne.....	27	69 35	40.00		
ne of ne.....	35	70 43	40.00			s hf of ne and ne of ne	35	69 35	120.00		
ne of sw.....	35	71 43	40.00			e hf of se.....	35	69 35	80.00		
sw of ne and nw of se.	27	71 43	80.00			e hf of nw & w hf of sw	7	68 36	183.10		
se of nw.....	27	71 43	40.00			e hf of nw, s hf of ne	9	68 36	240.00		
se of ne and e hf of se.	35	71 43	120.00			and w hf of se.....	9	68 36	80.00		
sw of nw.....	11	73 43	40.00			ne of se and ne of sw.	9	68 36	80.00		
ne qr.....	17	73 43	160.00			sw qr, sw of ne and se	1	69 36	240.00		
						of nw.....	1	69 36	120.00		
Total.....			115,622.04			w hf of se & se of se..	5	69 36	301.50		
nw qr.....	1	69 34	150.09	15 miles limite		e hf.....	9	69 36	320.00		
e hf of sw & sw of sw	9	69 34	120.00			w hf.....	23	69 36	200.00		
n hf of se.....	15	69 34	80.00			w hf of ne, se of ne and	25	69 36	40.00		
nw.....	17	69 34	160.00			w hf of se.....	27	69 36	200.00		
sw.....	21	69 34	160.00			ne of se.....	29	70 36	280.00		
nw qr and w hf of se.	23	69 34	240.00			se qr, and se of ne qr.	33	70 36	160.00		
e hf of nw.....	25	69 34	80.00			se qr, w hf of ne & ne	33	70 36	160.00		
ne.....	27	69 34	160.00			of ne.....	7	73 36	160.00		
ne of nw.....	29	69 34	40.00			e hf of nw & s hf of sw	9	69 37	160.00		
ne of se.....	1	73 34	40.00			ne.....	15	69 37	160.00		
se of se.....	15	73 34	40.00			sw.....	15	69 37	160.00		
sw of nw.....	23	73 34	40.00			e hf sec and nw qr...	17	69 37	480.00		
ne qr, n hf of nw.....	27	73 34	240.00			ne qr, e hf of nw qr &	19	69 37	281.35		
s hf of sw.....	29	73 34	80.00			sw of nw.....	21	69 37	160.00		
w hf of se & ne of ne.....	31	73 34	120.00			nw.....	21	69 37	160.00		
w hf of e hf.....	3	68 35	62.71			nw.....	25	70 37	160.00		
ne qr.....	11	69 35	160.00			w hf of se & e hf of sw	25	70 37	160.00		
nw qr and n hf of ne.....	13	69 35	240.00			w hf of se & ne of sw.	29	73 37	120.00		
sw of ne and sw of sw	25	69 35	80.00								

BURLINGTON & MISSOURI RIVER RAILROAD—CONTINUED.

Parts of Section.	Sec	Town	Range	Acres.	REMARKS.	Parts of Section.	Sec	Town	Range	Acres.	REMARKS.
se of se	7	7437	40.00	40.00	.....	all	9	7340	640.00	.....
n hf of nw and sw of sw	17	7437	120.00	120.00	.....	s hf of se and ne of se.	11	7340	120.00	.....
nw of ne	13	7338	40.00	40.00	.....	s hf sec, nw qr and s hf				.....
sw of nw and nw of sw	11	7438	80.00	80.00	.....	of ne	15	7340	560.00	.....
all	5	6939	607.94	607.94	.....	e hf of sw, w hf of se	17	7340	200.00	.....
.....	7	6939	630.64	630.64	.....	qr, and se of se	21	7340	320.00	.....
.....	1	7039	119.10	119.10	.....	n hf				.....
e hf of nw and sw of nw	1	7039	120.00	120.00	.....	se qr, w hf of ne and se	15	7440	280.00	.....
e hf of sw and sw of sw	1	7039	160.00	160.00	.....	of ne	21	7440	120.00	.....
n hf of sw	5	6940	80.00	80.00	.....	e hf of nw & s w of nw	27	7440	200.00	.....
s hf of sw, and se of ne	5	6940	120.00	120.00	.....	sw of ne, and se qr	33	7440	80.00	.....
w hf of se and ne of se	5	6940	120.00	120.00	.....	e hf of se	5	6941	626.80	.....
n hf of ne, n hf of nw &					.....	all	7	6941	80.00	.....
sw of nw	7	6940	207.53	207.53	.....	se of ne and ne of se				.....
se qr, and e hf of ne qr	1	7040	239.94	239.94	.....	s hf of sec, and e hf of	9	6941	400.00	.....
w hf sec, and sw of ne	13	7040	360.00	360.00	.....	ne	9	6941	80.00	.....
ne qr, w hf of se and e					.....	sw qr of ne & sw of nw	9	6941	80.00	.....
se qr, se of ne and se of	23	7040	320.00	320.00	.....	s hf of sec, s hf of ne	11	6941	480.00	.....
sw	27	7040	240.00	240.00	.....	and s hf of nw	3	7041	234.83	.....
se qr, s hf of ne and se					.....	nw, and w hf of sw qr	5	7041	80.00	.....
of sw	33	7040	280.00	280.00	.....	s hf sec, n hf of nw and	5	7041	41.48	.....
w hf of sw & w hf of nw	33	7040	160.00	160.00	.....	ne qr	5	7041	80.00	.....
sw qr, and e hf of nw	1	7340	235.23	235.23	.....	s hf of nw	7	7041	160.00	.....
w hf of nw & w hf of sw	3	7340	155.85	155.85	.....	e hf of ne, & e hf of se	9	7041	640.00	.....
					.....	all	9	7041	640.00	.....

nw of nw	15	7041	40.00	40.00	.....	ne of sw and sw of sw	1	7043	80.00	.....
e hf and nw	17	7041	480.00	480.00	.....	w hf	3	7043	310.45	.....
w hf of sw and ne of sw	17	7041	120.00	120.00	.....	lots 1, 3, 4 and ne of ne	5	7043	182.43	.....
e hf of se and sw of se	19	7041	120.00	120.00	.....	e hf of se and sw of se	5	7043	120.00	.....
e hf	21	7041	320.00	320.00	.....	s hf of sec, w hf of nw	9	7043	440.00	.....
w hf of nw	27	7041	80.00	80.00	.....	and se of nw	9	7043	120.00	.....
w hf sec, w hf of ne					.....	e hf of ne and sw of ne	11	7043	320.00	.....
and w hf of se	29	7041	480.00	480.00	.....	w hf	15	7043	480.00	.....
e hf of ne, e hf of se					.....	s hf sec, s hf of ne and	15	7043	480.00	.....
and sw of se	31	7041	200.00	200.00	.....	s hf of nw	17	7043	360.00	.....
s hf of se, s hf of sw					.....	nw qr, se qr and sw of	17	7043	120.00	.....
and nw of sw	33	7041	200.00	200.00	.....	ne	17	7043	360.00	.....
w hf of se	37	7141	80.00	80.00	.....	e hf of sw and nw of sw	17	7043	120.00	.....
se of se	31	7141	40.00	40.00	.....	lot 3	19	7043	44.80	.....
e hf sec and sw qr	33	7141	480.00	480.00	.....	nw, se and e hf of ne	21	7043	400.00	.....
e hf of nw and nw of nw	33	7141	120.00	120.00	.....	n hf of sec, s hf of se	27	7043	480.00	.....
se of se	13	7341	40.00	40.00	.....	and s hf of sw	29	7043	480.00	.....
w hf of nw	15	7441	80.00	80.00	.....	e hf sec, w hf of nw and	29	7043	480.00	.....
ne of se	21	7441	40.00	40.00	.....	w hf of sw	31	7043	389.53	.....
e hf of se and sw of se	29	7441	120.00	120.00	.....	s hf sec, e hf of ne and	31	7043	389.53	.....
ne qr, sw and n hf of se	1	7342	390.07	390.07	.....	ne of nw	33	7043	560.00	.....
ne qr and e hf of sw	5	7342	234.00	234.00	.....	w hf sec, se qr and w	33	7043	560.00	.....
e hf of ne and e hf se	11	7342	160.00	160.00	.....	hf of ne	21	7143	280.00	.....
nw of nw	13	7342	40.00	40.00	.....	nw qr, w hf of sw and	29	7143	320.00	.....
w hf of nw	33	7442	80.00	80.00	.....	nw of ne	33	7143	280.00	.....
w hf of ne and e hf of					.....	e hf	33	7143	120.00	.....
nw	3	6943	145.42	145.42	.....	se qr, s hf of ne and nw	33	7143	280.00	.....
e hf of sec, e hf of sw					.....	of ne	33	7143	120.00	.....
and se of nw	5	6943	429.30	429.30	.....	e hf of sw and se of nw	33	7143	120.00	.....

BURLINGTON AND MISSOURI RIVER RAILROAD LANDS—CONTINUED.

Parts of Sections.	Sec.	Town.	Range.	Acres.	Remarks.	Parts of Sections.	Sec.	Town.	Range.	Acres.	Remarks.
w hf of sw and se of sw	35	71 43	120.00			ne fr qr	1	73 36	149.98		
sw of se	35	71 43	40.00			ne of se	3	73 36	40.00		
e hf of se and nw of se	1	73 43	120.00			se qr	5	73 36	160.00		
e hf of nw & e hf of sw	17	73 43	160.00		(Approved by Sec. Int., March 21st, 1862.)	ne	19	73 36	160.00		
e hf of ne and nw of ne	13	73 44	120.00			ne	33	74 36	160.00		
ne of se	13	73 44	40.00			se	33	74 36	160.00		
Total			28,034.11			se	7	69 37	160.00		
ne fr qr	5	69 34	159.96	In six mile limits.		ne	11	69 37	160.00		
e hf of nw	7	69 34	80.00			ne	15	69 37	160.00		
w hf of ne	7	69 34	80.00			n fr qr of nw	19	69 37	41.02		
sw of nw	9	69 34	40.00			e hf of sw	5	70 37	80.00		
nw of sw	9	69 34	40.00			sw of sw	5	70 37	40.00		
sw qr	13	69 34	160.00			e hf of ne and sw of ne	7	70 37	120.00		
ne	17	69 34	160.00			e hf of sw	7	70 37	80.00		
ne	23	69 34	160.00			sw fr of sw	7	70 37	35.43		
sw of ne	11	70 34	40.00			e hf of nw	27	73 37	80.00		
ne of se	11	70 34	40.00			ne of sw	27	73 37	40.00		
w hf of se	11	70 34	80.00			w hf of se	11	69 38	80.00		
w hf of ne	11	69 35	80.00			e hf of sw	11	69 38	80.00		
e hf of sw	11	69 35	80.00			se of se	13	69 38	40.00		
se	11	69 35	160.00			e hf of ne	15	69 38	80.00		
ne	33	69 35	160.00			w hf of ne	9	70 38	80.00		
nw of nw	11	73 35	40.00			n hf of nw	9	70 38	80.00		
n hf of sw	11	73 35	80.00			e hf of ne	35	70 38	80.00		
						w hf	35	71 38	320.00		

ne of se	7	70 39	40.00			se of ne	27	71 15	40.00		
ne of se	17	73 40	40.00			se hf	23	70 16	320.00		
w hf of ne	7	73 41	80.00			ne	23	70 16	160.00		
n hf of nw	7	73 41	74.12			ne of se	27	74 24	40.00		
w hf of se	11	73 41	80.00			sw of sw	23	71 28	40.00		
se of sw	11	73 41	40.00			w hf of sw	9	73 28	80.00		
ne of ne	11	70 48	40.00			ne of ne	25	74 23	40.00		
w hf of nw and se of nw	13	70 43	120.00		(Approved by Sec. of the Int., April 7, 1863.)	e hf of sw	17	74 30	80.00		
ne of sw	13	70 43	40.00			se qr and e hf of ne	19	70 31	240.00		
			4860.51			se of se	7	70 32	40.00		
Total			4860.51			Total		1160.00			
se of ne	5	72 18	40.00	6 miles limits.		se qr	27	71 19	160.00	6 miles limits.	
ne of nw and sw of nw	19	73 21	79.48			w hf of nw and sw of ne	3	71 24	120.00		
sw of ne and se of nw	5	72 24	80.00			w hf of ne	1	72 24	81.85	(Approved by Sec. of the Int., Feb. 3, 1869.)	
s hf of se	35	72 25	80.00			nw of ne	3	71 29	39.80		
nw of se	1	72 28	40.00			Total		401.65			
e hf of nw	1	72 28	80.41								
nw of nw	3	72 28	96.77			n hf of sw, sw of sw and sw of ne	31	n w	160.00	15 miles limits.	
sw of nw and nw of sw	25	71 29	117.06			lot no. 1 on Island	25	68 3	18.50		
n hf of ne and se of ne	1	71 29	38.70		(Approved by Sec. of the Int., May 10, 1869.)	lots no. 4, 5, 6, 7 & 8 on do	31	67 4	262.10		
nw of nw	15	73 30	40.00			lots no. 2, 3 and 4 on do	1	68 3	77.85		
ne of se	21	73 30	160.00			lots no. 3 and 4 on do	13	73 8	78.95		
sw qr	21	73 30	40.00			s hf of se	7	70 17	80.00		
sw of sw	27	73 30	40.00			sw of sw	33	74 18	40.00		
n hf of nw	5	73 33	62.26			sw of se	11	73 20	40.00		
Total			974.68			sw of nw	11	73 25	40.00		
w hf of se	19	74 1	80.00	15 miles limits.							

BURLINGTON AND MISSOURI RIVER RAILROAD LANDS—CONTINUED.

Parts of Sections.	Sec.	Town.	Range.	Acres.	Remarks.
se of sw.....	33	70 27		40.00	
w hf of sw.....	33	70 27		80.00	
se of ne.....	33	74 27		40.00	
s hf of sw.....	33	70 29		80.00	Approved by Sec. of the In- terior, May 10, 1869.
ne of nw.....	31	71 29		40.00	
nw of se.....	19	71 30		40.00	
se of se.....	25	71 30		40.00	
e hf of ne.....	29	71 31		80.00	
Total.....				1237.40	
lot 5 on island.....	N. W.	1	70 2		Approved by Sec. of the In- terior, Sept. 22, 1869.
lot 6 on island.....	1	70 2		3.65	
se qt.....	1	72 4		160.00	
e of sw.....	18	69 21		40.00	
e hf of sw.....	23	74 25		80.00	
s hf of nw.....	23	74 25		80.00	
ne qr.....	33	70 29		160.00	
n hf of ne.....	31	71 29		80.00	
e hf of se.....	21	70 33		80.00	
Total.....				704.93	

CHICAGO, ROCK ISLAND AND PACIFIC RAILROAD LANDS.

The following is an exhibit, by description, of lands inuring to the Mississippi and Missouri (now the Chicago, Rock Island and Pacific Railroad.) Immediately following the list of these lands, is a list of those claimed under the 4th and 5th sections of the act of the 12th General Assembly, published in this connection.

As no provision is made in the law for patenting the lands, the parties, even when successful in their proof before the court as provided, have no evidence of title for record. The Governor has, therefore, deemed it his duty to issue patents in order that the owners may be protected by the record.

The list will show the *status* of each tract claimed :

CHAPTER 13.

IN RELATION TO THE CHICAGO, ROCK ISLAND AND PACIFIC RAILROAD.

AN ACT Providing for and Requiring the early Construction of the Chicago Rock Island and Pacific Railroad from Davenport to Council Bluffs, Iowa, upon certain conditions therein named. FEB. 11.

WHEREAS, The State of Iowa, by an act passed and approved on the 14th day of July, A. D. 1856, granted to the Mississippi and Missouri Railroad Company (a corporation then in existence under the laws of this State), certain lands in said act designated, to aid in building a railroad from Davenport to Council Bluffs; and

WHEREAS, Subsequently, to-wit: on the 26th day of May, A. D. 1866, another corporation was formed, called the Chicago, Rock Island and Pacific Railroad Company in Iowa, to purchase (in part) and build a railroad between the same points, and along or near the line of the said Mississippi and Missouri railroad; and

WHEREAS, The said Mississippi and Missouri Railroad Company became insolvent, and the said Chicago, Rock Island and Pacific Railroad Company became the purchaser, at a judicial sale, of all the rights of the said Mississippi and Missouri Railroad Company; and,

WHEREAS, The Chicago, Rock Island and Pacific Railroad corporation subsequently, to-wit: on the 20th day of August, A. D. 1866, consolidated its stock and corporate rights with that of the Chicago and Rock Island Railroad Company, a corporation existing by virtue of the laws of the State of Illinois, with a stipulation and

Preamble.
Ex. '56, ch. 1.

agreement between the said consolidated companies that the whole line would adopt the corporate name of the Chicago, Rock Island and Pacific Railroad Company; and

WHEREAS, The said consolidated company has completed the said line of road as far as the city of Des Moines, and desire to complete the same to the Missouri river as rapidly as possible, and for this purpose desire the use of said lands so granted to aid in the completion of the same; therefore

SECTION 1. *Be it enacted by the General Assembly of the State of Iowa,* That the consolidation of the Chicago & Rock Island Railroad Company, a corporation created by the laws of the State of Illinois, with the Chicago, Rock Island and Pacific Railroad Company of this State, under the name of the last-named corporation, be and the same is hereby recognized for the purposes named in their articles of consolidation as recorded in this State.

SEC. 2. The said consolidated company is hereby required to construct, complete and operate its railroad from the city of Des Moines to a point at or near Council Bluffs, on the Missouri river, as required by the articles of incorporation of the said Chicago, Rock Island and Pacific Railroad Company, in this State, so as to enable it to connect its line of road with the Union Pacific Railroad, at as early a period as practicable, and within two years from the passage of this act, and to apply the lands heretofore granted by the General

Assembly to the Mississippi and Missouri Railroad Company to the building and completion of said line of railroad, for which purpose the State of Iowa hereby grants unto the said consolidated railroad company, all right or interest the State may have in said land: *provided,* said railroad company, accepting the provisions of this act, shall at all times be subject to such rules, regulations and rates of tariff for transportation of freight and passengers, as may from time to time be enacted and provided for by the General Assembly of the State of Iowa, and further subject to the conditions, limitations, restrictions and provisions contained in this act and in the acts of Congress granting the same to the State, and extending the time for the completion of said road: *provided,* said consolidated railroad company shall also apply to such construction, completion and the equipment thereof, all the proceeds of forty-nine thousand shares of said capital stock, issued and sold by said consolidated company, or for it, by or under the direction of its executive committee, or the agents thereof, since the 18th day of September last, or so much thereof as may be necessary for that purpose; and the issuing and sale of said shares of the capital stock of said consolidated company as full-paid shares, and sale of the same for less than the sum of one hundred dollars per share, by its officers, are hereby confirmed and declared valid, and the same are and shall be deemed and taken to be full-

Consolidation of C. & R. I. and C. R. I. & P. R. R. recognized.

Road to be completed to Missouri river within 2 years.

The land grant.

Proviso in regard to restrictions.

Proviso requiring proceeds of 49,000 shares to be applied to work.

Issue of said shares for less than par confirmed

paid shares of said consolidated company, issued and sold for the purpose of completing said line of road from Des Moines to Council Bluffs, and not liable to any calls or assessment: *and provided,* further that the board of directors of said consolidated company shall postpone the annual meeting of the stock-holders for the election of directors thereof, until the first Wednesday of June, A. D., 1869; and that said board of directors shall make and file with the Secretary of this State, on or before the first days of July and January until said road is completed, a report in writing verified by the president or engineer, showing the progress of the work, the portions of the road finished, how much under contract, and the amount expended thereon; *and provided,* further, the said consolidated railroad company shall signify their acceptance of the provisions of this act, by filing in the office of the secretary of State of this State, a written acceptance thereof by the president and secretary of said company, within ninety days from the passage of this act.

SEC. 3. In case said consolidated company shall neglect to comply with any of the requirements of this act, it shall forfeit to this State all its franchises and corporate rights acquired by or under the laws of this State; and all lands in such case which have been granted to aid in the construction of said road, or any part thereof, by this State or the United States, held by said consolidated company, or by any person or persons by, through, or under them, shall be forfeited, and shall revert to this State, any conveyance or incumbrance by said company to the contrary notwithstanding.

SEC. 4. Any person who, at the date of the filing in the proper department at Washington of the maps showing the location of the route or line of the Mississippi and Missouri railroad, in compliance with the requirements of section six, chapter one, of the acts of the extra session of the Fifth General Assembly, was in the actual occupation, and had made improvements on any of said lands, and has remained in the continuous occupation of the same to the date of the taking effect of this act, and the grantees of any person having such occupancy with improvements, when such grantee and his grantor have been in such continuous occupation, shall have the right to purchase one hundred and sixty acres of the land thus occupied and improved upon the terms and conditions hereinafter provided.

SEC. 5. Any person wishing to avail himself of the preceding section shall, within four months from the taking effect of this act, file his application for such purchase in the county court of the county in which such lands may be situated, with the proofs in writing, showing his right to make such purchase under the provisions of the preceding section, and showing that he has never directly or indirectly received any of the benefits secured to actual settlers, on any lands embraced in said grant, either by this act or by the

Proviso for postponement for 1 year of directors.

Board to make semi-annual reports.

Proviso requiring acceptance of this act within 90 days.

Penalty for non-compliance.

Land grant to be perfected, &c.

Certain described occupants of land claimed.

[Ex. '56, ch. 1.]

to have the right to purchase 160 acres each.

Such occupants to apply within 90 days to court. What must be proved.

Service how m'de
Applicant must
not have pur-
chased certain
other lands.

Court to issue
certificate; copy
to be served on
sec. of company.

Applicant in 90
days after certi-
cate to pay Treas-
ur of State \$1.25 pr
acre.

Treas. of State to
execute receipts
which have dis of

Appeal to the
dist. court may
be made in 90 ds.
to be triable by
the first method
of trying equity
causes.

Court to make
the order touch-
ing title and
moneys.

When no appeal
is taken, title to
vest in applicant,
and moneys to be
paid to company
when it obtains
title.

Rights third parties
not affected.
Ch. 121, 1866,
ratified and con-
firmed.

Proviso: requir-
ing Co. to relin-
quish to Potta-
wattamie county
all claims for
bonds or agree-
ments to take
stock.

provisions of sections ten, eleven and twelve, of an act in the preced-
ing section mentioned; a copy of which application and proofs shall
be personally served upon the secretary of said company. If such
proofs shall establish the right of the applicant to make such pur-
chase, and that he has not, either directly or indirectly, purchased
any other lands embraced in said grant under the provisions of this
act or of the act above mentioned, the Court shall give him a certi-
cate setting forth such facts, a copy of which shall be personally
served upon the secretary of said company. The applicant shall,
within ninety days after the execution of such certificate, pay to the
Treasurer of State, for the use of said company, one dollar and
twenty five cents per acre for the lands described in the certificate,

for which the Treasurer shall execute duplicate receipts, one of which
shall be indorsed on said certificate, and the other shall be delivered
to the secretary of said company. Either party shall have the right
to appeal from the decision of the county court to the district court,
in the same manner as appeals are taken from the judgment of
justices of the peace, within ninety days after the decision of the
county court; and the same shall be tried in the district court as a
cause triable by the first method of trying equity causes, the appli-
cant being the plaintiff, and the company the defendant; and the
court, in its final decree, shall make such order touching the title and
the disposition of the moneys deposited with the State Treasurer as
the law and the facts require. When no appeal is taken in the time
above described, the title shall vest in the applicant, and the moneys
so paid to the Treasurer of State shall be held by him and paid to
said company, when it shall have been vested with a complete title
to said lands under this act.

Sec. 6. That nothing contained in this act shall be so construed
as to effect [affect] any rights heretofore acquired by third parties to
any lands claimed under said grant; and the provisions of an act of
the General Assembly of Iowa, entitled "An Act to quiet the title to
certain lands sold by the State of Iowa, to individuals, as part of the
Des Moines River grant," approved, April 2, 1866 are hereby ratified
and confirmed: *Provided*, That said consolidated railroad company
shall relinquish to the county of Pottawattamie all right or claim
which it now has or may hereafter acquire to any bonds or agreements
to take stock or indebtedness heretofore voted by the county of Potta-
wattamie to or in aid of the construction of the Mississippi and
Missouri railroad, so far as said consolidated railroad company is con-
cerned, all acts, votes decrees or agreements on the part of Potta-
wattamie county to issue bonds to the Mississippi and Missouri Rail-
road Company, are hereby declared null and void.

SEC. 7. This act, being deemed by the General Assembly of imme-
diate importance, shall take effect and be in force from and after its Taking effect.
publication in the *Daily State Register* and the *Iowa Evening Statesman*,
newspapers published at Des Moines, Iowa.

Approved, February 11, 1868.

I hereby certify that the foregoing act was published in the *Iowa
Evening Statesman* February 12, 1868, and in the *Daily State Register*
February 13, 1868, and that it was republished with some verbal
corrections in the *Iowa Evening Statesman* February 26, 1868, and in
the *Daily State Register* February 27, 1868.

ED WRIGHT, *Secretary of State.*

CHICAGO, ROCK ISLAND & PACIFIC RAILROAD.
 List of lands approved and certified to the State of Iowa, to aid in the construction of the Mississippi and Missouri River Railroad, (note the Chicago, Rock Island and Pacific Railroad)

Parts of Sections.	Sec	Town	Range	Acres.	Remarks.	Parts of Sections.	Town	Range	Acres.	Remarks.
ne of se	3	75 26		40.00	15 miles limits.	se of se	29	80 17	40.00	
se of ne	3	75 26		40.00	Approved by Sec'y Int'r Dec. 27, 1858	nw of sw	31	80 17	46.75	
Total				80		nw of nw	23	81 17	40.00	
						nw of ne	1	79 18	33.31	
s hf of sw	13	N. 17		80.00	6 miles limits.	nw of nw	25	80 18	40.00	
fraction on island	25	78		00.40		nw of sw	19	81 19	37.72	
portion of island	35	78		35.00		nw of sw	7	79 20	38.45	
lot 4	13	79		35.00		sw of ne	31	79 20	40.00	
ne of ne	23	79		40.00		ne of nw	33	81 20	40.00	App'd to State June 12, 1860.
sw of nw	23	80		40.00		s hf of se	29	79 22	80.00	Aug. 8, '60.
nw of ne	17	81 10		40.00		sw qr	29	79 22	160.00	See Chg. 5, let. Oct. 5, '60.
lot 5	17	81 11		55.48		s hf of nw	33	79 22	80.00	let. July 23, '62
nw of se	5	80 12		40.00		se of se	33	79 22	40.00	
s hf of ne	3	80 13		80.00		n hf of ne and se of ne	25	79 23	120.00	
sw	21	79 14		160.00		sw of sw	1	77 25	40.00	
se of se	5	79 16		40.00		n hf of se	21	77 26	80.00	
ne of sw	5	79 17		40.00		w hf of nw	25	77 26	78.92	
se of se	13	79 17		40.00		s hf of sw	31	78 26	54.73	
sw of se	15	79 17		40.00		nw of sw	7	77 27	41.01	
sw of ne	1	80 17		40.00		nw of nw	11	77 27	40.00	
ne of se	5	80 17		40.00		se of nw	19	77 27	40.00	
nw of ne	21	80 17		40.00		ne of ne	25	78 27	40.00	

nw of ne and se of ne	1	77 28		78.37		sw of sw	7	79 30	46.87	
se of nw	3	77 28		40.00		ne of se	17	79 30	40.00	
e hf of se	3	77 28		80.00		sw of nw	19	79 30	46.85	
se of sw	3	77 28		40.00		nw of sw	19	79 30	46.80	
ne of ne	19	78 28		40.00		nw of ne	21	79 30	40.00	
n hf of nw & w of nw	19	78 28		116.66		s hf of se, s hf of sw & nw of sw	1	78 31	200.00	
ne of ne	21	78 28		40.00		ne of se & s hf of se	3	78 31	120.00	
se of sw and nw of sw	21	78 28		80.00		sw qr	3	78 31	160.00	
nw of ne	21	78 28		40.00		lots 18, 19, and 20	3	78 31	120.00	
w hf of nw & ne of nw	21	78 28		114.96		lot No. 1	3	78 31	45.59	
ne of sw	25	78 29		40.00		lots 4, 5, 6, 7, 10, 11, 12, 13, 14, 15, 20, & e hf of se	5	78 31	527.18	
se of nw	27	78 29		40.00	sw of ne pre-empted by D. O. Finch. See com's let'r filed Mar. 8, '64	lot 9	5	78 31	40.00	
nw of ne	33	79 29		80.00		w hf of nw & ne of nw	7	78 31	107.18	
nw of ne	9	78 30		40.00		ne of se	7	78 31	40.00	
ne of sw & se of sw	13	78 30		80.00		w hf of ne and nw	9	78 31	240.00	
sw of se	13	78 30		40.00		s hf	9	78 31	320.00	
sw of sw	17	78 30		40.00		n hf of ne & ne of nw	11	78 31	120.00	
ne of nw	23	78 30		40.00		w hf of nw	11	78 31	80.00	
s hf of se	23	78 30		80.00		s hf	11	78 31	320.00	
ne of sw and s hf of sw	23	78 30		120.00		n hf of nw	13	78 31	80.00	
nw of ne	25	78 30		40.00		s hf of sw	13	78 31	80.00	
sw of nw	25	78 30		40.00		ne qr and w hf	15	78 31	480.00	
n hf of sw and se of sw	25	78 30		120.00		all	17	78 31	640.00	
n hf of sw	27	78 30		80.00		n hf of ne & sw of ne	19	78 31	120.00	
nw of ne	35	78 30		40.00		w hf of nw & e hf of se	19	78 31	145.22	
ne of sw	35	78 30		40.00		ne of nw	19	78 31	40.00	
ne of ne	7	79 30		40.00						
se of se	7	79 30		40.00						

CHICAGO, ROCK ISLAND & PACIFIC RAILROAD LANDS—CONTINUED.

Parts of Sections.	Acres.	Remarks.	Parts of Sections.	Acres.	Remarks.
sw of ne.....	21 7831 40.00		lots 1, 2, 3, 4, 5, 6, 7, 8,		
e hf of nw & e hf of sw	21 7831 160.00		9, 10, 15, 16, 17, 18,		
nw of se.....	21 7831 40.00		& se qr & s hf of sw qr	3	7832 830.96
se qr and e hf of sw.....	23 7831 240.00		lots 1, 8, 9 and 10.....	5	7832 167.58
nw of sw.....	29 7831 40.00		nw of ne.....	7	7832 40.00
ne of sw.....	31 7831 40.00		nw of nw.....	7	7832 34.82
se of ne.....	1 7931 40.00		sw of sw.....	7	7832 35.07
s hf of ne.....	9 7931 40.00		sw of nw.....	13	7832 40.00
w hf of sw.....	13 7931 80.00		e hf of nw & nw of nw.....	13	7832 120.00
w qr.....	17 7931 80.00		sw qr.....	13	7832 160.00
nw qr and s hf sec.....	19 7931 507.20		w hf of sw.....	19	7832 74.21
sw of ne.....	27 7931 40.00		nw of se.....	23	7832 40.00
s hf.....	29 7931 320.00		n hf of sw and sw of sw	23	7832 120.00
ne of ne and s hf of ne	31 7931 120.00		ne of se.....	25	7832 40.00
w hf of nw and sw qr.....	31 7931 233.12		sw of ne.....	27	7832 40.00
sw of nw.....	33 7931 40.00		nw of nw.....	27	7832 40.00
nw of sw.....	33 7931 40.00		s hf of se.....	29	7832 80.00
n hf of nw.....	35 7931 80.00		se of sw.....	31	7832 40.00
ne of se.....	85 7931 40.00		w hf of nw.....	31	7832 40.00
sw of ne.....	3 7732 40.00		ne of se.....	7	7932 87.96
ne qr and n hf of nw.....	5 7732 231.04		s hf of se.....	7	7932 80.00
lots 4, 5, 6, 7, 9, 10, 11			nw of ne.....	9	7932 40.00
12, 13, 14, 15, 16, 17			se of ne.....	11	7932 40.00
18, 19 and 20.....	1 7832 647.57		sw of ne and se of sw.....	11	7932 80.00

Parts of Sections.	Acres.	Remarks.	Parts of Sections.	Acres.	Remarks.
ne of nw.....	13 7932 40.00		sw of ne.....	33 7833 40.00	
n hf of sw.....	15 7932 80.00		ne of se.....	33 7833 40.00	
ne of ne.....	19 7932 40.00		nw of se.....	33 7833 40.00	
e hf of se and sw of se	19 7932 120.00		w hf of sw.....	35 7833 80.00	
n hf of ne.....	19 7932 85.56		w hf of nw.....	7 7933 69.44	
w hf of sw.....	21 7932 80.00		nw of sw.....	7 7933 35.80	
n hf of nw.....	21 7932 80.00		nw of ne.....	25 7933 40.00	
e hf of ne.....	23 7932 80.00		se of se.....	25 7933 40.00	
e hf of se and ne of sw	25 7932 120.00		nw of ne and s hf of qr	31 7933 240.00	
s hf of ne and sw of se	27 7932 120.00		nw of sw and s hf of sw	31 7933 130.42	
nw of ne and sw of ne	27 7932 120.00		se of nw.....	35 7933 40.00	
e hf of sw, n hf of nw	31 7932 86.34		Total.....	17,627.16	
and nw of sw.....	31 7932 212.67		N. W.		
s hf of nw.....	35 7932 80.00		e hf of ne.....	19 78 2	80.00 6 mile limits
n hf.....	1 7733 318.12		sw qr, s hf of nw and		
n hf of ne.....	3 7733 79.45		lot 4 on island.....	3	255.20
nw qr.....	3 7733 160.28		nw of ne and s hf of se	19 78 3	120.00
e hf of se.....	5 7733 80.00		ne qr, n hf se and n hf		
lots 1, 2, 3, 4, 8, & 18	1 7833 272.66		of sw.....	3	320.64
lots 4, and 11.....	3 7833 87.19		se of ne.....	35 79 4	40.00
lots 2 and 9.....	5 7833 87.18		nw of sw.....	13 79 5	40.00
w hf nw & w hf of sw.....	7 7833 142.92		sw of se.....	23 79 7	40.00
nw of aw.....	11 7833 40.00		sw of nw.....	29 80 7	40.00
sw of ne.....	19 7833 40.00		lots 1, 6 and nw of nw	31 7 7	117.38
w hf of nw.....	19 7833 72.56		w hf of ne.....	27 81 8	80.00
sw qr.....	19 7833 153.68		lots 1, 2, 5, and se of		
ne.....	23 7833 160.00		se.....	29 81 8	150.46
sw of ne.....	25 7833 40.00		Lot 7 n hf of se and		
n hf of sw and se of sw	25 7833 120.00		sw of se.....	31 81 8	150.36

REGISTER OF THE STATE LAND OFFICE.

Approved by Sec. of Intert. March 26, 1850.

Located Aug. 20, 1852, pr. wt. 49921, act 1850.

Located Nov. 16, 1848, pr. wt. 27876, act 1847.

CHICAGO, ROCK ISLAND & PACIFIC RAILROAD LANDS—CONTINUED.

Parts of Sections.	Sec.	Town	Range	Acres.	Remarks.	Parts of Sections.	Sec.	Town	Range	Acres.	Remarks.
w hf of ne & w hf of se	11	79 24	160.00			e hf of se, nw of se and	25	78 25	160.00		
s hf of sw and nw of sw	11	79 24	120.00			ne of sw	13	79 25	120.00		
ne qr, e hf of nw and s						ne of ne and e hf of sw	15	79 25	320.00		
hf of sec.	13	79 24	560.00			s hf	21	79 25	160.00		Approved by Sec. of the Int. { April 7, 1863.
all.	15	79 24	640.00			e hf of ne and e hf of se	23	79 25	360.00		
lots 7, 8, 9, w hf of sw	17	79 24	208.25			s hf sec and nw of ne.	25	79 25	240.00		
and se of sw	19	79 24	646.74			s hf of ne qr and nw	25	79 25	640.00		
all.	21	79 24	140.30			all.	27	79 25	400.00		
lot 3, sw qr of nw qr &	23	79 24	140.30			n hf of sec & n hf of sw	27	79 25	400.00		
w hf of sw	25	79 24	640.00			se of sw and se qr	27	79 25	200.00		
all.	25	79 24	240.00			w hf sec, w hf of ne and					
nw qr and w hf of sw.	25	79 24	240.00			w hf of se.	95	79 25	480.00		
n hf of ne & n hf of nw	29	79 24	160.00			Total			12,071.78		
nw qr	31	79 24	169.96			fractional section.	N	W			
w hf of ne and se of ne	1	78 25	134.53			s hf of ne & e hf of nw	23	76 2	.04	15 miles limits.	
nw and s hf of sec.	1	78 25	509.12			portion on Island	19	77 3	11.13		
n hf sec, se qr and e hf	3	78 25	617.12			sw of se	9	76 4	40.00		
of sw						sw of se	29	77 4	40.00		Previously dis- posed of by the { United States.
e hf of ne, sw of ne and	11	78 25	160.00			lot 9 on Island	35	77 4	30.67		
se of nw.	13	78 25	231.55			se of sw	35	81 5	40.00		
e hf of se & lots 6, 7 & 8	23	78 25	80.00			ne of se	27	78 9	40.00		
e hf of se	23	78 25	80.00			ne of se	25	82 11	80.00		
ne qr, e hf of nw, nw of	25	78 25	280.00			s hf of ne					
nw											

ne qr and e hf of nw.	31	78 12	240.00			sw of sw	71	80 26	37.81		
se of nw.	5	77 15	40.00			sw of sw	17	80 26	40.00		
se of nw	17	78 16	40.00			sw of sw	21	80 26	40.00		
s hf of se.	25	78 16	80.00			nw of se	27	80 26	40.00		
sw of ne.	27	79 16	40.00			nw of sw	29	80 26	40.00		
ne of ne.	5	77 17	38.16			ne of se.	31	80 26	40.00		
ne of sw.	21	79 17	40.00			n hf of sw, sw of sw	19	77 27	168.16		
ne of se, sw of se and						and nw of se	27	77 27	80.00		
ne of sw.	17	81 17	120.00			w hf of se.	27	80 27	40.00		
se of nw.	3	82 17	40.00			nw of sw	33	80 27	40.00		
lots 7, 8, 9 and 10.	3	78 18	160.00			ne of sw	33	80 27	40.00		
sw of se	7	78 18	40.00			ne of se and ne of sw	21	77 28	80.00		
nw of se	25	78 18	40.00			e hf of sw	9	79 28	80.00		
se of ne	27	82 18	40.00			s hf of ne & e hf of se	9	76 29	160.00		
w hf of nw.	31	82 18	82.37			ne of nw.	9	79 29	40.00		
lot 9.	3	78 19	40.00			w hf of nw, nw of se &	1	80 29	165.96		
nw of ne	23	78 19	40.00			se of sw	7	80 29	40.00		
sw of nw.	13	81 19	40.00			sw of ne	23	80 29	40.00		
sw of se	29	82 19	40.00			ne of sw	35	80 29	40.00		
ne of se	25	82 20	40.00			se of nw	5	76 30	81.01		
se of ne	33	82 20	40.00			w hf of ne and nw of sw	19	76 30	89.52		
sw of ne.	35	82 21	40.00			w hf of sw.	23	76 30	40.00		
se of nw.	7	80 22	40.00			se of se	7	77 30	280.00		
sw of nw.	7	81 22	36.22			w hf of ne, s hf of nw, e	5	77 30	40.00		
se of nw.	11	76 23	40.00			hf of se and sw of se	7	77 30	40.00		
se of sw	27	81 24	40.00			nw of ne	35	79 30	40.00		
ne of ne.	21	76 26	40.00			sw of sw	3	80 30	40.00		
ne of ne.	19	79 26	40.00			se of nw	3	80 30	40.00		
ne of sw.	27	79 26	40.00			nw of sw	19	80 30	42.39		

CHICAGO, ROCK ISLAND AND PACIFIC RAILROAD LANDS—CONTINUED.

Parts of Sections.	Range	Town	Acres.	Remarks.	Parts of Sections.	Range	Town	Acres.	Remarks.
se of se.	27	81 30	40.00	.....	se of se.	25	81 31	40.00	.....
ne of ne.	33	81 30	40.00	.....	s hf of se.	29	81 31	80.00	.....
nw of sw.	35	81 30	40.00	.....	se of nw, n hf of sw &	29	81 31	80.00	.....
ne of ne.	3	76 31	39.77	.....	se of sw.	31	81 31	160.00	.....
n hf of nw.	5	76 31	70.04	.....	se of sw.	33	81 31	40.00	.....
n hf of nw, sw of nw &				.....	ne of ne and nw.	3	76 32	189.41	.....
w hf of sw.	7	76 31	171.00	.....	ne of nw and sw of nw	5	76 32	75.97	.....
se of sw.	17	76 31	40.00	.....	se	11	76 32	160.00	.....
se of sw.	21	77 31	40.00	.....	n hf of nw & n hf of ne	13	76 32	160.00	.....
sw of se.	21	77 31	40.00	.....	n hf of sw.	15	76 32	80.00	.....
n hf of nw.	3	79 31	81.74	.....	w hf of nw.	19	76 32	72.91	.....
nw of ne.	3	80 31	67.00	.....	sw of se.	1	77 32	40.00	.....
ne of nw.	3	80 31	66.60	.....	nw of se and se of se.	3	77 32	80.00	.....
nw of nw.	3	80 31	66.20	.....	e hf of sw & nw of nw	11	77 32	120.00	.....
se of nw.	5	80 31	40.00	.....	se of ne.	17	77 32	40.00	.....
e hf of nw.	7	80 31	80.00	.....	ne of se.	23	77 32	40.00	.....
se of se and w hf of nw	9	80 31	120.00	.....	se of se.	25	77 32	40.00	.....
e hf of sw & w hf of se	11	80 31	160.00	.....	nw of ne.	27	77 32	40.00	.....
nw of sw.	15	80 31	40.00	.....	n hf of nw.	5	79 32	81.34	.....
nw of se.	17	80 31	40.00	.....	s hf of ne, s hf of nw, } nw of nw, e hf of sw } and nw of sw. }	1	80 32	840.99	.....
sw of sw.	19	80 31	44.06	.....	n hf of sw.	3	80 32	80.00	.....
ne of ne.	23	80 31	40.00	.....	nw qr and nw of ne.	7	80 32	211.16	.....
s hf of ne.	27	80 31	80.00	.....	se of ne.	9	80 32	40.00	.....
sw of se.	29	80 31	40.00	.....				
nw of sw.	31	80 31	44.24	.....				

ne of se.	11	80 32	40.00	.....	se qr and w hf of sw.	21	77 33	240.00	.....
s hf of ne.	15	80 32	80.00	.....	se of se, w hf of se &				
n hf of nw and se of nw	17	80 32	120.00	.....	w hf of sec.	31	77 33	431.68	.....
s hf of ne, s hf of sw				.....	e hf of ne & w hf of sw	1	79 33	161.18	.....
nw of sw.	19	80 32	204.31	.....	n hf of ne, w hf se and				
ne qr, sw qr, n hf of se				.....	se of se.	3	79 33	181.26	.....
and sw of se.	21	80 32	440.00	.....	nw of sw.	5	79 33	40.00	.....
se of ne, w hf of ne				.....	s hf of ne, nw qr and				
and s hf of sec.	23	80 32	440.00	.....	s hf sec.	1	80 33	590.83	.....
s hf of nw.	25	80 32	80.00	.....	n hf sec.	3	80 33	376.98	.....
s hf nw, e hf se & ne qr	27	80 32	320.00	.....	n hf of ne, n hf of nw				
n hf of sw.	29	80 32	80.00	.....	and se of sw.	5	80 33	251.98	.....
nw.	31	80 32	166.68	.....	se of nw.	7	80 33	38.47	.....
w hf of nw, w hf of sw				.....	se of ne, w hf of ne nw	9	80 33	440.00	.....
and se of sw.	33	80 32	200.00	.....	qr and se qr.	9	80 33	120.00	.....
se of ne, w hf of se and				.....	n hf of sw and se of sw	11	80 33	280.00	.....
se of sw.	27	81 32	160.00	.....	n hf ne, sw of nw & se qr	13	80 33	240.00	.....
nw of ne.	29	81 32	40.00	.....	n hf of se and sw qr.	15	80 33	320.00	.....
n hf of ne and nw.	5	76 33	232.10	.....	nw of ne.	17	80 33	40.00	.....
w hf of nw & w hf of sw	7	76 33	154.64	.....	n hf sec, & n hf of sw	23	80 33	400.00	.....
sw of ne and se of nw.	11	76 33	80.00	.....	w hf of ne & w hf sec	27	80 33	400.00	.....
w hf of se.	15	76 33	80.00	.....	se of se and n hf of se	27	80 33	120.00	.....
w hf of nw.	17	76 33	80.00	.....	w hf of nw & w hf of sw	31	80 33	167.32	.....
w hf.	19	76 33	322.30	.....	n hf sec, sw qr and w				
w hf of nw.	23	76 33	80.00	.....	hf of se.	35	80 33	560.00	.....
ne of ne and sw.	7	77 33	196.75	.....	ne qr and e hf of nw.	25	81 33	240.00	.....
se of nw.	15	77 33	40.00	.....	n hf of se and se of se	27	81 33	120.00	.....
nw of sw.	17	77 33	40.00	.....	Total.			17,162.33	.....
n hf of nw.	19	77 33	80.00	.....					Approved by Sec. of Interior March 26, 1859

CHICAGO, ROCK ISLAND AND PACIFIC RAILROAD LANDS—CONTINUED.

Parts of sections.	Range	Town	Acres.	Remarks.	Parts of Sections.	Town	Range	Acres.	Remarks.	
w hf of nw, w hf of sw and se of sw	31	80 24	232.00	15 miles limits	ne of nw and sw qr	31	80 24	205.50		
ne qr and n hf of nw	1	79 24	268.62	This list multiplied by the Wolf cot decision.	w hf of se and nw qr	33	80 24	240.00		
sw of nw	3	79 24	40.00		e hf of ne	35	80 24	80.00		
lots 5, 6, 7 & nw of sw	5	79 24	148.45		w hf of sw	27	81 24	80.00		
ne of ne, w hf of ne & nw qr	7	79 24	282.08		all	29	81 24	640.00		
all	3	80 24	708.23		se qr	31	81 24	160.00		
ne qr and s hf of sw	7	80 24	246.61		all	33	81 24	640.00		
all	9	80 24	640.00		n hf of sec	1	79 25	364.80		
all	11	80 24	640.00		all	3	79 25	681.70		
w hf sec, w of ne and w hf of se	13	80 24	440.00		n hf of ne, & e hf of nw	9	79 25	400.00		
n hf of sec and se qr	15	80 24	480.00		nw of nw, & e hf of sw	9	79 25	120.00		
e hf	17	80 24	320.00	se qr pre-empted	all	11	79 25	640.00		
lots 1, 2, 4, 5 and e hf of ne	19	80 24	234.49		n hf	15	79 25	320.00		
all	23	80 24	640.00		s hf of ne, & e hf of se	3	80 25	160.00		
all	25	80 24	640.00		lots 1, 2, 3, 4, 5, 6, 7	3	80 25	337.21		
ne of ne, se and s hf of sw	27	80 24	280.00		s hf of ne	1	80 25	80.00		
lot 1, e hf of se and sw of se	29	80 24	129.41		all	5	80 25	689.74		
lots 2, 3, 4, 5, 6 and w hf of nw	31	80 24	321.93		all	7	80 25	652.00		
					all	9	80 25	640.00		
					lots 1, 2, 3, 4, 5, 6, 7	11	80 25	239.63		
					lots 3, 4, 7, 8	13	80 25	180.18		
					all	15	80 25	640.00		
					all	17	80 25	640.00		
					all	19	80 25	653.04		
all	21	80 25	640.00		lots 8, 9, and 10 on island	76	4	173.27		
all	23	88 25	640.00		lot 2 sw qr & se of nw	76	4	254.80		
all	25	80 25	640.00		ne qr and e hf of nw	9	77	4	240.00	
all	27	80 25	640.00		n hf of se & n hf of sw	9	77	4	160.00	
w hf sec, ne qr and sw of se	29	80 25	520.00		se qr, s hf of ne & ne of ne	17	77	4	280.00	
ne qr, e hf of nw and ne of se	31	80 25	280.00		e hf of sw	17	77	4	80.00	
all	33	80 25	640.00		n hf sec, & w hf of sw	21	77	4	400.00	
all	35	80 25	640.00		ne of sw	21	77	4	40.00	
all	1	80 26	698.18	Approved by Sec of Inter- or, April 7, 1863.	w hf sec, & w hf of ne	29	77	4	80.00	
all	11	80 26	640.00		ne of ne and nw of se	29	77	4	80.00	
all	13	80 26	640.00		nw qr, w hf of sw and ne of sw	31	77	4	270.08	
n hf sec, and n hf of se	15	80 26	400.00		lots 6, 7 and 8	35	77	4	140.40	
ne of ne	23	80 26	400.00		sw qr	1	76	5	161.00	
ne qr, ne of nw and e hf of se	25	80 26	280.00		ne of sw	3	76	5	160.00	
Total			23,613.71		lots 1, 2, and 3	5	76	5	127.68	
					lot 2, ne qr & e hf of se	9	76	5	301.29	
ne of nw	11	77	1	15 miles limit	nw of se & s hf of nw	9	76	5	120.00	
sw of nw	7	76	2		e hf of sw & se of nw	11	76	5	120.00	
n hf of sw	31	77	3		w hf of nw	13	76	5	80.00	
lot 1, e hf of nw and sw of nw	3	76	4		e hf of se & sw of se qr	15	76	5	120.00	
w hf of sw s hf of ne & ne of se	3	76	4		s hf of se & s hf of sw	21	77	5	160.00	
e hf of se and ne of sw of nw	11	76	4		s hf of sw	27	77	5	80.00	
					ne qr and ne of se	33	77	5	200.00	
					lot 7	11	81	5	61.75	
					lot 3	13	81	5	38.68	

CHICAGO AND ROCK ISLAND RAILROAD LANDS—CONTINUED.

Parts of Section.	Sec	Town	Range	Acres.	REMARKS.	Parts of Section.	Sec	Town	Range	Acres.	REMARKS.
nw of se.....	15	77	6	40.00		w hf of sw and se of sw	19	78	18	104.99	
lot 4.....	19	81	6	57.80		s hf of se.....	19	78	18	80.00	
s hf of nw & ne of se.....	17	77	7	120.00		e hf of sw.....	23	78	18	80.00	
lot 4.....	23	81	7	40.66		s hf sec., & w hf of ne	29	78	18	400.00	
lot 2.....	27	81	7	12.00		s hf of sec, w hf of ne	31	78	18	427.52	
lots 2, 8, 9, 11 & se of se	29	81	7	204.81		and se of ne.....	33	78	18	40.00	
nw of sw.....	9	77	8	40.00		sw of sw.....	35	78	18	120.00	
sw of nw and nw of sw	11	77	8	80.00		se of ne and s hf of se	35	78	18	120.00	
lots 2, 3.....	3	78	11	81.15		s hf of sw & nw of sw	35	78	18	120.00	
lots 2, 3.....	5	78	11	91.16	Located April 24, 1854. Cor.	s w qr and e hf of se	5	78	19	240.00	
lot 3.....	33	79	11	160.00	(titillate 10,263.)	Lots 1 and 8.....	8	78	19	105.92	
lot 3.....	33	78	12	51.01		nw of sw.....	11	78	19	40.00	
nw of sw.....	33	79	12	40.00		ne of ne, sw of ne and	15	78	19	160.00	
s hf of nw.....	35	79	12	80.00		e hf of sw.....	15	78	19	120.00	
ne qr.....	3	81	12	172.18		sw of sw, se of nw and	15	78	19	120.00	
nw of ne.....	31	82	12	40.00		se of se.....	15	78	19	40.00	
n hf of ne and se of ne	1	77	16	109.40		ne of ne.....	21	78	19	40.00	
lots 3 and 4.....	3	78	17	130.74		e hf of ne & sw of ne.....	23	78	19	120.00	
n hf of ne.....	13	78	17	80.00		e hf of nw & sw of nw	23	78	19	120.00	
n hf of ne.....	13	78	17	80.00		e hf of ne & hf of sw.....	23	78	19	240.00	
n hf of nw and ne of sw	27	79	17	120.00		se qr and e hf of sw.....	23	78	19	240.00	
ne of sw.....	1	77	18	40.00		n hf of se and se of se	19	79	19	120.00	
sw qr.....	5	77	18	160.00		s hf of sw.....	21	79	19	80.00	
nw of se.....	3	78	18	40.00	Located Feb. 9, 1856, W. 48451	ne qr, e hf of se and nw	29	79	19	250.00	
sw of sw.....	3	78	18	40.00	(act 1855.)	of se.....	29	79	19	160.00	
w hf of ne & se of ne.....	15	78	18	120.00		n hf of nw & w hf of sw	29	79	19	160.00	
w hf of ne, e hf of nw,						nw of ne.....	11	81	23	40.00	
and nw of nw.....	23	79	19	200.00		sw qr, e hf of ne and	13	81	23	320.00	
w hf of se and ne of sw	33	79	19	120.00		w hf of nw.....	13	81	23	120.00	
sw of ne.....	5	81	20	40.00		s hf of se and ne of se	13	81	23	40.00	
e hf of sw.....	7	81	20	80.00		ne of ne.....	15	81	23	40.00	
nw of sw and se of se.....	29	82	20	80.00		ne of se.....	19	81	23	40.00	
w hf of nw.....	27	81	21	80.00	Located May 24th, 1854, wt.	n hf.....	23	81	23	320.00	
nw qr and sw of ne.....	3	80	22	229.82	(5543, act 1850)	ne qr, e hf of nw and	25	81	23	320.00	
ne qr.....	5	80	22	159.75		n hf of se.....	31	81	23	40.00	
se of se.....	5	81	22	40.00		se of sw.....	33	81	23	40.00	
w hf of sw & sw of nw	7	81	22	110.00		sw of sw.....	13	80	24	80.00	
s hf of nw, nw of nw, &						e hf of se.....	13	81	24	280.00	
ne of ne.....	13	81	22	155.37		ne of ne.....	13	81	24	280.00	
sw of se, e hf of sw,						e hf of ne.....	23	81	24	80.00	
and nw of sw.....	19	81	22	158.12		e hf of ne & ne of nw.....	25	81	24	120.00	
w hf of sw, s hf of se,						w hf of ne, sw of nw	27	81	24	160.00	
and se of sw.....	29	81	22	200.00		and ne of sw.....	27	81	24	160.00	
nw qr, s hf of ne, and						se of nw, nw of nw and	7	79	25	172.93	
e hf of se.....	31	81	22	318.31		e hf of w hf of sw.....	11	79	26	80.00	
nw of se and ne of sw	31	81	22	80.00		nw of sw.....	13	79	26	40.00	
se qr, se of ne & sw qr	33	81	22	300.00		se of se.....	17	79	26	40.00	
w hf of nw & se of nw	33	1	80	33	40.00	sw qr and n hf of nw	19	79	26	260.83	
sw of sw.....	1	80	33	40.00		n hf of sw and ne of	17	80	26	120.00	
ne of se and se of nw.	3	80	33	80.00		se.....	19	80	26	80.00	
nw of sw.....	11	80	33	40.00		e hf of sw.....	21	80	26	200.00	
nw of nw.....	15	80	33	40.00		e hf of ne, sw of ne,					
e hf of sw.....	3	81	25	80.00		and e hf of nw.....					
w hf of sec, se qr, s hf											
of ne.....	11	81	23	560.00							

CHICAGO, ROCK ISLAND AND PACIFIC RAILROAD—CONTINUED.

Parts of Section.	Sec.	Town.	Range.	Acres.	Remarks.	Parts of Section.	Sec.	Town.	Range.	Acres.	Remarks.
sw of nw, ne of se and nw of sw	21	80 26	120.00			w hf of nw	11	80 29	80.00		
nw of ne, nw of nw & e hf of se	27	80 26	160.00			sw of se	33	81 29	40.00		
e hf of sw and sw of sw	29	80 26	120.00			s hf of ne	35	77 30	80.00		
se of se and se of sw	31	80 26	80.00			n hf of nw & sw of nw	35	81 30	120.00		
s hf of se	33	80 26	80.00			ne of se	3	80 31	40.00		
sw of ne and se of se	11	79 27	80.00			w hf of sw & sw of nw	7	80 31	136.27		
e hf of sw	13	79 27	80.00			se qr	19	81 31	160.00		
ne of se	23	79 27	40.00			nw qr	35	80 32	160.00		
nw qr and sw of ne	25	79 27	200.00			n hf of se	35	81 33	80.00		
ne of ne	7	80 27	40.00				N. E.				
w hf of ne & e hf of se	9	80 27	160.00			lot 9, nw of se and n hf of nw	23	81	158.80		
s hf of se	11	80 27	80.00			se of sw	25	81	40.00		
w hf of nw	17	80 27	80.00			lot 1	11	80	63.85		
ne of ne	21	80 27	40.00			lots 1, 6, 7, se qr and s hf of sw	15	80	394.98		
w hf of nw & ne of ne	27	80 27	120.00			sw of se	29	80	2	40.00	
e hf of ne and ne of se	29	80 27	120.00			e hf of se	31	80	2	80.00	
w hf of nw	35	80 27	80.00			w hf of sw	29	81	2	80.00	
se of nw	5	79 29	40.00			sw of sw	5	80	3	40.00	
n hf of sw & sw of sw	9	80 29	120.00			ne of nw	11	80	3	40.00	
ne of ne and n hf of nw	3	80 29	162.00			sw of nw and ne of sw	31	80	3	81.70	
s hf of sw and se of se	3	80 29	120.00				Total	20,906.17			
nw qr and ne of ne	9	80 29	200.00								

Approved by
Sec. of Interior
Mar. 21st, 1862.

all	1	77 34	638.34	6 miles limits	s hf of sw	19	78 34	81.53		
all	3	77 34	644.56		s hf of se	19	78 34	80.00		
nw of nw	5	77 34	41.06		ne	19	78 34	160.00		
w hf of se	5	77 34	80.00		ne of nw	19	78 34	40.00		
lots 2, 3, 4, 5 and 6	1	78 34	222.58		s hf of nw	19	78 34	82.03		
lots 9, 10, 11, 12 13, 14, 15, 16, 17, 18, 19 and 20	1	78 34	222.58		n hf of se	19	78 34	81.78		
se qr and sw qr	1	78 34	480.00		n hf of sw	19	78 34	80.00		
lots 1 and 2	3	78 34	320.00		n hf of ne	21	78 34	40.00		
lots 8, 9, 17, 18 and 19	3	78 34	90.49		ne of se	21	78 34	40.00		
s hf	3	78 34	200.00		s hf of se	21	78 34	80.00		
lots 1, 2, 3, 4 and 5	5	78 34	320.00		w hf	21	78 34	320.00		
lots 6, 7, 8, 9 and 10	5	78 34	236.72		all	23	78 34	640.00		
lots 14, 15 and 19	5	78 34	200.00		all	25	78 34	640.00		
se of ne	7	78 34	120.00		sw of ne	29	78 34	40.00		
e hf	9	78 34	320.00		nw	29	78 34	160.00		
ne of sw	9	78 34	40.00		nw of se	29	78 34	40.00		
s hf of sw	9	78 34	80.00		n hf of sw	29	78 34	80.00		
n hf of se	11	78 34	160.00		n hf and se qr	31	78 34	481.51		
se of se	11	78 34	80.00		n hf of sw	31	78 34	80.88		
n hf of nw	11	78 34	40.00		se of sw	31	78 34	40.00		
all	13	78 34	80.00		all	33	78 34	160.00		
all	15	78 34	640.00		s hf of ne	35	78 34	640.00		
s hf of ne	17	78 34	80.00		w hf and se qr	5	79 34	474.90		
s hf of nw	17	78 34	80.00		ne qr	7	79 34	160.00		
s hf	17	78 34	320.00		n hf of nw	7	79 34	80.24		
	17	78 34	80.00		n hf of se	7	79 34	80.00		
	17	78 34	320.00		se of se	7	79 34	40.00		

CHICAGO, ROCK ISLAND & PACIFIC RAILROAD LANDS—Continued.

Parts of Sections.	Sec.	Town.	Range.	Acres.	Remarks.	Parts of Sections.	Sec.	Town.	Range.	Acres.	Remarks.
n hf and se	9	79 34	480.00			lots 1, 2, 3 and 4	1	78 35	179.44		
ne of sw	9	79 34	40.00			lots 5, 6, 7, 8, 9, 10, 11 and 12	1	78 35	320.00		
all	11	79 34	640.00			lots 10, 11 and 15	3	78 35	120.00		
all	13	79 34	640.00			n hf of se	3	78 35	80.00		
all	15	79 34	640.00			ne of sw	3	78 35	40.00		
se of nw	17	79 34	160.00			lots 3, 4, 5 and 6	5	78 35	151.39		
ne	17	79 34	40.00			lots 11, 12, 13, 14, 17, 19 and 20	5	78 35	280.00		
ne of se	17	79 34	80.00			ne of nw	25	78 35	40.00		
w hf of se	17	79 34	40.00			sw of se	27	78 35	40.00		
ne of sw	17	79 34	80.00			se of se	31	78 35	40.00		
s hf of sw	17	79 34	80.00			e hf of nw	1	79 35	74.10		
e hf of ne	19	79 34	80.00			e hf and sw	1	79 35	469.86		
e hf of se	21	79 34	80.00			ne of ne	3	79 35	36.21		
all	21	79 34	640.00			w hf of ne	3	79 35	76.15		
all	23	79 34	640.00			all	5	79 35	615.92		
all	25	79 34	640.00			all	7	79 35	649.92		
all	27	79 34	640.00			all	9	79 35	640.00		
e hf	31	79 34	320.00			e hf of ne	11	79 35	80.00		
e hf of sw	31	79 34	80.00			se	11	79 35	160.00		
n hf and se qr	33	79 34	480.00			e hf of nw	13	79 35	80.05		
ne of sw	35	79 34	40.00			sw qr	13	79 35	160.00		
all	35	79 34	640.00			sw of ne	15	79 35	40.00		
all	31	80 34	640.98			sw of se	17	79 35	40.00		
nw of nw	3	77 35	39.74								

Parts of Sections.	Sec.	Town.	Range.	Acres.	Remarks.	Parts of Sections.	Sec.	Town.	Range.	Acres.	Remarks.
n hf and sw qr	17	79 35	480.00			lots 1, 2, 3, 4 and 5	1	78 36	182.52		
all	19	79 35	648.42			lots 6, 7, 8, 9, 10, 11, 12, 13, 14, 15, 16, 17, 18, 19 and 20	1	78 36	600.00		
sw qr	21	79 35	160.00			sw	1	78 36	160.00		
e hf of nw	23	79 35	80.00			all	3	78 36	1100.98		
e hf of nw	25	79 35	80.00			lots 1, 2, 3, 4, 6, 7 & 8	5	78 36	221.06		
sw of se	25	79 35	40.00			s hf	5	78 36	320.00		
nw of sw	25	79 35	80.00			all	7	78 36	599.32		
e hf of sw	25	79 35	40.00			all	9	78 36	640.00		
sw of sw	25	79 35	40.00			e hf	11	78 36	320.00		
all	29	79 35	640.00			w hf of nw	13	78 36	80.00		
all	31	79 35	663.63			ne of sw	13	78 36	40.00		
all	33	79 35	640.00			ne of nw	15	78 36	40.00		
w hf of ne	35	79 35	80.00			w hf of nw	15	78 36	80.00		
ne of nw	35	79 35	40.00			ne of sw	15	78 36	40.00		
w hf of se	35	79 35	80.00			n hf and sw	17	78 36	480.00		
s hf	17	80 35	320.00			n hf and se	19	78 36	297.09		
all	19	80 35	660.22			all	3	79 36	599.25		
all	21	80 35	640.00			all	5	79 36	606.44		
w hf of se	33	80 35	80.00			all	7	79 36	649.40		
sw qr	23	80 35	160.00			all	9	79 36	640.00		
e hf and sw qr	25	80 35	480.00			nw qr	11	79 36	160.00		
all	27	80 35	640.00			all	13	79 36	640.00		
all	29	80 35	640.00			w hf of ne	15	79 36	80.00		
all	31	80 35	672.30			nw qr	15	79 36	160.00		
all	33	80 35	640.00			all	17	79 36	640.00		
n hf of se	35	80 35	80.00			all	19	79 36	657.40		
nw of ne	35	80 35	40.00								
nw of nw	35	80 35	40.00								
sw of sw	35	80 35	40.00								

CHICAGO, ROCK ISLAND AND PACIFIC RAILROAD LANDS—CONTINUED.

Parts of Sections.	Town.	Range.	Acres.	Remarks.	Parts of Sections.	Town.	Range.	Acres.	Remarks.
all	23	79 36	640.00		n hf	15	78 37	320.00	
all	25	79 36	640.00		nw of se	17	78 37	40.00	
all	27	79 36	640.00		w hf	19	78 37	260.68	
e hf and sw qr	29	79 36	480.00		se qr	19	78 37	160.00	
e hf and sw qr	31	79 36	492.29		all	27	78 37	640.00	
s hf of nw	31	79 36	86.37		all	1	79 37	617.00	
ne	33	79 36	160.00		all	3	79 37	613.36	
nw qr	33	79 36	160.00		nw and se	5	79 37	308.80	
se qr	33	79 36	160.00		all	9	79 37	640.00	
sw qr	33	79 36	160.00		all	11	79 37	640.00	
all	35	79 36	640.00		se of se	13	79 37	40.00	
s hf	19	80 36	340.85		n hf and sw qr	13	79 37	480.00	
all	21	80 36	640.00		n hf and sw	15	79 37	480.00	
all	23	80 36	640.00		nw of sw	17	79 37	40.00	
all	25	80 36	640.00		e hf and nw	17	79 37	480.00	
all	27	80 36	640.00		all	19	79 37	671.52	
all	29	80 36	640.00		all	21	79 37	640.00	
all	31	80 36	678.14		e hf and nw	23	79 37	480.00	
all	33	80 36	640.00		n hf of se	25	79 37	80.00	
all	35	80 36	640.00		n hf and sw qr	25	79 37	480.00	
lots 1 and 2	1	78 37	137.04		all	27	79 37	640.00	
lots 1, 2 and 5	3	78 37	170.50		all	29	79 37	640.00	
w hf of nw	7	78 37	48.39		all	31	79 37	665.92	
sw of ne	9	78 37	40.00		n hf and se	35	79 37	480.00	
s hf	11	78 37	320.00		n hf of sw	35	79 37	80.00	
all	19	80 37	644.00		nw of nw	13	79 38	40.00	
w hf and se	21	80 37	480.00		sw of sw	13	79 38	40.00	
e hf and sw	25	80 37	480.00		n hf of sw	13	79 38	40.00	
ne of ne	27	80 37	40.00		nw of nw	15	79 38	40.00	
s hf of ne	27	80 37	80.00		e hf of nw	17	79 38	80.00	
sw of nw	27	80 37	40.00		se	17	79 38	160.00	
se	27	80 37	160.00		sw of nw	19	79 38	47.25	
nw of sw	27	80 37	40.00		w hf of nw	21	79 38	80.00	
ne of se	29	80 37	40.00		ne of ne	23	79 38	40.00	
sw of nw	29	80 37	40.00		ne of ne	25	79 38	40.00	
n hf of nw	29	80 37	80.00		s hf of ne	25	79 38	80.00	
ne	29	80 37	160.00		s hf	25	79 38	320.00	
ne of se	31	80 37	40.00		nw of sw	29	79 38	40.00	
ne	33	80 37	160.00		nw	29	79 38	160.00	
all	35	80 37	640.00		se of se	31	79 38	40.00	
lots 1 and 2	1	78 38	119.44		se of ne	35	79 38	40.00	
lots 1 and 2	3	78 38	112.26		se	35	79 38	160.00	
e hf	25	78 38	320.00		all	7	80 38	659.02	
w hf of ne	8	79 38	79.08		sw	9	80 38	160.00	
e hf of ne	8	79 38	79.04		all	13	80 38	640.00	
se qr	5	79 38	160.00		se of nw	15	80 38	40.00	
se of nw	5	79 38	40.00		ne of ne	15	80 38	40.00	
n hf of nw	5	79 38	74.60		s hf of ne	15	80 38	80.00	
ne	5	79 38	157.24		w hf of se	15	80 38	80.00	
nw	11	79 38	160.00		w hf of sw	15	80 38	80.00	
ne of sw	11	79 38	40.00		nw and se	17	80 38	320.00	
w hf of sw	11	79 38	80.00		e hf of sw	17	80 38	80.00	
ne of ne	13	79 38	40.00		nw of ne	19	80 38	40.00	

CHICAGO, ROCK ISLAND AND PACIFIC RAILROAD LANDS—CONTINUED.

Parts of Sections.	Section	Town	Range	Acres.	Remarks.	Parts of Sections.	Section	Town	Range	Acres.	Remarks.
s hf of ne.....	19	8038	80.00			w hf of sw	7	7839	51.50		
w hf.....	19	8038	338.92			nw of ne.....	17	7839	40.00		
all.....	21	8038	640.00			all.....	19	7839	583.72		
all.....	23	8038	640.00			n hf of nw	29	7839	80.00		
all.....	25	8038	640.00			w hf of ne	31	7839	80.00		
sw of ne.....	27	8038	40.00			se of se	31	7839	40.00		
se of nw.....	27	8038	40.00			w hf of se.....	31	7839	80.00		
se qr.....	27	8038	160.00			w hf.....	31	7839	271.76		
nw of nw	29	8038	40.00			n hf of ne.....	1	7939	70.27		
ne of nw.....	29	8038	40.00			n hf of nw.....	1	7939	69.29		
s hf of nw	29	8038	80.00			n hf of ne.....	3	7939	65.95		
e hf and sw qr.....	29	8038	480.00			n hf of nw.....	3	7939	62.65		
w hf of ne.....	31	8038	80.00			n hf of ne.....	5	7939	73.95		
w hf of se.....	31	8038	80.00			n hf of nw.....	5	7939	73.99		
w hf.....	31	8038	339.20			all.....	7	7939	639.68		
nw of sw.....	33	8038	40.00			all.....	9	7939	640.00		
nw of ne.....	33	8038	40.00			w hf.....	13	7939	320.00		
w hf of nw	33	8038	80.00			all.....	17	7939	640.00		
all.....	35	8038	640.00			all.....	19	7939	639.20		
se of se	3	7839	40.00			s hf of se	21	7939	80.00		
lots 6 and 7.....	3	7839	80.00			e hf of sw.....	21	7939	80.00		
lot 2	5	7839	50.52			all.....	23	7939	640.00		
sw of ne.....	7	7839	40.00			n hf of sw.....	25	7939	80.00		
ne of nw.....	7	7839	40.00			nw	25	7939	160.00		

w hf of nw.....	31	7939	87.49			w hf ne.....	17	7740	80.00		
w hf of sw.....	31	7939	90.49			w hf of se.....	17	7740	80.00		
nw of nw.....	33	7939	40.00			s hf.....	19	7740	294.96		
s hf.....	9	8039	320.00			w hf.....	21	7740	82.00		
s hf.....	11	8039	320.00			n hf and sw qr.....	27	7740	480.00		
all.....	13	8039	640.00			all.....	29	7740	640.00		
all.....	15	8039	640.00			all.....	31	7740	591.96		
all.....	17	8039	640.00			se of ne.....	33	7740	40.00		
all.....	19	8039	649.12			n hf of ne.....	33	7740	80.00		
all.....	21	8039	640.00			n hf of nw.....	33	7740	80.00		
all.....	23	8039	640.00			e hf of se.....	33	7740	80.00		
all.....	25	8039	640.00			lots 1 and 2.....	1	7840	105.00		
all.....	27	8039	640.00			lots 1 and 2.....	3	7840	105.92		
all.....	29	8039	640.00			lots 1, 2 and 3.....	5	7840	140.18		
all.....	31	8039	657.98			w hf of nw.....	7	7840	58.70		
all.....	33	8039	640.00			w hf of sw.....	7	7840	60.10		
all.....	35	8039	640.00			e hf of sw.....	9	7840	80.00		
all.....	5	7640	615.04			sw of sw.....	15	7840	40.00		
all.....	7	7640	581.64			all.....	19	7840	603.92		
all.....	1	7740	653.22			all.....	25	7840	640.00		
se of ne.....	3	7740	40.00			nw of nw.....	27	7840	40.00		
n hf of ne.....	3	7740	85.08			ne of nw.....	29	7840	40.00		
e hf of se.....	3	7740	80.00			s hf of nw.....	29	7840	80.00		
sw of ne.....	7	7740	40.00			sw qr.....	29	7840	160.00		
all.....	5	7740	640.00			w hf of ne.....	31	7840	80.00		
all.....	11	7740	640.00			w hf of se.....	31	7840	80.00		
ne of ne.....	15	7740	40.00			w hf.....	31	7840	284.76		
sw of se.....	15	7740	40.00			n hf and se qr.....	35	7840	480.00		

CHICAGO, ROCK ISLAND AND PACIFIC RAILROAD LANDS—CONTINUED.

Parts of sections.	Sec.	Town.	Range.	Acres.	Remarks.	Parts of Sections.	Sec.	Town.	Range.	Acres.	Remarks.
n hf of sw.....	35	78 40		80.00		s hf of se	35	79 40		80.00	
se of sw	35	78 40		40.00		s hf.....	18	80 40		320.00	
n hf.....	1	79 40		318.46		e hf and sw.....	23	80 40		480.00	
n hf of ne.....	3	79 40		80.39		all.....	25	80 40		640.00	
n hf of nw	3	79 40		79.25		e hf and sw qr.....	27	80 40		480.00	
nw qr.....	9	79 40		160.00		se qr.....	33	80 40		160.00	
n hf and sw.....	11	79 40		480.00		all.....	35	80 40		640.00	
all.....	15	79 40		640.00		w hf of nw	7	75 41		69.46	
e hf and sw qr	17	79 40		480.00		n hf of ne.....	1	76 41		73.23	
all.....	21	79 40		640.00		w hf.....	1	76 41		307.83	
w hf of nw.....	23	79 40		80.00		ne of se	3	76 41		407.83	
sw qr.....	23	79 40		160.00		w hf of se.....	8	76 41		80.00	
se of nw.....	25	79 40		40.00		n hf and sw	3	76 41		455.82	
e hf and sw qr	25	79 40		40.00		n hf of ne.....	5	76 41		71.12	
all.....	27	79 40		640.00		nw qr.....	5	76 41		151.34	
e hf of ne.....	29	79 40		80.00		nw of se.....	5	76 41		40.00	
w hf of sw and nw qr	29	79 40		240.00		se of sw	5	76 41		40.00	
e hf of se	29	79 40		80.00		ne of se	7	76 41		40.00	
se of ne.....	31	79 40		40.00		w hf of se.....	7	76 41		80.00	
nw and se.....	31	79 40		831.83		n hf and sw	7	76 41		435.76	
se of sw	31	79 40		40.00		n hf and sw	9	76 41		480.00	
all.....	33	79 40		640.00		se of ne	11	76 41		40.00	
e hf of ne.....	35	79 40		80.00		e hf of se.....	11	76 41		80.00	
ne of se.....	35	79 40		40.00		nw of nw.....	15	76 41		40.00	

s hf of nw.....	15	76 41		80.00		ne of sw.....	17	77 41		40.00	
ne of ne.....	15	76 41		40.00		s hf of sw.....	17	77 41		80.00	
s hf of ne	15	76 41		80.00		se.....	17	77 41		160.00	
sw qr.....	15	76 41		160.00		se.....	19	77 41		160.00	
ne.....	17	76 41		160.00		se of sw.....	21	77 41		40.00	
n hf of se.....	17	76 41		80.00		n hf of sw	21	77 41		80.00	
ne of sw.....	17	76 41		40.00		e hf and nw qr.....	21	77 41		480.00	
se of se.....	19	76 41		40.00		all.....	23	77 41		640.00	
w hf of nw	21	76 41		80.00		ne of ne.....	25	77 41		40.00	
s hf of se.....	21	76 41		80.00		w hf of ne	25	77 41		80.00	
nw of sw	21	76 41		40.00		e hf of nw	25	77 41		80.00	
s hf of sw.....	21	76 41		80.00		s hf.....	25	77 41		320.00	
s hf of nw.....	29	76 41		80.00		ne qr.....	27	77 41		160.00	
e hf of se.....	29	76 41		80.00		ne of nw.....	27	77 41		40.00	
ne of ne.....	31	76 41		40.00		nw of ne.....	29	77 41		40.00	
s hf of se.....	31	76 41		80.00		s hf of ne.....	29	77 41		80.00	
n hf of ne.....	1	77 41		86.34		nw and se.....	29	77 41		320.00	
nw	1	77 41		164.74		w hf of se.....	31	77 41		80.00	
all.....	3	77 41		640.46		n hf and sw	31	77 41		450.80	
s hf of ne	5	77 41		80.00		nw of sw.....	33	77 41		40.00	
se.....	5	77 41		160.00		all.....	35	77 41		640.00	
w hf of nw.....	7	77 41		63.35		all.....	1	78 41		1063.12	
w hf of sw	7	77 41		62.08		se qr.....	3	78 41		1059.04	
e hf of nw	9	77 41		80.00		s hf of se.....	5	78 41		160.00	
e hf.....	9	77 41		320.00		e hf of ne.....	7	78 41		80.00	
w hf.....	13	77 41		320.00		se.....	9	78 41		160.00	
n hf and sw.....	15	77 41		480.00		e hf.....	11	78 41		320.00	

CHICAGO ROCK ISLAND AND PACIFIC RAILROAD LANDS—CONTINUED.

Parts of Section.	Sec	Town	Range	Acres.	REMARKS.	Parts of Section.	Sec	Town	Range	Acres.	REMARKS.
ne of nw.....	11	78 41		40.00		w hf of sw.....	7	74 42		63.74	
w hf of nw.....	11	78 41		80.00		s hf of ne.....	1	75 42		80.00	
s hf of sw.....	11	78 41		80.00		se of nw.....	1	75 42		40.00	
all.....	13	78 41		640.00		s hf of se.....	1	75 42		80.00	
s hf of nw.....	15	78 41		80.00		nw of nw.....	5	75 42		32.29	
nw of ne.....	15	78 41		40.00		se of nw.....	9	75 42		40.00	
s hf of ne.....	15	78 41		80.00		e hf of sw.....	9	75 42		80.00	
s hf.....	15	78 41		320.00		sw of se.....	11	75 42		40.00	
nw of se.....	17	78 41		40.00		ne of se.....	15	75 42		40.00	
w hf.....	17	78 41		320.00		w hf of nw.....	15	75 42		80.00	
w hf of nw.....	19	78 41		57.87		ne of se.....	19	75 42		40.00	
sw.....	19	78 41		137.61		ne of sw.....	21	75 42		40.00	
se.....	21	78 41		160.00		sw of sw.....	21	75 42		40.00	
e hf.....	23	78 41		320.00		ne of ne.....	23	75 42		40.00	
sw of sw.....	23	78 41		40.00		s hf of ne.....	23	75 42		40.00	
all.....	25	78 41		640.00		e hf of nw.....	33	75 42		80.00	
all.....	27	78 41		640.00		all.....	1	76 42		633.98	
nw of nw.....	29	78 41		40.00		e hf of nw.....	3	76 42		75.48	
nw.....	31	78 41		140.91		e hf of nw.....	5	76 42		75.55	
ne of sw.....	31	78 41		40.00		e hf and sw.....	5	76 42		470.92	
w hf of sw.....	31	78 41		62.97		sw.....	7	76 42		137.35	
ne of sw.....	33	78 41		40.00		all.....	9	76 42		80.00	
sw of sw.....	33	78 41		40.00		all.....	11	76 42		640.00	
sw of se.....	35	78 41		40.00		all.....	13	76 42		640.00	
se of nw.....	5	74 42		40.00		all.....	15	76 42		640.00	

e hf of sw.....	17	76 42		80.00		s hf of ne.....	13	77 42		80.00	
n hf and se qr.....	17	76 42		480.00		sw of sw.....	13	77 42		40.00	
nw.....	19	76 42		138.17		nw.....	15	77 42		160.00	
nw of nw.....	21	76 42		40.00		n hf of sw.....	15	77 42		80.00	
w hf of ne.....	23	76 42		80.00		ne of se.....	17	77 42		40.00	
w hf.....	23	76 42		320.00		s hf of se.....	17	77 42		80.00	
w hf of ne.....	27	76 42		80.00		se of se.....	19	77 42		40.00	
se of nw.....	27	76 42		40.00		w hf of nw.....	19	77 42		69.95	
n hf of nw.....	27	76 42		80.00		ne of ne.....	21	77 42		40.00	
nw of ne.....	29	76 42		40.00		s hf of nw.....	21	77 42		80.00	
se of se.....	29	76 42		40.00		w hf of ne.....	23	77 42		80.00	
ne of se.....	31	76 42		40.00		ne of se.....	23	77 42		40.00	
w hf of ne.....	33	76 42		80.00		w hf of se.....	23	77 42		80.00	
e hf of se.....	33	76 42		80.00		sw.....	23	77 42		160.00	
se of se.....	1	77 42		40.00		e hf of se.....	27	77 42		80.00	
n hf.....	1	77 42		321.42		sw.....	27	77 42		160.00	
e hf of nw.....	3	77 42		80.54		nw of nw.....	29	77 42		40.00	
e hf.....	3	77 42		320.99		w hf of nw.....	31	77 42		69.75	
nw of ne.....	5	77 42		39.96		w hf of sw.....	31	77 42		69.25	
s hf of ne.....	5	77 42		80.00		ne of se.....	31	77 42		40.00	
w hf and se.....	5	77 42		479.17		s hf of se.....	31	77 42		80.00	
nw of sw.....	7	77 42		35.12		w hf of ne.....	33	77 42		80.00	
e hf of sw.....	7	77 42		320.00		w hf of se.....	33	77 42		80.00	
e hf.....	9	77 42		40.00		w hf of ne.....	33	77 42		80.00	
se of ne.....	9	77 42		80.00		nw.....	33	77 42		80.00	
e hf of se.....	9	77 42		80.00		sw.....	35	77 42		160.00	
sw qr.....	9	77 42		160.00		sw of nw.....	35	77 42		40.00	
nw.....	11	77 42		160.00		sw of sw.....	35	77 42		40.00	

Excluded.

CHICAGO, ROCK ISLAND AND PACIFIC RAILROAD LANDS—CONTINUED.

Parts of Section.		Acres.	Remarks.	Parts of Section.		Acres.	Remarks.
Town.	Range.			Town.	Range.		
w hf of ne	3 73 43	85.22		sw of nw	25 75 43	40.00	
ne of nw	3 73 43	45.34		nw of ne	1 76 43	37.73	
w hf of nw	3 73 43	85.47		sw of ne	1 76 43	40.00	
se of se	5 73 43	40.00		nw of sw	1 76 43	40.00	
nw of ne	1 74 43	34.68		ne	8 76 43	152.39	
ne of nw	1 74 43	34.33		se	11 76 43	160.00	
sw of se	1 74 43	40.00		e hf of sw	11 76 43	80.00	
w hf of ne	13 74 43	80.00		ne	13 76 43	160.00	
n hf of ne	15 74 43	80.00		ne of nw	19 76 43	40.00	
sw of se	19 74 43	40.00		sw of se	19 76 43	40.00	
w hf of ne	23 74 43	80.00		e hf of ne	23 76 43	40.00	
s hf of nw	23 74 43	80.00		nw of sw	23 76 43	40.00	
w hf of sw	23 74 43	80.00		ne of nw	25 76 43	40.00	
w hf of ne	23 74 43	80.00		n hf of se qr	25 76 43	40.00	
nw of se	27 74 43	80.00		nw of nw	25 76 43	80.00	
ne of sw	27 74 43	40.00		s hf of nw	29 76 43	40.00	
e hf of ne	27 74 43	40.00		sw qr of nw	29 76 43	80.00	
ne of se	27 74 43	40.00		se of se	25 77 43	40.00	
s hf of se	27 74 43	40.00		nw	21 74 44	40.00	
se of sw	27 74 43	40.00		all	25 74 44	160.00	
ne of se	33 74 43	40.00		lots 1 and 2	35 74 44	75.72	
s hf of se	33 74 43	80.00		all	15 75 44	15.24	
nw of nw	35 74 43	80.00		se of se	17 75 44	1.75	
sw of sw	35 74 43	40.00		sw of ne	25 76 44	40.00	
nw of ne	1 75 43	40.00		ne of nw	35 76 44	40.00	
	13 75 43	40.00			35 76 44	40.00	
				Total		141,265.07	

Claimed by
Solomon Mc-
Kutten, chap-
lain, acts 1868.

Approved by
Sec. of Interior
Dec. 27th, 1868.

nw of nw	19 78 34	42.28	6 miles limits	s hf of sw and nw of sw	19 77 41	99.65	
n hf of nw	17 79 34	80.00		w hf of nw and se of ne	25 77 41	120.00	
se of nw	31 79 34	40.00		se qr, s hf of sw and se			
se of se	15 79 35	40.00		of ne	8 76 42	280.00	
e hf of se	23 80 35	80.00		ne of se	9 76 42	40.00	
e hf of nw & sw of nw	35 80 35	120.00		sw of sw	25 76 42	40.00	
e hf of sw & nw of sw	35 80 35	120.00		w hf of nw	9 77 42	80.00	
nw of nw	27 80 37	40.00		nw of nw	17 77 42	40.00	
se of nw and sw of se	29 80 37	80.00		w hf of se, ne of se and			
sw qr, nw of se	31 80 37	208.76		nw of ne	19 77 42	160.00	
nw of ne	7 79 38	35.19		ne qr and w hf of se	35 77 42	240.00	
e hf of ne, w hf of sw	1 79 38	40.00		ne of se and w hf of sw	35 77 42	120.00	
and ne of sw	19 79 38	216.21		nw of sw	27 78 42	40.00	
e hf of se, e hf of sw	15 80 38	200.00		w hf of ne, w hf of sw			
and sw of nw	17 80 38	80.00		and nw	33 78 42	320.00	
w hf of sw	17 80 38	80.00		e hf of se and sw of se	33 78 42	120.00	
w hf of se, ne of se	19 80 38	160.00		se of ne	33 78 42	40.00	
and ne of ne	31 80 38	160.00		e hf of sec & sw of sw	35 78 42	360.00	
e hf of ne & e hf of se	33 80 38	200.00		sw of nw	35 78 42	40.00	
e hf of ne, sw of ne &	3 78 39	40.00		ne qr and n hf of nw	5 78 43	245.22	
n hf of se	5 78 39	50.88		nw of se and se of sw	5 78 43	80.00	
nw of sw	7 78 39	50.50		s hf sec and w hf of nw	17 74 43	400.00	
lot 1	9 78 39	40.00		all	21 74 43	640.00	
w hf of nw	9 78 39	40.00		w hf of nw & w hf of sw	27 74 43	160.00	
nw of se	5 77 41	117.11		all	29 74 43	575.00	
w hf of nw & nw of sw	7 77 41	200.00		nw qr, n hf of ne and			
e hf of ne, nw of ne &	1 77 41	200.00		w hf of sw	31 74 43	304.62	
e hf of se	7 77 41	200.00		nw qr, nw of ne and nw	33 74 43	240.00	
				of sw	33 74 43	240.00	

CHICAGO, ROCK ISLAND AND PACIFIC RAILROAD LANDS—CONTINUED.

Parts of Sections.	Range	Town	Acres.	Remarks.	Parts of Sections.	Range	Town	Acres.	Remarks.
s hf of se.....	23	77 43	80.00		nw of sw.....	5	76 36	40.00	
n hf of ne & nw of nw	25	77 43	120.00		nw of se.....	7	77 36	40.00	
ne of ne, s hf of se and					se of sw.....	9	77 36	40.00	
se of sw.....	1	73 44	160.37		sw of sw.....	13	77 36	40.00	
all.....	9	74 44	174.77		w hf of sw.....	19	77 36	62.60	
s hf of ne.....	21	74 44	80.00		se of nw.....	23	77 36	40.00	
sw qr, n hf of ne.....	25	74 44	240.00		nw of se.....	3	77 37	40.00	
all.....	27	74 44	27.58		e hf of nw and nw				
w hf of ne & ne of ne.....	35	74 44	120.00		of se.....	5	77 37	119.42	
n hf of nw & w hf of ne	3	75 44	151.00		ne of se.....	19	77 37	40.00	
Lots 3, 5, w hf of nw,				(Approved by	n hf of nw.....	27	77 37	80.00	
and ne of sw.....	11	75 44	209.36	Sec of Interf	n hf of ne and sw of				
Lots 1, 2, and 3.....	23	75 44	119.99	March 21, 1862	n hf of sw & nw of se...	13	80 37	120.00	
Total.....			8708.49		n hf of sw and s hf of sw	23	80 37	120.00	
					ne of sw.....	23	80 37	40.00	
w hf of sw and se of se 21		76 34	120.00	In 15 mile limits	n hf of sw & nw of nw 29		77 38	120.00	
se of sw.....	31	77 34	40.00		se of ne and w hf of se	3	80 38	120.00	
n hf of nw.....	5	80 34	120.51		s hf of sw and ne of sw	3	80 38	120.00	
e hf.....	19	81 34	320.00		e hf of ne and e hf of se	9	80 38	160.00	
e hf sec, and se of sw 31		81 34	360.00		n hf of se.....	35	81 38	80.00	
ne of nw & sw of nw... 29		77 35	80.00		e hf sec, sw qr, & w hf				
se of ne and se of se	1	80 35	80.00		of nw.....	5	76 39	545.16	
w hf of se.....	11	80 35	80.00		sw qr and e hf of sec.	7	76 39	458.84	
s hf of ne.....	23	80 35	80.00						

nw qr and w hf of sw.	17	76 39	240.00		sw of se.....	23	75 41	40.00	
nw of ne and w hf of sec	19	76 39	321.44		sw of ne and nw of se	33	75 41	40.00	
w hf of ne, w hf of se					nw of nw.....	5	80 41	42.70	
and se of se.....	3	77 39	202.95		e hf of ne and nw of ne	9	74 42	120.00	
e hf sec, sw qr and e					s hf of se.....	9	74 42	80.00	
hf of nw.....	5	77 39	563.03		w hf of ne & e hf of nw	21	74 42	160.00	
e hf of se.....	9	77 39	80.00		e hf of sw & nw of se.	21	74 42	120.00	
n hf of nw.....	15	77 39	80.00		se of se.....	29	74 42	40.00	
e hf sec, sw and e hf of					w hf of sw.....	27	75 42	80.00	
nw.....	17	77 39	560.00		e hf of nw.....	27	78 42	80.00	
nw qr.....	21	77 39	160.00		w hf sec, se qr, w hf of				
all.....	29	77 39	640.00		ne and se of ne.....	7	73 43	595.82	
w hf of sw.....	33	77 39	80.00		n hf of ne & e hf of nw	5	76 43	147.61	
sw of sw.....	13	78 39	40.00		se of sw.....	23	77 43	40.00	
sw of se.....	23	78 39	40.00		se of ne and sw of ne	27	77 43	80.00	
se of se.....	29	78 39	40.00		se of nw and nw of sw	27	77 43	80.00	
nw qr and n hf of sw.	1	75 40	236.07		w hf of ne & w hf of sw	33	77 43	160.00	
w hf sec, & n hf of ne	11	75 40	400.00		ne of sw and se of nw	33	77 43	80.00	
sw of ne and nw of se.	11	75 40	80.00		lots 1, 2, 3, 4, 5, 9, 10,				
ne, e hf of se, and nw					11, 18 & w hf of sw	5	78 43	454.16	
of se.....	15	75 40	280.00		w hf sec, ne qr, w hf				
se qr.....	23	75 40	160.00		of se and ne of se..	7	78 43	544.60	
w hf.....	27	75 40	320.00		se of se.....	7	76 44	40.00	
e hf of ne.....	27	75 40	80.00		ne of nw.....	13	76 44	40.00	
w hf sec and se.....	25	76 40	480.00		s hf sec and w hf of nw	15	76 44	400.00	
e hf of ne and sw of ne	25	76 40	120.00		ne of ne.....	15	76 44	40.00	
se of se.....	11	80 40	40.00		ne qr, sw qr, and w hf				
ne qr, ne of se and sw					of nw.....	23	76 44	400.00	
of se.....	3	74 41	214.94						

CHICAGO, ROCK ISLAND & PACIFIC RAILROAD LANDS—Continued.

Parts of Sections.	Section	Town	Range	Acres.	Remarks.	Parts of Sections.	Section	Town	Range	Acres.	Remarks.
ne qr of nw qr & w hf of se.	23	76 44	120.00			all	1	76 34	633.78		
lots 1, 2, 3, 4, and w hf of se.	27	76 44	287.47			w hf of nw	3	76 34	78.35		
s hf of sw & se of ne.	27	76 44	120.00			nw of sw	5	76 34	40.00		
lots 1 & 2 & s hf of sec	29	76 44	433.90			s hf of sw	5	76 34	80.00		
n hf sec, e hf of se & sw of se.	33	76 44	440.00			all	7	76 34	624.42		
s hf sec.	5	77 44	320.00			s hf of ne	9	76 34	80.00		
w hf sec, & sw of se.	15	77 44	360.00			s hf of nw	9	76 34	80.00		
w hf sw & sw of nw.	23	77 44	120.00			s hf.	9	76 34	320.00		
s hf of se.	27	77 44	80.00			all	11	76 34	640.00		
e hf of se & sw of se.	29	77 44	120.00			all	13	76 34	640.00		
nw of sw & se of sw.	29	77 44	80.00			all	15	76 34	640.00		
lot 1, e hf of nw & nw of nw.	33	77 44	187.70			all	17	76 34	640.00		
w hf sec.	35	77 44	320.00			e hf of sw	21	76 34	40.00		
sw qr, w hf of se and ne of se.	13	78 44	280.00			ne of se	21	76 34	40.00		
s hf of sw & s hf of se.	23	78 44	160.00		{ Approved by Secs of Int. March 21st, 1863.	w hf of se	21	76 34	80.00		
w hf sec, ne qr and w hf of se.	27	78 44	560.00			ne.	21	76 34	160.00		
ne of se.	27	78 44	40.00			nw	21	76 34	160.00		
w hf sec, and ne.	33	78 44	480.00			ne.	23	76 34	160.00		
						nw	23	76 34	160.00		
						se.	23	76 34	160.00		
						sw	23	76 34	160.00		
						s hf of se.	27	76 34	80.00		
						s hf of sw.	7	77 34	80.00		
Total.....			17,778.92					77 34		80.24	

all.	9	77 34	640.00			all.	15	80 34	640.00		
all.	11	77 34	640.00			all.	17	80 34	640.00		
n hf of ne.	13	77 34	80.00			all.	19	80 34	647.20		
n hf of nw.	13	77 34	80.00			all.	21	80 34	640.00		
all.	15	77 34	640.00			all.	23	80 34	640.00		
e hf and nw.	17	77 34	480.00			all.	25	80 34	640.00		
all.	19	77 34	636.80			all.	27	80 34	640.00		
se.	23	77 34	160.00			all.	29	80 34	640.00		
e hf of sw.	23	77 34	80.00			all.	33	80 34	640.00		
all.	25	77 34	640.00			all.	35	80 34	640.00		
e hf of nw.	27	77 34	80.00			all.	7	81 34	615.76		
w hf of ne.	27	77 34	80.00			all.	9	81 34	640.00		
e hf of ne.	27	77 34	80.00			all.	15	81 34	640.00		
se.	27	77 34	160.00			all.	17	81 34	640.00		
nw.	29	77 34	160.00			w hf.	19	81 34	314.58		
w hf of ne.	33	77 34	80.00			w hf.	21	81 34	640.00		
e hf of sw.	35	77 34	80.00			all.	23	81 34	640.00		
se.	35	77 34	320.00			all.	25	81 34	640.00		
n hf.	35	77 34	320.00			all.	27	81 34	640.00		
all.	1	79 34	632.08			all.	27	81 34	640.00		
all.	3	79 34	628.68			all.	29	81 34	640.00		
n hf of ne.	5	79 34	72.92			sw of sw.	31	81 34	39.66		
all.	1	80 34	695.68			n hf of sw	31	81 34	79.99		
all.	3	80 34	706.16			nw.	31	81 34	100.95		
e hf & sw & s hf of nw	5	80 34	599.11			all.	33	81 34	640.00		
all.	7	80 34	652.38			all.	35	81 34	640.00		
all.	9	80 34	640.00			e hf and sw qr.	1	76 35	476.86		
all.	11	80 34	640.00			se of se.	3	76 35	40.00		
all.	13	80 34	640.00			e hf of ne.	5	76 35	76.15		
						w hf of ne	5	76 35	76.13		

CHICAGO, ROCK ISLAND AND PACIFIC RAILROAD LANDS—CONTINUED.

Parts of Sections.	Sec.	Town.	Range.	Acres.	Remarks.	Parts of Sections.	Sec.	Town.	Range.	Acres.	Remarks.
se of sw	9	7635		40.00		se of nw	29	7735		40.00	
ne of se	9	7635		40.00		se	29	7735		160.00	
s hf of se	9	7635		80.00		se of ne	29	7735		40.00	
s hf of ne	11	7635		80.00		se	31	7735		160.00	
nw of nw	11	7635		40.00		se of ne	31	7735		40.00	
e hf of nw	11	7635		80.00		se of sw	35	7735		40.00	
n hf of se	11	7635		80.00		nw of nw	35	7735		40.00	
ne of sw	11	7635		40.00		e hf of nw	35	7735		80.00	
sw of sw	11	7635		40.00		ne of ne	1	8035		57.61	
all	13	7635		640.00		w hf of ne	1	8035		97.02	
all	15	7635		640.00		nw	1	8035		195.25	
s hf of se	17	7635		80.00		all	3	8035		709.62	
se of sw	17	7635		40.00		all	5	8035		721.12	
all	23	7635		640.00		all	7	8035		645.98	
all	5	7735		648.80		all	9	8035		640.00	
ne	9	7735		160.00		w hf of ne	11	8035		80.00	
s hf of ne	13	7735		80.00		w hf	11	8035		320.00	
s hf of nw	13	7735		80.00		ne of ne	13	8035		40.00	
s hf	13	7735		320.00		e hf of nw	13	8035		80.00	
ne of ne	21	7735		40.00		se of ne	13	8035		40.00	
s hf of ne	21	7735		80.00		w hf of ne	13	8035		80.00	
se	21	7735		160.00		s hf	13	8035		320.00	
all	23	7735		640.00		all	15	8035		640.00	
all	25	7735		640.00		n hf	17	8035		320.00	
n hf	27	7735		320.00		n hf of ne	23	8035		80.00	

nw	23	8035		160.00		w hf of ne	15	7735		80.00	
all	1	8135		610.74		nw of se	15	7735		40.00	
all	3	8135		609.46		nw	15	7735		160.00	
all	5	8135		621.80		ne of sw	15	7735		40.00	
all	7	8135		659.62		w hf of sw	15	7735		80.00	
all	9	8135		640.00		all	17	7735		640.00	
all	11	8135		640.00		ne of ne	19	7735		40.00	
all	13	8135		640.00		s hf of ne	19	7735		80.00	
all	15	8135		640.00		se	19	7735		160.00	
all	17	8135		640.00		w hf of sw	21	7735		80.00	
all	19	8135		638.40		n hf	21	7735		320.00	
all	21	8135		640.00		ne of nw	29	7735		40.00	
all	23	8135		640.00		w hf of nw	29	7735		80.00	
all	25	8135		640.00		ne of se	33	7735		40.00	
all	27	8135		640.00		se qr	17	7835		160.00	
all	29	8135		640.00		n hf of se	19	7835		80.00	
all	31	8435		663.20		w hf of sw	19	7835		58.23	
all	33	8135		640.00		ne of sw	19	7835		40.00	
all	35	8135		640.00		nw	21	7835		160.00	
se of sw	1	7635		40.00		nw	29	7835		160.00	
sw qr, n hf of se and	3	7735		280.00		w hf	31	7835		274.52	
sw of se	5	7735		41.55		n hf	33	7835		320.00	
nw of nw	5	7735		41.37		all	3	8035		717.44	
s hf of nw	5	7735		80.00		all	5	8035		718.46	
w hf	7	7735		278.60		all	7	8035		670.48	
ne of sw	9	7735		40.00		all	9	8035		640.00	
w hf of sw	9	7735		80.00		all	11	8035		640.00	
e hf	9	7735		320.00		all	13	8035		640.00	

CHICAGO, ROCK ISLAND AND PACIFIC RAILROAD LANDS—CONTINUED.

Parts of Section.	Acres.	Remarks.	Parts of Section.	Acres.	Remarks.	
all	80.36	640.00	sw of se.	7	76.37	40.00
all	80.36	337.29	w hf.	7	76.37	287.40
n hf.	80.36	622.12	e hf of se.	9	76.37	80.00
all	81.36	619.28	sw of se.	9	76.37	40.00
all	81.36	665.66	nw of se.	9	76.37	160.00
all	81.36	640.00	sw qr.	1	77.37	645.60
all	81.36	640.00	ne of se, s hf of se, n hf and sw qr.	3	77.37	600.18
all	81.36	640.00	e hf of sw.	5	77.37	80.00
all	81.36	640.00	ne of se.	5	77.37	40.00
all	81.36	640.00	s hf of se.	5	77.37	80.00
all	81.36	662.76	ne.	5	77.37	159.72
all	81.36	640.00	s hf of ne.	9	77.37	80.00
all	81.36	640.00	se.	9	77.37	160.00
all	81.36	640.00	all.	11	77.37	640.00
all	81.36	640.00	all.	13	77.37	640.00
all	81.36	640.00	all.	15	77.37	640.00
all	81.36	659.26	e hf of nw.	17	77.37	80.00
all	81.36	640.00	e hf.	17	77.37	320.00
all	81.36	640.00	w hf of nw.	19	77.37	52.61
nw of sw.	85	81.36	sw.	19	77.37	134.23
w hf of se.	3	76.37	e hf.	21	77.37	320.00
sw	3	76.37	all.	23	77.37	640.00
ne of ne.	5	76.37	ne of ne.	23	77.37	40.00
w hf of se	25	77.37	nw	13	80.37	160.00
nw of ne.	27	77.37	all	15	80.37	640.00
s hf of ne.	27	77.37	all	17	80.37	640.00
se qr.	27	77.37	se of nw.	21	80.37	160.00
sw of ne.	29	77.37	n hf of nw.	23	80.37	40.00
nw of nw.	29	77.37	se.	23	80.37	160.00
se of nw.	29	77.37	nw of sw.	23	80.37	40.00
s hf of sw.	33	77.37	nw.	25	80.37	160.00
sw of se.	35	77.37	all.	3	81.37	614.60
e hf of se.	35	77.37	all.	5	81.37	806.46
sw of sw.	25	78.37	all.	7	81.37	644.12
w hf of sw.	31	78.37	all.	9	81.37	640.00
n hf and se qr.	31	78.37	all.	11	81.37	640.00
s hf of ne.	33	78.37	all.	13	81.37	640.00
s hf.	33	78.37	all.	15	81.37	640.00
nw of nw.	35	78.37	all.	17	81.37	640.00
s hf.	35	78.37	all.	19	81.37	639.16
all.	3	80.37	all.	21	81.37	640.00
nw of nw.	5	80.37	all.	23	81.37	640.00
e hf of nw.	5	80.37	all.	25	81.37	640.00
ne of sw.	5	80.37	nw of sw.	29	81.37	40.00
s hf of sw.	5	80.37	e hf of sw.	29	81.37	80.00
e hf	7	80.37	n hf and se qr.	29	81.37	480.00
all	7	80.37	nw of ne.	31	81.37	40.00
all.	11	80.37	s hf of ne.	31	81.37	80.00
s hf of se.	13	80.37	se.	31	81.37	160.00
			ne of sw.	31	81.37	40.00

CHICAGO, ROCK ISLAND AND PACIFIC RAILROAD LANDS—Continued.

Parts of Sections.	Town.	Range	Acres.	Remarks.	Parts of Sections.	Town.	Range	Acres.	Remarks.
s hf of sw	31	8137	82.06		w hf of nw	31	7738	70.83	
all	33	8137	640.00		w hf of sw	31	7738	70.73	
all	35	8137	640.00		se of ne	17	7838	40.00	
all	31	8237	643.22		sw of se	17	7838	40.00	
all	33	8237	640.00		w hf of nw	19	7838	58.44	
all	1	7638	611.92		ne of nw	21	7838	40.00	
n hf of nw	3	7638	63.73		ne	21	7838	160.00	
ne	5	7638	143.55		ne	31	7838	160.00	
all	5	7638	614.44		all	1	8038	734.22	
w hf	11	7638	320.00		ne of ne	3	8038	62.79	
n hf of ne	3	7738	86.17		e hf of ne	3	8038	102.54	
nw	5	7738	107.59		e hf of sw	3	8038	80.00	
e hf of se	7	7738	80.00		nw of sw	3	8038	40.00	
ne of sw	7	7738	40.00		nw	3	8038	204.33	
w hf of sw	7	7738	68.05		all	5	8038	727.22	
n hf	7	7738	307.03		w hf of ne	9	8038	80.00	
all	13	7738	640.00		w hf of se	9	8038	80.00	
se of se	15	7738	40.00		nw	9	8038	160.00	
sw	17	7738	160.00		all	11	8038	640.00	
n hf of nw	17	7738	80.00		all	1	8138	616.82	
w hf of sw	19	7738	70.63		all	3	8138	622.18	
n hf	19	7738	310.21		all	5	8138	619.08	
sw	21	7738	160.00		all	7	8138	631.20	
w hf of sw	23	7738	80.00		all	9	8138	640.00	
ne of nw	23	7738	40.00		all	11	8138	640.00	
all	13	8138	640.00		s hf of ne	9	7639	80.00	
all	15	8138	640.00		w hf and se	9	7639	480.00	
all	17	8138	640.00		w hf of se	11	7639	80.00	
all	19	8238	632.00		n hf of sw	11	7639	80.00	
all	21	8138	640.00		se of se	12	7639	40.00	
all	23	8138	640.00		w hf	13	7639	320.00	
all	25	8138	640.00		w hf of se	13	7639	80.00	
all	27	8138	640.00		ne qr	15	7639	160.00	
all	29	8138	640.00		w hf of se	15	7639	80.00	
all	31	8138	645.38		e hf of sw	15	7639	80.00	
all	33	8138	640.00		sw of ne	21	7639	40.00	
s hf of se	35	8138	80.00		e hf of nw	21	7639	80.00	
n hf and sw	35	8138	480.00		w hf of se	21	7639	80.00	
all	27	8238	640.00		ne of sw	21	7639	40.00	
all	29	8238	640.00		s hf of sw	21	7639	80.00	
all	31	8238	641.04		ne qr	23	7639	160.00	
w hf	33	8238	320.00		se qr	23	7639	160.00	
e hf	33	8238	320.00		e hf of nw qr	23	7639	80.00	
ne qr	35	8238	160.00		sw qr	23	7639	160.00	
nw qr	35	8238	160.00		all	27	7639	640.00	
s hf	35	8238	320.00		w hf of ne	29	7639	80.00	
e hf of nw qr	1	7639	76.84		nw	29	7639	160.00	
nw of sw	1	7639	40.00		w hf of ne	33	7639	80.00	
e hf of sw	1	7639	80.00		s hf of nw	33	7639	80.00	
n hf	3	7639	313.34		w hf of se	33	7639	80.00	
ne of sw	3	7639	80.00		n hf of sw	33	7639	80.00	
w hf of sw	3	7639	40.00		n hf and se	1	7739	493.32	
w hf	3	7639	80.00		w hf	7	7739	281.86	
n hf	3	7639	306.30		ne of nw	11	7739	40.00	

CHICAGO, ROCK ISLAND AND PACIFIC RAILROAD LANDS—CONTINUED.

Parts of Sections.	Sec.	Town.	Range.	Acres.	Remarks.	Parts of Sections.	Sec.	Town.	Range.	Acres.	Remarks.
w hf.....	19	7739	280.40			all.....	3	8139	603.44		
e hf of ne.....	23	7739	80.00			all.....	5	8139	606.12		
w hf and se.....	31	7739	443.44			all.....	7	8139	625.40		
s hf and ne.....	35	7739	80.00			all.....	9	8139	640.00		
nw.....	35	7739	160.00			all.....	11	8139	640.00		
se of se.....	35	7739	40.00			all.....	13	8139	640.00		
n hf of se.....	35	7739	80.00			all.....	15	8139	640.00		
ne of sw.....	35	7739	40.00			all.....	17	8139	640.00		
nw of sw.....	13	7839	40.00			all.....	19	8139	627.08		
sw of ne.....	15	7839	40.00			all.....	21	8139	640.00		
ne of nw.....	15	7839	40.00			all.....	23	8139	640.00		
sw of nw.....	21	7839	40.00			all.....	25	8139	640.00		
se of sw.....	23	7839	40.00			all.....	27	8139	640.00		
ne of nw.....	25	7839	40.00			all.....	29	8139	640.00		
s hf of nw.....	25	7839	80.00			all.....	31	8139	640.36		
e hf and sw.....	25	7839	480.00			all.....	33	8139	640.00		
sw of se.....	29	7839	40.00			all.....	35	8139	640.00		
e hf.....	35	7839	320.00			all.....	25	8239	640.00		
all.....	1	8039	719.90			s hf.....	27	8239	320.00		
all.....	3	8039	683.98			s hf.....	29	8239	320.00		
all.....	5	8039	642.80			all.....	31	8239	625.36		
all.....	7	8039	642.58			all.....	33	8239	640.00		
n hf.....	9	8039	320.00			all.....	35	8239	640.00		
n hf.....	11	8039	320.00			n hf of nw, sw of nw.....					
all.....	1	8139	623.50			and ne qr.....	5	7440	214.32		
nw of ne.....	8	7540	37.02			s hf.....	15	7640	320.00		
nw.....	5	7540	153.56			all.....	17	7640	640.00		
ne of sw.....	5	7540	40.00			nw of se.....	19	7640	40.00		
w hf of sw.....	5	7540	80.00			n hf and sw.....	19	7640	422.72		
all.....	7	7540	608.62			e hf of nw.....	21	7640	80.00		
ne of nw.....	9	7540	40.00			e hf and sw.....	21	7640	480.00		
e hf of se.....	9	7540	80.00			w hf of se.....	23	7640	80.00		
nw of se.....	9	7540	40.00			nw of ne.....	23	7640	40.00		
sw of se.....	15	7540	40.00			all.....	29	7640	640.80		
sw of se.....	17	7540	40.00			ne of sw.....	31	7640	40.00		
sw of ne.....	17	7540	80.00			n hf and se.....	31	7640	457.65		
e hf of nw.....	17	7540	40.00			e hf.....	33	7640	320.00		
ne of sw.....	17	7540	40.00			n hf.....	13	7740	320.00		
w hf of ne.....	19	7540	80.00			w hf of nw.....	23	7740	80.00		
w hf.....	19	7540	295.16			sw.....	23	7740	160.00		
sw of ne.....	27	7540	40.00			all.....	25	7740	640.00		
ne of sw.....	29	7540	40.00			se.....	27	7740	160.00		
s hf of sw.....	29	7540	80.00			all.....	35	7740	640.00		
e hf.....	29	7540	320.00			e hf of sw.....	5	7940	80.00		
w hf of nw.....	31	7540	69.63			n hf and se.....	5	7940	484.76		
nw of sw.....	31	7540	34.69			all.....	7	7940	656.46		
s hf of sw.....	31	7540	74.60			nw.....	17	7940	160.00		
e hf.....	31	7540	320.00			all.....	19	7940	658.46		
nw.....	33	7540	160.00			e hf of sw.....	3	8040	80.00		
nw of sw.....	33	7540	40.00			w hf of ne.....	5	8040	83.21		
all.....	1	7640	617.52			nw of sw.....	5	8040	40.00		
all.....	3	7640	613.42			nw qr.....	5	8040	168.04		
n hf.....	11	7640	320.00			w hf of ne.....	7	8040	80.00		
w hf of ne.....	15	7640	80.00			w hf and se.....	7	8040	482.72		
e hf of nw.....	15	7640	80.00								

CHICAGO, ROCK ISLAND & PACIFIC RAILROAD LANDS—CONTINUED.

Parts of Sections.	Sec.	Town.	Range.	Acres.	Remarks.	Parts of Sections.	Sec.	Town.	Range.	Acres.	Remarks.
se qr.....	9	8040	160.00	.....	.....	w hf of sw.....	7	8140	85.89	.....	.....
se of sw.....	9	8040	40.00	.....	.....	s hf of ne.....	7	8140	80.00	.....	.....
ne of se.....	11	8040	40.00	.....	.....	ne of ne.....	7	8140	40.00	.....	.....
w hf of se.....	11	8040	80.00	.....	.....	nw qr.....	7	8140	165.69	.....	.....
n hf.....	13	8040	320.00	.....	.....	s hf of ne.....	11	8140	80.00	.....	.....
all.....	15	8040	640.00	.....	.....	se.....	11	8140	160.00	.....	.....
all.....	17	8040	640.00	.....	.....	se of sw.....	18	8140	40.00	.....	.....
all.....	19	8040	648.64	.....	.....	e hf.....	18	8140	320.00	.....	.....
all.....	21	8040	640.00	.....	.....	se of ne.....	15	8140	40.00	.....	.....
nw.....	23	8040	160.00	.....	.....	w hf of nw.....	19	8140	87.40	.....	.....
nw.....	27	8040	160.00	.....	.....	sw of sw.....	19	8140	43.95	.....	.....
all.....	29	8040	640.00	.....	.....	se of sw.....	19	8140	40.00	.....	.....
all.....	31	8040	654.62	.....	.....	s hf of ne.....	23	8140	80.00	.....	.....
n hf and sw qr.....	33	8040	480.00	.....	.....	e hf of sw.....	23	8140	80.00	.....	.....
n hf of nw.....	1	8140	82.19	.....	.....	nw and se.....	23	8140	320.00	.....	.....
s hf of sw.....	1	8140	80.00	.....	.....	all.....	25	8140	640.00	.....	.....
s hf of se.....	1	8140	80.00	.....	.....	sw of ne.....	29	8140	40.00	.....	.....
s hf of nw.....	3	8140	80.00	.....	.....	nw of nw.....	29	8140	40.00	.....	.....
n hf of se.....	3	8140	80.00	.....	.....	nw of se.....	29	8140	40.00	.....	.....
ne of sw.....	3	8140	40.00	.....	.....	se of sw.....	29	8140	40.00	.....	.....
e hf of ne.....	3	8140	80.79	.....	.....	ne of sw.....	29	8140	40.00	.....	.....
sw of ne.....	3	8140	40.00	.....	.....	s hf of ne.....	31	8140	80.00	.....	.....
nw of ne.....	3	8140	40.71	.....	.....	w hf and se.....	31	8140	488.98	.....	.....
w hf of sw.....	5	8140	80.00	.....	.....	nw of nw.....	33	8140	40.00	.....	.....

sw of se.....	33	8140	40.00	.....	.....	l w qr.....	15	7541	160.00	.....	.....
e hf.....	35	8140	320.00	.....	.....	nw of nw.....	17	7541	40.00	.....	.....
nw of ne.....	35	8240	40.00	.....	.....	sw of se.....	17	7541	40.00	.....	.....
e hf of se.....	35	8240	80.00	.....	.....	ne of ne.....	19	7541	40.00	.....	.....
n hf of ne.....	1	7441	56.06	.....	.....	s hf of ne.....	19	7541	80.00	.....	.....
s hf of se.....	1	7441	80.00	.....	.....	ne of nw.....	19	7541	40.00	.....	.....
nw of se.....	3	7441	40.00	.....	.....	w hf of nw.....	19	7541	66.35	.....	.....
w hf.....	3	7441	294.74	.....	.....	nw of se.....	19	7541	40.00	.....	.....
n hf.....	5	7441	269.48	.....	.....	w hf of sw.....	19	7541	65.85	.....	.....
ne of se.....	5	7441	40.00	.....	.....	w hf of ne.....	21	7541	80.00	.....	.....
nw of sw.....	5	7441	40.00	.....	.....	nw.....	21	7541	160.00	.....	.....
w hf and se qr.....	7	7441	440.44	.....	.....	s hf of sw.....	23	7541	80.00	.....	.....
e hf of nw.....	9	7441	80.00	.....	.....	se.....	27	7541	160.00	.....	.....
e hf and sw.....	9	7441	480.00	.....	.....	n hf of sw.....	29	7541	80.00	.....	.....
w hf of ne.....	11	7441	80.00	.....	.....	se of sw.....	29	7541	40.00	.....	.....
all.....	17	7441	640.00	.....	.....	nw of sw.....	31	7541	34.65	.....	.....
n hf.....	19	7441	299.66	.....	.....	nw of sw.....	33	7541	40.00	.....	.....
nw qr.....	1	7541	154.02	.....	.....	nw of ne.....	33	7541	40.00	.....	.....
e hf of se.....	1	7541	80.00	.....	.....	ne of se.....	35	7541	40.00	.....	.....
n hf of se.....	3	7541	80.00	.....	.....	se of sw.....	35	7541	80.00	.....	.....
ne of sw.....	3	7541	40.00	.....	.....	e hf of se.....	13	7641	80.00	.....	.....
n hf.....	3	7541	307.64	.....	.....	nw of se.....	23	7641	40.00	.....	.....
n hf of ne.....	5	7541	72.38	.....	.....	w hf.....	23	7641	320.00	.....	.....
w hf.....	5	7541	311.68	.....	.....	se of nw.....	25	7641	40.00	.....	.....
s hf of ne.....	5	7541	81.68	.....	.....	w hf of se.....	25	7641	80.00	.....	.....
nw of se.....	11	7541	40.00	.....	.....	nw and sw.....	25	7641	320.00	.....	.....
n hf and sw.....	11	7541	480.00	.....	.....	all.....	27	7641	640.00	.....	.....
e hf.....	13	7541	320.00	.....	.....	e hf of se.....	33	7641	80.00	.....	.....
						n hf of nw.....	33	7641	80.00	.....	.....

Parts of Section.	5/8	Town	Range	Acres.	Remarks.	Parts of Section.	5/8	Town	Range	Acres.	Remarks.
ne	33	7941	160.00			e hf of nw	7	7941	80.00		
sw qr of ne	35	7641	40.00			ne of ne	9	7941	40.00		
se of nw	35	7641	40.00			w hf of ne	9	7941	80.00		
w hf of se	35	7641	80.00			se of se	9	7941	40.00		
sw	35	7641	160.00			w hf of se	9	7941	80.00		
lots Nos. 1 to 18, or n hf	5	7841	734.58			w hf.	9	7941	320.00		
sw	5	7841	160.00			nw qr and se qr	11	7941	320.00		
w hf of nw	7	7841	56.89			se of ne	11	7941	40.00		
se of sw	7	7841	40.00			nw of sw	11	7941	40.00		
w hf of sw	7	7841	57.63			all	13	7941	640.00		
all	7	7841	625.44			ne of sw	15	7941	40.00		
e hf of nw	9	7941	73.87			w hf of sw	15	7941	80.00		
e hf of sw	9	7941	80.00			n hf and se	15	7941	480.00		
e hf.	9	7941	305.60			ne of se	19	7941	40.00		
ne of ne	5	7941	37.25			e hf of nw	21	7941	80.00		
ne of nw	5	7941	37.84			nw of e	21	7941	40.00		
s hf of nw	5	7941	80.00			ne	21	7941	80.00		
ne of se	5	7941	40.00			ne	21	7941	160.00		
s hf of se	5	7941	80.00			all	23	7941	640.00		
sw qr	5	7941	160.00			all	25	7941	640.00		
ne of nw	7	7941	40.00			e hf of nw	27	7941	80.00		
ne of se	7	7941	40.00			e hf of sw	27	7941	80.00		
se of ne	7	7941	80.00			e hf.	27	7941	320.00		
n hf of ne	7	7941	80.00			n hf and se	29	7941	480.00		
nw of nw	7	7941	43.32								

s hf of ne.	31	7941	80.00			se of sw	31	8041	40.00		
w hf and se	31	7941	500.00			w hf of sw	31	8041	88.64		
nw of nw	33	7941	40.00			e hf.	33	8041	320.00		
ne of ne	35	7941	40.00			all	35	8041	640.00		
nw	35	7941	160.00			ne of ne	13	8141	40.00		
sw of sw	35	7941	40.00			se of se	13	8141	40.00		
all	1	8041	656.30			nw	13	8141	160.00		
nw of se	3	8041	40.00			nw of sw	13	8141	40.00		
nw of sw	3	8041	40.00			se of ne	23	8141	40.00		
ne of ne	5	8041	43.39			s hf.	23	8141	320.00		
n hf of ne	11	8041	80.00			all	25	8141	640.00		
sw of nw	11	8041	40.00			ne of nw	27	8141	40.00		
sw of se	11	8041	40.00			ne of nw	27	8141	40.00		
n hf of sw	11	8041	80.00			se of nw	27	8141	40.00		
s hf of ne	11	8041	80.00			all	35	8141	640.00		
all	13	8041	640.00			n hf of nw	1	7442	58.48		
n hf and se	15	8041	480.00			nw of sw	1	7442	40.00		
s hf of sw	17	8041	80.00			se of ne	3	7442	40.00		
s hf of ne	19	8041	80.00			nw of se	3	7442	40.00		
se of se	19	8041	40.00			n hf of ne	3	7442	320.00		
se of se	21	8041	40.00			e hf.	3	7442	40.00		
n hf of se	21	8041	80.00			nw of se	3	7442	40.00		
ne	21	8041	160.00			n hf of ne	15	7442	40.00		
n hf	23	8041	320.00			sw of se	15	7442	40.00		
all	25	8041	640.00			ne of sw	15	7442	40.00		
all	27	8041	640.00			sw of se	17	7442	40.00		
se of ne	29	8041	40.00			w hf of ne	29	7442	80.00		
n hf of sw	29	8041	40.00			sw	29	7442	160.00		
e hf of sw	31	8041	80.00			nw of se	13	7542	40.00		
e hf of se	31	8041	80.00			ne of se	25	7542	40.00		

CHICAGO, ROCK ISLAND & PACIFIC RAILROAD LANDS—Continued.

Parts of Sections.	Sec.	Town.	Range.	Acres.	Remarks.	Parts of Sections.	Sec.	Town.	Range.	Acres.	Remarks.
se of ne	27	7542	40.00	13	7842	ne	13	7842	160.00		
ne of se	27	7542	40.00	13	7842	sw qr of se	13	7842	40.00		
nw of ne	35	7542	40.00	15	7842	s hf of nw	15	7842	80.00		
se of ne	35	7542	40.00	15	7842	sw qr	15	7842	160.00		
ne of se	35	7542	40.00	17	7842	se of nw	17	7842	40.00		
nw	7	7742	150.28	17	7842	n hf of nw	17	7842	80.00		
lots 1 and 2	1	7842	102.04	19	7842	ne	19	7842	160.00		
lots 3, 4, 5, 6, 7, 8, 9, 10, 14 and 15	1	7842	400.00	19	7842	w hf of nw	19	7842	61.25		
lots 1 & 2 and nw of se	3	7842	131.56	19	7842	se of ne	19	7842	40.00		
lots 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 13, 14 and 16	3	7842	520.00	21	7842	n hf of ne	21	7842	40.00		
nw of se	5	7842	40.00	21	7842	se of se	21	7842	160.00		
se of se	5	7842	40.00	23	7842	ne qr	23	7842	40.00		
ne of sw	5	7842	40.00	29	7842	nw of nw	29	7842	40.00		
w hf of sw	5	7842	80.00	31	7842	sw of se	31	7842	40.00		
lots 6 and 7	5	7842	80.00	31	7842	n hf and sw	31	7842	160.00		
se of sw	7	7842	40.00	31	7842	ne of nw	31	7842	40.00		
e hf of nw	7	7842	80.00	31	7842	ne of se	31	7842	40.00		
e hf	9	7842	640.00	1	7942	sw qr	1	7942	160.00		
s hf of ne	11	7842	80.00	11	7942	n hf of ne	11	7942	80.00		
e hf of nw	11	7842	80.00	11	7942	n hf of nw	11	7942	80.00		
e hf of se	11	7842	80.00	13	7942	nw of se	13	7942	40.00		
	11	7842	80.00	13	7942	se of se	13	7942	40.00		
	11	7842	80.00	13	7942	ne of sw	13	7942	40.00		
	11	7842	80.00	15	7942	nw of sw	15	7942	40.00		

e hf of se	15	7942	80.00	7	7743	w hf of sw	7	7743	46.97		
n hf	15	7942	320.00	7	7743	e hf of ne	7	7743	80.00		
n hf of ne	25	7942	80.00	11	7743	sw of nw	11	7743	40.00		
ne of ne	25	7942	40.00	15	7743	ne of ne	15	7743	40.00		
ne of se	25	7942	40.00	21	7743	w hf of ne	21	7743	80.00		
s hf of se	25	7942	80.00	21	7743	ne of nw	21	7743	40.00		
w hf ne	29	7942	80.00	27	7743	nw of ne	27	7743	40.00		
w hf of se	29	7942	80.00	27	7743	ne of nw	27	7743	40.00		
sw of sw	29	7942	40.00	27	7743	nw of nw	27	7743	40.00		
nw of sw	31	7942	44.76	31	7743	sw of se	31	7743	40.00		
s hf of sw	31	7942	85.59	31	7743	se of sw	31	7743	40.00		
se of ne	35	7942	40.00	3	7843	Lots 4 and 17	3	7843	80.00		
n hf of ne	35	7942	80.00	5	7843	se of sw	5	7843	40.00		
nw of nw	35	7942	40.00	13	7843	se of sw	13	7843	40.00		
sw of sw	25	8042	40.00	15	7843	se of se	15	7843	40.00		
w hf of sw	9	7843	80.00	19	7843	se of se	19	7843	40.00		
ne of ne	9	7843	40.00	29	7843	sw of ne	29	7843	40.00		
nw	9	7843	160.00	31	7843	sw of ne	31	7843	40.00		
n hf of sw	9	7843	80.00	33	7843	se of nw	33	7843	40.00		
w hf of nw	1	7743	81.02	33	7843	nw of sw	33	7843	40.00		
sw	1	7743	160.00	35	7843	ne of sw	35	7843	40.00		
n hf of ne	3	7743	77.95	35	7843	se of se	35	7843	40.00		
n hf of nw	3	7743	76.71	1	7644	s hf of ne	1	7644	80.00		
n hf of sw	3	7743	80.00	1	7644	se of nw	1	7644	40.00		
ne of sw	5	7743	40.00	1	7644	n hf of se	1	7644	80.00		
s hf of sw	5	7743	80.00	11	7644	ne of nw	11	7644	40.00		
nw	7	7743	128.43	11	7644	e hf of nw	11	7644	80.00		
ne of se	7	7743	40.00	11	7644	s hf sec., and ne of sw	11	7644	360.00		
ne of sw	5	7743	40.00	21	7644	Lot 4	21	7644	65.19		

CHICAGO, ROCK ISLAND AND PACIFIC RAILROAD LANDS—CONTINUED.

Parts of sections.	Sec.	Town.	Range	Acres.	Remarks.	Parts of Sections.	Sec.	Town.	Range	Acres.	Remarks.
se of ne.....	1	77 44		40.00		sw of ne.....	35	77 44		40.00	
w hf of se.....	1	77 44		80.00		ne of se.....	35	77 44		40.00	
nw of sw.....	1	77 44		40.00		w hf of se.....	35	77 44		80.00	
se of se.....	11	77 44		40.00		sw of nw.....	25	78 44		40.00	
sw of nw.....	13	77 44		40.00		nw of sw.....	25	78 44		40.00	
nw of sw.....	13	77 44		40.00		se of se.....	25	78 44		40.00	
ne of ne.....	13	77 44		40.00		sw of nw.....	25	78 44		40.00	
w hf of ne.....	13	77 44		80.00		ne of se.....	25	78 44		40.00	
e hf of sw.....	13	77 44		80.00		se of se.....	27	78 44		40.00	Approved by Sec. of Interior { Dec. 27th, 1898.
s hf of sw.....	21	77 44		80.00		n hf of nw.....	35	78 44		80.00	
se.....	21	77 44		160.00		s hf of sw.....	35	78 44		80.00	
se of nw.....	23	77 44		40.00							
se of sw.....	23	77 44		40.00							
sw of sw.....	27	77 44		40.00							
						Total.....				211,366.08	

CHICAGO, ROCK ISLAND AND PACIFIC RAILROAD LANDS.
The following is a list of Chicago, Rock Island and Pacific Railroad lands, occupied and claimed by actual settlers under the 4th and 5th sections of chapter 13, Acts of 12th General Assembly

Parts of Section.	Sec.	Town.		Acres.	Name of Claimant.
		Range	Range		
lots 10, 11 and 15 ..	3	78	35		John Crane.....
se of se.....	5	73	43		John Saar.....
n hf of nw.....	15	77	39		Josiah True.....
sw of se.....	19	76	43		Solomon McMullen.....
sw of ne.....	35	77	44		Alfred Frazier.....
ne of ne.....	13	77	44		James M. Cassady.....
s hf of sw.....	33	77	37		Pierce Mahan.....
nw of sw.....	33	77	39		H. S. Peterson—patented.
n hf of sw.....	5	76	39		Thomas Dulin —patented.
s hf of ne and n hf of se	29	77	39		W. W. Gibbons—patented.
e hf of sw and nw of sw	29	77	39		John H. Word.—patented.
nw.....	29	77	39		James H. Wood.....
n hf of ne.....	29	77	39		Leander Hack —patented.
nw of ne.....	5	76	39		Mehlan Griffiths.....
sw of sw.....	33	77	39		Mehlan Griffiths.....
se of nw.....	5	76	43		David Roberts.....
sw of nw and nw of sw	13	77	44		Basil Fox.....
se of se.....	11	77	44		Jonathan Branson.....
e hf of se.....	27	77	44		Henry Love.....
nw of sw.....	35	77	44		Henry Love.....
w hf of nw.....	15	77	44		John G. Jones.....
w hf of ne.....	13	77	44		S. A. Pichel.....
se of ne.....	13	76	44		Chas. Lapworth.....
e hf of ne and n hf of se	5	76	39		F. A. Burke.....
w hf of sw.....	23	77	44		D. W. Jones.....
nw of se and sw of ne..	3	77	32		Isaac S. Arlege.....
n hf of nw.....	35	78	44		J. A. Kirkland.....
ne of nw and w hf of ne	27	81	41		H. N. Tyler.....
lot 4.....	1	78	32		E. W. Moore.....

IOWA CENTRAL AIR LINE RAILROAD.

List of Lands approved and certified to the State of Iowa to aid in the construction of the Iowa Central Air Line Railroad (now Cedar Rapids and Missouri River Railroad); operated by the Chicago and North-western Railroad Company.

Parts of Sections.	Sec	Town	Range	Acres.	Remarks.	Parts of Sections.	Sec	Town	Range	Acres.	Remarks.
se of nw.....	29	S 5	1	40.00	6 miles limits.	se of nw.....	1	S 4	13	40.00	
ne of ne.....	31	S 5	1	40.00		ne of ne.....	9	S 4	13	40.00	
sw of sw.....	33	S 5	1	40.00		sw of se.....	11	S 4	13	40.00	
fr on right bank of river.....	13	S 4	3	2.40		se of nw.....	13	S 4	14	40.00	
ne of nw.....	23	S 5	1	40.00		nw of sw.....	13	S 4	14	40.00	
se of sw.....	27	S 5	1	40.00		se of nw.....	15	S 4	14	40.00	
nw of sw.....	33	S 4	2	40.00		sw of sw.....	19	S 4	14	50.37	
ne of se.....	31	S 4	3	40.00		ne of sw.....	23	S 4	14	40.00	
lot 1.....	1	S 4	5	27.90		sw of ne.....	27	S 4	14	40.00	
nw of ne.....	13	S 5	5	40.00		ne of se.....	27	S 4	14	40.00	
lots 7 and 8.....	35	S 5	5	78.75		nw of sw.....	27	S 4	14	40.00	
sw of nw.....	19	S 5	8	42.55		nw of ne.....	29	S 4	14	40.00	
sw of ne.....	29	S 5	8	40.00		se of nw.....	29	S 4	14	40.00	
lot 1.....	29	S 5	8	1.00		sw of se.....	33	S 4	14	40.00	
s hf of nw.....	15	S 4	10	80.00		nw of ne.....	35	S 4	14	40.00	
nw of nw.....	1	S 4	13	43.82		sw of ne.....	3	S 4	15	43.06	
											40.00

re of nw.....	13	S 4	15	40.00		lot 1.....	33	S 6	6	57.75	
se of se.....	19	S 4	16	40.00		ne of se.....	29	S 6	10	40.00	
nw of sw.....	31	S 4	16	39.83		ne of sw.....	29	S 6	10	40.00	
sw of sw.....	33	S 4	16	40.00	Approved by Sec of the Interior, Dec 27 1898.	e hf of se.....	31	S 6	10	80.00	
ne of ne.....	35	S 4	16	40.00		sw of ne.....	21	S 5	12	40.00	
sw.....	25	S 5	15	160.00		sw of se.....	21	S 5	12	40.00	
ne of se.....	33	S 5	16	40.00		ne of se.....	15	S 6	12	40.00	
Total.....				1,893.74		nw of se.....	9	S 5	13	40.00	
		N.	E.			nw of se.....	5	S 6	14	40.00	
sw of ne.....	13	S 5	3	40.00	1.5 mile limits	nw of nw.....	11	S 6	14	40.00	
ne of nw.....	23	S 5	3	40.00		wh of sw.....	15	S 6	14	80.00	
ne of nw.....	13	S 6	3	40.00		wh of sw.....	19	S 6	15	91.74	
nw of sw.....	7	S 5	4	35.25		e hf of se.....	31	S 6	15	80.00	
nw of nw.....	31	S 5	4	36.00		sw of ne.....	5	S 5	16	40.14	
ne of sw.....	29	S 5	6	40.00		sw of se.....	5	S 5	16	40.00	
nw of sw.....	13	S 5	1	40.00		se of ne.....	13	S 5	16	40.00	
nw of se.....	23	S 6	1	40.00		n hf of nw.....	1	S 6	16	38.67	
ne of nw.....	31	S 6	2	40.00		n hf of nw.....	3	S 6	16	71.44	
nw of se.....	13	S 6	3	40.00		ne of ne.....	7	S 6	16	40.00	
se of se.....	25	S 6	3	40.00		wh of nw.....	19	S 6	16	81.10	
sw of sw.....	35	S 6	3	40.00		nw of nw.....	21	S 6	16	40.00	
lot 2.....	7	S 5	5	59.00		e hf of se.....	21	S 6	16	80.00	
sw of sw.....	19	S 5	5	36.35		sw of nw.....	1	S 6	17	40.00	
e hf of se.....	3	S 6	5	80.00		n hf of ne.....	3	S 6	17	68.84	
lot 2.....	11	S 5	6	38.00		sw of nw.....	3	S 6	17	63.08	
frac on w bank of river.....	11	S 5	6	.16		sw of nw.....	5	S 6	17	34.52	
frac on left bank river.....	15	S 5	6	2.27		wh of ne.....	5	S 6	17	74.57	
nw of sw.....	19	S 6	6	35.75		n hf of n.w.....	5	S 6	17	69.29	

IOWA CENTRAL AIR LINE RAILROAD LANDS—CONTINUED.

Parts of Sections.	Sec.	Town.	Range.	Acres.	Remarks.	Parts of Sections.	Sec.	Town.	Range.	Acres.	Remarks.
sw of nw	31	85/28		44.69		s hf of nw	3	84/30		80.00	
w hf of sw	31	85/28		89.56		n hf	5	84/30		375.71	
ne	1	83/29		106.88		e hf of se	7	84/30		80.00	
e hf of nw	1	83/29		53.77		lot 1	7	84/30		51.50	
se of ne	19	83/29		40.00		nw of sw	7	84/30		38.88	
nw of se	21	83/29		40.00		sw of nw	9	84/30		40.00	
sw of se	27	83/29		40.00		se of nw	15	84/30		40.00	
s hf of sw	21	83/29		80.00		se of nw	33	84/30		40.00	
ne of ne	1	84/29		54.95		e hf of nw	19	85/30		80.00	
e hf of ne	3	84/29		92.44		s hf	19	85/30		314.85	
nw of ne	3	84/29		52.45		e hf of ne	19	85/30		80.00	
ne of ne	5	84/29		51.52		nw of ne	19	85/30		40.00	
ne of nw	5	84/29		53.31		w hf of se	21	85/30		80.00	
s hf of nw	5	84/29		80.00		se of se	21	85/30		40.00	
sw of nw	7	84/29		37.24		e hf of sw	21	85/30		80.00	
w hf of sw	7	84/29		74.29		nw of sw	21	85/30		40.00	
nw of ne	9	84/29		40.00		sw of ne	29	85/30		40.00	
s hf	27	85/29		320.00		ne of ne	29	85/30		40.00	
s hf and nw qr	29	85/29		480.00		se of ne	31	85/30		40.00	
all	31	85/29		638.98		w hf of nw	31	85/30		80.40	
all	33	85/29		640.00		w hf of sw	31	85/30		82.80	
all	35	85/29		640.00		ne	33	85/30		160.00	
n hf of ne	1	84/30		118.65		lots 1, 2, 4, and 5	1	84/31		216.42	
n hf of nw	1	84/30		112.85		w hf of sw	1	84/31		80.00	
nw qr	3	84/30		189.92		n hf of ne	3	84/31		110.77	

ne of nw	3	84/31		55.67		sw of ne	13	85/32		40.00	
se of nw	7	84/31		40.00		nw of nw	13	85/32		40.00	
w hf of nw	7	84/31		88.10		w hf of nw	19	85/32		71.76	
nw of sw	7	84/31		28.88		w hf of sw	19	85/32		72.00	
n hf of ne	13	84/31		80.00		s hf of ne	23	85/32		80.00	
sw of nw	25	84/31		40.00		se of ne	25	85/32		40.00	
ne of nw	27	84/31		40.00		sw of nw	11	84/33		40.00	
e hf of se	7	85/31		80.00		sw qr	13	84/33		160.00	
sw of se	7	85/31		40.00		n hf of ne	3	85/33		73.77	
n hf of sw	7	85/31		72.84		n hf of nw	3	85/33		71.29	
w hf of nw	19	85/31		67.33		ne qr	13	85/33		160.00	
se of nw	19	85/31		40.00		se of ne	21	85/33		40.00	
n hf of sw	19	85/31		74.28		se of ne	21	85/33		40.00	
sw of ne	23	85/31		40.00		nw of ne	21	85/33		40.00	
ne of se	23	85/31		40.00		sw of ne	21	85/33		40.00	
nw of nw	25	85/31		40.00		ne of nw	21	85/33		40.00	
ne of sw and sw of sw	25	85/31		80.00		ne of se	21	85/33		40.00	
w hf of nw	27	85/31		80.00		w hf of nw	29	85/33		80.00	
ne of se	27	85/31		40.00							
ne of ne	29	85/31		40.00		Total	12,824.01				
e hf of se	29	85/31		80.00		w hf sec, w hf of ne	7	88/25		467.98	6 mile limits.
nw of se	29	85/31		40.00		all	19	83/25		653.08	
ne	35	85/31		160.00		w hf of nw	29	83/25		80.00	This list nullified
w hf of se	35	85/31		40.00		sw of sw	31	84/25		42.48	by Walcott dec'd-
se of ne	35	85/31		40.00		n hf sec	3	82/26		328.00	lot.
s hf of sw	35	85/31		80.00		lots 4, 5, 6, 7, 8, nw of	5	82/26		288.90	
nw of ne	5	85/32		39.41		ne and n hf of nw	5	82/26		288.90	
se qr	5	85/32		160.00							

IOWA CENTRAL AIR LINE RAILROAD LANDS—CONTINUED.

Parts of sections.	Acres.	Remarks.	Parts of Sections.	Acres.	Remarks.	Town.	Range	Section.	Acres.	Remarks.
sw of ne	31	8317	40.00	n hf of nw	1	8521	73.38			
se of nw	1	8218	40.00	ne of ne	5	8521	83.95			
sw of se	1	8218	40.00	w hf of nw	5	8521	67.48			
nw of sw	1	8218	40.00	sw of sw	23	8521	51.44			
sw of sw	5	8218	80.00	sw of ne	25	8223	40.00			
s hf of sw	33	8318	80.00	ne of ne	5	8523	35.56			
n hf of nw	1	8518	79.57	ne of se	11	8523	40.00			
ne of sw	1	8518	80.26	ne of sw	17	8523	40.00			
n hf of nw	3	8518	80.26	ne of ne	21	8523	40.00			
sw of ne	5	8518	40.00	nw of sw	23	8523	40.00			
sw of se	5	8219	40.00	se of nw	3	8224	40.00			
se of ne	17	8219	40.00	se of nw	29	8224	40.00			
w hf of sw	19	8319	71.76	nw of se	29	8224	40.00			
se of ne	1	8221	40.00	ne of sw	35	8224	40.00			
ne of se	1	8221	40.00	ne of ne	5	8524	71.08			
sw of sw	1	8221	40.00	n hf of nw	5	8524	40.00			
nw of se	3	8221	40.00	ne of se	9	8524	40.00			
ne	9	8221	160.00	ne of se	9	8524	40.00			
ne of nw	9	8221	40.00	se of sw	15	8524	40.00			
sw of nw	9	8221	40.00	sw of sw	19	8524	40.00			
nw of sw	21	8221	40.00	nw of se	21	8524	40.00			
ne of sw	25	8321	40.00	se of sw	27	8524	40.00			
ne of sw	35	8321	40.00	ne of sw	9	8225	80.00			
sw of sw	35	8321	40.00	n hf of sw	11	8225	80.00			
n hf of ne	1	8521	74.44							
ne of ne	21	8225	40.00	is hf of ne	21	8528	80.00			
ne of nw	23	8225	40.00	w hf of se	21	8528	80.00			
ne of ne	3	8525	35.00	sw of ne	23	8528	40.00			
ne of ne	7	8525	49.00	n hf of nw	23	8528	80.00			
sw of nw	7	8525	45.12	nw of se	23	8528	40.00			
se of se	21	8525	40.00	e hf of sw	23	8528	80.00			
sw of sw	21	8525	40.00	ne of nw	27	8528	40.00			
n hf of ne & se of ne	1	8526	114.05	w hf of se	27	8528	80.00			
nw of nw	1	8526	37.00	n hf of sw	27	8528	80.00			
ne of nw	3	8526	37.31	nw of sw	29	8528	80.00			
sw of nw	3	8127	40.00	sw of nw	3	8129	40.00			
ne of ne	23	8127	40.00	sw of nw	1	8529	42.79			
se of sw	23	8127	40.00	se of sw	1	8529	40.00			
sw of ne	19	8227	40.00	n hf of ne	3	8529	85.92			
ne of se	27	8227	40.00	n hf of nw	3	8529	80.00			
sw of se	7	8128	40.00	ne of ne	5	8529	41.68			
nw of nw	5	8528	40.00	nw of nw	5	8529	41.40			
w hf of sw	5	8528	80.00	nw of sw	7	8529	37.07			
ne of ne	7	8528	40.00	se of nw	13	8529	40.00			
nw of sw	7	8528	40.97	sw of sw	13	8529	40.00			
w hf of nw	9	8528	80.00	ne of ne	15	8529	40.00			
se of sw	9	8528	40.00	w hf of nw	19	8529	80.00			
sw of nw	15	8528	40.00	w hf of sw	19	8529	80.00			
nw of se	17	8528	40.00	n hf and se qr	21	8529	480.00			
se of se	17	8528	40.00	n hf of sw	21	8529	80.00			
s hf of sw	17	8528	80.00	e hf	23	8529	320.00			
s hf of nw	19	8328	82.37	w hf of nw	23	8529	80.00			
w hf of sw	19	8528	85.49	se of nw	23	8529	40.00			
ne of ne	21	8528	40.00	ne of sw	23	8529	40.00			

IOWA CENTRAL AIR LINE RAILROAD LANDS—CONTINUED.

Parts of Sections.	Sec.	Town.	Range.	Acres.	Remarks.	Parts of Sections.	Sec.	Town.	Range.	Acres.	Remarks.
all.....	25	85 29	640.00			e hf of se.....	7	85 30	80.00		
n hf.....	27	85 29	320.00			sw qr of se.....	7	85 30	40.00		
ne.....	29	85 29	160.00			all.....	9	85 30	640.00		
n hf of ne.....	5	81 30	70.81			all.....	11	85 30	640.00		
n hf of nw.....	5	81 30	70.45			all.....	13	85 30	640.00		
se of se.....	5	82 30	40.00			n hf.....	15	85 30	820.00		
nw of nw.....	19	82 30	41.97			sw.....	15	85 30	160.00		
sw of ne.....	25	82 30	40.00			e hf of ne.....	17	85 30	80.00		
se of ne.....	27	82 30	40.00			sw of ne.....	17	85 30	40.00		
s hf of sw.....	27	83 30	80.00			sw of nw.....	17	85 30	40.00		
sw of sw.....	27	83 30	40.00			ne of nw.....	17	85 30	80.00		
s hf of se.....	29	83 30	80.00			e hf of se.....	17	85 30	40.00		
sw of sw.....	31	83 30	43.50			nw of se.....	17	85 30	40.00		
se.....	1	85 30	160.00			sw.....	17	85 30	160.00		
nw.....	1	85 30	166.24			ne.....	21	85 30	160.00		
w hf of sw.....	1	85 30	80.00			ne of nw.....	21	85 30	40.00		
ne of sw.....	1	85 30	40.00			sw of sw.....	5	82 31	40.00		
all.....	3	85 30	644.62			sw of nw.....	7	82 31	44.37		
ne of nw.....	5	85 30	39.78			sw of sw.....	7	82 31	44.14		
e hf.....	5	85 30	320.08			sw of se.....	13	82 31	40.00		
n hf of sw.....	5	85 30	80.00			s hf.....	21	82 31	320.00		
ne.....	7	85 30	160.00			nw of ne.....	25	82 31	40.00		
sw.....	7	85 30	152.26			w hf of sw.....	25	82 31	80.00		
n hf of nw.....	7	85 30	75.79			ne of sw.....	25	82 31	40.00		

w hf of ne.....	27	82 31	80.00			e hf of sw.....	13	85 31	80.00		
se of ne.....	27	82 31	40.00			n hf.....	1	82 32	350.42		
ne of se.....	27	82 31	40.00			se qr.....	1	82 32	160.00		
s hf of se.....	27	82 31	80.00			n hf.....	3	82 32	344.90		
nw of nw.....	33	82 31	40.00			e hf of sw.....	3	82 32	80.00		
ne of sw.....	35	82 31	40.00			nw of sw.....	3	82 32	40.00		
sw of sw.....	17	83 31	40.00			n hf of ne.....	5	82 32	94.38		
w hf of sw.....	19	83 31	81.98			n hf of nw.....	5	82 32	93.96		
nw of nw.....	31	83 31	41.74			s hf.....	5	82 32	320.00		
w hf of sw.....	31	83 31	86.13			sw qr.....	7	82 32	165.28		
all.....	1	85 31	637.68			nw of se.....	9	82 32	40.00		
n hf and se.....	3	85 31	479.04			nw qr.....	11	82 32	160.00		
e hf of sw.....	3	85 31	80.00			ne of se.....	11	82 32	40.00		
nw of sw.....	3	85 31	40.00			sw of sw.....	11	82 32	40.00		
w hf and se.....	5	85 31	478.76			e hf of sw.....	11	82 32	80.00		
w hf of ne.....	5	85 31	78.49			n hf of ne.....	17	82 32	80.00		
se of ne.....	5	85 31	40.00			w hf of ne.....	19	82 32	167.24		
nw.....	7	85 31	155.11		{ True contents	sw qr.....	19	82 32	167.24		
nw of ne.....	7	85 31	40.00		145.11.	ne qr.....	21	82 32	160.00		
ne.....	9	85 31	160.00			sw qr.....	21	82 32	160.00		
sw.....	9	85 31	160.00			e hf of ne.....	25	82 32	80.00		
e hf of nw.....	9	85 31	80.00			e hf of se.....	25	82 32	80.00		
sw of nw.....	9	85 31	40.00			e hf of ne.....	27	82 32	80.00		
e hf of se.....	9	85 31	80.00			n hf.....	19	85 32	323.59		
nw of se.....	9	85 31	40.00			nw of se.....	19	85 32	40.00		
w hf of ne.....	13	85 31	80.00			sw qr.....	19	83 32	164.05		
ne of ne.....	13	85 31	40.00			nw.....	27	83 32	160.00		
ne of nw.....	13	85 31	40.00			w hf and ne.....	31	83 32	494.50		
ne of se.....	13	85 31	40.00			sw of se.....	31	83 32	40.00		

IOWA CENTRAL AIR LINE RAILROAD LANDS—CONTINUED.

Parts of Sections.	Sec.	Town.	Range.	Acres.	Remarks.	Parts of Sections.	Sec.	Town.	Range.	Acres.	Remarks.
ne of se	31	83 32	40.00			ne of ne & w hf of se.	11	86 26	120.00	This list nullified by Wolcott decision.	
e hf	33	32	320.00			all	15	86 26	640.00		
se of sw	33	32	40.00			all	17	86 26	640.00		
se of ne	35	32	40.00			all	19	86 26	607.76		
n hf of ne	1	82 33	99.00			all	21	86 26	640.00		
n hf of nw	1	82 33	100.20			all	29	86 26	640.00		
w hf of nw	1	83 33	53.05			all	31	86 26	607.84		
nw	3	83 33	114.47		Approved by Sec. of Interior (Oct. 24th, 1859)	all	33	86 26	640.00		
w hf of ne	3	83 33	56.25			all	13	86 27	640.00		
nw of ne	15	83 33	40.00			all	19	86 27	632.40	n hf pre-empted.	
w hf of nw	19	84 33	70.37			all	21	86 27	598.88		
e hf of nw	31	84 33	80.00			all	23	86 27	640.00	empted.	
Total			22,887.74			all	25	86 27	640.00	lots 6 and 7 pre-empted.	
nw	31	86 32	148.00	6 mile limits.		all	27	86 27	591.16	nw of sw and ne q pre-empted.	
w hf of sw	31	86 32	68.00			all	29	86 27	640.00		
se	21	86 33	160.00			all	31	86 27	634.72		
se of sw	21	86 33	40.00		Approved by Sec. of Interior (Dec. 27th, 1858)	all	33	86 27	640.00		
e hf of se	29	86 33	80.00			e hf of ne & e hf of se.	15	86 28	160.00		
e hf of nw	33	86 33	80.00			all	23	86 28	640.00		
Total			576			all	25	86 28	640.00	Approved by Sec. of Interior (April 7th, 1863)	
w hf of se & w hf of ne	11	86 26	400.00	15 mile limits		Total	35	86 28	640.00	13,470.96	

nw of nw	5	86 19	39 96	15 miles limits		all	29	86 22	640.00	
ne	19	86 20	160.00			all	31	86 22	627.16	
s hf of nw	31	87 20	55 89			all	33	86 22	640.00	
sw hf of nw	33	87 20	80.00			all	35	86 22	640.00	
ne qr	3	8 21	158.88			nw of se	15	86 23	40.00	
n hf of sw	3	86 21	80.00			ne of se	19	86 23	40.00	
sw	5	86 21	160.00			w hf of se	33	86 23	80.00	
w hf of nw	7	86 21	46 34			nw	15	86 24	116.48	
se of sw	7	86 21	40.00			ne of nw	17	86 24	40.00	
w hf of sw	7	86 21	45 84			s hf of nw	17	86 24	80.00	
w hf of nw	15	86 21	80.00			sw	17	86 24	160.00	
e hf of sw	17	86 21	80.00			sw qr and ne of nw	19	86 24	205 50	
sw of sw	17	86 21	40.00			s hf of nw	19	86 24	82 48	
w hf of nw	19	86 21	46 68			sw of se	19	86 24	40.00	
w hf of sw	19	86 21	46 72			w hf of ne	29	86 24	80.00	
sw of ne	27	86 21	40.00			w hf of se	29	86 24	80.00	
w hf of nw	31	86 21	46 32			w hf of ne	31	86 24	80.00	
all	31	86 31	40.00			w hf of ne	31	86 24	495 12	
w hf of nw	31	86 31	46 32			w hf and se	31	86 24	80.00	
all	7	86 32	624 58			n hf of se	13	86 25	80.00	
all	9	86 32	640.00			n hf of sw	13	86 25	80.00	
all	11	86 32	640.00			se of ne	13	86 25	40.00	
all	13	86 32	640.00			s hf of ne	13	86 25	80.00	
all	15	86 32	640.00			s hf of nw	13	86 25	80.00	
all	17	86 32	640.00			e hf of ne	25	86 25	80.00	
all	19	86 32	624 98			sw of ne	25	86 25	40.00	
all	21	86 32	640.00			nw of se	25	86 25	40.00	
w hf	23	86 32	320.00			s hf of se	25	86 25	80.00	
all	27	86 32	640.00			nw of sw	27	86 25	40.00	

IOWA CENTRAL AIR LINE RAILROAD LANDS—CONTINUED.

Parts of Sections.	Sec.	Town.	Range.	Acres.	Remarks.	Parts of Sections.	Sec.	Town.	Range.	Acres.	Remarks.
ne of nw.....	29	8625	40.00			nw of se.....	31	8625	40.00		
ne of ne.....	13	8626	40.00			s hf of se.....	31	8625	80.00		
sw of ne.....	13	8626	40.00			sw qr.....	31	8625	163.96		
s hf and w hf of nw...	13	8626	400.00			w hf of nw.....	33	8625	80.00		
n hf of ne.....	23	8626	80.00			s hf of ne.....	7	8629	80.00		
s hf of ne.....	23	8626	80.00			s hf of nw.....	7	8629	75.92		
n hf of nw.....	23	8626	80.00			se.....	7	8629	160.00		
ne of se.....	23	8626	40.00			e hf of sw.....	7	8629	80.00		
se of se.....	25	8626	40.00			nw of sw.....	7	8629	36.13		
w hf of sw.....	25	8626	80.00			sw qr.....	9	8629	160.00		
se of sw.....	25	8626	40.00			s hf of nw.....	9	8629	80.00		
ne.....	25	8626	160.00			se of se.....	9	8629	80.00		
s hf of se.....	27	8626	80.00			s hf of sw.....	13	8629	40.00		
all.....	35	8626	640.00			ne of sw.....	13	8629	40.00		
w hf of ne.....	19	8628	40.00			n hf.....	15	8629	390.00		
s hf of ne.....	19	8628	80.00			ne of se.....	15	8629	40.00		
w hf of se.....	19	8628	80.00			s hf of se.....	15	8629	80.00		
sw of sw.....	19	8628	41.26			ne of sw.....	15	8629	40.00		
w hf of nw.....	29	8628	80.00			w hf of sw.....	15	8629	80.00		
e hf of se.....	29	8628	80.00			all.....	17	8629	640.00		
ne of sw.....	29	8628	40.00			s hf of ne.....	19	8629	80.00		
w hf of sw.....	29	8628	80.00			se of nw.....	19	8629	40.00		
w hf of ne.....	31	8628	80.00			w hf of nw.....	19	8629	72.84		
ne of nw.....	31	8628	40.00			s hf.....	19	8629	312.98		
s hf of nw.....	31	8628	81.77			all.....	21	8629	640.00		

e hf of se.....	23	8629	80.00			n hf.....	9	8630	320.00		
sw of se.....	23	8629	40.00			ne of se.....	9	8630	40.00		
nw of nw.....	25	8629	40.00			w hf of se.....	9	8630	80.00		
s hf of nw.....	25	8629	80.00			sw qr.....	9	8630	160.00		
ne qr and s hf.....	25	8629	480.00			s hf.....	11	8630	80.00		
nw of ne.....	27	8629	40.00			s hf of e.....	11	8630	80.00		
e hf of ne.....	27	8629	80.00			s hf of nw.....	11	8630	80.00		
nw and s hf.....	27	8629	480.00			all.....	13	8630	640.00		
e hf.....	29	8629	320.00			all.....	15	8630	640.00		
ne of nw.....	29	8629	40.00			ne of nw.....	17	8630	40.00		
w hf of nw.....	29	8629	80.00			w hf of nw.....	17	8630	80.00		
ne of sw.....	29	8629	40.00			nw of sw.....	17	8630	40.00		
w hf of sw.....	29	8629	80.00			s hf of sw.....	17	8630	80.00		
n hf.....	31	8629	315.79			e hf.....	17	8630	320.00		
e hf of se.....	31	8629	80.00			ne qr and e hf of nw...	19	8630	240.00		
e hf of sw.....	31	8629	80.00			e hf of se.....	19	8630	80.00		
nw of sw.....	31	8629	38.84			all.....	21	8630	640.00		
all.....	33	8629	640.00			all.....	23	8630	640.00		
ne of nw.....	35	8629	320.00			se of nw.....	25	8630	40.00		
e hf of nw.....	35	8629	40.00			n hf of nw.....	25	8630	80.00		
e hf of sw.....	35	8629	80.00			ne and s hf.....	25	8630	480.00		
s hf of se.....	35	8629	80.00			n hf.....	27	8630	320.00		
sw.....	3	8630	160.00			sw qr.....	27	8630	160.00		
s hf.....	3	8630	80.00			ne of se.....	27	8630	40.00		
w hf.....	5	8630	320.00			w hf of se.....	27	8630	80.00		
e hf.....	7	8630	320.00			ne of ne.....	29	8630	40.00		
e hf of sw.....	7	8630	80.00			w hf of ne.....	29	8630	80.00		
n hf of nw.....	7	8630	77.79			nw qr and s hf.....	29	8630	480.00		

IOWA CENTRAL AIR LINE RAILROAD LANDS—CONTINUED.

Parts of Section.	Sec.	Town.	Range.	Acres.	REMARKS.	Parts of Section.	Sec.	Town.	Range.	Acres.	REMARKS.
e hf.....	31	8630	320.00	320.00	.....	all.....	27	8631	640.00	640.00	.....
ne of nw.....	31	8630	40.00	40.00	.....	all.....	29	8631	640.00	640.00	.....
w hf of nw.....	31	8630	69.62	69.62	.....	all.....	31	8631	608.70	608.70	.....
nw of sw.....	31	8630	34.95	34.95	.....	all.....	33	8631	640.00	640.00	.....
se of sw.....	31	8630	40.00	40.00	.....	all.....	35	8631	640.00	640.00	.....
all.....	33	8630	640.00	640.00	.....	s hf.....	27	8731	320.00	320.00	.....
e hf.....	35	8630	320.00	320.00	.....	all.....	29	8731	640.00	640.00	.....
nw qr.....	35	8630	160.00	160.00	.....	all.....	31	8731	612.94	612.94	.....
ne of sw.....	35	8630	40.00	40.00	.....	all.....	33	8731	640.00	640.00	.....
nw of sw.....	35	8630	40.00	40.00	.....	s hf.....	35	8731	320.00	320.00	.....
sw of sw.....	35	8630	40.00	40.00	.....	all.....	1	8632	647.98	647.98	.....
all.....	3	8631	648.06	648.06	.....	nw of nw.....	5	8632	37.64	37.64	.....
all.....	5	8631	633.66	633.66	.....	e hf and nw qr.....	7	8632	450.76	450.76	.....
n hf.....	7	8631	304.80	304.80	.....	ne of se.....	11	8632	40.00	40.00	.....
all.....	9	8631	640.00	640.00	.....	ne of sw.....	13	8632	40.00	40.00	.....
all.....	11	8631	640.00	640.00	.....	n hf.....	15	8632	320.00	320.00	.....
all.....	13	8631	640.00	640.00	.....	ne of nw.....	17	8632	40.00	40.00	.....
all.....	15	8631	640.00	640.00	.....	n hf of ne.....	17	8632	80.00	80.00	.....
all.....	17	8631	640.00	640.00	.....	w hf of nw.....	19	8632	66.37	66.37	.....
all.....	19	8631	610.40	610.40	.....	w hf of sw.....	19	8632	68.79	68.79	.....
all.....	21	8631	640.00	640.00	.....	s hf.....	17	8732	298.70	298.70	.....
all.....	23	8631	640.00	640.00	.....	all.....	7	8732	640.00	640.00	.....
all.....	25	8631	640.00	640.00	.....	all.....	19	8732	605.92	605.92	.....
all.....	21	8732	640.00	640.00	.....	all.....	1	8434	709.01	709.01	In six mile
all.....	23	8732	640.00	640.00	.....	all.....	3	8434	709.72	709.72	.....
all.....	25	8732	640.00	640.00	.....	all.....	5	8434	710.08	710.08	.....
all.....	27	8732	640.00	640.00	.....	n hf.....	9	8434	320.00	320.00	.....
all.....	29	8732	640.00	640.00	.....	n hf.....	11	8434	640.00	640.00	.....
all.....	31	8732	606.20	606.20	.....	n hf.....	13	8434	320.00	320.00	.....
all.....	33	8732	640.00	640.00	.....	all.....	1	8534	628.64	628.64	.....
all.....	35	8732	640.00	640.00	.....	all.....	3	8534	625.50	625.50	.....
n hf of nw.....	1	8633	74.25	74.25	.....	all.....	5	8534	626.56	626.56	.....
se of ne.....	1	8633	40.00	40.00	.....	all.....	7	8534	538.28	538.28	.....
n hf of ne.....	1	8633	74.43	74.43	.....	all.....	9	8534	640.00	640.00	.....
e hf of se.....	1	8633	80.00	80.00	.....	all.....	11	8534	640.00	640.00	.....
s hf of ne.....	13	8633	640.00	640.00	.....	all.....	13	8534	640.00	640.00	.....
s hf of ne.....	23	8633	80.00	80.00	.....	all.....	15	8534	640.00	640.00	.....
s hf.....	3	8733	320.00	320.00	.....	all.....	17	8534	640.00	640.00	.....
all.....	5	8733	699.58	699.58	.....	all.....	19	8534	548.04	548.04	.....
all.....	7	8733	609.04	609.04	.....	all.....	21	8534	640.00	640.00	.....
all.....	9	8733	640.00	640.00	.....	all.....	23	8534	640.00	640.00	.....
all.....	11	8733	640.00	640.00	.....	all.....	25	8534	640.00	640.00	.....
n hf and sw qr.....	13	8733	480.00	480.00	.....	all.....	27	8534	640.00	640.00	.....
all.....	15	8733	640.00	640.00	.....	all.....	29	8534	640.00	640.00	.....
all.....	17	8733	640.00	640.00	.....	all.....	31	8534	562.26	562.26	.....
w hf of nw.....	19	8733	61.70	61.70	.....	all.....	33	8534	640.00	640.00	.....
w hf of sw.....	19	8733	59.98	59.98	.....	all.....	35	8534	640.00	640.00	.....
nw of ne.....	21	8733	40.00	40.00	.....	all.....	1	8535	632.36	632.36	.....
ne of ne.....	23	8733	40.00	40.00	.....	all.....	3	8535	625.44	625.44	.....
n hf of ne.....	25	8733	80.00	80.00	.....	all.....	5	8535	620.24	620.24	.....
se of ne.....	33	8733	40.00	40.00	.....	all.....	7	8535	613.14	613.14	.....
Total.....	.....	.....	.....	58,972.60	.....	all.....	9	8535	640.00	640.00	.....

(Approved by Secretary of the Interior, December 27, 1958)

IOWA CENTRAL AIR LINE RAILROAD LANDS—Continued.

Parts of Sections.	Sec.	Town.	Range.	Acres.	Remarks.	Parts of Sections.	Sec.	Town.	Range.	Acres.	Remarks.
all	11	8535	640.00	23	8536	all	23	8536	640.00	.....	.....
all	13	8535	640.00	25	8536	all	25	8536	640.00	.....	.....
all	15	8535	640.00	27	8536	all	27	8536	640.00	.....	.....
all	17	8535	640.00	29	8536	all	29	8536	640.00	.....	.....
all	19	8535	642.78	33	8536	n hf	33	8536	320.00	.....	.....
all	21	8535	640.00	35	8536	all	35	8536	640.00	.....	.....
all	23	8535	640.00	37	8537	all	37	8537	636.24	.....	.....
all	25	8535	640.00	39	8537	all	39	8537	639.02	.....	.....
all	27	8535	640.00	41	8537	all	41	8537	649.34	.....	.....
all	29	8535	640.00	43	8537	all	43	8537	637.36	.....	.....
all	31	8535	640.06	45	8537	all	45	8537	640.00	.....	.....
all	33	8535	640.00	47	8537	all	47	8537	640.00	.....	.....
all	35	8535	640.00	49	8537	all	49	8537	640.00	.....	.....
all	1	8536	614.10	15	8537	all	15	8537	640.00	.....	.....
all	3	8536	611.96	17	8537	n hf and se qr	17	8537	480.00	.....	.....
all	5	8536	620.00	19	8537	ne qr	19	8537	160.00	.....	.....
all	7	8536	603.30	21	8537	all	21	8537	640.00	.....	.....
all	9	8536	640.00	23	8537	all	23	8537	640.00	.....	.....
all	11	8536	640.00	25	8537	n hf	25	8537	320.00	.....	.....
all	13	8536	640.00	27	8538	all	27	8538	649.42	.....	.....
all	15	8536	640.00	29	8541	all	29	8541	634.88	.....	.....
all	17	8536	640.00	31	8541	all	31	8541	636.88	.....	.....
all	19	8536	607.14	33	8541	all	33	8541	593.92	.....	.....
all	21	8536	640.00	35	8541	all	35	8541	640.00	.....	.....

all	19	8541	602.57	.....	.....	nw of ne	.....	8543	42.54	.....	.....
all	3	8442	649.98	.....	.....	e hf of ne	.....	8543	82.29	.....	.....
all	5	8442	655.32	.....	.....	w hf of nw	.....	8543	83.04	.....	.....
all	7	8442	635.72	.....	.....	w hf of sw	.....	8543	80.00	.....	.....
all	9	8442	640.00	.....	.....	nw of ne	.....	8543	45.35	.....	.....
all	17	8442	640.00	.....	.....	nw of sw	.....	8543	40.00	.....	.....
all	19	8442	642.40	.....	.....	sw of nw	.....	8543	40.00	.....	.....
all	1	8542	631.56	.....	.....	ne qr	.....	21	8343	160.00	.....
all	3	8542	631.51	.....	.....	ne qr and sw qr	.....	29	8343	320.00	.....
n hf and se qr	5	8542	471.80	.....	.....	n hf	.....	31	8343	321.52	.....
ne of sw	5	8542	40.00	.....	.....	ne qr and sw qr	.....	1	8443	823.96	.....
s hf of sw	5	8542	80.00	.....	.....	n hf of nw	.....	1	8443	82.65	.....
e hf of ne	7	8542	80.00	.....	.....	n hf of se	.....	1	8443	80.00	.....
sw of ne	7	8542	40.00	.....	.....	sw of se	.....	1	8443	40.00	.....
all	9	8542	640.00	.....	.....	e hf	.....	3	8443	824.94	.....
all	11	8542	640.00	.....	.....	e hf of sw	.....	3	8443	80.00	.....
all	13	8542	640.00	.....	.....	sw of sw	.....	3	8443	40.00	.....
all	15	8542	640.00	.....	.....	s hf of ne	.....	5	8443	80.00	.....
all	17	8542	640.00	.....	.....	nw	.....	5	8443	171.98	.....
all	19	8542	630.76	.....	.....	n hf of se	.....	5	8443	80.00	.....
all	21	8542	640.00	.....	.....	nw of sw	.....	5	8443	40.00	.....
all	23	8542	640.00	.....	.....	n hf of ne	.....	7	8443	80.00	.....
n hf and sw qr	25	8542	480.00	.....	.....	sw of ne	.....	7	8443	40.00	.....
all	27	8542	640.00	.....	.....	nw	.....	7	8443	157.37	.....
all	29	8542	640.00	.....	.....	w hf of sw	.....	7	8443	77.89	.....
all	31	8542	640.80	.....	.....	e hf	.....	9	8443	320.00	.....
all	33	8542	640.00	.....	.....	e hf of sw	.....	9	8443	80.00	.....
all	35	8542	640.00	.....	.....	sw of sw	.....	9	8443	40.00	.....

IOWA CENTRAL AIR LINE RAILROAD LANDS—CONTINUED.

Parts of sections.	Sec.	Town.	Range.	Acres.	Remarks.	Parts of Sections.	Sec.	Town.	Range.	Acres.	Remarks.
all.....	11	8443	640.00			n hf of ne.....	9	8543		80.00	
all.....	13	8443	640.00			sw of ne.....	9	8543		40.00	
nw of ne.....	15	8443	40.00			sw of se.....	9	8543		40.00	
s hf of ne.....	15	8443	80.00			w hf.....	9	8543		320.00	
w hf and se qr.....	15	8443	480.00			all.....	11	8543		640.00	
e hf of ne.....	17	8443	160.00			nw of nw.....	13	8543		40.00	
se qr.....	17	8443	80.00			e hf of ne.....	15	8543		80.00	
s hf of sw qr.....	17	8443	80.00			sw of ne.....	15	8543		40.00	
s hf of nw.....	19	8443	78.77			s hf of nw.....	15	8543		80.00	
s hf.....	21	8443	317.09			s hf.....	15	8543		320.00	
all.....	21	8443	640.00			all.....	17	8543		640.00	
all.....	23	8443	640.00			all.....	19	8543		634.90	
all.....	25	8443	640.00			n hf and sw.....	21	8543		480.00	
all.....	27	8443	640.00			se of se.....	21	8543		40.00	
all.....	29	8443	640.00			w hf of se.....	21	8543		80.00	
all.....	31	8443	633.92			nw of nw.....	23	8543		40.00	
e hf of ne.....	33	8443	80.00			all.....	25	8543		640.00	
w hf of nw.....	33	8443	80.00			e hf of nw.....	27	8543		80.00	
e hf of se.....	33	8443	80.00			e hf of sw.....	27	8543		40.00	
w hf of sw.....	33	8443	80.00			all.....	29	8543		640.00	
all.....	35	8443	640.00			all.....	31	8543		633.28	
all.....	3	8543	633.54			n hf.....	33	8543		320.00	
all.....	3	8543	629.60			n hf of sw.....	33	8543		80.00	
all.....	5	8543	627.32			se of sw.....	33	8543		80.00	
all.....	7	8543	636.60				33	8543		40.00	

e hf and sw qr.....	35	8543	480.00			w hf of nw.....	7	8444		83.27	
e hf of nw.....	35	8543	80.00			w hf sec, se qr and n		44			
ne.....	3	8244	161.69			hf of ne.....	9	8444		640.00	
e hf of nw.....	3	8244	80.60			all.....	11	8444		160.00	
nw of nw.....	1	8344	44.30			nw.....	13	8444		40.00	
e hf of sw & n hf of se.	1	8344	160.00			nw of sw.....	13	8444		40.00	
s hf of se.....	1	8344	80.00			all.....	15	8444		640.00	
se of ne.....	3	8344	40.00			e hf.....	17	8444		320.00	
w hf of ne.....	3	8344	80.37			e hf of sw.....	17	8444		80.00	
e hf of nw.....	3	8344	79.34			se of nw.....	17	8444		40.00	
w hf of nw.....	3	8344	78.31			w hf of sw.....	17	8444		80.00	
sw.....	3	8344	160.00			ne of nw.....	17	8444		40.00	
s hf of ne.....	9	8344	80.00			w hf of nw.....	17	8444		80.00	
s hf of nw.....	9	8344	80.00			all.....	21	8444		640.00	
se.....	9	8344	160.00			n hf and sw qr.....	23	8444		480.00	
w hf of ne and se of nw.	11	8344	80.00			nw of nw.....	27	8444		40.00	
w hf of sw.....	11	8344	80.00			e hf of nw.....	27	8444		80.00	
s hf.....	13	8344	320.00			e hf and sw.....	27	8444		480.00	
nw of ne.....	15	8344	40.00			ne.....	29	8444		160.00	
se of nw.....	15	8344	40.00			e hf of ne.....	33	8444		80.00	
all.....	23	8344	640.00			e hf of nw.....	33	8444		80.00	
all.....	25	8344	640.00			e hf of sw.....	33	8444		80.00	
e hf.....	27	8344	320.00			w hf of nw & nw of sw	35	8444		120.00	
se of nw.....	27	8344	40.00			se.....	35	8444		160.00	
se of sw.....	27	8344	40.00			ne of se.....	11	8544		40.00	
all.....	35	8344	640.00			s hf of se.....	11	8544		80.00	
all.....	1	8444	669.84			all.....	13	8544		640.00	
all.....	3	8444	664.00			se.....	15	8544		160.00	
e hf of se.....	5	8444	80.00			ne qr and s hf.....	23	8544		480.00	

IOWA CENTRAL AIR LINE RAILROAD LANDS—CONTINUED.

Parts of Sections.	Acres.	Remarks.	Parts of Sections.	Acres.	Remarks.
n hf of nw.....	85.44	80.00	s hf of sw.....	35	84.46
all.....	25	64.00	e hf of se.....	5	84.46
e hf and sw qr.....	27	480.00	s hf of sw.....	7	84.46
e hf of nw.....	27	80.00	n hf of nw.....	13	84.46
sw of nw.....	27	40.00	se of nw.....	13	84.46
s hf of se.....	33	80.00	ne of sw.....	13	84.46
w hf.....	33	320.00	se qr.....	17	84.46
all.....	35	640.00	e hf of sw.....	17	84.46
se of ne.....	3	40.00	w hf of sw.....	17	84.46
sw of nw.....	3	40.00	s hf of nw.....	19	84.46
ne.....	7	160.00	ne of nw.....	19	84.46
s hf of ne.....	15	80.00	se.....	19	84.46
sw of ne.....	23	40.00	ne of sw.....	19	84.46
w hf.....	23	320.00	lots 1 and 2.....	19	84.46
e hf of nw.....	29	80.00	all.....	21	84.46
n hf of se.....	29	80.00	all.....	21	84.46
se of se.....	29	40.00	ne.....	33	84.46
ne of sw.....	29	40.00	sw of sw.....	33	84.46
lot 1.....	31	24.20	lots 1, 2 and 3.....	33	84.46
w hf of ne.....	33	80.00	lots 3, 4, 6, 7, and 8.....	35	84.46
e hf of nw.....	33	80.00			
e hf of ne.....	33	80.00			
ne of se.....	33	80.00			
nw of nw.....	19	39.70			
nw of nw.....	35	40.00			
			Total.....	100,588.07	
			all.....	1	83.34
			all.....	3	83.34

Approved by
Sec of the In.
terior, Dec. 27
1888.

all.....	5	581.84	23	84.34	640.00
all.....	7	606.58	25	84.34	640.00
all.....	9	640.00	27	84.34	640.00
all.....	11	640.00	29	84.34	640.00
all.....	13	640.00	31	84.34	576.33
all.....	15	640.00	32	84.34	640.00
all.....	17	640.00	35	84.34	640.00
all.....	19	398.80	1	83.35	587.46
all.....	21	640.00	3	83.35	588.65
e hf of se.....	21	80.00	5	83.35	590.68
n hf of ne.....	23	80.00	7	83.35	636.48
se of ne.....	23	40.00	9	83.35	640.00
all.....	25	640.00	11	83.35	640.00
w hf of ne.....	27	80.00	13	83.35	640.00
w hf of se.....	27	80.00	15	83.35	640.00
w hf.....	27	320.00	17	83.35	640.00
all.....	29	320.00	23	83.35	640.00
e hf of ne.....	35	80.00	1	84.35	712.54
w hf of ne.....	35	80.00	3	84.35	723.34
nw of se.....	35	40.00	5	84.35	723.34
ne of se.....	35	40.00	7	84.35	645.54
ne of se.....	35	40.00	9	84.35	640.00
all.....	7	568.20	11	84.35	640.00
s hf.....	9	320.00	13	84.35	640.00
s hf.....	13	320.00	15	84.35	640.00
all.....	15	640.00	17	84.35	640.00
all.....	17	640.00	19	84.35	650.98
all.....	19	569.98	21	84.35	640.00
all.....	21	640.00	23	84.35	640.00

TOWA CENTRAL AIR LINE RAILROAD LANDS—CONTINUED.

Parts of Section.	Sec.	Town.	Range.	Acres.	Remarks.	Parts of Section.	Sec.	Town.	Range.	Acres.	Remarks.
all.....	25	84 35	640.00	640.00	.....	all.....	21	84 36	640.00	.....	.....
all.....	27	84 35	640.00	640.00	.....	all.....	23	84 36	640.00	.....	.....
all.....	29	84 35	640.00	640.00	.....	all.....	25	84 36	640.00	.....	.....
all.....	31	84 35	653.64	640.00	.....	all.....	27	84 36	640.00	.....	.....
all.....	33	84 35	640.00	640.00	.....	all.....	29	84 36	640.00	.....	.....
all.....	35	84 35	640.00	640.00	.....	all.....	31	84 36	631.72	.....	.....
all.....	1	84 36	589.06	640.00	.....	n hf.....	33	84 36	320.00	.....	.....
all.....	3	84 36	585.74	640.00	.....	w hf of se.....	33	84 36	80.00	.....	.....
all.....	5	84 36	588.02	640.00	.....	e hf of sw.....	33	84 36	80.00	.....	.....
all.....	7	84 36	638.88	640.00	.....	w hf of sw.....	33	84 36	80.00	.....	.....
all.....	9	84 36	640.00	640.00	.....	all.....	35	84 36	640.00	.....	.....
all.....	11	84 36	640.00	640.00	.....	all.....	31	85 36	616.90	.....	.....
all.....	13	84 36	640.00	640.00	.....	s hf.....	33	85 36	320.00	.....	.....
all.....	15	84 36	640.00	640.00	.....	all.....	1	84 37	581.32	.....	.....
all.....	1	84 36	721.10	640.00	.....	all.....	3	84 37	575.04	.....	.....
all.....	3	84 36	715.88	640.00	.....	all.....	5	84 37	571.28	.....	.....
all.....	5	84 36	710.42	640.00	.....	all.....	7	84 37	640.00	.....	.....
all.....	7	84 36	687.18	640.00	.....	all.....	9	84 37	705.80	.....	.....
all.....	9	84 36	640.00	640.00	.....	all.....	11	84 37	703.52	.....	.....
all.....	11	84 36	640.00	640.00	.....	all.....	13	84 37	700.34	.....	.....
all.....	13	84 36	640.00	640.00	.....	all.....	15	84 37	648.24	.....	.....
all.....	15	84 36	640.00	640.00	.....	all.....	17	84 37	640.00	.....	.....
all.....	17	84 36	640.00	640.00	.....	all.....	19	84 37	640.00	.....	.....
all.....	19	84 36	636.94	640.00	.....	all.....	11	84 37	640.00	.....	.....

all.....	13	84 37	640.00	640.00	.....	n hf of ne.....	11	84 38	80.00	.....	.....
e hf.....	15	84 37	320.00	640.00	.....	se of ne.....	11	84 38	40.00	.....	.....
s hf of sw & n hf of nw.....	15	84 37	160.00	640.00	.....	ne of se.....	11	84 38	40.00	.....	.....
all.....	17	84 37	640.00	640.00	.....	s hf of se.....	11	84 38	80.00	.....	.....
all.....	19	84 37	643.68	640.00	.....	s hf of sw.....	11	84 38	80.00	.....	.....
all.....	21	84 37	640.00	640.00	.....	all.....	13	84 38	640.00	.....	.....
all.....	23	84 37	640.00	640.00	.....	all.....	15	84 38	640.00	.....	.....
all.....	25	84 37	640.00	640.00	.....	sw of nw.....	21	84 38	40.00	.....	.....
all.....	27	84 37	640.00	640.00	.....	n hf of se.....	21	84 38	80.00	.....	.....
all.....	29	84 37	640.00	640.00	.....	ne qr.....	21	84 38	160.00	.....	.....
all.....	31	84 37	644.96	640.00	.....	n hf of nw.....	23	84 38	640.00	.....	.....
all.....	33	84 37	640.00	640.00	.....	s hf of nw.....	25	84 38	80.00	.....	.....
sw qr.....	35	84 37	640.00	640.00	.....	e hf and sw qr.....	25	84 38	480.00	.....	.....
all.....	17	85 37	100.00	640.00	.....	all.....	27	84 38	640.00	.....	.....
all.....	19	85 37	632.70	640.00	.....	all.....	35	84 38	640.00	.....	.....
w hf and se qr.....	21	85 37	480.00	640.00	.....	all.....	3	85 38	641.86	.....	.....
all.....	27	85 37	320.00	640.00	.....	all.....	5	85 38	635.48	.....	.....
all.....	29	85 37	640.00	640.00	.....	ne of nw.....	7	85 38	40.00	.....	.....
all.....	31	85 37	633.64	640.00	.....	w hf of nw.....	7	85 38	81.65	.....	.....
all.....	33	85 37	640.00	640.00	.....	w hf of sw.....	7	85 38	82.07	.....	.....
all.....	35	85 37	640.00	640.00	.....	all.....	9	85 38	640.00	.....	.....
all.....	1	84 38	695.26	640.00	.....	all.....	11	85 38	640.00	.....	.....
all.....	3	84 38	649.58	640.00	.....	s hf of se.....	13	85 38	80.00	.....	.....
nw of nw.....	5	84 38	55.47	640.00	.....	s hf of sw.....	13	85 38	80.00	.....	.....
se of ne.....	7	84 38	40.00	640.00	.....	all.....	15	85 38	640.00	.....	.....
se of nw.....	9	84 38	40.00	640.00	.....	e hf.....	17	85 38	320.00	.....	.....
se of sw.....	9	84 38	40.00	640.00	.....	n hf.....	19	85 38	41.45	.....	.....
ne of nw.....	11	84 38	40.00	640.00	.....	all.....	21	85 38	640.00	.....	.....

IOWA CENTRAL AIR LINE RAILROAD LANDS—CONTINUED.

Parts of Sections.	Sec.	Town.	Range.	Acres.	Remarks.	Parts of Sections.	Sec.	Town.	Range.	Acres.	Remarks.
all	23	8538	640.00			all	9	8539	640.00		
all	25	8538	640.00			all	11	8539	640.00		
se of se	29	8538	40.00			ne of ne	13	8539	40.00		
w hf of se	29	8538	80.00			w hf	13	8539	320.00		
n hf and sw qr	29	8538	480.00			n hf	15	8539	320.00		
n hf	31	8538	322.96			n hf of se	15	8539	80.00		
sw of se	31	8538	40.00			ne of se	15	8539	640.00		
se of sw	31	8538	40.00			all	17	8539	621.50		
n hf of se	31	8538	80.00			all	19	8539	80.00		
se of se	31	8538	40.00			w hf of ne	21	8539	80.00		
sw of sw	31	8538	41.83			w hf of se	21	8539	80.00		
n hf of sw	31	8538	81.69			w hf	21	8539	320.00		
all	35	8538	640.00			all	23	8539	640.00		
w hf of se	1	8439	80.00			n hf of ne	25	8539	80.00		
sw	1	8439	160.00			se of ne	25	8539	40.00		
n hf	1	8439	380.64			n hf of nw	25	8539	80.00		
s hf of nw	3	8439	80.00			sw of nw	25	8539	40.00		
sw qr	3	8439	160.00			ne of se	25	8539	40.00		
all	5	8439	697.20			s hf of se	25	8539	80.00		
all	9	8439	640.00			nw of sw	25	8539	40.00		
e hf	11	8439	320.00			s hf of sw	25	8539	80.00		
all	1	8539	631.10			s hf of ne	27	8539	80.00		
all	3	8539	629.26			ne of se	27	8539	40.00		
all	5	8539	634.68			all	29	8539	640.00		
all	7	8539	620.54			all	31	8539	627.66		

nw of ne	33	8539	40.00			all	35	8540	640.00		
s hf of ne	33	8539	80.00			all	3	8341	643.14		
w hf and se qr	33	8539	480.00			all	5	8341	643.00		
all	35	8539	640.00			all	7	8341	606.96		
all	1	8440	630.14			all	9	8341	640.00		
all	3	8440	619.45			all	15	8341	640.00		
all	5	8440	626.66			all	17	8341	640.00		
all	7	8440	606.52			all	19	8341	609.80		
all	9	8440	640.00			all	29	8341	640.00		
all	17	8440	640.00			all	1	8441	651.26		
all	19	8440	610.64			all	3	8441	648.42		
all	21	8440	640.00			all	5	8441	645.02		
all	1	8540	631.02			all	7	8441	621.48		
all	3	8540	627.54			all	9	8441	640.00		
all	5	8540	624.22			all	11	8441	640.00		
all	7	8540	604.84			all	13	8441	640.00		
all	9	8540	640.00			all	15	8441	640.00		
all	11	8540	640.00			all	17	8441	640.00		
all	13	8540	640.00			all	19	8441	613.92		
all	15	8540	640.00			all	21	8441	640.00		
all	17	8540	640.00			all	23	8441	640.00		
all	19	8540	606.56			all	25	8441	640.00		
all	21	8540	640.00			all	27	8441	640.00		
all	23	8540	640.00			all	29	8441	640.00		
all	25	8540	640.00			all	31	8441	609.96		
all	27	8540	640.00			all	33	8441	640.00		
all	29	8540	640.00			all	35	8441	640.00		
all	31	8540	616.68			all	1	8541	638.92		
all	33	8540	640.00			all	3	8541	640.00		
all	5	8540	640.00			all	7	8541	640.00		
all	9	8540	640.00			all	11	8541	640.00		

IOWA CENTRAL AIR LINE RAILROAD LANDS—CONTINUED.

Parts of Sections.	Range	Town	Sec.	Acres.	Remarks.	Parts of Sections.	Range	Town	Sec.	Acres.	Remarks.
all	13	85 41	640.00			all	5	83 42	657.78		
all	15	85 41	640.00			all	7	83 42	648.48		
all	21	85 41	640.00			all	9	83 42	640.00		
all	23	85 41	640.00			all	11	83 42	640.00		
all	25	85 41	640.00			all	13	83 42	640.00		
all	27	85 41	640.00			all	15	83 42	640.00		
all	29	85 41	640.00			all	17	83 42	640.00		
all	31	85 41	613.88			all	19	83 42	655.44		
all	33	85 41	640.00			all	21	83 42	640.00		
all	35	85 41	640.00			all	23	83 42	640.00		
all	1	82 42	651.44			all	25	83 42	640.00		
all	3	82 42	657.70			all	27	83 42	640.00		
all	5	82 42	660.24			all	29	83 42	640.00		
all	7	82 42	653.34			all	31	83 42	648.88		
e hf of ne	9	82 42	80.00			all	33	83 42	640.00		
s hf	9	82 42	320.00			all	35	83 42	640.00		
all	11	2 42	640.00			all	1	84 42	642.52		
all	13	82 42	640.00			all	11	84 42	640.00		
all	15	82 42	640.00			all	13	84 42	640.00		
all	17	82 42	640.00			all	15	84 42	640.00		
all	19	82 42	655.36			all	17	84 42	640.00		
all	21	82 42	640.00			all	19	84 42	640.00		
all	23	82 42	640.00			all	21	84 42	640.00		
all	25	82 42	640.00			all	23	84 42	640.00		
all	27	82 42	636.12			all	25	84 42	640.00		
all	29	82 42	648.96			all	27	84 42	640.00		
all	31	82 42	648.96			all	29	84 42	640.00		
all	33	82 42	648.52			all	31	84 42	640.00		

REGISTER OF THE STATE LAND OFFICE.

all	31	84 42	646.52			nw of nw	33	82 43	40.00		
all	33	84 42	640.00			n hf of se	33	82 43	80.00		
all	35	84 42	640.00			n hf of ne	1	83 43	80.32		
se qr	25	85 42	160.00			nw of ne	11	83 43	40.00		
sw of ne	1	81 43	40.00			sw of ne	13	83 43	40.00		
sw of nw	1	81 43	40.00			w hf of se	15	83 43	80.00		
e hf of ne	5	81 43	81.47			n hf of sw	23	83 43	80.00		
sw of nw	11	81 43	40.00			e hf of nw	27	83 43	80.00		
ne of nw	17	81 43	40.00			se	29	83 43	160.00		
s hf of nw	17	81 43	80.00			ne of se	31	83 43	40.00		
nw of se	1	82 43	40.00			se of se	31	83 43	40.00		
n hf of ne	3	82 43	85.65			nw of se	31	83 43	40.00		
se of ne	3	82 43	85.65			sw of se	31	83 43	40.00		
n hf of nw	3	82 43	85.05			sw of se	31	83 43	40.00		
e hf of se	3	82 43	80.00			ne of sw	31	83 43	40.00		
se of se	7	82 43	40.00			nw of sw	31	83 43	40.70		
nw of se	9	82 43	40.00			se of sw	31	83 43	40.00		
nw of sw	9	82 43	40.00			sw of sw	31	83 43	40.00		
nw of se	11	82 43	40.00			se of se	35	83 43	40.66		
sw of ne	13	82 43	40.00			ne of se	33	83 43	40.00		
w hf of sw	13	82 43	80.00			w hf of se	33	83 43	80.00		
n hf of ne	15	82 43	80.00			w hf	33	83 43	320.00		
n hf of se	15	82 43	80.00			ne	33	83 43	160.00		
w hf of sw	15	82 43	80.00			w hf of ne	35	83 43	80.00		
ne of ne	17	82 43	40.00			w hf and se qr	35	83 43	480.00		
sw of ne	17	82 43	40.00			s hf of se	1	81 44	75.22		
nw of se	17	82 43	40.00			n hf of nw	3	81 44	80.00		
nw of se	17	82 43	40.00			e hf and sw	3	81 44	477.84		
nw of se	21	82 43	40.00			e hf of ne	5	81 44	79.78		

IOWA CENTRAL AIR LINE RAILROAD LANDS—CONTINUED.

Parts of Sections.	acres	Remarks.	Parts of Sections.	acres	Remarks.
se qr.....	5 81.44	160.00	se of se.....	13 82.44	40.00
ne of sw.....	5 81.44	40.00	ne of sw.....	13 82.44	40.00
all.....	9 81.44	640.00	w hf of sw.....	13 82.44	80.00
sw of sw.....	11 81.44	40.00	e hf.....	15 82.44	320.00
nw of sw.....	11 81.44	40.00	se of nw.....	15 82.44	40.00
nw qr.....	11 81.44	160.00	e hf of sw.....	15 82.44	80.00
nw of nw.....	13 81.44	40.00	sw of sw.....	15 82.44	40.00
ne of nw.....	13 81.44	40.00	e hf of ne.....	21 82.44	80.00
s hf of nw.....	13 81.44	80.00	nw of ne.....	21 82.44	40.00
e hf and sw qr.....	13 81.44	480.00	se qr.....	21 82.44	160.00
ne qr.....	15 81.44	160.00	all.....	23 82.44	640.00
n hf of nw.....	15 81.44	80.00	w hf of ne.....	25 82.44	80.00
ne qr.....	17 81.44	160.00	se of ne.....	25 82.44	40.00
n hf of nw.....	17 81.44	80.00	n hf of se.....	25 82.44	80.00
se of nw.....	17 81.44	40.00	sw of se.....	25 82.44	40.00
s hf of se.....	17 81.44	80.00	w hf.....	25 82.44	320.00
s hf of sw.....	17 81.44	80.00	all.....	27 82.44	640.00
n hf.....	21 81.44	320.00	nw of ne.....	33 82.44	40.00
all.....	1 82.44	648.08	ne of se.....	33 82.44	40.00
sw of sw.....	3 82.44	40.00	s hf of se.....	33 82.44	80.00
sw of sw.....	3 82.44	80.00	ne of ne.....	35 82.44	40.00
e hf of sw.....	3 82.44	160.00	w hf of ne.....	35 82.44	80.00
se qr.....	11 82.44	640.00	nw of se.....	35 82.44	40.00
all.....	13 82.44	320.00	s hf of se.....	35 82.44	80.00
n hf of se.....	13 82.44	80.00	w hf.....	35 82.44	320.00

se of ne.....	11 85.44	40.00	nw of nw.....	21 82.45	40.00
n hf of sw.....	1 85.44	80.00	s hf of nw.....	21 82.45	80.00
s hf of sw.....	1 85.44	80.00	e hf.....	1 85.45	323.91
n hf of ne.....	3 85.44	79.35	w hf and se.....	3 85.45	482.69
ne of nw.....	3 85.44	39.91	nw.....	5 85.45	161.16
sw of nw.....	3 85.44	40.00	ne.....	5 85.45	159.56
nw of sw.....	3 85.44	40.00	se.....	5 85.45	160.00
all.....	5 85.44	642.00	sw.....	5 85.45	160.00
n hf and sw.....	7 85.44	481.46	all.....	7 85.45	634.00
se.....	7 85.44	160.00	all.....	9 85.45	640.00
nw.....	9 85.44	160.00	w hf.....	15 85.45	320.00
w hf of sw.....	9 85.44	80.00	all.....	17 85.45	640.00
ne.....	11 85.44	160.00	e hf and sw.....	21 85.45	480.00
n hf of ne.....	17 85.44	80.00	e hf of nw.....	21 85.45	80.00
sw of ne.....	17 85.44	40.00	w hf and se.....	27 85.45	480.00
nw of se.....	17 85.44	40.00	e hf of nw.....	33 85.45	80.00
nw of sw.....	17 85.44	40.00	e hf of sw.....	33 85.45	80.00
nw.....	17 85.44	160.00	e hf.....	33 85.45	320.00
all.....	19 85.44	644.08	all.....	35 85.45	640.00
ne of ne.....	21 85.44	40.00	lots 1, 2, 3, 4 and 5.....	13 82.46	258.19
sw.....	3 82.45	160.00	e hf of ne.....	5 84.46	83.34
e hf of se.....	3 82.45	80.00	nw of ne.....	5 84.46	43.36
sw of nw.....	7 82.45	40.00	nw of nw.....	5 84.46	43.10
w hf of sw.....	7 82.45	80.00	all.....	1 85.46	641.44
n hf of ne.....	9 82.45	80.00	n hf.....	5 85.46	327.46
nw.....	9 82.45	160.00	n hf of ne.....	7 85.46	80.00
sw.....	9 82.45	160.00	w hf.....	7 85.46	309.46
all.....	13 82.45	640.00	ne of ne.....	15 85.46	40.00
lot 1.....	13 82.45	2.80	se.....	33 85.46	160.00

IOWA CENTRAL AIR LINE RAILROAD LANDS—CONTINUED.

Parts of Sections.	Sec.	Town.	Range	Acres.	Remarks.	Parts of Sections.	Sec.	Town.	Range	Acres.	Remarks.
n hf.....	3	85 47	343.94			all.....	23	85 47	640.00		
nw of sw.....	3	85 47	40.00			Total.....			193,377.59		
w hf of ne.....	5	85 47	87.02			nw qr.....	19	86 34	102.31	6 miles limits....	
nw.....	5	85 47	175.03			w hf.....	31	86 34	215.34		
w hf of se.....	5	85 47	80.00			se of se.....	33	86 34	40.00		
w hf of sw.....	5	85 47	80.00			nw of ne.....	3	86 35	39.00		
all.....	7	85 47	211.15			sw of ne.....	5	86 35	40.00		
sw of nw.....	9	85 47	40.00			se of sw.....	15	86 35	40.00		
se of nw.....	11	85 47	40.00			w hf of se.....	19	86 35	80.00		
nw of ne.....	13	85 47	80.00			w hf.....	19	86 35	314.88		
s hf of ne.....	13	85 47	80.00			w hf.....	21	86 35	80.00		
sw qr.....	13	85 47	160.00			e hf of nw.....	21	86 35	80.00		
nw of ne.....	15	85 47	40.00			e hf of se.....	21	86 35	160.00		
n hf of nw.....	15	85 47	80.00			nw qr.....	21	86 35	80.00		
s hf of ne.....	17	85 47	80.00			n hf of se.....	25	86 35	80.00		
nw of nw.....	17	85 47	40.00			sw qr.....	27	86 35	160.00		
s hf of nw.....	17	85 47	160.00			se qr.....	27	86 35	80.00		
se.....	17	85 47	80.00			e hf of sw.....	27	86 35	80.00		
e hf of sw.....	17	85 47	80.00			n hf and se qr.....	29	86 35	480.00		
nw of sw.....	17	85 47	40.00			e hf of sw.....	29	86 35	80.00		
e hf of se.....	21	85 47	80.00			sw of sw.....	29	86 35	40.00		
se of nw.....	21	85 47	40.00			all.....	31	86 35	643.40		
n hf of nw.....	21	85 47	80.00			Sec. of the Interior, Dec.					
ne.....	21	85 47	160.00			27th, 1893.					
	21	85 47	80.00								

nw qr.....	35	86 35	160.00			all.....	7	86 37	616.16		
all.....	1	86 36	615.76			all.....	9	86 37	640.00		
all.....	3	86 36	497.47			all.....	11	86 37	640.00		
all.....	5	86 36	632.00			all.....	13	86 37	640.00		
all.....	7	86 36	612.24			all.....	15	86 37	640.00		
all.....	9	86 36	640.00			all.....	17	86 37	640.00		
all.....	11	86 36	640.00			all.....	19	86 37	630.56		
all.....	13	86 36	640.00			all.....	21	86 37	640.00		
all.....	15	86 36	640.00			all.....	23	86 37	640.00		
all.....	17	86 36	640.00			all.....	25	86 37	640.00		
all.....	19	86 36	612.96			all.....	27	86 37	640.00		
all.....	21	86 36	640.00			all.....	29	86 37	640.00		
all.....	23	86 36	640.00			all.....	31	86 37	637.76		
all.....	25	86 36	640.00			all.....	33	86 37	640.00		
all.....	27	86 36	640.00			all.....	35	86 37	640.00		
all.....	29	86 36	640.00			n hf.....	5	87 37	381.70		
all.....	31	86 36	611.24			w hf and se qr.....	7	87 37	454.96		
all.....	33	86 36	640.00			sw of sw.....	11	87 37	480.00		
all.....	35	86 36	640.00			w hf and se qr.....	13	87 37	480.00		
all.....	19	87 36	591.40			e hf of ne.....	15	87 37	80.00		
all.....	29	87 36	640.00			e hf of se.....	15	87 37	80.00		
all.....	31	87 36	606.28			all.....	17	87 37	640.00		
all.....	33	87 36	413.55			all.....	19	87 37	617.76		
lots 1, 4 and 5.....	35	87 36	132.10			all.....	21	87 37	640.00		
ne of se.....	35	87 36	40.00			all.....	23	87 37	640.00		
s hf of se.....	35	87 36	80.00			all.....	25	87 37	640.00		
all.....	1	86 37	631.04			all.....	27	87 37	640.00		
all.....	3	86 37	631.08			all.....	29	87 37	640.00		
all.....	5	86 37	633.54			all.....	31	87 37	617.48		

IOWA CENTRAL AIR LINE RAILROAD LANDS—CONTINUED.

Parts of Sections.	Sec	Town.	Range	Acres.	Remarks.	Parts of Sections.	Sec	Town.	Range	Acres.	Remarks.
all.....	33	87 38	640.00			se of sw.....	9	87 38	640.00		
all.....	35	87 37	640.00			all.....	11	87 38	640.00		
s hf and nw qr.....	31	88 37	453.60			all.....	13	87 38	640.00		
all.....	1	86 38	635.52			n hf.....	15	87 38	320.00		
all.....	3	86 38	644.00			nw of se.....	15	87 38	40.00		
all.....	5	86 38	646.50			all.....	17	87 38	640.00		
all.....	7	86 38	640.52			all.....	19	87 38	635.52		
all.....	9	86 38	640.00			all.....	21	87 38	640.00		
all.....	11	86 38	640.00			all.....	23	87 38	640.00		
all.....	13	86 38	640.00			all.....	25	87 38	640.00		
all.....	15	86 38	640.00			all.....	27	87 38	640.00		
all.....	17	86 38	640.00			all.....	29	87 38	640.00		
all.....	19	86 38	638.54			all.....	31	87 38	640.80		
all.....	21	86 38	640.00			all.....	33	87 38	640.00		
all.....	23	86 38	640.00			all.....	35	87 38	640.00		
all.....	25	86 38	640.00			s hf and nw qr.....	29	88 38	480.00		
all.....	27	86 38	640.00			all.....	31	88 38	632.78		
all.....	29	86 38	640.00			all.....	33	88 38	640.00		
all.....	31	86 38	640.00			all.....	35	88 38	640.00		
all.....	33	86 38	640.00			all.....	1	86 39	650.22		
all.....	35	86 38	640.00			all.....	3	86 39	651.06		
all.....	1	87 38	692.32			all.....	5	86 39	647.66		
all.....	3	87 38	694.82			all.....	7	86 39	622.06		
n hf of ne.....	5	87 38	106.74			all.....	9	86 39	640.00		
n hf of nw.....	7	87 38	107.22			all.....	11	86 39	640.00		
all.....	5	87 38	633.32								
w hf of ne.....	9	87 38	80.00								

all.....	13	86 39	640.00			w hf and se qr.....	19	88 39	449.24		
all.....	15	86 39	640.00			s hf.....	21	88 39	320.00		
all.....	17	86 39	640.00			s hf.....	23	88 39	320.00		
n hf.....	19	86 39	313.77			all.....	25	88 39	640.00		
n hf.....	21	86 39	320.00			e hf and nw.....	27	88 39	480.00		
all.....	23	86 39	640.00			e hf and nw.....	29	88 39	480.00		
all.....	25	86 39	640.00			nw of sw.....	29	88 39	40.00		
ne.....	27	86 39	160.00			w hf of sw.....	31	88 39	64.99		
n hf of ne.....	1	87 39	109.03			w hf of nw.....	33	88 39	80.00		
n hf of nw.....	1	87 39	104.84			se of ne.....	35	88 39	40.00		
n hf of ne.....	3	87 39	97.56			all.....	1	86 40	638.35		
n hf of nw.....	3	87 39	95.16			all.....	3	86 40	639.28		
n hf of ne.....	5	87 39	92.10			all.....	5	86 40	641.94		
n hf of nw.....	5	87 39	89.54			all.....	7	86 40	590.36		
w hf of nw.....	7	87 39	67.63			all.....	9	86 40	640.00		
w hf of sw.....	7	87 39	68.25			all.....	11	86 40	640.00		
sw of sw.....	19	87 39	36.88			all.....	13	86 40	640.00		
se qr.....	21	87 39	160.00			all.....	15	86 40	640.00		
sw of sw.....	23	87 39	40.00			all.....	17	86 40	640.00		
n hf of se.....	27	87 39	80.00			all.....	19	86 40	600.24		
sw of se.....	27	87 39	40.00			ne.....	23	86 40	160.00		
sw qr.....	27	87 39	160.00			ne of ne.....	1	87 40	39.81		
sw of nw.....	29	87 39	40.00			n hf.....	3	87 40	306.72		
sw qr.....	29	87 39	160.00			n hf of se.....	3	87 40	80.00		
w hf.....	31	87 39	306.78			all.....	5	87 40	628.22		
all.....	33	87 39	640.00			all.....	7	87 40	589.60		
e hf and sw qr.....	35	87 39	480.00			nw qr.....	9	87 40	160.00		
s hf of ne.....	19	88 39	80.00			ne of se.....	9	87 40	46.00		

IOWA CENTRAL AIR LINE RAILROAD LANDS—CONTINUED.

Parts of Sections.	Sec.	Town.	Range.	Acres.	Remarks.	Parts of Sections.	Sec.	Town.	Range.	Acres.	Remarks.
n hf.....	17	8740	320.00	8741	se	se	5	8641	160.00		
w hf of sw.....	17	8740	80.00	8741	s hf of sw qr	s hf of sw qr	5	8641	80.00		
w hf of nw.....	19	8740	51.79	8741	se of ne	se of ne	7	8641	40.00		
se of ne.....	21	8740	40.00	8741	w hf of nw	w hf of nw	7	8641	52.62		
e hf of se.....	29	8740	80.00	8741	ne of nw	ne of nw	7	8641	40.00		
w hf and se qr.....	31	8740	431.48	8741	se	se	7	8641	160.00		
w hf of ne.....	33	8740	80.00	8741	sw	sw	7	8641	132.74		
se.....	33	8740	160.00	8741	all	all	9	8641	640.00		
ne of ne.....	35	8740	40.00	8741	all	all	11	8641	640.00		
nw of sw.....	35	8740	40.00	8741	all	all	13	8641	640.00		
s hf.....	15	8840	320.00	8840	all	all	15	8641	640.00		
s hf.....	19	8840	296.38	8840	all	all	17	8641	640.00		
all.....	21	8840	640.00	8840	all	all	19	8641	590.96		
all.....	23	8840	640.00	8840	all	all	21	8641	640.00		
e hf.....	25	8840	320.00	8840	all	all	23	8641	640.00		
nw qr.....	27	8840	160.00	8840	all	all	25	8641	640.00		
se qr.....	27	8840	160.00	8840	all	all	27	8641	640.00		
nw of sw.....	27	8840	40.00	8840	all	all	29	8641	640.00		
all.....	29	8840	640.00	8840	all	all	31	8641	595.00		
all.....	31	8840	592.60	8840	all	all	33	8641	640.00		
all.....	33	8840	640.00	8840	all	all	35	8641	640.00		
s hf of sw.....	35	8840	80.00	8840	all	all	1	8741	634.28		
all.....	1	8641	646.18	8741	all	all	3	8741	632.64		
all.....	3	8641	648.64	8741	all	all	5	8741	628.72		
ne.....	5	8641	160.27	8741	all	all	7	8741	573.88		

all.....	9	8741	640.00	8741	all	all	15	8642	640.00		
all.....	11	8741	640.00	8741	all	all	17	8642	640.00		
all.....	13	8741	640.00	8741	all	all	19	8642	630.00		
se all.....	15	8741	640.00	8741	all	all	21	8642	640.00		
all.....	17	8741	640.00	8741	nw of ne	nw of ne	23	8642	40.00		
all.....	19	8741	573.12	8741	s hf of ne	s hf of ne	23	8642	80.00	Excluded.	
all.....	21	8741	640.00	8741	s hf and nw qr	s hf and nw qr	23	8642	480.00	{ Se qr, e hf of sw	
all.....	23	8741	640.00	8741	all	all	25	8642	640.00	{ s of nw excl'd	
all.....	25	8741	640.00	8741	n hf of ne	n hf of ne	27	8642	80.00		
all.....	27	8741	640.00	8741	s hf of se	s hf of se	27	8642	80.00	Excluded.	
all.....	29	8741	640.00	8741	n hf and sw qr	n hf and sw qr	29	8642	480.00		
all.....	31	8741	557.48	8741	all	all	31	8642	617.08		
all.....	33	8741	640.00	8741	e hf.....	e hf.....	33	8642	320.00	S hf of ne excl'd	
all.....	35	8741	640.00	8741	ne of nw	ne of nw	33	8642	40.00	Excluded.	
se.....	23	8841	160.00	8841	se of nw	se of nw	33	8642	40.00		
all.....	25	8841	640.00	8841	se of sw	se of sw	33	8642	40.00	Excluded.	
all.....	27	8841	640.00	8841	ne of sw	ne of sw	33	8642	40.00		
se qr.....	31	8841	160.00	8841	n hf.....	n hf.....	35	8642	80.00		
all.....	33	8841	640.00	8841	e hf of se	e hf of se	35	8642	80.00		
all.....	35	8841	640.00	8841	w hf of se	w hf of se	35	8642	80.00		
all.....	1	8642	624.36	8642	e hf of sw	e hf of sw	35	8642	80.00		
all.....	3	8642	624.40	8642	w hf of sw	w hf of sw	35	8642	80.00		
all.....	5	8642	633.36	8642	se qr.....	se qr.....	1	8742	160.00		
all.....	7	8642	638.76	8642	s hf.....	s hf.....	11	8742	320.00		
all.....	9	8642	640.00	8642	all.....	all.....	13	8742	640.00		
all.....	11	8642	640.00	8642	e hf of ne & sw	e hf of ne & sw	15	8742	480.00		
ne qr.....	13	8642	160.00	8642	all.....	all.....	15	8742	640.00		
se of nw.....	13	8642	40.00	8642	all.....	all.....	23	8742	640.00		
e hf of se.....	13	8642	50.00	8642	all.....	all.....	25	8742	640.00		

IOWA CENTRAL AIR LINE RAILROAD LANDS—CONTINUED.

Parts of Section.	Sec.	Town.	Range.	Acres.	REMARKS.	Parts of Section.	Sec.	Town.	Range.	Acres.	REMARKS.
all	27	87 42	640.00			ne of ne	3	86 34	30.61	In 15 mile limits.	
all	29	87 42	640.00			n hf.	1	87 34	386.82		
e hf and sw qr	31	87 42	469.18			n hf.	3	87 34	396.25		
all	33	87 42	640.00			w hf of sw	3	87 34	80.00		
all	35	87 42	640.00			n hf of ne	5	87 34	118.75		
n hf of ne	1	86 43	84.20			n hf of nw	5	87 34	119.83		
sw qr	1	86 43	160.00			ne of nw	11	87 34	40.00		
e hf and nw	11	86 43	480.00			sw of nw	11	87 34	40.00		
ne of sw	11	86 43	40.00			s hf of sw	19	87 34	39.74		
s hf of sw	11	86 43	80.00			nw qr	31	87 34	88.20		
ne of se	13	86 43	80.00			ne of ne	95	87 34	40.00		
ne	13	86 43	40.00			nw sub-division of n hf	31	88 34	64.54		
ne	15	86 43	160.00			n hf of e hf of sub-div. of n hf	31	88 34	40.00		
n hf and se	21	86 43	480.00			w sub-divs. of s hf.	31	88 34	131.45		
ne of ne	23	86 43	40.00			sw sub-divs. of n hf.	31	88 34	65.01		
all	25	86 43	640.00			e hf and nw qr	33	88 34	480.00		
ne qr	27	86 43	160.00			ne of sw	33	88 34	40.00		
n hf of se	27	86 43	80.00			s hf.	95	88 34	320.00		
sw qr	29	86 43	160.00			all	1	87 35	716.06		
sw of ne	31	86 43	40.00			all	3	87 35	717.98		
se of se	33	86 43	40.00		Approved by ne qr	5	87 35	192.89			
sw	33	86 43	640.00		Secretary of the Interior, Dec-	5	87 35	96.34			
all	35	86 43	640.00		ember 27, 1858	n hf of se	5	87 35	80.00		

Total, after deducting excluded lands 132,911.18

w hf of sw	7	87 35	66.81			n hf.	13	87 36	320.00		
ne of ne	9	87 35	40.00			e hf of se.	13	87 36	80.00		
sw of nw	9	87 35	40.00			sw of sw	13	87 36	40.00		
sw of se	9	87 35	40.00			sw of sw	13	87 36	40.00		
all	11	87 35	640.00			all	15	87 36	640.00		
n hf of ne	13	87 35	80.00			all	17	87 36	640.00		
nw	13	87 35	160.00			all	21	87 36	640.00		
ne of ne	15	87 35	40.00			all	23	87 36	640.00		
e hf of nw	23	87 35	80.00			all	25	87 36	640.00		
s hf of nw	29	87 35	80.00			all	27	87 36	640.00		
w hf of nw	31	87 35	74.27			lots 2 and 3.	35	87 36	96.60		
w hf of sw	31	87 35	74.09			n hf of ne.	35	87 36	80.00		
nw of se	35	87 35	40.00			se of ne	35	87 36	40.00		
s hf.	25	88 35	320.00			all	7	88 36	589.80		
all	27	88 35	640.00			e hf and nw	9	88 36	480.00		
all	33	88 35	640.00			sw qr	9	88 36	160.00		
all	35	88 35	640.00			ne of se	13	88 36	40.00		
e hf of ne	1	87 36	101.67			nw of se	13	88 36	40.00		
sw of sw	1	87 36	40.00			se of se	13	88 36	40.00		
e hf of se	1	87 36	80.00			e hf of se.	15	88 36	80.00		
all	9	87 36	708.56			w hf of se.	15	88 36	80.00		
all	9	87 36	708.44			e hf of sw	15	88 36	80.00		
all	7	87 36	588.08			w hf of sw	15	88 36	80.00		
all	9	87 36	640.00			all	17	88 36	640.00		
w hf	11	87 36	320.00			all	19	88 36	583.00		
se qr	11	87 36	160.00			ne	21	88 36	160.00		
w hf of ne	11	87 36	80.00			s hf and nw	21	88 36	480.00		
se of ne	11	87 36	40.00			nw	23	88 36	160.00		

IOWA CENTRAL AIR LINE RAILROAD LANDS—Continued.

Parts of Sections.	Section	Range	Acres.	Remarks.	Parts of Sections.	Section	Range	Acres.	Remarks.
e hf of sw	23	8836	80.00		all	7	8837	608.80	
nw of sw	23	8836	40.00	Excluded.	ne	11	8837	160.00	
nw of nw	23	8836	40.00		n hf	13	8837	320.00	
ne	27	8836	160.00		s hf of se	13	8837	80.00	
s hf and nw	27	8836	480.00		nw of sw	13	8837	40.00	
all	29	8836	640.00		s hf of sw	13	8837	80.00	
all	31	8836	598.40		sw of sw	15	8837	40.00	
all	33	8836	640.00		s hf of sw	17	8837	80.00	
ne of ne	35	8836	40.00	Excluded.	all	19	8837	615.36	
w hf ne	35	8836	80.00		sw of sw	21	8837	40.00	
nw qr	35	8836	160.00		sw of nw	23	8837	40.00	
w hf of se	35	8836	80.00		e hf of se	23	8837	80.00	
ne of se	35	8836	40.00		ne of ne	25	8837	40.00	
sw	35	8836	160.00		nw qr	29	8837	160.00	
s hf	31	8936	331.71		w hf of sw	29	8837	80.00	
all	1	8737	706.26		ne	31	8837	160.00	
n hf of ne	3	8737	113.35		se	33	8837	160.00	
n hf of nw	2	8737	112.53		e hf	35	8837	320.00	
s hf of se	11	8737	80.00		s hf	19	8937	335.13	
ne	13	8737	160.00		all	27	8937	320.00	
n hf and sw qr	1	8837	547.15		all	29	8937	640.00	
n hf of ne	3	8837	121.13		all	31	8937	665.24	
n hf of nw	3	8837	122.27		all	33	8937	640.00	
ne qr	5	8837	205.36		all	35	8937	640.00	
n hf of nw	5	8837	126.56		all	31	8638	636.24	

all	33	8638	640.00		all	31	8938	666.82	
all	1	8838	732.50		all	33	8938	640.00	
all	3	8838	730.32		all	35	8938	640.00	
e hf of ne	5	8838	103.61		s hf	19	8639	313.49	
nw of ne	5	8838	63.71		s hf	21	8639	320.00	
n hf of nw	5	8838	127.72		s hf and nw qr	27	8639	480.00	
e hf of se	5	8838	80.00		all	29	8639	640.00	
all	7	8838	622.06		all	31	8639	627.20	
all	9	8838	640.00		all	33	8639	640.00	
all	11	8838	640.00		all	35	8639	640.00	
all	13	8838	640.00		n hf of ne	1	8839	126.83	
all	15	8838	640.00		n hf of nw	1	8839	129.89	
all	17	8838	640.00		nw of se	1	8839	40.00	
all	19	8838	631.26		n hf of ne	3	8839	135.77	
all	21	8838	640.00		n hf of nw	3	8839	138.05	
all	23	8838	640.00		e hf of ne	5	8839	112.16	
nw qr	25	8838	160.00		nw of ne	5	8839	72.35	
nw of sw	25	8838	40.00		n hf of nw	5	8839	145.27	
w hf of ne	27	8838	80.00		w hf of nw	7	8839	61.77	
ne of nw	27	8838	40.00		w hf of sw	7	8839	62.83	
s hf	29	8838	320.00		nw	9	8839	160.00	
ne qr	29	8838	160.00		nw of se	9	8839	40.00	
s hf	17	8938	320.00		e hf of ne	11	8839	80.00	
all	19	8938	661.91		w hf of nw	11	8839	80.00	
all	21	8938	640.00		se	11	8839	160.00	
all	23	8938	320.00		nw of sw	11	8839	40.00	
s hf	23	8938	640.00		s hf of sw	13	8839	80.00	
all	25	8938	640.00		all	13	8839	160.00	
all	27	8938	640.00		se qr	13	8839	160.00	
all	29	8938	640.00						

IOWA CENTRAL AIR LINE RAILROAD LANDS—CONTINUED.

Parts of Section.	Sec.	Town.	Range.	Acres.	Remarks.	Parts of Section.	Sec.	Town.	Range.	Acres.	Remarks.
se of nw.....	15	88 39	40.00	40.00	.....	n hf of ne.....	1	88 40	143 79	.....	.....
sw of sw.....	15	88 39	40.00	40.00	.....	ne of nw.....	1	88 40	71.85	.....	.....
s hf.....	17	88 39	320.00	320.00	.....	w hf of nw.....	1	88 40	111.82	.....	.....
nw of nw.....	21	88 39	40.00	40.00	.....	sw.....	1	88 40	160.00	.....	.....
s hf.....	13	89 39	320.00	320.00	.....	all.....	3	88 40	770.44	.....	.....
all.....	15	89 39	640.00	640.00	.....	all.....	5	88 40	767.58	.....	.....
all.....	17	89 39	640.00	640.00	.....	all.....	7	88 40	598.96	.....	.....
all.....	19	89 39	656.76	656.76	.....	all.....	9	88 40	640.00	.....	.....
all.....	21	89 39	640.00	640.00	.....	all.....	11	88 40	640.00	.....	.....
all.....	23	89 39	640.00	640.00	.....	n hf.....	15	88 40	320.00	.....	.....
all.....	25	89 39	640.00	640.00	.....	all.....	17	88 40	640.00	.....	.....
all.....	27	89 39	640.00	640.00	.....	n hf.....	19	88 40	296.84	.....	.....
all.....	29	89 39	640.00	640.00	.....	all.....	13	89 40	640.00	.....	.....
all.....	31	89 39	659.04	659.04	.....	all.....	15	89 40	640.00	.....	.....
all.....	33	89 39	640.00	640.00	.....	s hf.....	17	89 40	320.00	.....	.....
all.....	35	89 39	640.00	640.00	.....	all.....	19	89 40	643.28	.....	.....
all.....	21	86 40	640.00	640.00	.....	all.....	21	89 40	640.00	.....	.....
s hf and nw.....	23	86 40	480.00	480.00	.....	all.....	23	89 40	640.00	.....	.....
all.....	25	86 40	640.00	640.00	.....	all.....	25	89 40	640.00	.....	.....
all.....	27	86 40	640.00	640.00	.....	all.....	27	89 40	640.00	.....	.....
all.....	29	86 40	640.00	640.00	.....	all.....	29	89 40	640.00	.....	.....
all.....	31	86 40	611.56	611.56	.....	all.....	29	89 40	640.00	.....	.....
all.....	33	86 40	640.00	640.00	.....	all.....	31	89 40	660.70	.....	.....
all.....	35	86 40	640.00	640.00	.....	all.....	33	89 40	640.00	.....	.....
all.....	35	86 40	640.00	640.00	.....	all.....	35	89 40	640.00	.....	.....

all.....	7	87 42	601.00	.....	.....	all.....	7	87 42	601.00	.....	.....
all.....	9	87 42	640.00	.....	.....	all.....	9	87 42	640.00	.....	.....
all.....	11	87 42	320.00	.....	.....	n hf.....	11	87 42	320.00	.....	.....
all.....	13	87 42	160.00	.....	.....	nw.....	13	87 42	160.00	.....	.....
all.....	17	87 42	640.00	.....	.....	all.....	17	87 42	640.00	.....	.....
all.....	19	87 42	606.28	.....	.....	all.....	19	87 42	606.28	.....	.....
all.....	31	87 42	146.18	.....	.....	nw.....	31	87 42	146.18	.....	.....
all.....	1	88 42	763.70	.....	.....	all.....	1	88 42	763.70	.....	.....
all.....	3	88 42	739.64	.....	.....	all.....	3	88 42	739.64	.....	.....
all.....	5	88 42	750.54	.....	.....	all.....	5	88 42	750.54	.....	.....
all.....	7	88 42	614.28	.....	.....	all.....	7	88 42	614.28	.....	.....
all.....	9	88 42	640.00	.....	.....	all.....	9	88 42	640.00	.....	.....
all.....	11	88 42	640.00	.....	.....	all.....	11	88 42	640.00	.....	.....
all.....	13	88 42	640.00	.....	.....	all.....	13	88 42	640.00	.....	.....
all.....	15	88 42	640.00	.....	.....	all.....	15	88 42	640.00	.....	.....
all.....	17	88 42	640.00	.....	.....	all.....	17	88 42	640.00	.....	.....
all.....	19	88 42	619.44	.....	.....	all.....	19	88 42	619.44	.....	.....
all.....	21	88 42	640.00	.....	.....	all.....	21	88 42	640.00	.....	.....
all.....	23	88 42	640.00	.....	.....	all.....	23	88 42	640.00	.....	.....
all.....	25	88 42	640.00	.....	.....	all.....	25	88 42	640.00	.....	.....
all.....	27	88 42	640.00	.....	.....	all.....	27	88 42	640.00	.....	.....
all.....	29	88 42	640.00	.....	.....	all.....	29	88 42	640.00	.....	.....
all.....	31	88 42	616.52	.....	.....	all.....	31	88 42	616.52	.....	.....
all.....	33	88 42	640.00	.....	.....	all.....	33	88 42	640.00	.....	.....
all.....	35	88 42	640.00	.....	.....	all.....	35	88 42	640.00	.....	.....
n hf and sw qr.....	1	87 42	464.74	.....	.....	all.....	25	89 42	640.00	.....	w hf of nw and w hf of sw excluded.
all.....	3	87 42	633.24	.....	.....	all.....	25	89 42	640.00	.....	.....
all.....	5	87 42	620.68	.....	.....	all.....	25	89 42	640.00	.....	.....

IOWA CENTRAL AIR LINE RAILROAD LANDS—CONTINUED.

Parts of sections.	Section.	Town.	Range.	Acres.	Remarks.	Parts of Sections.	Section.	Town.	Range.	Acres.	Remarks.
all	35	89 42	640 00	—n hf of nw & nw of ne excluded.	all	3	87 43	630 02			
n hf of nw	1	86 43	83 22		w hf of nw	5	87 43	80 12			
se of ne	3	86 43	40 00		w hf of nw	7	87 43	61 45			
w hf of ne	3	86 43	82 62		ne of nw	9	87 43	40 00			
n w qr	3	86 43	165 24		e hf	9	87 43	320 00			
c hf of se	3	86 43	80 00		s hf of sw	9	87 43	80 00			
w hf of se	3	86 43	80 00		all	11	87 43	640 00			
sw qr	3	86 43	160 00		n hf and sw	13	87 43	480 00			
ne of ne	9	86 43	40 00		n hf of se	13	87 43	80 00			
nw of ne	9	86 43	40 00		all	15	87 43	640 00			
s hf of ne	9	86 43	80 00		e hf	17	87 43	320 00			
s hf of nw	9	86 43	80 00		all	21	87 43	640 00			
s hf	9	86 43	320 00		se of se	23	87 43	40 00			
ne qr	17	86 43	160 00		sw of se	23	87 43	40 00			
se of nw	17	86 43	40 00		e hf and sw	23	87 43	80 00			
n hf of se	17	86 43	80 00		e hf and nw	25	87 43	480 00			
sw of se	17	86 43	40 00		n hf of nw	27	87 43	80 00			
e hf of sw	17	86 43	80 00		sw of nw	27	87 43	40 00			
se of sw	31	86 43	40 00		n hf of se	27	87 43	80 00			
e hf	1	87 43	312 44		n hf of sw	27	87 43	80 00			
e hf of nw	1	87 43	76 07		e hf of ne	29	87 43	80 00			
nw of nw	1	87 43	35 9		se of se	29	87 43	40 00			
ne of sw	1	87 43	40 00		nw of ne	33	87 43	40 00			
s hf of sw	1	87 43	80 00		e hf of se	33	87 43	80 00			
nw	33	87 43	160 00		all	5	86 44	627 84			
nw of sw	33	87 43	40 00		all	7	86 44	632 92			
n hf	35	87 43	320 00		all	9	86 44	640 00			
nw of sw	11	88 43	40 00		n hf and sw	11	86 44	480 00			
sw of se	13	88 43	40 00		n hf of se	11	86 44	80 00			
sw qr	13	88 43	160 00		se of se	11	86 44	40 00			
se of se	15	88 43	40 00		n hf of ne	15	86 44	80 00			
w hf of sw	21	88 43	80 00		sw of ne	15	86 44	40 00			
ne of se	23	88 43	40 00		nw of sw	15	86 44	40 00			
s hf of se	23	88 43	80 00		all	17	86 44	640 00			
e hf	25	88 43	320 00		all	19	86 44	642 86			
n hf of nw	25	88 43	80 00		nw qr	21	86 44	160 00			
sw of nw	25	88 43	40 00		se of se	21	86 44	40 00			
w hf of sw	25	88 43	80 00		ne of sw	21	86 44	40 00			
s hf and nw qr	29	88 43	480 00		sw of ne	23	86 44	40 00			
se of ne	31	88 43	40 00		nw of nw	23	86 44	40 00			
s hf and nw	31	88 43	449 72		nw of ne	29	86 44	40 00			
nw of nw	33	88 43	40 00		nw qr	29	86 44	160 00			
n hf of ne	35	88 43	80 00		ne of se	29	86 44	40 00			
sw of ne	35	88 43	40 00		s hf of se	29	86 44	80 00			
n hf of nw	35	88 43	80 00		nw of sw	29	86 44	40 00			
s hf of se	35	88 43	80 00		e hf and nw	31	86 44	48 00			
s hf of sw	35	88 43	80 00		ne of sw	31	86 44	40 00			
nw of ne	1	86 44	43 18		sw of ne	31	86 44	40 00			
n hf of ne	1	86 44	86 72		s hf of sw	31	86 44	80 75			
s hf of nw	1	86 44	86 72		n hf of ne	33	86 44	80 00			
se of nw	1	86 44	40 00		sw of ne	33	86 44	40 00			
w hf of sw	1	86 44	80 00		nw qr	33	86 44	160 00			
all	3	86 44	644 82		w hf of sw	33	86 44	80 00			

IOWA CENTRAL AIR LINE RAILROAD LANDS.—CONTINUED.

Parts of sections.	Sec.	Town.	Range.	Acres.	Remarks.	Parts of Sections.	Sec.	Town.	Range.	Acres.	Remarks.
all	1	87 44	11	644.12		ne of se.	11	86 45	40.00		
all	3	87 44	13	644.42		e hf.	13	86 45	320.00		
w hf of nw	11	87 44	13	80.00		ne of nw	13	86 45	40.00		
w hf of sw	11	87 44	13	80.00		nw of sw	13	86 45	40.00		
n hf.	15	87 44	13	320.00		s hf of sw	13	86 45	80.00		
n hf of se.	15	87 44	15	80.00		ne	15	86 45	160.00		
n hf of sw	15	87 44	15	80.00		e hf of se.	15	86 45	80.00		
all	21	87 44	23	640.00		ne	23	86 45	160.00		
s hf of ne.	23	87 44	23	80.00		n hf of nw	23	86 45	80.00		
s hf and nw	23	87 44	23	480.00		se of nw	23	86 45	40.00		
w hf of ne.	25	87 44	23	80.00		ne of se	23	86 45	40.00		
w hf.	25	87 44	25	320.00		e hf and nw qr	25	86 45	480.00		
se of se	25	87 44	25	40.00		e hf of sw	25	86 45	80.00		
w hf of se	25	87 44	31	80.00		s hf of se.	31	86 45	80.00		
e hf and nw	27	87 44	33	480.00		nw qr.	33	86 45	160.00		
all	29	87 44	33	640.00		w hf of se	33	86 45	80.00		
all	31	87 44	33	629.62		nw of se.	33	86 46	40.00		
all	33	87 44	33	640.00		ne of se	33	86 46	80.00		
all	35	87 44	35	640.00		e hf of se.	35	86 46	80.00		
n hf	1	86 45	29	303.76		all	29	86 47	.56		Approved by Secretary of the Land Office Dec. 27th, 1858
n hf and sw qr.	11	86 45	29	480.00		Total, after deducting excluded lands.				137,641.84	

DUBUQUE AND SIOUX CITY AND IOWA FALLS AND SIOUX CITY RAILROAD LANDS.

The following law of Congress, and Acts of the General Assembly of the State of Iowa, are all relating to above roads of general interest; following which is the list of lands inuring to the Companies in accordance with the provisions thereof:

AN ACT extending the time for the completion of the Dubuque and Sioux City Railroad.

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled, That the time for completing a line of railroad from Dubuque to Sioux City, in the State of Iowa, for the construction of which lands were granted in alternate sections to said State, by act entitled "An Act making a grant of lands to the State of Iowa in alternate sections to aid in the construction of railroads in said State," approved, May fifteenth, eighteen hundred and fifty-six, be, and the same is extended until the first day of January, eighteen hundred and seventy-two, subject to the reverter mentioned in said act at the expiration of the time herein limited: *Provided*, (That) said road shall be constructed on the most practical route by way of Webster City and Fort Dodge to Sioux City, which route shall be at all points within the limits of said land grant, and the same shall be completed to Fort Dodge on or before the first day of July, eighteen hundred and sixty-nine, and thereafter at the rate of not less than forty miles each year; and the said road shall be constructed, operated and maintained as one continuous and unbroken line of road from Dubuque to Sioux City; and no lands shall be disposed of, or patented or certified for said purposes more than forty miles in advance of the point to which said road may be constructed from time to time.

Approved, March 2, 1868.

CHAPTER 26.

DUBUQUE AND SIOUX CITY LAND-GRANT.

MARCH 10. AN ACT Resuming certain Rights conferred upon the Dubuque and Pacific (now Dubuque and Sioux City) Railroad Company, by an Act approved July 14, 1856, and Acts amendatory thereof, and to Repeal certain Laws in relation thereto.

Preamble. WHEREAS, By an act of Congress, approved, May 15, 1856, there was granted to the State of Iowa, certain land to aid in the construction of certain railroads in said State, upon certain terms, conditions and restrictions under which said lands might be disposed of; and

1856 ex., ch. 1. WHEREAS, The General Assembly of the State of Iowa, by an act approved, July 14, 1856, accepted said grant of lands upon the terms, conditions and restrictions contained in said act of Congress, and transferred and granted to the Dubuque and Pacific (now Dubuque and Sioux City) Railroad Company that portion of said lands granted by said act of Congress, to aid in the construction of a railroad from the city of Dubuque to a point on the Missouri river, at or near Sioux City, with a branch from the mouth of the Tete Des Morts, to the nearest point on said road, in consideration on the part of said company that it would complete and equip within the time therein specified; and

1862, ch. 128. WHEREAS, Said Company having failed to complete and equip said road, as required in said act, obtained by an act of the General Assembly of Iowa, approved, April 7, 1862, an extension of time for the completion of said road in further consideration of the release of certain lands in said last mentioned act described; and

WHEREAS, The said Dubuque and Pacific (now Dubuque and Sioux City) Railroad Company, has failed and refused to execute the said releases, and has failed to complete and equip the number of miles of their said road as by said acts of transfer and extension they were required to have completed and equipped at this time; thereby, at the option of the State, annulling all their right and title to the lands so transferred to said company by said act of July 14, 1856, excepting only one hundred and twenty sections of said land for each twenty miles of said road, now completed and equipped, whereby the State has the right to resume all the right, title and interest in and to the remainder and residue of the land originally granted to said company; and

WHEREAS, The good faith of the State, in carrying into execution the trust conferred upon her by said act of Congress, requires that the remaining land and all title to the same should be resumed, to the end that the road, to aid which the same was granted, may be speedily completed: now therefore

SECTION 1. *Be it enacted by the General Assembly of the State of Iowa,* That all the right, title or interest in and to the land heretofore granted, or intended to be granted, to the Dubuque and Pacific (now Dubuque and Sioux City) Railroad Company, by an act approved, July 14, 1856, entitled "An act to accept the grant and carry into execution the trust conferred upon the State of Iowa by an act of Congress, entitled 'An act making a grant of land to the State of Iowa, in alternate sections, to aid in the construction of certain railroads in said State, approved, May 15, 1856,'" and acts amendatory and supplementary of the same, be and the same are hereby absolutely and entirely resumed by the State: *provided, however,* that nothing in this act contained shall be construed to affect or in any manner impair the title of said company to the one hundred and twenty sections of said land for each and every twenty miles of their road which is now completed and equipped.

SEC. 2. The fifth section of said act, approved, July 14, 1856, and all other acts and parts of acts inconsistent with this act, are hereby repealed.

SEC. 3. This act being deemed of immediate importance, shall take effect and be in force from and after its publication in the Iowa State Register, published at Des Moines, and The Iowa North-West, published, at Fort Dodge, Iowa.

Approved, March 10, 1868.

I hereby certify that the foregoing act was published in the *Daily State Register*, March 13, 1868, and in *The Iowa North-West*, March 18, 1868.

ED WRIGHT, *Secretary of State.*

CHAPTER 124.

THE DUBUQUE AND SIOUX CITY LAND GRANT.

APRIL 7. AN ACT to Legalize, Confirm, and Carry out a contract between the Dubuque & Sioux City Railroad Company and the Iowa Falls & Sioux City Railroad Company, and to Extend the Time for completing said Railroad from Dubuque to Sioux City, to Grant certain Lands to the Dubuque, Bell[e]vue, and Sabula Railroad Company, for the Building of the Tete Des Morts Branch, and for other purposes.

SECTION 1. *Be it enacted by the General Assembly of the State of Iowa,* That a contract entered into between the Dubuque and Sioux City Railroad Company of the first part, and the Iowa Falls and Sioux City Railroad Company of the second part, transferring so

Lands granted by ch. 1, 8th G. A. ex., to Dub. & Pac. R. R. Co. resumed.

Proviso. Title of Co. to 120 sections for each 20 miles of road not affected.

Taking effect.

Contract between D. & S. C. R. R. Co. and I. F. & S. C. R. R. Co., transferring rights, land-grant, etc., confirmed.

Exception; D. B. & S. R. R. Co.

Adjustment of amount of lands conveyed to third parties.

Grant to Dubuque, Bellevue & Sabula R. R. Co.

Proviso: not enumerated till completed Jan. 1, 1871.

Quality.

Governor to select.

Grant to I. F. & S. C. R. R. Co.

much of the Dubuque and Sioux City Railroad as remains to be constructed, together with the franchises, right of way, depot grounds, and other appurtenances of said road to be completed, also transferring all right and title of the said Dubuque and Sioux City Railroad Company to so much of the lands granted by Congress to aid in the construction of said road as shall appertain to, or be legally applicable to the construction of the uncompleted part of the Dubuque and Sioux City Railroad as aforesaid, except as to the lands hereinafter granted to the Dubuque, Bellevue and Sabula Railroad Company, be and is hereby legalized and confirmed.

SEC. 2. That the *pro rata* of six sections of land per mile, reserved by said contract to the Dubuque and Sioux City Railroad Company and the *pro rata* of six sections per mile, conveyed by said contract to said Iowa Falls and Sioux City Railroad Company, shall be adjusted between said companies as follows, to-wit: The land actually conveyed to third parties shall be set apart to said Dubuque and Sioux City Company, not exceeding six sections per mile for the road now built, and if over that number of acres of land have been conveyed, the excess over that amount shall be taken off the west end of the last installment of the lands so conveyed; and in case less than that amount of lands have been conveyed as aforesaid, then a sufficient amount shall be taken to make up such *pro rata* from that portion of the land grant next adjoining and immediately west, as near as practicable, to the lands last conveyed by said Dubuque and Sioux City Railroad Company.

SEC. 3. That a *pro rata* of six sections per mile of said land-grant be and the same is hereby granted to and conferred upon the Dubuque, Bellevue and Sabula Railroad Company, to aid in the construction of said road, known as the Tete Des Morts branch, required to be built by the act of Congress granting said lands to the State of Iowa: *Provided*, That said company shall not encumber or dispose of said lands until the said branch road shall be completed and opened for business and that said branch shall be completed within two years from the first day of January next. Said lands shall be of an average quality and value of so much of said lands granted to by the United States as now remain undisposed of, and the Governor of Iowa shall select or cause to be selected, the land hereby granted to said Dubuque, Bellevue and Sabula Railroad Company, or cause the same to be reserved from lands outside of the six-mile limits of said grant, and upon completion of said branch, as above provided, he shall execute a patent for said lands to said company.

SEC. 4. That so much of said land-grant as is applicable to the uncompleted portion of the road as aforesaid, west of Iowa Falls, excepting the lands hereby granted to said Dubuque, Bellevue and Sabula Railroad Company, is hereby granted to and conferred upon the said Iowa Falls and Sioux City Railroad Company, subject to the

terms and conditions of the act of Congress granting the said lands, dated the fifteenth day of May, A. D. 1856, and the act amendatory thereto, and the act of Congress passed the present session; and also subject to the terms and conditions of this act as herein expressed as follows, to-wit: The road shall be completed as a first-class road from Iowa Falls on the route now surveyed, located, and partly graded, through Webster City and Fort Dodge, and the depot buildings shall be erected on the grounds heretofore donated by the people of said towns for that purpose, and shall be completed thence to Sioux City, which route shall be at all points within the limits of the said land-grant. The track of said road shall be laid with a good substantial rail, weighing not less than fifty-six pounds per lineal yard. The road shall be completed to Fort Dodge by the first day of July, 1869, the time now fixed by act of Congress; one-half of the balance within one year from that time, and the remainder before the first day of January, A. D. 1872; and said road, when any twenty miles shall be completed, shall be subject to the lease of the Illinois Central Railroad Company, transferred to the Iowa Falls and Sioux City, by the Dubuque and Sioux City Railroad Company, and shall be operated as one continuous and unbroken through line of railroad from Dubuque to Sioux City.

SEC. 5. Said lands so granted as aforesaid, to the Iowa Falls and Sioux City Railroad Company, shall be patented by the Governor to said company as the same shall be earned by the building of said road, but no patent shall be issued by him for any portion of said lands until at least seventy-five miles of road shall be completed, and "no patent shall be made for any lands more than forty miles in advance of the point to which said road may be constructed from time to time," as provided by said act of Congress. No patent shall be made for any lands located within fifty miles of Sioux City, until said company shall have its entire road completed to Sioux City, except for such road as said company may cause to be built and operated from Sioux City eastward, and when said company shall have forty miles of road built and operated from Sioux City eastward then this restriction shall cease, and such lands may be patented for any road built by said company; and no patent shall include lands situate in more than one county, and such patent shall be, by said company, recorded in the county where said lands lie, and a certified copy of the record of the same may be used as evidence with the same effect as the original. And in case any of said lands hereby granted are now, and were on the first day of January last, occupied by actual settlers residing thereon and improving the same, upon such settler making proof to the satisfaction of the Register of the State Land Office of such settlement and improvement, he shall be entitled to purchase not exceeding one-quarter section of land of the State at the rate of \$2.50 per acre, and when such land shall have

Conditions. Route;

to be within limits of grant. Road to be at Ft. Dodge July, 1869

Completed before 1872. Lease to Illinois Central.

One through line

Provisions to regulate the issue of patents;

for lands within fifty miles of Sioux City;

for lands in more than one county.

Settlers may purchase $\frac{1}{4}$ section.

been earned by the extension of said road, upon the payment to the said company of the said sum, the Governor shall execute a patent to such actual settler for said land.

Sec. 6. The legislature shall have the power to resume the lands not earned at the time of such resumption, on default of said company to build said road to Fort Dodge by the first day of July, 1869, or any portion of the road within the time limited herein, or in case they shall be satisfied that said company is not pushing forward the work on said road with reasonable diligence, so as to warrant the belief that the whole line will be completed to Sioux City by the first day of January, 1872.

Sec. 7. The said Iowa Falls and Sioux City Railroad Company shall signify their acceptance of the terms and conditions of this act, by a written instrument, signed by the president of said company, to be filed with the Governor within thirty days after the passage of this act. The company accepting the provisions of this act shall, at all times, be subject to such rules, regulations, and rates of tariff for the transportation of freight and passengers as may from time to time be enacted by the General Assembly of the State of Iowa. If the said Iowa Falls and Sioux City Railroad Company shall fail or refuse to accept of this grant upon the conditions hereby imposed and in the time and manner as herein required, the Census Board of this State is hereby authorized, by proper writing, with the seal of the State affixed thereto, to confer the same upon such party or company as shall, in their judgment, be competent to carry the enterprise hereinbefore provided for in good faith, and which shall accept the grant by a proper written instrument duly executed and attested, and shall file the same in the office of the Secretary of this State, subject to all the sections of this act, and the same shall be applicable to such grantee, subject to all the terms and conditions of this act as fully as if named originally herein.

Sec. 8. Nothing in this act contained, shall be construed to affect in any way the titles, rights, or interests of persons or corporations not expressly named in this act.

Sec. 9. This act, being deemed of immediate importance, shall take effect from and after its publication in the *Daily Iowa State Register*, and *Daily Evening Statesman*, newspapers published in Des Moines, Iowa.

Approved, April 7, 1868.

I hereby certify that the foregoing act was published in the *Daily State Register*, April 23, 1868, and in *The Iowa Evening Statesman*, April 23, 1868.

ED WRIGHT, *Secretary of State.*

Right of resumption.

Acceptance within thirty days.

Co. to be subject to regulations, etc., by G. A.

If I. F. & S. C. R. R. Co. refuse to accept, Census Board to confer grant.

Acceptance.

Taking effect.

DUBUQUE AND SIOUX CITY AND IOWA FALLS AND SIOUX CITY RAILROAD LANDS.

List of lands approved and certified to the State of Iowa to aid in the construction of the Dubuque and Sioux City Railroad, (upon the Iowa Falls and Sioux City Railroad and Dubuque and Sioux City Railroad, operated by the Illinois Central Railroad Company.)

Parts of Sections.	Sec.	Town.	Range.	Acres.	Remarks.
nw of ne.....	21	88	1	40.00	6 miles limits.
ne of se.....	9	89	1	40.00	
n hf of nw.....	33	89	1	80.00	
n hf of se.....	33	89	1	80.00	
sw of se.....	33	89	1	40.00	
ne of sw.....	33	89	1	40.00	
nw of nw.....	13	89	9	40.00	
se of se.....	3	88	10	40.00	
nw of se.....	19	88	10	40.00	
w hf of sw.....	19	88	10	73.15	
nw of se.....	23	88	10	40.00	
nw of sw.....	17	89	11	40.00	
sw of sw.....	11	88	14	40.00	
nw of ne.....	15	88	15	40.00	
se of ne.....	23	89	15	40.00	
se of nw.....	5	90	16	40.00	
sw of sw.....	5	90	16	40.00	
sw of nw.....	9	90	16	40.00	
ne of sw.....	21	90	16	40.00	
se qr.....	23	90	16	160.00	
nw of nw.....	27	90	16	40.00	
sw of nw.....	31	91	16	37.50	
n hf of se.....	31	91	16	80.00	
sw of sw.....	1	89	17	40.00	
se qr.....	11	89	17	160.00	
nw of ne.....	13	89	17	40.00	
sw of se.....	13	89	17	40.00	
se of nw.....	23	89	17	40.00	
nw of se.....	23	90	17	40.00	
n hf of ne.....	1	89	18	49.40	
sw of ne.....	1	89	18	40.00	
n hf of ne.....	3	89	18	51.85	
n hf of nw.....	3	89	18	52.35	
w hf of nw.....	7	89	18	96.83	
w hf of ne.....	21	89	18	40.00	
e hf of nw.....	25	89	18	80.00	
se of sw.....	29	89	18	40.00	
sw of nw.....	5	90	18	40.00	

DUBUQUE AND SIOUX CITY AND IOWA FALLS AND SIOUX CITY RAILROAD LANDS—CONTINUED.

Parts of Section.	Sec.	Town.	Range.	Acres.	REMARKS.	Parts of Section.	Sec.	Town.	Range.	Acres.	REMARKS.
nw of nw	9	90 18	40.00		Approved by Sec. of Interior, December 27th, 1858.	ne of nw	3	86 11	42.76		
se qr	13	90 18	160.00			nw of ne	3	90 11	38.98		
nw of se	29	90 18	40.00			ne of nw	15	90 11	40.00		
ne of nw	33	91 18	40.00			nw of ne	21	90 11	40.00		
Total				2,361.08		sw of ne	19	91 11	40.00		
						ne of nw	7	86 12	40.00		
ne of nw	19	91 1			In 15 mile limits.	ne of ne	11	87 12	45.93		
nw of ne	3	90 2	40.70			ne of se	11	87 12	40.00		
nw of nw	23	90 4	40.00			n hf of nw	5	90 12	58.94		
sw of ne	23	91 4	40.00			nw of sw	11	91 12	80.00		
ne of ne	17	91 5	40.00			e hf of se	1	86 13	37.51		
se of ne	9	90 6	40.00			ne of se	5	86 13	34.32		
n hf of se	9	86 7	80.00			n hf of nw	1	87 13	91.26		
ne of se	11	86 7	40.00			e hf of se	5	87 13	80.00		
sw of se	11	86 7	40.00			sw of sw	9	87 13	40.00		
sw of sw	11	86 7	40.00			nw of nw	7	87 14	34.05		
s hf of se	23	90 7	80.00			nw of sw	7	87 14	34.65		
se of nw	31	87 8	40.00			se of se	13	87 14	40.00		
nw of nw	31	87 8	40.00			nw of nw	17	87 14	40.00		
s hf of nw	15	87 9	80.00			ne of nw	29	88 14	40.00		
ne of sw	15	87 9	40.00			nw of se	21	88 15	40.00		
w hf of ne	19	91 9	80.00			nw of sw	27	88 15	40.00		
nw of sw	19	91 9	38.04			sw of nw	35	91 15	40.00		
nw of ne	23	91 10	40.00			nw of se	27	92 15	40.00		

nw of sw	1	88 16	40.00			sw of sw	11	87 18	40.00		
nw of se	27	88 16	40.00			nw of nw	1	88 18	42.17		
sw of se	29	89 16	40.00			ne of nw	3	88 18	43.32		
w hf of sw	29	89 16	80.00			s hf of nw	3	88 18	80.00		
se of ne	21	91 16	40.00			e hf of se	17	88 18	80.00		
w hf of sw	19	92 16	65.94			nw of se	17	88 18	40.00		
w hf of sw	31	92 16	67.52			e hf of ne	19	88 18	80.00		
sw of nw	5	87 17	40.00			ne of nw	21	88 18	40.00		
n hf of nw	7	87 17	85.98			ne of sw	25	89 18	40.00		
w hf of se	3	88 17	80.00			s hf of sw	25	89 18	80.00		
sw of sw	5	88 17	40.00			ne of ne	1	91 18	44.53		
w hf of nw	7	88 17	92.88			n hf of ne	5	91 18	87.44		
w hf of sw	7	88 17	92.62			n hf of nw	5	91 18	87.68		
ne of ne	9	88 17	40.00			se of nw	5	91 18	40.00		
se of nw	9	88 17	40.00			n hf	7	91 18	328.13		
w hf of nw	19	88 17	93.05			n hf of sw	7	91 18	83.87		
w hf of sw qr	19	88 17	93.89			nw of nw	11	91 18	40.00		
s hf of sw	21	88 17	80.00	Excluded.		w hf of sw	31	91 18	89.84		
w hf of nw	31	89 17	84.53			sw of nw	31	91 18	45.30		
nw of se	11	92 17	40.00			nw of se	11	92 18	40.00		
se of sw	15	92 17	40.00			n hf of sw	11	92 18	80.00		
ne of ne	21	92 17	40.00			sw qr	23	92 18	160.00		
sw of se	31	92 17	40.00			ne qr	29	92 18	160.00		
n hf of ne	1	87 18	99.67			e hf of nw	29	92 18	80.00		
nw of ne	3	87 18	179.29			se of ne	35	92 18	40.00		Approved by Sec. of the Int. Dec. 27, 1858.
n hf of ne	3	87 18	98.02			se of nw	35	92 18	40.00		
sw of nw	3	87 18	96.72			sw of nw	35	92 18	40.00		
			40.00			Total (deducting excluded land)		5,901.49			

Parts of Sections.	Sec	Town	Range	Acres.	Remarks.	Parts of Sections.	Sec	Town	Range	Acres.	Remarks.
ne qr.	7	8919		160.00	6 miles limits	nw of se.	29	8922		40.00	
nw of sw.	17	8919		40.00		w hf of nw	31	8922		89.23	
sw of sw.	19	8919		45.07		w hf of sw	31	8922		91.09	
n hf of ne.	1	9019		64.66		sw of sw	27	9022		40.00	
nw qr.	1	9019		143.68		ne of ne.	33	9022		40.00	
n hf of nw qr.	3	9019		64.62		se of sw	5	8823		40.00	
n hf of ne.	3	9019		64.42		w hf and sw qr	7	8823		542.04	
n hf of nw.	5	9019		71.14		w hf of se.	7	8823		40.00	
n hf of ne.	5	9019		68.68		ne of se.	7	8823		40.00	
w hf of sw.	7	9019		72.33		ne of nw.	9	8823		80.00	
sw of nw.	3	8920		40.00		s hf of nw.	9	8823		80.00	
se of se.	5	8920		40.00		s hf of ne.	9	8823		80.00	
w hf of nw.	13	9020		80.00		n hf of se.	9	8823		80.00	
se of nw.	35	9020		40.00		sw of se.	9	8823		40.00	
w hf of sw.	11	8821		80.00		s hf of sw.	9	8823		80.00	
w hf of nw.	7	8822		70.36		ne of sw	9	8823		40.00	
w hf of sw.	7	8822		70.76		se of sw	11	8823		40.00	
e hf of sw.	17	8822		80.00		n hf of se.	11	8823		80.00	
se of ne.	11	8922		40.00	Excluded.	ne of nw	11	8823		40.00	
sw of se	15	8922		40.00		sw of nw.	11	8823		40.00	
sw	15	8922		160.00		w hf of ne	11	8823		80.00	
ne of sw.	17	8922		40.00		se of ne.	11	8823		40.00	
w hf of nw.	19	8922		92.79		all.	13	8823		640.00	
w hf of sw.	19	8922		93.57		w hf of sw	15	8823		80.00	
e hf of ne.	21	8922		80.00		sw of nw.	15	8823		40.00	

ne of nw.	15	8823		40.00		w hf of nw	27	8923		80.00	
nw of ne.	15	8823		40.00		se of nw.	27	8923		40.00	
lot 2	15	8823		92.88		n hf of sw	27	8923		80.00	
e hf of nw.	17	8823		80.00		se of sw.	27	8923		40.00	
sw of nw.	17	8823		40.00		w hf of ne	29	8923		40.00	
w hf of ne.	17	8823		40.00		se of ne	29	8923		40.00	
se of ne.	17	8823		40.00		se of nw	29	8923		40.00	
n hf of se.	17	8823		80.00		sw of se.	29	8923		40.00	
sw of se.	17	8823		40.00		e hf of se.	29	8923		80.00	
e hf of sw.	17	8823		80.00		sw of sw.	29	8923		40.00	
nw of sw.	17	8823		80.00		e hf of sw	29	8923		80.00	
nw	19	8823		191.63		ne of sw	31	8923		91.49	
ne	21	8823		160.00		w hf of sw.	31	8923		40.00	
w hf of nw.	21	8823		80.00		nw of se.	31	8923		80.00	
se of nw.	21	8823		40.00		n hf of se.	31	8923		330.49	
se of nw.	3	8923		40.00		e hf of se.	31	8923		80.00	
e hf of sw	3	8923		80.00		w hf of ne.	33	8923		40.00	
sw of sw	7	8923		44.43		se of ne.	33	8923		40.00	
sw of ne.	9	8923		40.00		w hf of nw	33	8923		80.00	
n hf of se.	9	8923		40.00		ne of se.	33	8923		40.00	
sw of sw.	11	8923		40.00		s hf of se.	33	8923		80.00	
nw of nw.	11	8923		44.10		nw of sw	33	8923		40.00	
nw of nw.	19	8923		40.00		se of sw	35	8923		80.00	
se of se.	23	8923		80.00		n hf of nw	35	8923		40.00	
w hf of se.	27	8923		160.00		se of nw	35	8923		80.00	
se qr.	27	8923		80.00		e hf of sw	35	8923		320.00	
e hf of ne.	27	8923		80.00		nw of sw	35	8923		320.00	
sw of ne	27	8923		40.00		e hf.	35	8923		87.15	
						w hf of sw	19	9023			

DUBUQUE & SIOUX CITY AND IOWA FALLS & SIOUX CITY RAILROAD LANDS—CONTINUED.

Parts of Sections.	Sec.	Town.	Range.	Acres.	Remarks.	Parts of Sections.	Sec.	Town.	Range.	Acres.	Remarks.
nw of ne.....	31	90 23	40.00			se.....	23	90 24	160.00		
w hf and se.....	31	90 23	493.58			n hf of nw.....	25	90 24	640.00		
ne of nw.....	33	90 23	40.00			all.....	25	90 24	640.00		
nw.....	1	88 24	168.77			all.....	27	90 24	640.00		
sw of ne.....	1	88 24	40.00			all.....	29	90 24	640.00		
sw of se.....	1	88 24	40.00			all.....	31	90 24	640.88		
e hf of sw.....	1	88 24	80.00			all.....	33	90 24	640.00		
n hf of ne.....	3	88 24	90.00			all.....	35	90 24	640.00		
n hf of nw.....	3	88 24	86.94			se of se.....	3	88 25	40.00		
nw of ne.....	5	88 24	44.26			ne of se.....	7	88 26	40.00		
n hf of nw.....	5	88 24	90.91			ne of sw.....	17	88 26	40.00		
se qr.....	5	88 24	160.00			sw of se.....	7	89 26	40.00		
nw of nw.....	9	88 24	40.00			w hf of nw.....	31	89 26	88.40		
nw of sw.....	9	88 24	40.00			n hf of nw.....	1	89 27	64.36		
w hf of se.....	15	88 24	80.00			n hf of ne.....	3	89 27	60.30		
ne of se.....	17	88 24	40.00			n hf of nw.....	3	89 27	60.46		
se of ne.....	21	88 24	40.00			n hf of ne.....	5	89 27	58.80		
ne of se.....	21	88 24	40.00			n hf of nw.....	5	89 27	58.16		
n hf of ne.....	1	89 24	71.77			e hf of sw.....	9	89 27	80.00		
sw of sw.....	7	89 24	43.21			w hf of sw.....	11	89 27	80.00		
sw of nw.....	19	89 24	45.02			se of ne.....	13	89 27	40.00		
w hf of sw.....	19	89 24	89.72			nw of ne.....	15	89 27	40.00		
n hf of ne.....	27	89 24	80.00			all.....	17	89 27	640.00		
sw of sw.....	31	89 24	46.16			ne.....	21	89 27	160.00		
sw of sw.....	35	89 24	40.00			nw of se.....	21	89 27	40.00		
						ne of nw.....	35	89 27	40.00		

sw qr.....	31	90 27	175.20			w hf of ne.....	25	88 30	80.00		
sw qr.....	35	90 27	160.00			nw.....	25	88 30	160.00		
s hf of se.....	35	90 27	80.00			e hf of se.....	1	89 30	80.00		
w hf of nw.....	19	88 29	64.62			w hf of sw.....	1	89 30	80.00		
w hf of sw.....	19	88 29	65.86			nw.....	3	89 30	133.75		
sw qr.....	7	89 29	163.37	Excluded.		se of se.....	3	89 30	40.00	Excluded.	
w hf of ne.....	19	89 29	40.00			n hf of se.....	3	89 30	80.00	Excluded.	
se of ne.....	19	89 29	40.00			n hf of sw.....	3	89 30	80.00		
nw.....	19	89 29	168.88			se of sw.....	3	89 30	40.00		
n hf of se.....	19	89 29	80.00			sw of ne.....	5	89 30	40.00		
n hf of sw.....	19	89 29	84.62			n hf of ne.....	5	89 30	47.60		
s hf of se.....	19	89 29	80.00	Excluded.		nw.....	5	89 30	125.60		
s hf of sw.....	19	89 29	84.74	Excluded.		w hf of se.....	5	89 30	80.00		
nw of sw.....	29	89 29	40.00	Excluded.		sw qr.....	5	89 30	160.00		
ne.....	31	89 29	160.00	Excluded.		all.....	7	89 30	683.20		
nw.....	31	89 29	171.76	Excluded.		n hf of ne.....	9	89 30	80.00		
sw.....	31	89 29	160.00	Excluded.		nw qr.....	9	89 30	160.00		
w hf of nw.....	31	90 29	82.17			sw of sw.....	9	89 30	40.00		
w hf of sw.....	31	90 29	82.07			se of se.....	9	89 30	40.00		
se of sw.....	7	88 30	66.15			w hf of se.....	9	89 30	80.00		
se.....	7	88 30	40.00			s hf of nw.....	11	89 30	40.00		
nw of sw.....	11	88 30	160.00			ne of nw.....	11	89 30	80.00		
sw qr.....	15	88 30	160.00			e hf of sw.....	11	89 30	80.00		
e hf of sw.....	17	88 30	80.00			w hf of se.....	11	89 30	80.00		
se qr.....	17	88 30	160.00			w hf of sw.....	11	89 30	80.00		
ne qr.....	21	88 30	160.00			ne.....	11	89 30	80.00		
ne of ne.....	23	88 30	40.00			w hf of nw.....	13	89 30	160.00	Excluded.	
							13	89 30	80.00		

DUBUQUE & SIOUX CITY AND IOWA FALLS & SIOUX CITY RAILROAD LANDS—Continued.

Parts of Sections.	Acres.	Remarks.	Parts of Sections.	Acres.	Remarks.
se of se	13 89/30	40.00	n hf of sw	23 89/30	80.00
n hf of se	13 89/30	80.00	ne	25 89/30	160.00
n hf of sw	13 89/30	80.00	nw	25 89/30	160.00
s hf of ne	15 89/30	80.00	sw	25 89/30	160.00
nw of ne	15 89/30	40.00	e hf of sw	27 89/30	80.00
nw of nw	15 89/30	40.00	e hf of nw	27 89/30	80.00
ne of nw	15 89/30	40.00	nw of ne	27 89/30	40.00
e hf of sw	15 89/30	80.00	s hf of ne	27 89/30	80.00
nw of sw	15 89/30	40.00	se of se	27 89/30	40.00
ne	17 89/30	160.00	n hf of se	27 89/30	80.00
n hf of se	17 89/30	80.00	s hf of ne	29 89/30	80.00
se of se	17 89/30	40.00	ne of nw	29 89/30	40.00
ne of sw	17 89/30	40.00	s hf of nw	29 89/30	80.00
w hf of sw	17 89/30	80.00	ne of sw	29 89/30	40.00
nw qr	17 89/30	160.00	w hf of sw	29 89/30	80.00
se qr	19 89/30	160.00	se	29 89/30	160.00
w hf of ne	19 89/30	80.00	e hf of sw	31 89/30	80.00
w hf	19 89/30	351.08	w hf of se	31 89/30	80.00
ne qr	21 89/30	160.00	w hf of nw	31 89/30	91.25
se qr	21 89/30	160.00	ne	31 89/30	160.00
w hf	21 89/30	320.00	s hf	33 89/30	320.00
ne of ne	23 89/30	40.00	se of ne	33 89/30	40.00
s hf of ne	23 89/30	80.00	w hf of ne	33 89/30	80.00
nw	23 89/30	160.00	e hf of nw	33 89/30	80.00
se	23 89/30	160.00	sw of nw	33 89/30	40.00

Excluded

se of nw	35 89/30	40.00	se qr	27 90/30	160.00
w hf of nw	35 89/30	80.00	sw	27 90/30	160.00
se of ne	35 89/30	40.00	ne qr	29 90/30	160.00
e hf of ne	35 89/30	80.00	nw	29 90/30	160.00
ne of sw	35 89/30	40.00	se	29 90/30	160.00
w hf of sw	35 89/30	80.00	se of sw	29 90/30	40.00
nw of se	35 89/30	40.00	nw	31 90/30	176.20
se of se	35 89/30	40.00	se	31 90/30	160.00
n hf of se	15 90/30	80.00	sw	31 90/30	173.40
n hf of sw	15 90/30	80.00	ne	33 90/30	160.00
se of sw	15 90/30	40.00	nw	33 90/30	160.00
ne	17 90/30	160.00	se	33 90/30	160.00
nw	17 90/30	160.00	sw	33 90/30	160.00
se	17 90/30	160.00	sw	35 90/30	160.00
sw	17 90/30	160.00	sw	35 90/30	160.00
se	19 90/30	178.48	all	1 88/31	753.42
nw	19 90/30	160.00	all	3 88/31	750.66
se	19 90/30	160.00	all	5 88/31	746.44
e hf of ne	21 90/30	80.00	n hf	7 88/31	309.93
nw	21 90/30	160.00	all	9 88/31	640.00
e hf of se	21 90/30	80.00	all	11 88/31	640.00
ne	23 90/30	160.00	n hf	13 88/31	320.00
sw	23 90/30	160.00	all	1 89/31	557.20
nw	23 90/30	160.00	all	3 89/31	586.90
sw	23 90/30	160.00	all	5 89/31	588.78
nw	25 90/30	160.00	all	7 89/31	668.48
se	25 90/30	160.00	all	9 89/31	640.00
sw qr	25 90/30	160.00	all	11 89/31	640.00
nw qr	27 90/30	160.00	all	13 89/31	640.00
	27 90/30	160.00	all	15 89/31	640.00

Excluded

Excluded

Excluded

Excluded

Excluded

DUBUQUE & SIOUX CITY AND IOWA FALLS & SIOUX CITY RAILROAD LANDS—CONTINUED.

Parts of Section.	Sec.	Town	Range	Acres.	Remarks.	Parts of Section.	Sec.	Town	Range	Acres.	Remarks.
all.....	17	89 31	640.00	640.00		se qr.....	25	90 31	160.00		
all.....	19	89 31	670.40	670.40		sw qr.....	25	90 31	160.00		
all.....	21	89 31	640.00	640.00		ne.....	27	90 31	160.00		
all.....	23	89 31	640.00	640.00		se.....	27	90 31	160.00		
all.....	25	89 31	640.00	640.00		w hf.....	27	90 31	320.00		
all.....	27	89 31	640.00	640.00		all.....	29	90 31	640.00		
all.....	29	89 31	640.00	640.00		all.....	31	90 31	673.00		
all.....	31	89 31	669.40	669.40		all.....	33	90 31	640.00		
all.....	33	89 31	640.00	640.00		ne qr and sw qr	35	90 31	320.00		
all.....	35	89 31	640.00	640.00		nw.....	35	90 31	160.00		
s hf.....	5	90 31	320.00	320.00		se.....	35	90 31	160.00		
all.....	7	90 31	655.00	655.00		all.....	1	88 32	746.54		
all.....	9	90 31	640.00	640.00		n hf.....	3	88 32	417.22		
s hf.....	11	90 31	320.00	320.00		all.....	3	89 32	588.00		
sw qr.....	13	90 31	160.00	160.00	Excluded.	all.....	3	89 32	614.72		
sw qr.....	13	90 31	160.00	160.00	Excluded.	all.....	5	89 32	628.32		
n hf and sw.....	15	90 31	480.00	480.00		all.....	7	89 32	670.16		
se qr.....	15	90 31	160.00	160.00		all.....	9	89 32	640.00		
all.....	17	90 31	640.00	640.00		all.....	11	89 32	640.00		
all.....	19	90 31	665.48	665.48		all.....	13	89 32	640.00		
all.....	21	90 31	640.00	640.00		all.....	15	89 32	640.00		
nw.....	23	90 31	160.00	160.00		all.....	17	89 32	640.00		
se.....	23	90 31	160.00	160.00		all.....	19	89 32	667.16		
w qr.....	23	90 31	160.00	160.00		all.....	21	89 32	640.00		

all.....	23	89 32	640.00	640.00		all.....	31	90 32	608.38		
all.....	25	89 32	640.00	640.00		all.....	33	90 32	640.00		
e hf.....	27	89 32	320.00	320.00		all.....	35	90 32	640.00		
ne of nw.....	27	89 32	40.00	40.00		all.....	31	91 32	653.40		
lots 1 and 2.....	27	89 32	83.53	83.53		w hf and se.....	33	91 32	480.00		
e hf of sw.....	27	89 32	80.00	80.00		sw.....	35	91 32	160.00		
all.....	29	89 32	640.00	640.00		all.....	1	89 33	603.18		
se of ne.....	33	89 32	40.00	40.00		all.....	3	89 33	600.22		
nw of se.....	33	89 32	40.00	40.00		all.....	5	89 33	594.78		
lots 4 and 5.....	33	89 32	69.87	69.87		all.....	7	89 33	646.20		
lots 1, 2, and 6.....	33	89 32	132.28	132.28		all.....	9	89 33	640.00		
e hf of se.....	33	89 32	80.00	80.00		all.....	11	89 33	640.00		
sw of se.....	33	89 32	40.00	40.00		all.....	13	89 33	640.00		
all.....	35	89 32	640.00	640.00		all.....	15	89 33	640.00		
all.....	1	90 32	611.80	611.80		all.....	17	89 33	640.00		
all.....	3	90 32	608.60	608.60		n hf.....	19	89 33	321.91		
all.....	5	90 32	602.86	602.86		all.....	21	89 33	640.00		
all.....	7	90 32	660.80	660.80		all.....	23	89 33	640.00		
all.....	9	90 32	640.00	640.00		all.....	25	89 33	640.00		
all.....	11	90 32	640.00	640.00		n hf.....	27	89 33	320.00		
all.....	13	90 32	640.00	640.00		all.....	1	90 33	605.64		
all.....	15	90 32	640.00	640.00		all.....	3	90 33	604.88		
all.....	17	90 32	640.00	640.00		all.....	5	90 33	614.74		
all.....	19	90 32	664.05	664.05		all.....	7	90 33	670.52		
all.....	21	90 32	640.00	640.00		all.....	9	90 33	640.00		
all.....	23	90 32	640.00	640.00		all.....	11	90 33	640.00		
all.....	25	90 32	640.00	640.00		all.....	13	90 33	640.00		
all.....	27	90 32	640.00	640.00		all.....	15	90 33	640.00		
all.....	29	90 32	640.00	640.00		all.....	17	90 33	640.00		

DUBUQUE & SIOUX CITY AND IOWA FALLS & SIOUX CITY RAILROAD LANDS—CONTINUED.

Parts of Sections.	Sec	Town	Range	Acres.	Remarks.	Parts of Sections.	Sec	Town	Range	Acres.	Remarks.
all.....	33	9028	640.00			all.....	13	8929	640.00		
w hf sec and se	35	9028	480.00		{ s hf of sec, and	all.....	15	8929	640.00		
all.....	1	8829	688.39		{ lots 7 & 8 pre-empted.....	all.....	17	8929	640.00		
all.....	3	8829	737.92			ne of ne	19	8929	40.00		
all.....	5	8829	753.08			all.....	21	8929	640.00		
all.....	7	8829	612.48			w hf sec and se qr.....	23	8929	480.00	se qr pre-empted.	
all.....	9	8829	640.00			all.....	25	8929	640.00		
all.....	11	8829	640.00			all.....	27	8929	640.00		
all.....	13	8829	640.00			e hf.....	29	8929	320.00		
all.....	15	8829	640.00			all.....	31	8929	640.00		
all.....	17	8829	640.00			all.....	33	8929	640.00		
all.....	21	8829	640.00			w hf sec and se qr.....	19	9029	479.48		
all.....	23	8829	640.00			s hf.....	21	9029	320.00		
all.....	25	8829	640.00			s hf.....	23	9029	316.55		
all.....	27	8829	640.00			lots 1 and 2 (east of river).....	25	9029	73.88		
n hf of ne.....	29	8829	80.00			lots 3, 4, 5, 6, w hf of se and sw qr.....	25	9029	402.98		
n hf.....	35	8829	320.00			w hf of nw and se of nw.....	25	9029	120.00		
lots 1, 2, 3, and se of se	1	8929	149.10			all.....	27	9029	640.00		
lots 4, 5, 6, 7, 8, nw qr and w hf of sw.....	1	8929	452.82			all.....	29	9029	640.00		
all.....	3	8929	627.90			e hf of sec, e hf of nw and e hf of sw.....	31	9029	480.00		
all.....	5	8929	611.26			all.....	33	9029	640.00		
e hf.....	7	8929	320.00								
all.....	9	8929	640.00								
all.....	11	8929	640.00								

e hf of ne & e hf of se	1	8830	186.62	{ Apprd by Sec-try of Interior, April 7th, 1883.	w hf of sw	31	8721	48.36
all.....	35	9029	640.00	{ April 7th, 1883.	n hf of ne.....	3	9021	68.19
Total.....			56,473.32		n hf of se.....	5	9021	80.00
lot 1, e hf of nw & nw of nw.....	29	8928	153.60	6 miles limits, Apprd by Sec-try of Interior, Dec. 13th, 1884.	ne of sw.....	5	9021	40.00
(This list nullified by Wolcott decision.)					n hf.....	7	9021	89.76
se of ne.....	7	9119	40.00	15 miles limits	w hf sw.....	7	9021	40.00
nw of sw.....	13	9119	40.00		w hf of nw.....	7	9021	90.42
sw.....	23	9119	160.00		sw of nw.....	9	9021	40.00
e hf of ne.....	27	9119	80.00		sw qr.....	9	9021	40.00
ne of nw.....	35	9119	40.00		e hf of sw.....	11	9021	80.00
sw of nw.....	31	9219	39.55		nw of se of sw excluded	15	9021	160.00
sw of sw.....	31	9219	39.62		nw.....	15	9021	79.23
w hf of se.....	35	9219	80.00		n hf of nw.....	1	9121	70.00
e hf of sw.....	35	9219	80.00		s hf of sw.....	1	9121	80.00
w hf of se.....	23	8720	80.00		n hf.....	3	9121	308.40
w hf of ne.....	29	8820	80.00		n hf.....	5	9121	304.04
n hf of se.....	21	9120	80.00		w hf of se.....	5	9121	329.00
se of se.....	21	9120	40.00		w hf.....	7	9121	329.00
sw of nw.....	31	9220	43.14		e hf of nw.....	11	9121	80.00
w hf of nw.....	7	8721	43.32		ne of ne.....	11	9121	40.00
w hf of sw.....	7	8721	43.54		s hf of sw.....	11	9121	80.00
w hf of nw.....	19	8721	46.16		ne of sw.....	15	9121	40.00
w hf of sw.....	19	8721	45.84		ne of ne.....	15	9121	40.00
					w hf of sw.....	19	9121	89.29
					w hf nw.....	19	9121	87.81

DUBUQUE AND SIOUX CITY AND IOWA FALLS AND SIOUX CITY RAILROAD LANDS.

Parts of Sections.	Sec.	Town.	Range.	Acres.	Remarks.	Parts of Sections.	Sec.	Town.	Range.	Acres.	Remarks.
n hf of ne.....	21	91 21		80.00		ne.....	35	87 22		160.00	
se of se.....	29	91 21		40.00		w hf of nw.....	19	88 22		73.04	
se of nw.....	31	91 21		40.00		w hf of sw.....	19	88 22		72.64	
w hf of nw.....	31	91 21		91.55		se of sw.....	29	88 22		40.00	
nw of ne.....	1	86 22		40.01		w hf of nw.....	31	88 22		68.84	
nw.....	1	86 22		160.25		w hf of sw.....	31	88 22		67.16	
nw.....	3	86 22		157.27		s hf of se.....	31	88 22		80.00	
ne.....	3	86 22		158.37		sw of ne.....	1	90 22		40.00	
nw and ne.....	5	86 22		814.68		ne of ne.....	1	90 22		35.39	
n hf of ne.....	5	87 22		98.38		s hf of nw.....	1	90 22		80.00	
n hf of nw.....	5	87 22		96.12		nw of nw.....	1	90 22		36.04	
w hf of nw.....	7	87 22		63.12		s hf.....	1	90 22		320.00	
w hf of sw.....	7	87 22		64.06		n hf and se.....	3	90 22		463.10	
e hf ne.....	15	87 22		80.00		n hf of ne.....	5	90 22		74.44	
all.....	17	87 22		640.00		sw of nw.....	5	90 22		40.00	
all.....	19	87 22		615.82		n hf of nw.....	5	90 22		78.44	
all.....	21	87 22		640.00		ne qr.....	11	90 22		160.00	
w hf and ne.....	23	87 22		480.00		s hf of nw.....	11	90 22		80.00	
w hf of se.....	23	87 22		80.00		n hf of nw.....	11	90 22		80.00	
s hf of sw.....	25	87 22		80.00		w hf of se.....	11	90 22		80.00	
all.....	27	87 22		640.00		ne of se.....	11	90 22		40.00	
all.....	29	87 22		640.00		n hf of ne.....	13	90 22		80.00	
all.....	31	87 22		623.68		n hf of nw.....	13	90 22		80.00	
all.....	33	87 22		640.00		all.....	1	91 22		626.82	
s hf of sw.....	35	87 22		80.00		n hf of ne.....	3	91 22		71.81	

n hf of nw.....	8	91 22		71.05		n hf of se.....	9	87 23		80.00	
n hf of nw.....	5	91 22		70.11		sw of sw.....	9	87 23		40.00	
ne qr.....	7	91 22		151.09		e hf of sw.....	9	87 23		80.00	
s hf.....	11	91 22		343.54		n hf.....	9	87 23		320.00	
w hf and ne.....	11	91 22		480.00		ne of sw.....	11	87 23		40.00	
all.....	13	91 22		640.00		n hf and se qr.....	11	87 23		480.00	
e hf of se.....	23	91 22		80.00		sw of nw.....	13	87 23		40.00	
ne.....	23	91 22		160.00		e hf of nw.....	13	87 23		80.00	
s hf of sw.....	85	91 22		80.00		sw and e hf.....	13	87 23		480.00	
n hf of ne.....	3	86 23		75.04		sw of nw.....	15	87 23		40.00	
n hf of nw.....	3	86 23		75.38		ne of se.....	15	87 23		40.00	
n hf of nw.....	5	86 23		74.89		w hf of se.....	15	87 23		80.00	
e hf.....	1	87 23		835.07		ne and sw.....	15	87 23		320.00	
e hf of nw.....	1	87 23		86.97		sw of nw.....	17	87 23		40.00	
n hf of sw.....	1	87 23		80.00		e hf of nw.....	17	87 23		80.00	
s hf of ne.....	3	87 23		80.00		ne and s hf.....	17	87 23		480.00	
se and w hf.....	3	87 23		493.40		nw of nw.....	19	87 23		53.62	
s hf of ne.....	5	87 23		80.00		all.....	21	87 23		640.00	
nw of ne.....	5	87 23		45.77		sw of se.....	23	87 23		40.00	
se of nw.....	5	87 23		40.00		ne and w hf.....	23	87 23		480.00	
n hf of nw.....	5	87 23		90.88		sw of nw.....	25	87 23		40.00	
ne of se.....	5	87 23		40.00		e hf of nw.....	25	87 23		80.00	
sw.....	5	87 23		160.00		nw of se.....	25	87 23		40.00	
w hf of se.....	5	87 23		80.00		e hf of se.....	25	87 23		80.00	
w hf of nw.....	7	87 23		106.43		ne and sw.....	25	87 23		820.00	
se of nw.....	7	87 23		40.00		se of se.....	27	87 23		40.00	
w hf of sw.....	7	87 23		106.19		w hf of se.....	27	87 23		80.00	
e hf of se.....	7	87 23		80.00		w hf.....	27	87 23		320.00	

DUBUQUE & SIOUX CITY AND IOWA FALLS & SIOUX CITY RAILROAD LANDS—CONTINUED.

Parts of Sections.	Sec.	Town.	Range.	Acres.	Remarks.	Parts of Sections.	Sec.	Town.	Range.	Acres.	Remarks.
w hf of ne	27	87 23	80.00	w hf	35	88 23	320.00				
se of ne	27	87 23	40.00	s hf of se	3	90 23	80.00				
nw of sw	31	87 23	54.46	n hf of ne	5	90 23	82.94				
all	33	87 23	640.00	e hf of se	5	90 23	80.00				
all	35	87 23	640.00	w hf of sw	5	90 23	80.00				
w hf of sw	19	88 23	112.15	sw of nw	5	90 23	40.00				
ne of se	21	88 23	40.00	n hf of nw	5	90 23	83.32				
nw of se	21	88 23	40.00	w hf	7	90 23	328.72				
lots 1, 2, and 5	23	88 23	102.48	w hf of nw	9	90 23	80.00				
w hf of sw	23	88 23	80.00	w hf of nw	11	90 23	80.00				
se of sw	23	88 23	40.00	w hf of sw	11	90 23	80.00				
ne of nw	25	88 23	40.00	nw of se	15	90 23	40.00				
s hf of nw	25	88 23	80.00	w hf of nw	19	90 23	87.13				
n hf of sw	25	88 23	80.00	nw	21	90 23	160.00				
se of sw	25	88 23	40.00	sw	7	91 23	170.66				
e hf	25	88 23	320.00	w hf of se	7	91 23	80.00				
sw of se	27	88 23	40.00	se of ne	13	91 23	40.00				
n hf of se	27	88 23	80.00	ne of se	13	91 23	40.00				
se of ne	27	88 23	40.00	all	19	91 23	652.26				
w hf	27	88 23	320.00	n hf of ne	21	91 23	80.00				
nw of ne	35	88 23	40.00	ne of nw	21	91 23	40.00				
s hf of ne	35	88 23	80.00	w hf of se	27	91 23	80.00				
e hf of se	35	88 23	80.00	se of se	27	91 23	40.00				
nw of se	35	88 23	40.00	s hf of sw	27	91 23	80.00				

all	29	91 23	640.00	all	7	90 24	654.28				
all	31	91 23	658.72	all	9	90 24	640.00				
all	33	91 23	640.00	all	11	90 24	199.23				
w hf	35	91 23	320.00	all	13	90 24	640.00				
se	5	86 24	160.00	all	15	90 24	596.30				
e hf of sw	5	86 24	80.00	all	17	90 24	640.00				
nw of sw	5	86 24	40.00	all	19	90 24	644.00				
w hf of sw	7	86 24	40.77	all	21	90 24	640.00				
n hf of ne	3	87 24	93.35	all	23	90 24	480.00				
n hf of nw	3	87 24	92.91	n hf and sw	23	90 24	320.00				
all	5	87 24	659.02	s hf	1	91 24	320.00				
lots 3 and 4	7	87 24	64.85	s hf	3	91 24	622.24				
ne of ne	25	87 24	40.00	all	9	91 24	640.00				
ne	27	87 24	146.11	all	11	91 24	640.00				
w hf of sw	27	87 24	80.00	all	13	91 24	640.00				
lots 1, 2, 3 and 4	27	87 24	112.30	all	15	91 24	640.00				
nw	27	87 24	160.00	all	17	91 24	640.00				
sw of sw	29	87 24	40.00	all	19	91 24	617.88				
e hf of sw	29	87 24	80.00	all	21	91 24	640.00				
w hf of nw	31	87 24	80.71	all	23	91 24	640.00				
ne of sw	31	87 24	40.00	all	25	91 24	640.00				
w hf of sw	31	87 24	80.49	all	29	91 24	640.00				
nw of se	31	87 24	40.00	all	31	91 24	635.58				
e hf of se	31	87 24	80.00	all	33	91 24	640.00				
all	27	88 24	640.00	all	35	91 24	640.00				
all	1	90 24	651.56	all	1	86 25	469.16				
all	3	90 24	594.55	n hf and se	1	86 25	40.00				
all	5	90 24	652.88	se of sw	1	86 25	40.00				

Parts of Section.	Sec.	Town.	Range.	Acres.	REMARKS.	Parts of Section.	Town.	Range.	Acres.	REMARKS.
n hf of sw	1	8625		80.00		n hf of ne	1	9025	86.44	
nw of ne	5	8625		36.73		n hf of nw	5	9025	82.08	
n hf of nw	5	8625		73.85		n hf of ne	5	9025	82.48	
e hf	11	8625		80.00		sw	21	9025	160.00	
n hf of nw	13	8625		80.00		nw	27	9025	160.00	
n hf of ne	13	8625		80.00		s hf	9	9125	320.00	
se	9	8725		160.00		all	11	9125	640.00	
ne of ne	9	8725		40.00		all	13	9125	640.00	
nw of sw	11	8725		40.00		n hf and se qr	13	9125	480.00	
nw qr	15	8725		160.00		all	17	9125	640.00	
se of ne	15	8725		40.00		w hf of nw	19	9125	84.15	
nw of ne	15	8725		40.00		se	19	9125	160.00	
ne of sw	21	8725		40.00		w hf of sw	19	9125	86.03	
s hf of sw	23	8725		80.00		all	23	9125	640.00	
nw of sw	25	8725		40.00		se of sw	27	9125	40.00	
w hf of nw	25	8725		80.00		nw of sw	29	9125	40.00	
s hf of sw	25	8725		80.00		w hf of nw	31	9125	88.29	
all	27	8725		640.00		w hf of sw	31	9125	89.83	
nw of nw	31	8725		39.51		sw qr	35	9125	160.00	
se qr	31	8725		160.00		n hf of ne	1	8626	73.74	
e hf of nw	33	8725		80.00		w hf	1	8626	313.56	
ne	33	8725		160.00		ne of se	11	8626	40.00	
sw of ne	35	8825		40.00		se of ne	11	8626	40.00	
sw of nw	35	8825		40.00		n hf of nw	1	9026	81.76	

n hf of ne	1	9026		85.78		sw of nw	21	9027	40.00	
nw qr	7	9026		164.92		e hf of nw	21	9027	80.00	
w hf of sw	19	9026		82.28		ne	21	9027	160.00	
sw of nw	31	9126		44.25		s hf	21	9027	320.00	
se of sw	21	9126		40.00		ne qr of nw	25	9027	40.00	
sw of se	21	9126		40.00		ne of ne	27	9027	40.00	
w hf	23	9126		320.00		w hf of nw	27	9027	80.00	
se of sw	25	9126		40.00		se of nw	27	9027	40.00	
n hf of nw	3	9027		72.56		e hf of nw	29	9027	80.00	
all	5	9027		625.18		nw of nw	29	9027	40.00	
all	7	9027		660.04		e hf of sw	29	9027	80.00	
w hf	9	9027		320.00		sw of sw	29	9027	40.00	
n hf of ne	9	9027		80.00		ne of ne	31	9027	40.00	
sw of ne	9	9027		80.00		s hf of nw	31	9027	86.80	
w hf of se	9	9027		40.00		nw of nw	31	9027	46.26	
w hf of nw	11	9027		80.00		n hf	33	9027	320.00	
nw of sw	11	9027		40.00		sw qr	33	9127	160.00	
all	15	9027		640.00		n hf of sw	5	9127	80.00	
n hf	17	9027		320.00		se qr	15	9127	160.00	
w hf of se	17	9027		40.00		s hf	17	9127	320.00	
ne of se	17	9027		40.00		e hf of ne	19	9127	80.00	
n hf of sw	17	9027		80.00		w hf	19	9127	356.22	
se of sw	17	9027		40.00		e hf of nw	21	9127	80.00	
s hf of ne	19	9027		80.00		e hf of sw	21	9127	80.00	
se of nw	19	9027		40.00		e hf	21	9127	320.00	
w hf of nw	19	9027		93.55		sw of nw	21	9127	40.00	
e hf of se	19	9027		80.00		e hf of ne	27	9127	80.00	
nw of sw	19	9027		46.89		w hf of sw	27	9127	80.00	

Parts of Sections.		Sec.	Town.	Range.	Acres.	Remarks.	Parts of Sections.		Sec.	Town.	Range.	Acres.	Remarks.
e hf.	.....	27	91 27	320.00	.....	.....	se of nw.	.....	33	87 28	40.00	.....
w hf of ne	.....	29	91 27	80.00	.....	.....	sw of se.	.....	33	87 28	40.00	.....
sw of se.	.....	29	91 27	40.00	.....	.....	e hf of ne	.....	1	90 28	76.99	.....
e hf of se.	.....	29	91 27	80.00	.....	.....	se.	.....	13	90 28	160.00	.....
s hf of nw.	.....	29	91 27	80.00	.....	.....	ne of sw.	.....	13	90 28	40.00	.....
sw.	.....	29	91 27	160.00	.....	.....	ne of se.	.....	25	90 28	40.00	.....
e hf and sw qr.	.....	31	91 27	495.00	.....	.....	sw of ne.	.....	1	86 29	40.00	.....
e hf of nw.	.....	31	91 27	80.00	.....	.....	se of ne.	.....	1	86 29	40.00	.....
ne of ne.	.....	33	91 27	40.00	.....	.....	ne of ne.	.....	1	86 29	31 81	.....
se of nw.	.....	33	91 27	40.00	.....	.....	s hf of nw	.....	1	86 29	80.00	.....
se of se.	.....	33	91 27	40.00	.....	.....	ne of se.	.....	1	86 29	40.00	.....
w hf of se.	.....	33	91 27	40.00	.....	.....	w hf of se.	.....	1	86 29	80.00	.....
w hf of nw.	.....	33	91 27	80.00	.....	.....	sw.	.....	1	86 29	160.00	.....
w hf of sw.	.....	33	91 27	40.00	.....	.....	nw of ne.	.....	3	86 29	35.23	.....
s hf of sw qr.	.....	33	91 27	80.00	.....	.....	e hf of ne.	.....	3	86 29	74.99	.....
sw of nw.	.....	5	86 28	36.43	.....	.....	ne of nw.	.....	3	86 29	35.46	.....
ne of nw.	.....	5	86 28	40.00	.....	.....	w hf of nw.	.....	3	86 29	75.70	.....
n hf of sw.	.....	7	86 28	77.88	.....	.....	sw of sw.	.....	3	86 29	40.00	.....
se of nw.	.....	7	86 28	40.00	.....	.....	nw of sw.	.....	3	86 29	40.00	.....
w hf of nw.	.....	7	86 28	64.71	.....	.....	sw of se.	.....	3	86 29	80.00	.....
se of nw.	.....	9	86 28	40.00	.....	.....	nw of ne.	.....	5	86 29	36.31	.....
nw of sw.	.....	9	86 28	40.00	.....	.....	s hf of ne.	.....	5	86 29	80.00	.....
n hf of ne.	.....	17	86 28	80.00	.....	.....	s hf of nw.	.....	5	86 29	80.00	.....
sw of sw.	.....	19	87 28	36.91	.....	.....	nw of se.	.....	5	86 29	40.00	.....
s hf of ne.	.....	31	87 28	80.00	.....	.....	ne of sw.	.....	5	86 29	40.00	.....
nw of nw.	31	87 28	37.53							

w hf of sw	.....	5	86 29	80.00	.....	.....	sw of nw.	.....	23	87 29	40.00	.....
n hf of nw	.....	7	86 29	75.70	.....	.....	e hf of nw.	.....	23	87 29	80.00	.....
nw of nw.	.....	9	86 29	40.00	.....	.....	e hf of nw.	.....	27	87 39	80.00	.....
nw of ne.	.....	9	86 29	40.00	.....	.....	sw of nw.	.....	27	87 39	40.00	.....
s hf of ne.	.....	9	86 29	80.00	.....	.....	nw of ne.	.....	29	87 39	40.00	.....
n hf of se.	.....	9	86 29	80.00	.....	.....	s hf of ne.	.....	29	87 39	80.00	.....
all.	.....	11	86 29	640.00	.....	.....	nw.	.....	29	87 39	160.00	.....
nw of ne.	.....	3	87 29	44.30	.....	.....	se.	.....	29	87 39	160.00	.....
n hf of nw.	.....	3	87 29	88.24	.....	.....	w hf of sw	.....	29	87 39	80.00	.....
sw of nw.	.....	3	87 29	40.00	.....	.....	ne qr.	.....	31	87 39	160.00	.....
nw of ne.	.....	5	87 29	45.51	.....	.....	ne of se.	.....	31	87 39	40.00	.....
s hf of ne.	.....	5	87 29	80.00	.....	.....	w hf of se.	.....	31	87 39	80.00	.....
n hf of sw	.....	5	87 29	80.00	.....	.....	w hf.	.....	31	87 39	205.60	.....
se of sw.	.....	5	87 29	40.00	.....	.....	e hf and sw qr	.....	33	87 39	480.00	.....
nw.	.....	5	87 29	170.08	.....	.....	e hf of nw.	.....	33	87 29	80.00	.....
se.	.....	5	87 29	160.00	.....	.....	nw of ne.	.....	35	87 29	40.00	.....
all.	.....	7	87 29	612.92	.....	.....	s hf of ne.	.....	35	87 39	80.00	.....
nw of nw.	.....	9	87 29	40.00	.....	.....	nw of nw.	.....	35	87 39	40.00	.....
se of nw.	.....	9	87 29	40.00	.....	.....	e hf of nw.	.....	35	87 29	80.00	.....
nw of se.	.....	9	87 29	40.00	.....	.....	s hf.	.....	35	87 29	320.00	.....
ne of sw.	.....	9	87 29	40.00	.....	.....	se.	.....	29	88 29	160.00	.....
s hf of sw	.....	9	87 29	80.00	.....	.....	sw of ne.	.....	31	88 29	40.00	.....
sw of nw.	.....	13	87 29	40.00	.....	.....	w hf.	.....	31	88 29	293.80	.....
w hf of sw.	.....	15	87 29	80.00	.....	.....	nw of sw.	.....	33	88 29	40.00	.....
n hf.	.....	17	87 29	320.00	.....	.....	nw of sw.	.....	7	90 29	40.86	.....
se.	.....	17	87 29	160.00	.....	.....	w hf of nw.	.....	7	90 29	81.98	.....
nw of sw.	.....	17	87 29	40.00	.....	.....	s hf of nw.	.....	5	91 29	80.00	.....
all.	.....	19	87 29	609.36	.....	.....	sw qr.	.....	5	91 29	160.00	.....
sw.	.....	21	87 29	160.00	.....	.....	e hf.	.....	7	91 29	320.00	.....

Parts of sections.		Sec	Town	Range	Acres.	Remarks.	Parts of Sections.		Town	Range	Acres.	Remarks.
nw of nw	7	8729	47.08	nw	1	8730	nw	1	8730	162.80		
sw qr	7	8729	172.89	n hf of sw	1	8730	n hf of sw	1	8730	80.00		
e hf of nw	7	8729	80.00	se of sw	1	8730	se of sw	1	8730	40.00		
w hf	17	8729	320.00	nw of ne	3	8730	nw of ne	3	8730	40.83		
all	19	8729	578.24	s hf of ne	3	8730	s hf of ne	3	8730	80.00		
w hf of nw	29	8729	80.00	n hf of nw	3	8730	n hf of nw	3	8730	83.31		
w hf of sw	29	8729	80.00	se	3	8730	se	3	8730	160.00		
w hf of ne	31	8729	80.00	nw of sw	3	8730	nw of sw	3	8730	40.00		
w hf of se	31	8729	80.00	s hf of sw	3	8730	s hf of sw	3	8730	40.00		
w hf	31	8729	328.24	ne of nw	5	8730	ne of nw	5	8730	42.59		
ne of ne	1	8630	37.88	s hf of nw	5	8730	s hf of nw	5	8730	80.00		
s hf of ne	1	8630	80.00	sw of se	5	8730	sw of se	5	8730	40.00		
nw of nw	1	8630	37.13	n hf of se	5	8730	n hf of se	5	8730	40.00		
s hf nw	1	8630	320.00	ne	5	8730	ne	5	8730	166.53		
s hf	3	8630	318.36	sw	5	8730	sw	5	8730	160.00		
n hf of se	3	8630	80.00	n hf	7	8730	n hf	7	8730	309.49		
ne	5	8630	161.26	ne of sw	7	8730	ne of sw	7	8730	40.00		
e hf of nw	5	8630	80.90	w hf of sw	7	8730	w hf of sw	7	8730	70.49		
n hf of ne	11	8630	80.00	n hf of ne	9	8730	n hf of ne	9	8730	80.00		
n hf of nw	11	8630	80.00	s hf of se	9	8730	s hf of se	9	8730	80.00		
nw of ne	1	8730	43.50	ne of nw	9	8730	ne of nw	9	8730	40.00		
s hf of ne	1	8730	40.00	s hf of nw	9	8730	s hf of nw	9	8730	80.00		
nw of se	1	8730	40.00	sw qr	9	8730	sw qr	9	8730	160.00		
s hf of se	1	8730	80.00	s hf of ne	11	8730	s hf of ne	11	8730	80.00		

n hf of se	11	8730	80.00	nw of ne	29	8730	nw of ne	29	8730	40.00	
sw of se	11	8730	40.00	s hf of ne	29	8730	s hf of ne	29	8730	80.00	
se of sw	11	8730	40.00	nw and se qr	29	8730	nw and se qr	29	8730	320.00	
sw hf of sw	11	8730	80.00	n hf of sw	29	8730	n hf of sw	29	8730	80.00	
nw qr	11	8730	160.00	s hf of ne	31	8730	s hf of ne	31	8730	80.00	
all	13	8730	640.00	ne of nw	31	8730	ne of nw	31	8730	40.00	
all	15	8730	640.00	s hf of nw	31	8730	s hf of nw	31	8730	79.15	
all	17	8730	640.00	ne of se	31	8730	ne of se	31	8730	40.00	
e hf	19	8730	320.00	w hf of se	31	8730	w hf of se	31	8730	80.00	
e hf of nw	19	8730	80.00	n hf of sw	31	8730	n hf of sw	31	8730	79.25	
sw	19	8730	132.47	n hf	33	8730	n hf	33	8730	320.00	
ne and sw	21	8730	320.00	nw of se	33	8730	nw of se	33	8730	40.00	
e hf of nw	21	8730	80.00	se of se	33	8730	se of se	33	8730	40.00	
nw of nw	21	8730	40.00	ne of sw	33	8730	ne of sw	33	8730	40.00	
nw of se	21	8730	40.00	w hf of sw	33	8730	w hf of sw	33	8730	40.00	
e hf of se	21	8730	40.00	nw of ne	35	8730	nw of ne	35	8730	40.00	
ne of ne	23	8730	40.00	s hf of ne	35	8730	s hf of ne	35	8730	80.00	
w hf of ne	23	8730	80.00	nw	35	8730	nw	35	8730	160.00	
se of nw	23	8730	40.00	n hf of se	35	8730	n hf of se	35	8730	80.00	
w hf of nw	23	8730	80.00	se of se	35	8730	se of se	35	8730	40.00	
nw of sw	23	8730	40.00	ne of sw	35	8730	ne of sw	35	8730	80.00	
e hf of sw	23	8730	80.00	w hf of sw	35	8730	w hf of sw	35	8730	40.00	
se	23	8730	160.00	nw of ne	19	8830	nw of ne	19	8830	80.00	
nw of ne	25	8730	40.00	s hf of ne	19	8830	s hf of ne	19	8830	40.00	
s hf of ne	25	8730	80.00	nw and s hf	19	8830	nw and s hf	19	8830	460.52	
nw and se	25	8730	320.00	se	21	8830	se	21	8830	160.00	
se of sw	25	8730	40.00	nw of sw	21	8830	nw of sw	21	8830	40.00	
se of nw	27	8730	40.00	ne	27	8830	ne	27	8830	160.00	
e hf and sw	27	8730	480.00	nw of se	27	8830	nw of se	27	8830	40.00	

DUBUQUE & SIOUX CITY AND IOWA FALLS & SIOUX CITY RAILROAD LANDS—CONTINUED.

Parts of Sections.	Sec.	Town.	Range.	Acres.	REMARKS.	Parts of Sections.	Sec.	Town.	Range.	Acres.	REMARKS.
n of se.....	29	88 30		40.00		ne of sw.....	9	90 30		40.00	
s hf of se.....	29	88 30		80.00		w hf of sw.....	9	90 30		80.00	
ne of sw.....	31	88 30		40.00		w hf of ne.....	11	90 30		80.00	
n hf and se.....	31	88 30		470 21		ne of nw.....	11	90 30		40.00	
nw of ne.....	33	88 30		40.00		s hf of nw.....	11	90 30		80.00	
s hf of ne.....	33	88 30		80.00		e hf of sw.....	11	90 30		80.00	
nw and s hf.....	33	88 30		480.00		se.....	11	90 30		160.00	
s hf of ne.....	35	88 30		80.00		nw.....	13	90 30		160.00	
e hf of nw.....	35	88 30		80.00		ne of sw.....	13	90 30		40.00	
s hf of se.....	35	88 30		80.00		w hf of sw.....	13	90 30		80.00	
n hf of sw.....	35	88 30		80.00		n hf of se.....	13	90 30		80.00	
all.....	1	90 30		633.04		ne.....	13	90 30		160.00	
n hf of ne.....	3	90 30		75.55		sw of ne.....	15	90 30		40.00	
s hf of nw.....	3	90 30		80.00		nw.....	15	90 30		160.00	
se.....	3	90 30		160.00		all.....	1	91 30		673.63	
e hf of sw.....	3	90 30		80.00		all.....	3	91 30		665.32	
nw of sw.....	3	90 30		40.00		all.....	5	91 30		665.38	
ne of se.....	5	90 30		40.00		n hf and sw.....	7	91 30		500.32	
n hf and sw.....	5	90 30		469.52		ne of se.....	7	91 30		40.00	
ne of ne.....	7	90 30		40.00		w hf of se.....	7	91 30		80.00	
s hf of ne.....	7	90 30		80.00		all.....	9	91 30		640.00	
nw of se.....	7	90 30		40.00		all.....	11	91 30		640.00	
s hf of se.....	7	90 30		80.00		n hf and sw.....	13	91 30		480.00	
w hf.....	7	90 30		259.72		nw of se.....	13	91 30		40.00	
s hf of nw.....	9	90 30		80.00		all.....	15	91 30		640.00	

ne of nw.....	17	91 30		40.00		all.....	23	87 31		640.00	
s hf of nw.....	17	91 30		80.00		all.....	25	87 31		640.00	
e hf and sw.....	17	91 30		480.00		n hf.....	27	87 31		320.00	
all.....	19	91 30		663.00		n hf.....	35	87 31		320.00	
all.....	21	91 30		640.00		s hf.....	7	88 31		310.13	
all.....	23	91 30		640.00		s hf.....	13	88 31		320.00	
all.....	25	91 30		640.00		all.....	15	88 31		640.00	
ne of sw.....	27	91 30		640.00		all.....	17	88 31		628.14	
s hf of sw.....	29	91 30		80.00		all.....	19	88 31		640.00	
n hf and se.....	29	91 30		480.00		all.....	23	88 31		640.00	
all.....	31	91 30		664.56		all.....	25	88 31		640.00	
s hf of ne.....	33	91 30		80.00		all.....	27	88 31		640.00	
s hf of ne.....	33	91 30		80.00		all.....	28	88 31		640.00	
nw qr and s hf.....	33	91 30		480.00		all.....	31	88 31		624.78	
all.....	35	91 30		640.00		all.....	33	88 31		480.00	
all.....	31	92 30		656.68		all.....	35	88 31		640.00	
all.....	33	92 30		640.00		nw.....	1	90 31		158.33	
all.....	1	87 31		667.24		e hf.....	1	90 31		316.23	
all.....	3	87 31		673.98		s hf of ne.....	3	90 31		80.00	
all.....	5	87 31		686.14		w hf of ne.....	3	90 31		77.00	
all.....	7	87 31		623.84		w hf of nw.....	3	90 31		77.25	
all.....	9	87 31		640.00		e hf of nw.....	3	90 31		77.75	
all.....	11	87 31		640.00		se.....	3	90 31		160.00	
all.....	13	87 31		640.00		sw.....	3	90 31		160.00	
all.....	15	87 31		640.00		n hf.....	5	90 31		309.47	
all.....	17	87 31		640.00		ne.....	11	90 31		160.00	
all.....	19	87 31		632.14		nw.....	11	90 31		160.00	
all.....	21	87 31		640.00		all.....	1	91 31		656.19	

DUBUQUE AND SIOUX CITY AND IOWA FALLS AND SIOUX CITY RAILROAD LANDS—CONTINUED.

Parts of Section.	Town.	Range.	Acres.	Remarks.	Parts of Sections.	Sec.	Town.	Range.	Acres.	Remarks.
all.....	3	91 31	645.74		all	3	87 32		692.98	
all.....	5	91 31	649.22		all	5	87 32		696.18	
all.....	7	91 31	925.38		n hf.....	7	87 32		298.74	
all.....	9	91 31	640.00		all.....	9	87 32		640.00	
all.....	11	91 31	640.00		all.....	11	87 32		640.00	
all.....	13	91 31	640.00		all.....	13	87 32		640.00	
all.....	15	91 31	640.00		all.....	15	87 32		640.00	
all.....	17	91 31	640.00		s hf.....	17	88 32		320.00	
all.....	19	91 31	622.61		all.....	19	88 32		735.46	
all.....	21	91 31	640.00		all.....	21	88 32		640.00	
all.....	23	91 31	640.00		all.....	23	88 32		595.88	
all.....	25	91 31	640.00		all.....	25	88 32		640.00	
all.....	27	91 31	479.50		all.....	27	88 32		640.00	
all.....	29	91 31	640.00		all.....	29	88 32		640.00	
all.....	31	91 31	639.64		all.....	31	88 32		640.00	
all.....	33	91 31	640.00		all.....	33	88 32		640.00	
all.....	35	91 31	640.00		all.....	35	88 32		594.36	
all.....	19	92 31	631.04		all.....	21	88 32		640.00	
all.....	21	92 31	640.00		all.....	23	88 32		640.00	
all.....	23	92 31	640.00		all.....	25	88 32		640.00	
all.....	25	92 31	640.00		all.....	27	88 32		640.00	
all.....	27	92 31	640.00		all.....	29	88 32		640.00	
all.....	29	92 31	640.00		all.....	31	88 32		595.30	
all.....	31	92 31	639.20		all.....	33	88 32		640.00	
all.....	33	92 31	640.00		all.....	35	88 32		640.00	
all.....	35	92 31	640.00		all.....	31	89 32		664.92	
all.....	1	87 32	681.94		all.....	31	89 32		664.92	

all.....	1	91 32	669.02		n hf.....	3	87 33		376.22	
all.....	3	91 32	661.84		lots 1 and 2	1	88 33		101.20	
all.....	5	91 32	856.24		e hf of se	1	88 33		80.00	
all.....	7	91 32	652.64		nw of se	1	88 33		40.00	
all.....	9	91 32	640.00		all.....	3	88 33		749.44	
all.....	11	91 32	640.00		all.....	5	88 33		746.46	
all.....	13	91 32	640.00		all.....	7	88 33		615.52	
all.....	15	91 32	640.00		all.....	9	88 33		640.00	
all.....	17	91 32	640.00		s hf.....	11	88 33		320.00	
all.....	19	91 32	654.48		nw.....	11	88 33		159.45	
all.....	21	91 32	640.00		all.....	13	88 33		640.00	
all.....	23	91 32	640.00		all.....	15	88 33		640.00	
all.....	25	91 32	640.00		all.....	17	88 33		640.00	
all.....	27	91 32	640.00		all.....	19	88 33		611.56	
all.....	29	91 32	640.00		all.....	21	88 33		640.00	
all.....	31	91 32	180.00		all.....	23	88 33		640.00	
n hf and se.	33	91 32	460.00		all.....	25	88 33		640.00	
all.....	15	92 32	640.00		all.....	27	88 33		640.00	
all.....	17	92 32	640.00		n hf of nw	29	88 33		80.00	
all.....	19	92 32	658.40		s hf and ne.	29	88 33		480.00	
all.....	21	92 32	640.00		all.....	31	88 33		608.76	
all.....	23	92 32	640.00		all.....	33	88 33		640.00	
all.....	25	92 32	640.00		all.....	35	88 33		640.00	
all.....	27	92 32	640.00		s hf.....	19	89 33		321.69	
all.....	29	92 32	640.00		s hf.....	27	89 33		320.00	
all.....	31	92 32	649.02		all.....	29	89 33		654.40	
all.....	33	92 32	640.00		all.....	31	89 33		640.00	
all.....	35	92 32	640.00		all.....	33	89 33		640.00	
all.....	1	87 33	694.62		all.....	35	89 33		640.00	

DUBUQUE & SIOUX CITY AND IOWA FALLS & SIOUX CITY RAILROAD LANDS—CONTINUED.

Parts of Sections.		Acres.		Remarks.	Parts of Sections.		Acres.		Remarks.
Township	Section	Township	Section		Township	Section	Township	Section	
all	1	91 33	667.58		all	29	92 33	640.00	Approved by Sec. of the Interior, Dec. 27th, 1888.
all	3	91 33	666.82		all	31	92 33	651.36	
all	5	91 33	663.54		all	33	92 33	640.00	
all	7	91 33	637.98		all	35	92 33	640.00	
all	9	91 33	640.00						
all	11	91 33	640.00		Total			210,722.48	
all	13	91 33	640.00		o hf sec, nw qr and e	5	87 26	583.98	15 miles limits
all	15	91 33	640.00		hf of sw	9	87 26	320.00	
n hf	21	91 33	320.00		s hf	31	88 26	290.19	This list nullified by Wolcott decision.
all	23	91 33	640.00		s hf	1	87 27	426.44	
n hf	25	91 33	320.00		n hf sec, and e hf of se	3	87 27	673.90	
all	5	92 33	696.68		all	5	87 27	681.60	
all	7	92 33	649.82		w hf sec, and se	7	87 27	444.30	
all	9	92 33	640.00		s hf	9	87 27	320.00	
all	11	92 33	640.00		w hf	11	87 27	320.00	
all	13	92 33	640.00		sw qr	31	88 27	143.36	
all	15	92 33	640.00		s hf	33	88 27	320.00	
all	17	92 33	640.00		n hf of se & n hf of sw	35	88 27	160.00	
all	19	92 33	653.82		all	1	87 28	622.58	
all	21	92 33	640.00		w hf sec, and ne qr	3	87 28	518.28	
all	23	92 33	640.00		all	5	87 28	673.98	
all	25	92 33	640.00		all	7	87 28	621.98	
all	27	92 33	640.00						

all	9	87 28	640.00		all	11	90 29	640.00	
w hf of sec, and se qr	11	87 28	480.00		lots 1, 2, 3, 4, se qr of and se of ne	13	90 29	406.90	
s hf	31	88 28	308.51		lots 5, 6, 7, and nw of nw	13	90 29	189.14	
s w	33	88 28	160.00		all	15	90 29	640.00	
lots 3, 4, 5, 6, w hf of sw and ne of se	35	88 28	294.06		all	17	90 29	640.00	
all	7	90 28	640.54		ne	19	90 29	160.00	
all	9	90 28	640.00		n hf	21	90 29	820.00	Approved by Sec. of the Interior, April 7th, 1868
s hf	11	90 28	320.00		n hf	23	90 29	819.30	
w hf of nw	13	90 28	80.00		se of se	35	91 29	40.00	
all	15	90 28	640.00		Total		21,061.91		
all	17	90 28	640.00		ne qr	19	92 45	160.00	6 miles limits
n hf of sec and nw qr	21	90 28	320.10		nw qr and w hf of ne	3	90 46	264.30	
all	23	90 28	640.00		n hf of ne	21	91 46	80.00	
w hf of sw and sw of nw	25	90 28	120.00		ne qr	1	89 47	158.12	
ne qr	27	90 28	160.00		nw	11	89 47	160.00	
ne qr	35	90 28	160.00		nw	15	89 47	160.00	
all	1	87 29	668.12		nw	17	89 47	160.00	Approved by Sec. of the Interior, April 7th, 1868
ne of ne	3	87 29	44.42		e hf of nw	21	89 47	80.00	
s hf	35	88 29	320.00		nw qr	27	89 47	160.00	
lot 1, east of river	1	90 29	4.15		Total		1,382.42		
west of river, all	1	90 29	630.10		all	1	89 34	596.00	
all	3	90 29	481.80		all	3	89 34	591.92	
e hf of sec, s hf of nw and sw qr	5	90 29	552.39		all	5	89 34	592.64	
e hf of sec and e hf nw	7	90 29	400.00						
e hf of sw and sw of sw	9	90 29	120.78						
all	9	90 29	640.00						

DUBUQUE AND SIOUX CITY AND IOWA FALLS AND SIOUX CITY RAILROAD LANDS—CONTINUED.

Parts of Sections.		Range	Acres.	Remarks.	Parts of Sections.		Sec	Town.	Range	Acres.	Remarks.
all	.....	7 89 34	652.00	.....	s hf	.....	15	91 34	320.00	.....	.....
all	.....	9 89 34	640.00	.....	all	.....	17	91 34	640.00	.....	.....
all	.....	11 89 34	640.00	.....	all	.....	19	91 34	661.16	.....	.....
all	.....	13 89 34	640.00	.....	all	.....	21	91 34	640.00	.....	.....
all	.....	15 89 34	640.00	.....	all	.....	23	91 34	640.00	.....	.....
n hf	.....	17 89 34	320.00	.....	all	.....	25	91 34	640.00	.....	.....
all	.....	1 90 34	604.44	.....	all	.....	27	91 34	640.00	.....	.....
all	.....	3 90 34	613.74	.....	all	.....	29	91 34	640.00	.....	.....
all	.....	5 90 34	625.52	.....	all	.....	31	91 34	664.68	.....	.....
w hf and se	.....	7 90 34	504.24	.....	all	.....	33	91 34	640.00	.....	.....
all	.....	9 90 34	640.00	.....	all	.....	35	91 34	640.00	.....	.....
all	.....	11 90 34	640.00	.....	all	.....	1	89 35	595.44	.....	.....
all	.....	13 90 34	640.00	.....	n hf	.....	3	89 35	603.52	.....	.....
all	.....	15 90 34	640.00	.....	6 miles limits	.....	5	89 35	288.00	.....	.....
all	.....	17 90 34	640.00	.....	n hf	.....	11	89 35	320.00	.....	.....
all	.....	19 90 34	663.30	.....	all	.....	1	90 35	628.06	.....	.....
all	.....	21 90 34	640.00	.....	all	.....	3	90 35	619.16	.....	.....
all	.....	23 90 34	640.00	.....	all	.....	5	90 35	610.64	.....	.....
all	.....	25 90 34	640.00	.....	all	.....	7	90 35	645.98	.....	.....
all	.....	27 90 34	640.00	.....	all	.....	9	90 35	640.00	.....	.....
all	.....	29 90 34	640.00	.....	all	.....	11	90 35	640.00	.....	.....
all	.....	31 90 34	653.98	.....	all	.....	13	90 35	640.00	.....	.....
all	.....	33 90 34	640.00	.....	all	.....	15	90 35	640.00	.....	.....
all	.....	35 90 34	640.00	.....	all	.....	17	90 35	640.00	.....	.....
s hf	.....	7 91 34	326.05	.....	all	.....	19	90 35	649.22	.....	.....

all	.....	21 90 35	640.00	.....	all	.....	9	90 36	640.00	.....	.....
all	.....	23 90 35	640.00	.....	all	.....	11	90 36	640.00	.....	.....
all	.....	25 90 35	640.00	.....	all	.....	13	90 36	640.00	.....	.....
all	.....	27 90 35	640.00	.....	all	.....	15	90 36	640.00	.....	.....
all	.....	29 90 35	640.00	.....	all	.....	17	90 36	640.00	.....	.....
all	.....	31 90 35	655.14	.....	all	.....	19	90 36	659.04	.....	.....
all	.....	33 90 35	640.00	.....	all	.....	21	90 36	640.00	.....	.....
all	.....	35 90 35	640.00	.....	all	.....	23	90 36	640.00	.....	.....
s hf and nw qr	.....	5 91 35	484.20	.....	all	.....	25	90 36	640.00	.....	.....
all	.....	7 91 35	680.84	.....	all	.....	27	90 36	640.00	.....	.....
all	.....	9 91 35	640.00	.....	all	.....	29	90 36	640.00	.....	.....
all	.....	11 91 35	640.00	.....	n hf	.....	33	90 36	320.00	.....	.....
all	.....	13 91 35	640.00	.....	all	.....	35	90 36	640.00	.....	.....
all	.....	15 91 35	640.00	.....	all	.....	1	91 36	647.80	.....	.....
all	.....	17 91 35	640.00	.....	all	.....	3	91 36	640.92	.....	.....
all	.....	19 91 35	652.60	.....	all	.....	5	91 36	636.90	.....	.....
all	.....	21 91 35	640.00	.....	all	.....	7	91 36	640.48	.....	.....
all	.....	23 91 35	640.00	.....	all	.....	9	91 36	640.00	.....	.....
all	.....	25 91 35	640.00	.....	all	.....	11	91 36	640.00	.....	.....
all	.....	27 91 35	640.00	.....	all	.....	13	91 36	640.00	.....	.....
all	.....	29 91 35	640.00	.....	all	.....	15	91 36	640.00	.....	.....
all	.....	31 91 35	644.44	.....	all	.....	17	91 36	640.00	.....	.....
all	.....	33 91 35	640.00	.....	all	.....	19	91 36	644.24	.....	.....
all	.....	35 91 35	640.00	.....	all	.....	21	91 36	640.00	.....	.....
all	.....	1 90 36	604.54	.....	all	.....	23	91 36	640.00	.....	.....
all	.....	3 90 36	606.00	.....	all	.....	25	91 36	640.00	.....	.....
all	.....	5 90 36	603.30	.....	all	.....	27	91 36	640.00	.....	.....
all	.....	7 90 36	659.22	.....	all	.....	29	91 36	640.00	.....	.....

Parts of Sections.	Town.	Range.	Acres.	Remarks.	Parts of Sections.	Town.	Range.	Acres.	Remarks.
all.....	31	9136	654.40		all.....	11	9137	640.00	
all.....	33	9136	640.00		all.....	13	9137	640.00	
all.....	35	9136	640.00		all.....	15	9137	640.00	
s hf.....	29	9236	320.00		all.....	17	9137	640.00	
all.....	31	9236	639.58		all.....	19	9137	651.46	
all.....	33	9236	640.00		all.....	21	9137	640.00	
s hf.....	35	9236	320.00		all.....	23	9137	640.00	
all.....	1	9037	608.10		all.....	25	9137	640.00	
all.....	3	9037	525.77		all.....	27	9137	640.00	
all.....	5	9037	508.46		all.....	29	9137	640.00	
all.....	7	9037	660.60		all.....	31	9137	651.02	
all.....	9	9037	40.80		all.....	33	9137	640.00	
all.....	11	9037	137.30		all.....	35	9137	640.00	
all.....	13	9037	640.00		all.....	19	9237	658.52	
all.....	15	9037	318.25		w hf and se qr.....	21	9237	480.00	
all.....	17	9037	640.00		all.....	23	9237	640.00	
n hf.....	19	9037	329.49		all.....	25	9237	640.00	
e hf and nw.....	21	9037	480.00		all.....	27	9237	640.00	
all.....	23	9037	640.00		all.....	29	9237	640.00	
n hf.....	25	9037	320.00		all.....	31	9237	656.72	
all.....	27	9037	637.52		all.....	33	9237	640.00	
all.....	1	9137	633.54		all.....	35	9237	640.00	
all.....	3	9137	630.66		all.....	1	9038	630.38	
all.....	5	9137	654.16		all.....	3	9038	614.20	
all.....	7	9137	640.00		all.....	5	9038	601.76	
all.....	9	9137	640.00		n hf.....	7	9038	326.43	

all.....	21	9238	640.00	
all.....	23	9238	640.00	
all.....	25	9238	640.00	
n hf.....	27	9238	640.00	
all.....	29	9238	640.00	
all.....	31	9238	634.30	
all.....	33	9238	640.00	
all.....	35	9238	640.00	
all.....	1	9039	597.40	
all.....	3	9039	600.16	
all.....	5	9039	277.12	
n hf.....	7	9139	630.18	
all.....	8	9139	617.48	
all.....	5	9139	611.16	
all.....	7	9139	643.26	
all.....	9	9139	640.00	
all.....	11	9139	640.00	
all.....	13	9139	640.00	
all.....	15	9139	640.00	
all.....	17	9139	640.00	
all.....	19	9139	639.64	
all.....	21	9139	640.00	
all.....	23	9139	640.00	
all.....	25	9139	640.00	
s hf.....	27	9139	640.00	
s hf.....	29	9139	640.00	
all.....	31	9139	640.00	
all.....	33	9139	628.36	
all.....	35	9139	640.00	

DUBUQUE & SIOUX CITY AND IOWA FALLS AND SIOUX CITY RAILROAD LANDS—CONTINUED.

Parts of Sections.	Sec.	Town.	Range.	Acres.	Remarks.	Parts of Sections.	Sec.	Town.	Range.	Acres.	Remarks.
all.....	35	9139	640.00			n hf.....	9	9040	320.00		
s hf.....	8	9239	320.00			n hf.....	11	9040	320.00		
all.....	5	9239	663.64			all.....	1	9140	624.46		
all.....	7	9239	623.08			n hf of ne	5	9140	88.84		
all.....	9	9239	640.00			ne of nw	5	9140	42.92		
all.....	11	9239	640.00			w hf of nw	5	9140	81.92		
all.....	13	9239	640.00			s hf.....	5	9140	320.00		
all.....	15	9239	640.00			all.....	7	9140	650.94		
all.....	17	9239	640.00			e hf of ne	9	9140	80.00		
all.....	19	9239	629.12			s hf of se	9	9140	80.00		
all.....	21	9239	640.00			w hf.....	9	9140	320.00		
all.....	23	9239	640.00			all.....	11	9140	640.00		
all.....	25	9239	640.00			all.....	13	9140	640.00		
all.....	27	9239	640.00			all.....	15	9140	640.00		
all.....	29	9239	640.00			all.....	17	9140	640.00		
all.....	31	9239	634.34			all.....	19	9140	645.76		
all.....	33	9239	640.00			nw qr.....	21	9140	160.00		
all.....	35	9239	640.00			n hf of se	21	9140	80.00		
sw qr.....	19	9339	152.48			n hf of sw	21	9140	80.00		
e hf and nw qr	31	9339	473.39			all.....	23	9140	640.00		
se of sw.....	31	9339	40.00			all.....	25	9140	640.00		
all.....	1	9040	591.52			e hf and sw qr	27	9140	480.00		
all.....	3	9040	623.04			e hf of nw	27	9140	80.00		
all.....	5	9040	633.04			sw of nw	27	9140	40.00		

n hf of ne.....	29	9140	80.00			n hf of ne.....	15	9240	80.00		
sw of ne.....	29	9140	40.00			s hf of se	15	9240	80.00		
w hf.....	29	9140	320.00			nw qr.....	15	9240	160.00		
w hf of se.....	29	9140	80.00			all.....	19	9240	643.58		
se of se.....	29	9140	40.00			all.....	21	9240	160.00		
all.....	31	9140	636.96			ne qr.....	21	9240	480.00		
ne of ne.....	33	9140	40.00			w hf and se.....	25	9240	320.00		
s hf of ne.....	33	9140	80.00			e hf.....	25	9240	80.00		
s hf of sw.....	33	9140	80.00			e hf of nw	25	9240	40.00		
se.....	33	9140	160.00			ne of sw.....	25	9240	160.00		
all.....	35	9140	640.00			nw qr.....	27	9240	80.00		
all.....	1	9240	660.12			w hf of sw.....	29	9240	640.00		
all.....	3	9240	652.75			all.....	29	9240	640.00		
nw of ne.....	5	9240	41.77			all.....	31	9240	631.60		
ne of ne.....	5	9240	41.85			all.....	33	9240	640.00		
s hf of ne.....	5	9240	80.00			s hf of sw.....	35	9240	80.00		
w hf and se qr.....	5	9240	483.32			se.....	35	9240	160.00		
all.....	7	9240	629.66			s hf.....	15	9340	320.00		
e hf of ne.....	9	9240	80.00			all.....	17	9340	640.00		
ne of se.....	9	9240	40.00			all.....	19	9340	618.96		
w hf of ne.....	9	9240	80.00			all.....	21	9340	640.00		
nw of se.....	9	9240	40.00			all.....	23	9340	640.00		
s hf of se.....	9	9240	80.00			all.....	25	9340	640.00		
w hf.....	9	9240	320.00			all.....	27	9340	640.00		
n hf and sw.....	11	9240	480.00			all.....	29	9340	640.00		
w hf of se.....	11	9240	80.00			all.....	31	9340	622.14		
e hf and nw qr.....	13	9240	480.00			all.....	33	9340	640.00		
e hf of sw.....	13	9240	80.00			all.....	35	9340	640.00		

DUBUQUE & SIOUX CITY AND IOWA FALLS & SIOUX CITY RAILROAD LANDS—CONTINUED.

Parts of Sections.	Sec.	Town.	Range.	Acres.	Remarks.	Parts of Sections.	Sec.	Town.	Range.	Acres.	Remarks.
n hf.....	1	91 41		324.28		all.....	33	92 41		640.00	
e hf of ne.....	3	91 41		81.50		all.....	35	92 41		640.00	
nw of ne.....	3	91 41		41.11		all.....	13	93 41		640.00	
e hf of se.....	3	91 41		80.00		all.....	15	93 41		640.00	
n hf of nw.....	3	91 41		81.93		all.....	17	93 41		640.00	
nw of nw.....	5	91 41		39.14		all.....	19	93 41		632.44	
w hf of nw.....	7	91 41		87.84		all.....	21	93 41		640.00	
w hf of sw.....	7	91 41		87.94		all.....	23	93 41		640.00	
sw of sw.....	9	91 41		40.00		all.....	25	93 41		640.00	
all.....	1	92 41		636.40		all.....	27	93 41		640.00	
all.....	3	92 41		635.16		all.....	29	93 41		640.00	
all.....	5	92 41		640.26		all.....	31	93 41		621.00	
all.....	7	92 41		641.88		all.....	33	93 41		640.00	
all.....	9	92 41		640.00		all.....	35	93 41		640.00	
all.....	11	92 41		640.00		all.....	1	91 42		616.40	
all.....	13	92 41		640.00		all.....	3	91 42		612.86	
all.....	15	92 41		640.00		all.....	5	91 42		611.10	
all.....	17	92 41		640.00		all.....	7	91 42		655.16	
all.....	19	92 41		651.72		all.....	9	91 42		640.00	
all.....	21	92 41		640.00		all.....	11	91 42		640.00	
all.....	23	92 41		640.00		n hf.....	17	91 42		320.00	
all.....	25	92 41		640.00		all.....	1	92 42		646.04	
all.....	27	92 41		640.00		all.....	3	92 42		641.95	
all.....	29	92 41		640.00		all.....	5	92 42		634.32	
all.....	31	92 41		640.54		all.....	7	92 42		626.94	

all.....	9	92 42		640.00		all.....	5	91 43		631.15	
all.....	11	92 42		640.00		all.....	7	91 43		660.44	
all.....	13	92 42		640.00		all.....	9	91 43		640.00	
all.....	15	92 42		640.00		all.....	11	91 43		640.00	
all.....	17	92 42		640.00		n hf.....	13	91 43		320.00	
all.....	19	92 42		628.82		n hf.....	15	91 43		320.00	
all.....	21	92 42		640.00		n hf.....	17	91 43		320.00	
all.....	23	92 42		640.00		all.....	1	92 43		648.12	
all.....	25	92 42		640.00		all.....	3	92 43		657.16	
all.....	27	92 42		640.00		all.....	5	92 43		654.04	
all.....	29	92 42		640.00		all.....	7	92 43		632.68	
all.....	31	92 42		653.08		all.....	9	92 43		640.00	
all.....	33	92 42		640.00		all.....	11	92 43		640.00	
all.....	35	92 42		640.00		all.....	13	92 43		640.00	
all.....	18	93 42		640.00		all.....	15	92 43		640.00	
all.....	15	93 42		640.00		all.....	17	92 43		640.00	
s hf.....	17	93 42		320.00		all.....	19	92 43		649.60	
all.....	19	93 42		626.12		all.....	21	92 43		640.00	
all.....	21	93 42		640.00		all.....	23	92 43		640.00	
all.....	23	93 42		640.00		all.....	25	92 43		640.00	
all.....	25	93 42		640.00		all.....	27	92 43		640.00	
all.....	27	93 42		640.00		all.....	29	92 43		659.20	
all.....	29	93 42		640.00		all.....	31	92 43		659.20	
all.....	31	93 42		640.04		all.....	33	92 43		640.00	
all.....	33	93 42		640.00		all.....	35	92 43		640.00	
all.....	35	93 42		640.00		s hf.....	13	93 43		320.00	
all.....	1	91 43		630.76		s hf.....	15	93 43		320.00	
all.....	3	91 43		627.40		s hf.....	17	93 43		320.00	

DUBUQUE & SIOUX CITY AND IOWA FALLS & SIOUX CITY RAILROAD LANDS—CONTINUED.

Parts of Sections.	Town.	Range.	Acres.	Remarks.	Parts of Sections.	Town.	Range.	Acres.	Remarks.
all.....	19 93 43	9 92 44	631.94	.....	all.....	9 92 44	640.00	.....	.....
all.....	21 93 43	11 92 44	640.00	.....	all.....	11 92 44	640.00	.....	.....
all.....	23 93 43	13 92 44	640.00	.....	all.....	13 92 44	640.00	.....	.....
all.....	25 93 43	15 92 44	640.00	.....	all.....	15 92 44	640.00	.....	.....
all.....	27 93 43	17 92 44	640.00	.....	all.....	17 92 44	640.00	.....	.....
all.....	29 93 43	19 92 44	640.00	.....	all.....	19 92 44	637.26	.....	.....
all.....	31 93 43	21 92 44	640.00	.....	all.....	21 92 44	640.00	.....	.....
all.....	33 93 43	23 92 44	635.46	.....	all.....	23 92 44	640.00	.....	.....
all.....	35 93 43	25 92 44	640.00	.....	all.....	25 92 44	640.00	.....	.....
all.....	1 91 44	27 92 44	622.06	.....	all.....	27 92 44	640.00	.....	.....
all.....	3 91 44	29 92 44	617.66	.....	all.....	29 92 44	640.00	.....	.....
all.....	5 91 44	31 92 44	608.66	.....	all.....	31 92 44	643.08	.....	.....
all.....	7 91 44	.....	648.44	.....	all.....	33 92 44	640.00	.....	.....
all.....	9 91 44	.....	640.00	.....	all.....	35 92 44	640.00	.....	.....
all.....	11 91 44	.....	640.00	.....	all.....	13 93 44	320.00	.....	.....
n hf.....	13 91 44	.....	320.00	.....	all.....	15 93 44	320.00	.....	.....
n hf and sw.....	15 91 44	.....	480.00	.....	s hf.....	17 93 44	320.00	.....	.....
all.....	17 91 44	.....	640.00	.....	all.....	19 93 44	642.00	.....	.....
all.....	19 91 44	.....	654.59	.....	all.....	21 93 44	640.00	.....	.....
n hf.....	21 91 44	.....	320.00	.....	all.....	23 93 44	640.00	.....	.....
all.....	1 92 44	.....	627.42	.....	all.....	25 93 44	640.00	.....	.....
all.....	3 92 44	.....	637.18	.....	all.....	27 93 44	640.00	.....	.....
all.....	5 92 44	.....	630.42	.....	all.....	29 93 44	640.00	.....	.....
all.....	7 92 44	.....	637.28	.....	all.....	31 93 44	642.72	.....	.....

all.....	33 93 44	.....	640.00	.....	all.....	29 91 45	640.00	.....	.....
all.....	35 93 44	.....	640.00	.....	all.....	31 91 45	649.32	.....	.....
nw qr.....	7 89 45	.....	171.13	.....	all.....	33 91 45	620.00	.....	.....
all.....	5 90 45	.....	665.70	.....	n hf.....	35 91 45	320.00	.....	.....
all.....	7 90 45	.....	648.80	.....	all.....	1 92 45	632.82	.....	.....
w hf.....	9 90 45	.....	320.00	.....	all.....	3 92 45	644.96	.....	.....
all.....	17 90 45	.....	640.00	.....	all.....	5 92 45	638.90	.....	.....
all.....	19 90 45	.....	658.56	.....	all.....	7 92 45	627.20	.....	.....
w hf.....	29 90 45	.....	320.00	.....	all.....	9 92 45	640.00	.....	.....
all.....	31 90 45	.....	662.08	.....	all.....	11 92 45	640.00	.....	.....
all.....	1 91 45	.....	606.54	.....	all.....	13 92 45	640.00	.....	.....
e hf and sw qr.....	3 91 45	.....	466.86	.....	all.....	15 92 45	640.00	.....	.....
nw.....	5 91 45	.....	145.22	.....	e hf of ne.....	17 92 45	80.00	.....	.....
ne.....	5 91 45	.....	143.06	.....	w hf of ne.....	17 92 45	80.00	.....	.....
se.....	5 91 45	.....	160.00	.....	e hf of nw.....	17 92 45	80.00	.....	.....
sw.....	5 91 45	.....	160.00	.....	w hf of nw.....	17 92 45	80.00	.....	.....
e hf and sw.....	7 91 45	.....	473.59	.....	se qr.....	17 92 45	160.00	.....	.....
s hf of nw.....	7 91 45	.....	75.92	.....	sw qr.....	17 92 45	160.00	.....	.....
all.....	9 91 45	.....	640.00	.....	nw qr.....	19 92 45	151.25	.....	.....
all.....	11 91 45	.....	640.00	.....	e hf of se.....	19 92 45	80.00	.....	.....
all.....	13 91 45	.....	640.00	.....	w hf of se.....	19 92 45	80.00	.....	.....
all.....	15 91 45	.....	640.00	.....	e hf of sw.....	19 92 45	80.00	.....	.....
all.....	17 91 45	.....	640.00	.....	w hf of sw.....	19 92 45	71.23	.....	.....
all.....	19 91 45	.....	633.72	.....	all.....	21 92 45	640.00	.....	.....
all.....	21 91 45	.....	640.00	.....	all.....	23 92 45	640.00	.....	.....
all.....	23 91 45	.....	640.00	.....	all.....	25 92 45	640.00	.....	.....
all.....	25 91 45	.....	640.00	.....	all.....	27 92 45	640.00	.....	.....
all.....	27 91 45	.....	640.00	.....	all.....	29 92 45	640.00	.....	.....

DUBUQUE & SIOUX CITY AND IOWA FALLS & SIOUX CITY RAILROAD LANDS—CONTINUED.

Parts of Sections.	Town	Range	Acres.	Remarks.	Parts of Sections.	Town	Range	Acres.	Remarks.
se	31	92 45	160.00		nw of sw.	19	89 46	50.48	
e hf and nw qr.	33	92 45	480.00		all.	21	89 46	640.00	
sw qr	33	92 45	160.00		n hf and sw	23	89 46	480.00	
all.	35	92 45	640.00		n hf and sw.	27	89 46	480.00	
e hf and sw qr.	28	93 45	480.00		all.	29	89 46	640.00	
all.	25	93 45	640.00		all.	31	89 46	672.00	
all.	27	93 45	640.00		all.	33	89 46	640.00	N hf of sw and s hf of nw excl'd
all.	33	93 45	640.00		all.	1	90 46	667.78	
all.	35	93 45	640.00		e hf of ne.	3	90 46	87.10	
all.	1	89 46	615.08	E hf deducted	s hf.	3	90 46	320.00	
all.	3	89 46	618.02		all.	5	90 46	674.89	
all.	5	89 46	621.62		all.	7	90 46	642.62	
n hf of ne.	7	89 46	80.00		all.	11	90 46	640.00	
s hf of ne.	7	89 46	80.00		all.	13	90 46	640.00	
s hf.	7	89 46	332.80		all.	15	90 46	640.00	
all.	9	89 46	640.00	law deducted	sw of ne.	17	90 46	40.00	
all.	11	89 46	640.00	Sw qr. & sw of nw of se	nw of se	17	90 46	40.00	
n hf and sw qr.	13	89 46	480.00	Nw of ne, e hf of nw & sw of nw	w hf.	17	90 46	320.00	
all.	15	89 46	640.00	deducted	all.	19	90 46	645.40	
e hf and nw	17	89 46	480.00		e hf	21	90 46	320.00	
e hf of sw.	17	89 46	80.00		all.	23	90 46	640.00	
nw of sw.	17	89 46	40.00		all.	25	90 46	640.00	
sw of sw.	17	89 46	40.00		all.	27	90 46	640.00	
e hf and nw	19	89 46	499.91		nw of ne.	29	90 46	40.00	

Parts of Sections.	Town	Range	Acres.	Remarks.	Parts of Sections.	Town	Range	Acres.	Remarks.
e hf of se.	29	90 46	80.00		all	35	91 46	640.00	sw qr claimed by Anton Neegg.
sw of se.	29	90 46	40.00		se.	1	92 46	160.00	
nw of nw.	31	90 46	46.70		all.	11	92 46	640.00	
s hf of nw.	31	90 46	86.50		all.	13	92 46	640.00	
e hf of se.	31	90 46	80.00		all.	15	92 46	640.00	
all.	33	90 46	640.00		e hf and sw.	17	92 46	480.00	
all.	35	90 46	640.00		e hf and sw.	19	92 46	470.24	
n hf of ne.	1	91 46	64.53		all.	21	92 46	640.00	
sw of ne.	1	91 46	40.00		all.	23	92 46	640.00	
n hf of nw.	3	91 46	65.09		all.	25	92 46	640.00	
all.	5	91 46	608.90		all.	27	92 46	640.00	
all.	5	91 46	611.40		all.	29	92 46	640.00	
all.	7	91 46	633.74		all.	31	92 46	628.42	
se of se	9	91 46	640.00		all.	33	92 46	640.00	
n hf of sw.	11	91 46	40.00		ne.	35	92 46	160.00	
all.	11	91 46	80.00		nw.	35	92 46	160.00	
all.	13	91 46	640.00		n hf of se	35	92 46	80.00	
all.	17	91 46	640.00		n hf of sw	35	92 46	80.00	
all.	19	91 46	638.82		s hf of se.	35	92 46	80.00	
nw.	21	91 46	160.00		s hf of sw.	35	92 46	80.00	
sw	21	91 46	160.00		w hf of se.	9	88 47	80.00	
all	23	91 46	640.00		nw of ne	17	88 47	40.00	
all	25	91 46	640.00		nw of ne.	21	88 47	40.00	
se.	27	91 46	160.00	Claimed by Phil- lip Schmidt.	nw.	1	89 47	154.22	
all.	29	91 46	640.00		s hf and nw qr	3	89 47	463.00	
all.	31	91 46	645.16		all.	5	89 47	614.24	
n hf.	33	91 46	320.00		all.	7	89 47	608.23	
sw qr.	33	91 46	160.00		ne.	9	89 47	160.00	
w hf of se.	33	91 46	80.00		e hf	13	89 47	320.00	

DUBUQUE & SIOUX CITY AND IOWA FALLS AND SIOUX CITY RAILROAD LANDS—CONTINUED.

Parts of Sections.	Range	Town	Sec.	Acres.	Remarks.	Parts of Sections.	Range	Town	Sec.	Acres.	Remarks.
s hf of nw	13 89 47			80.00		all	25 90 47			640.00	
sw	15 89 47			160.00		nw	27 90 47			160.00	
se	17 89 47			160.00		se	27 90 47			160.00	
se	19 89 47			160.00		e hf of sw	27 90 47			80.00	
ne	25 89 47			160.00		all	29 90 47			640.00	
e hf of se	25 89 47			80.00		all	31 90 47			660.12	
nw of se	25 89 47			40.00		nw	33 90 47			160.00	
n hf of sw	25 89 47			80.00		all	35 90 47			640.00	
sw of sw	25 89 47			40.00		all	1 91 47			634.30	
nw	27 89 47			160.00	Excluded.	all	11 91 47			640.00	
nw of nw	29 89 47			40.00		all	13 91 47			640.00	
all	1 90 47			659.56		e hf	15 91 47			320.00	
all	3 90 47			646.52		all	23 91 47			640.00	
all	9 90 47			640.00		all	25 91 47			640.00	
e hf and sw	11 90 47			480.00		all	27 91 47			640.00	
e hf of nw	11 90 47			80.00		e hf	33 91 47			320.00	
all	13 90 47			640.00		all	35 91 47			640.00	
w hf of ne	15 90 47			80.00		e hf	25 92 47			320.00	
se	15 90 47			160.00		ne	1 89 48			161.35	
w hf	15 90 47			320.00		ne	18 89 48			160.00	
e hf and sw qr	17 90 47			480.00		se	13 89 48			160.00	
e hf and sw	19 90 47			494.00		sw	13 89 48			160.00	
all	21 90 47			640.00		lot 1	23 89 48			54.66	Excluded.
all	23 90 47			640.00		se of ne	23 89 48			40.00	

nw of ne	25 89 48			40.00		n hf of ne	29 88 34			80.00	
e hf and sw qr	25 90 48			480.00		n hf	35 88 34			320.00	
ne	35 90 48			160.00		s hf	17 89 34			320.00	
se of se	35 90 48			40.00	Approved by	all	21 89 34			655.20	
n hf of se	35 90 48			80.00	Sec. of Interior	all	19 89 34			640.00	
sw of se	35 90 48			40.00	Dec. 27th, 1858.	all	23 89 34			512.00	
						all	25 89 34			640.00	
						all	27 89 34			640.00	
						all	29 89 34			640.00	
						all	31 89 34			662.24	
						all	33 89 34			640.00	
						all	35 89 34			640.00	
						all	1 91 34			666.52	
						all	3 91 34			655.04	
						all	5 91 34			645.59	
						n hf	7 91 34			323.75	
						all	9 91 34			640.00	
						all	11 91 34			640.00	
						all	13 91 34			640.00	
						n hf	15 91 34			320.00	
						all	1 92 34			684.56	
						all	3 92 34			668.88	
						all	5 92 34			665.02	
						all	7 92 34			613.60	
						all	9 92 34			640.00	
						all	11 92 34			640.00	
						all	13 92 34			640.00	
						all	15 92 34			640.00	
						all	17 92 34			640.00	

Total, omitting excluded lands... 844,225.20

lots 1 and 2	1 88 34			112.58	15 mile limits	all	29 88 34			80.00	
lots 5, 6, 7, 8	1 88 34			160.00		all	35 88 34			320.00	
e hf of se	1 88 34			80.00		all	17 89 34			320.00	
lots 1, 2, 3, 4, 9, & 10	3 88 34			262.02		all	21 89 34			655.20	
e hf of se	3 88 34			80.00		all	19 89 34			640.00	
ne of sw	3 88 34			40.00		all	23 89 34			512.00	
all	5 88 34			734.98		all	25 89 34			640.00	
all	7 88 34			386.24		all	27 89 34			640.00	
se of ne	9 88 34			40.00		all	29 89 34			640.00	
n hf of nw	9 88 34			80.00		all	31 89 34			662.24	
e hf of se	9 88 34			80.00		all	33 89 34			640.00	
s hf	11 88 34			320.00		all	35 89 34			640.00	
all	13 88 34			640.00		all	1 91 34			666.52	
all	15 88 34			640.00		all	3 91 34			655.04	
all	17 88 34			640.00		all	5 91 34			645.59	
all	19 88 34			405.84		all	7 91 34			323.75	
e hf of ne	19 88 34			80.00		all	9 91 34			640.00	
all	21 88 34			640.00		all	11 91 34			640.00	
all	23 88 34			640.00		all	13 91 34			640.00	
all	25 88 34			640.00		all	15 91 34			320.00	
all	27 88 34			640.00		all	1 92 34			684.56	
						all	3 92 34			668.88	
						all	5 92 34			665.02	
						all	7 92 34			613.60	
						all	9 92 34			640.00	
						all	11 92 34			640.00	
						all	13 92 34			640.00	
						all	15 92 34			640.00	
						all	17 92 34			640.00	

Parts of Sections.	Town.	Range.	Acres.	Remarks.	Parts of Sections.	Town.	Range.	Acres.	Remarks.
all.....	19	92 34	616.44		w hf of nw	23	88 35	80.00	
all.....	21	92 34	640.00		s hf.	23	88 35	320.00	
all.....	23	92 34	640.00		n hf.	25	88 35	320.00	
all.....	25	92 34	640.00		s hf.	5	89 35	315.14	
all.....	27	92 34	640.00		all	7	89 35	652.38	
all.....	29	92 34	640.00		all	9	89 35	455.29	
all.....	31	92 34	640.00		s hf	11	89 35	320.00	
all.....	33	92 34	840.00		all	13	89 35	640.00	
all.....	35	92 34	640.00		all	15	89 35	640.00	
s hf.....	29	92 34	320.00		all	17	89 35	610.80	
s hf.	31	92 34	616.60		all	19	89 35	658.72	
all.....	33	92 34	640.00		all	21	89 35	640.00	
all.....	35	92 34	640.00		all	23	89 35	640.00	
all.....	1	88 35	735.08		all	25	89 35	640.00	
n hf of ne	3	88 35	128.47		all	27	89 35	640.00	
n hf of nw	3	88 35	129.21		e hf and sw	29	89 35	480.00	
n hf of ne	5	88 35	210.09		sw	31	89 35	171.89	
nw qr.....	5	88 35	130.13		all	33	89 35	640.00	
sw of sw	9	88 35	40.00		all	35	89 35	640.00	
ne	11	88 35	160.00		all	1	91 35	652.10	
e hf of se	11	88 35	80.00		all	3	91 35	650.02	
sw of se	11	88 35	40.00		ne qr	5	91 35	104.60	
all.....	13	88 35	640.00		all	1	92 35	659.28	
e hf of se	21	88 35	80.00		all	3	92 35	663.00	
sw of se	21	88 35	40.00		all	5	92 35	669.62	

all.....	7	92 35	692.14		w hf of ne	15	88 36	80.00	
all.....	9	92 35	640.00		all	1	89 36	615.56	
all.....	11	92 35	640.00		all	3	89 36	616.76	
all.....	13	92 35	640.00		all	5	89 36	617.44	
all.....	15	92 35	640.00		all	7	89 36	662.76	
all.....	17	92 35	640.00		all	9	89 36	640.00	
all.....	19	92 35	688.68		all	11	89 36	640.00	
all.....	21	92 35	640.00		all	13	89 36	640.00	
all.....	23	92 35	640.00		all	15	89 36	640.00	
all.....	25	92 35	640.00		all	17	89 36	640.00	
all.....	27	92 35	640.00		all	19	89 36	663.58	
all.....	29	92 35	640.00		all	21	89 36	640.00	
all.....	31	92 35	675.36		all	23	89 36	640.00	
all.....	33	92 35	640.00		n hf and sw qr	25	89 36	480.00	
all.....	35	92 35	640.00		all	27	89 36	640.00	
all.....	19	93 35	685.92		all	29	89 36	640.00	
all.....	21	93 35	640.00		n hf	31	89 36	831.11	
all.....	23	93 35	640.00		all	33	89 36	640.00	
all.....	25	93 35	640.00		all	35	89 36	640.00	
all.....	27	93 35	640.00		all	31	90 36	660.40	
all.....	29	93 35	677.98		s hf.	33	90 36	320.00	
all.....	31	93 35	640.00		all	1	92 36	668.06	
all.....	33	93 35	640.00		all	3	92 36	669.72	
all.....	35	93 35	640.00		all	5	92 36	669.08	
all.....	1	88 36	742.18		all	7	92 36	632.24	
sw	3	88 36	160.00		all	9	92 36	640.00	
nw of ne	5	88 36	702.10		all	11	92 36	640.00	
sw of se	11	88 36	40.00		all	13	92 36	640.00	

DUBUQUE & SIOUX CITY AND IOWA FALLS & SIOUX CITY RAILROAD LANDS.—CONTINUED.

Parts of Sections.			Range	Acres.	REMARKS.	Parts of Sections.			Range	Acres.	REMARKS.
Sec.	Town	Range				Sec.	Town	Range			
all	15	92 36	640.00	640.00	.....	sw	qf	.....	21	90 37	160.00
all	17	92 36	640.00	640.00	.....	s	hf	.....	25	90 37	320.00
all	19	92 36	636.60	636.60	.....	all	.....	.....	27	90 37	640.00
all	21	92 36	640.00	640.00	.....	all	.....	.....	29	90 37	640.00
all	23	92 36	640.00	640.00	.....	all	.....	.....	31	90 37	669.98
all	25	92 36	640.00	640.00	.....	all	.....	.....	33	90 37	640.00
all	27	92 36	640.00	640.00	.....	all	.....	.....	35	90 37	640.00
n hf	29	92 36	320.00	320.00	.....	all	.....	.....	1	92 37	666.70
n hf	31	92 36	320.00	320.00	.....	all	.....	.....	3	92 37	665.48
all	1	89 37	615.86	615.86	.....	all	.....	.....	5	92 37	668.92
all	3	89 37	612.98	612.98	.....	all	.....	.....	7	92 37	657.22
all	5	89 37	609.12	609.12	.....	all	.....	.....	9	92 37	640.00
all	7	89 37	665.88	665.88	.....	all	.....	.....	11	92 37	640.00
all	9	89 37	640.00	640.00	.....	all	.....	.....	13	92 37	640.00
all	11	89 37	640.00	640.00	.....	all	.....	.....	15	92 37	640.00
all	13	89 37	640.00	640.00	.....	all	.....	.....	17	92 37	640.00
all	15	89 37	640.00	640.00	.....	ne	.....	.....	21	92 37	160.00
all	17	89 37	640.00	640.00	.....	all	.....	.....	23	92 37	640.00
n hf	19	89 37	334.29	334.29	.....	all	.....	.....	1	93 37	687.88
all	21	89 37	640.00	640.00	.....	all	.....	.....	3	93 37	673.54
all	23	89 37	640.00	640.00	.....	all	.....	.....	5	93 37	664.60
all	25	89 37	640.00	640.00	.....	all	.....	.....	7	93 37	683.56
n hf	27	89 37	320.00	320.00	.....	all	.....	.....	9	93 37	640.00
s hf	19	90 37	300.63	300.63	.....	all	.....	.....	11	93 37	640.00

all	13	93 37	640.00	640.00	.....	all	.....	.....	27	90 38	640.00
all	15	93 37	640.00	640.00	.....	all	.....	.....	29	90 38	640.00
all	17	93 37	640.00	640.00	.....	all	.....	.....	31	90 38	657.80
all	19	93 37	672.60	672.60	.....	all	.....	.....	33	90 38	640.00
all	21	93 37	640.00	640.00	.....	all	.....	.....	1	92 38	658.90
all	23	93 37	640.00	640.00	.....	all	.....	.....	3	92 38	660.90
all	25	93 37	640.00	640.00	.....	all	.....	.....	5	92 38	668.56
all	27	93 37	640.00	640.00	.....	n hf	.....	.....	9	92 38	320.00
all	31	93 37	661.40	661.40	.....	all	.....	.....	11	92 38	640.00
all	33	93 37	640.00	640.00	.....	n hf	.....	.....	13	92 38	320.00
all	35	93 37	640.00	640.00	.....	all	.....	.....	15	92 38	320.00
all	1	89 38	610.04	610.04	.....	all	.....	.....	1	93 38	692.44
all	3	89 38	615.22	615.22	.....	all	.....	.....	3	93 38	677.00
all	5	89 38	624.92	624.92	.....	all	.....	.....	5	93 38	669.50
all	7	89 38	659.70	659.70	.....	all	.....	.....	7	93 38	655.04
all	9	89 38	640.00	640.00	.....	all	.....	.....	9	93 38	640.00
all	11	89 38	640.00	640.00	.....	all	.....	.....	11	93 38	640.00
all	13	89 38	640.00	640.00	.....	all	.....	.....	13	93 38	640.00
all	15	89 38	640.00	640.00	.....	all	.....	.....	15	93 38	640.00
n hf	17	89 38	320.00	320.00	.....	all	.....	.....	17	93 38	640.00
n hf	19	89 38	320.00	320.00	.....	all	.....	.....	19	93 38	643.52
s hf	7	90 38	326.31	326.31	.....	all	.....	.....	21	93 38	640.00
s hf	15	90 38	320.00	320.00	.....	all	.....	.....	23	93 38	640.00
all	17	90 38	640.00	640.00	.....	all	.....	.....	25	93 38	640.00
all	19	90 38	649.80	649.80	.....	all	.....	.....	27	93 38	640.00
all	21	90 38	640.00	640.00	.....	all	.....	.....	29	93 38	640.00
all	23	90 38	640.00	640.00	.....	all	.....	.....	31	93 38	641.22
all	25	90 38	640.00	640.00	.....	all	.....	.....	33	93 38	640.00
all	27	90 38	640.00	640.00	.....	all	.....	.....	35	93 38	640.00

DUBUQUE AND STIOUX CITY AND IOWA FALLS ANDSTIOUX CITY RAILROAD LANDS—CONTINUED.

Parts of Sections.		Acres.	Remarks.	Parts of Sections.		Acres.	Remarks.
Town	Range	Acres.	Remarks.	Town	Range	Acres.	Remarks.
Sec.	Range	Acres.	Remarks.	Sec.	Range	Acres.	Remarks.
29	94 38	640.00		33	90 39	640.00	
all	31 94 38	638.12		35	90 39	640.00	
all	33 94 38	640.00		1	92 39	671.14	
all	35 94 38	640.00		3	92 39	347.32	
all	1 89 39	634.68	n hf.	1	93 39	684.80	
all	3 89 39	640.08	all	3	93 39	693.22	
all	5 89 39	641.28	all	5	93 39	701.30	
all	7 89 39	655.52	all	7	93 39	600.16	
all	9 89 39	640.00	all	9	93 39	640.00	
all	11 89 39	640.00	all	11	93 39	640.00	
all	13 89 39	320.00	all	13	93 39	640.00	
n hf.	15 90 39	320.00	all	15	93 39	640.00	
s hf.	7 90 39	629.22	all	17	93 39	468.96	
all	9 90 39	640.00	n hf and se qr.	19	93 39	320.00	
all	11 90 39	640.00	n hf.	21	93 39	80.00	
all	13 90 39	640.00	n hf of se.	21	93 39	40.00	
all	15 90 39	640.00	se of se.	21	93 39	80.00	
all	17 90 39	640.00	n hf of sw.	21	93 39	80.00	
all	19 90 39	638.40	all	23	93 39	640.00	
all	21 90 39	640.00	all	25	93 39	640.00	
all	23 90 39	640.00	all	27	93 39	640.00	
all	25 90 39	640.00	nw of ne.	29	93 39	40.00	
all	27 90 39	640.00	se of ne.	29	93 39	40.00	
all	29 90 39	640.00	s hf of se.	29	93 39	80.00	
all	31 90 39	650.00	nw qr.	29	93 39	160.00	

all	33 93 39	640.00	all	17	90 40	640.00	
all	35 93 39	640.00	all	19	90 40	626.16	
all	5 94 39	601.84	all	21	90 40	640.00	
all	7 94 39	605.04	all	23	90 40	640.00	
all	9 94 39	640.00	all	25	90 40	640.00	
all	13 94 39	640.00	all	27	90 40	640.00	
all	15 94 39	640.00	all	29	90 40	640.00	
all	17 94 39	640.00	all	31	90 40	623.30	
all	19 94 39	601.48	all	33	90 40	640.00	
all	21 94 39	640.00	all	35	90 40	640.00	
all	23 94 39	640.00	w hf and se qr.	1	93 40	508.01	
all	25 94 39	640.00	all	3	93 40	675.62	
all	17 94 39	640.00	all	5	93 40	655.42	
all	19 94 39	640.00	all	7	93 40	631.24	
all	21 94 39	598.00	all	9	93 40	640.00	
all	23 94 39	640.00	all	11	93 40	640.00	
all	25 94 39	640.00	all	13	93 40	640.00	
all	1 89 40	641.00	n hf.	15	93 40	320.00	
all	3 89 40	646.36	all	17	94 40	601.92	
all	5 89 40	635.38	all	19	94 40	618.84	
all	7 89 40	629.24	all	21	94 40	636.52	
all	9 89 40	640.00	all	23	94 40	650.40	
all	11 89 40	640.00	all	25	94 40	640.00	
all	13 89 40	320.00	all	27	94 40	640.00	
n hf.	17 90 40	630.18	all	29	94 40	640.00	
all	7 90 40	640.00	all	31	94 40	640.00	
s hf	9 90 40	320.00	all	13	94 40	640.00	
s hf	11 90 40	320.00	all	15	94 40	640.00	
all	13 90 40	640.00	all	17	94 40	646.52	
all	15 90 40	640.00	all	19	94 40	640.00	

Parts of Sections.		Acres.	Remarks.	Parts of Sections.		Acres.	Remarks.
Sec.	Town.	Range		Sec.	Town.	Range	
23	94 40	640.00		15	90 41	640.00	
all				all			
25	94 40	640.00		17	90 41	640.00	
all				all			
27	94 40	640.00		19	90 41	659.24	
all				all			
29	94 40	640.00		21	90 41	640.00	
all				all			
31	94 40	642.98		23	90 41	640.00	
all				all			
33	94 40	640.00		25	90 41	640.00	
all				all			
35	94 40	640.00		27	90 41	640.00	
all				all			
37	95 40	654.92		29	90 41	640.00	
all				all			
39	95 40	640.00		31	90 41	80.00	
all				all			
41	89 41	637.84		33	90 41	40.00	
all				all			
43	89 41	637.78		35	90 41	84.75	
all				all			
45	89 41	632.48		37	90 41	45.05	
all				all			
47	89 41	491.09		39	90 41	80.00	
all				all			
e hf and nw		640.00		41	90 41	40.00	
all				all			
49	89 41	640.00		43	90 41	91.00	
all				all			
51	89 41	640.00		45	90 41	40.00	
all				all			
53	89 41	320.00		47	90 41	640.00	
all				all			
55	89 41	320.00		49	90 41	640.00	
all				all			
57	90 41	643.02		51	90 41	640.00	
all				all			
59	90 41	650.58		53	90 41	640.00	
all				all			
61	90 41	654.88		55	90 41	88.51	
all				all			
63	90 41	656.08		57	91 41	167.91	
all				all			
65	90 41	640.00		59	91 41	88.40	
all				all			
67	90 41	640.00		61	91 41	88.40	
all				all			
69	90 41	640.00		63	91 41	88.40	
all				all			
71	90 41	640.00		65	93 41	640.00	
all				all			
73	90 41	640.00		67	93 41	645.28	
all				all			

5	93 41	629.72		5	90 42	174.11	
all				nw			
7	93 41	628.68		7	90 42	345.54	
all				w hf			
9	93 41	640.00		nw of se		40.00	
all				ne of nw		40.00	
11	94 41	635.30		se of ne		40.00	
all				w hf of nw		92.48	
3	94 41	632.14		all		640.00	
all				all		640.00	
5	94 41	644.94		13	91 42	640.00	
all				all		320.00	
7	94 41	586.92		15	91 42	640.00	
all				s hf		652.94	
9	94 41	640.00		17	91 42	640.00	
all				all		640.00	
11	94 41	640.00		19	91 42	640.00	
all				all		640.00	
13	94 41	640.00		21	91 42	640.00	
all				all		640.00	
15	94 41	640.00		23	91 42	640.00	
all				all		640.00	
17	94 41	640.00		25	91 42	640.00	
all				all		640.00	
19	94 41	599.92		27	91 42	640.00	
all				all		640.00	
21	94 41	640.00		29	91 42	640.00	
all				all		666.88	
23	94 41	640.00		31	91 42	610.72	
all				all		640.00	
25	94 41	640.00		33	91 42	640.00	
all				all		640.00	
27	94 41	640.00		35	91 42	621.20	
all				all		610.72	
29	94 41	640.00		37	93 42	599.52	
all				all		603.60	
31	94 41	608.92		39	93 42	640.00	
all				all		640.00	
33	94 41	640.00		41	93 42	320.00	
all				all		640.00	
35	94 41	640.00		43	94 42	645.04	
all				all		638.54	
37	94 41	611.76		45	94 42	633.04	
all				all		601.12	
39	95 41	640.00		47	94 42	645.28	
all				all		645.28	
41	95 41	640.00		49	94 42	645.28	
all				all		645.28	
43	95 41	86.84		51	94 42	645.28	
n hf of ne				all		645.28	
45	90 42	88.36		53	94 42	633.04	
n hf of nw				all		601.12	
47	90 42	91.11		55	94 42	645.28	
n hf of ne				all		645.28	
49	90 42	46.79		57	94 42	645.28	
nw of ne				all		645.28	

DUBUQUE & SIOUX CITY AND IOWA FALLS & SIOUX CITY RAILROAD LANDS - CONTINUED.

Parts of Sections.		Acres.	Remarks.	Parts of Sections.		Acres.	Remarks.
Sec.	Range			Sec.	Range		
all	9 94.42	640.00	all	15 90.43	640.00	.....
all	11 94.42	640.00	all	17 90.43	640.00	.....
all	13 94.42	640.00	all	19 90.43	669.28	.....
all	15 94.42	640.00	all	21 90.43	640.00	.....
all	17 94.42	640.00	all	23 90.43	640.00	.....
all	19 94.42	610.12	all	25 90.43	640.00	.....
all	21 94.42	640.00	all	27 90.43	640.00	.....
all	23 94.42	640.00	all	29 90.43	640.00	.....
all	25 94.42	640.00	all	31 90.43	665.00	.....
all	27 94.42	640.00	n hf.....	33 90.43	820.00	.....
all	29 94.42	640.00	n hf.....	35 90.43	320.00	.....
all	31 91.42	629.72	s hf.....	13 91.43	320.00	.....
all	33 94.42	640.00	s hf.....	15 91.43	320.00	.....
all	35 94.42	640.00	s hf.....	17 91.43	320.00	.....
s hf.....	31 95.42	314.98	all	19 91.43	665.88	.....
all	33 95.42	640.00	all	21 91.43	640.00	.....
all	35 95.42	640.00	all	23 91.43	640.00	.....
all	1 90.43	680.38	all	25 91.43	640.00	.....
all	3 90.43	681.12	all	27 91.43	640.00	.....
all	5 90.43	677.40	all	29 91.43	640.00	.....
all	7 90.43	665.40	all	31 91.43	663.44	.....
all	9 90.43	640.00	all	33 91.43	640.00	.....
all	11 90.43	640.00	all	35 91.43	640.00	.....
all	13 90.43	640.00	all	1 93.43	623.40	.....

all	3 93.43	623.82	s hf.....	35 95.43	320.00	.....
all	5 93.43	631.02	all	1 89.44	610.42	.....
all	7 93.43	630.38	all	3 89.44	619.40	e hf excluded
all	9 93.43	640.00	all	5 89.44	623.04	.....
all	11 93.43	640.00	all	7 89.44	663.34	.....
n hf.....	13 93.43	320.00	all	9 89.44	640.00	e% of se excluded
n hf.....	15 93.43	320.00	all	11 89.44	640.00	.....
n hf.....	17 93.43	320.00	e hf of ne.....	17 89.44	80.00	.....
all	1 94.43	646.32	nw of ne.....	17 89.44	40.00	.....
all	3 94.43	642.70	n hf of nw.....	17 89.44	80.00	.....
all	5 94.43	654.02	sw of nw.....	17 89.44	40.00	.....
all	7 94.43	624.68	e hf of se.....	17 89.44	80.00	se of se excluded
all	9 94.43	640.00	sw of se.....	17 89.44	40.00	.....
all	11 94.43	640.00	w hf of sw.....	17 89.44	80.00	.....
all	13 94.43	640.00	se of sw.....	17 89.44	40.00	.....
all	15 94.43	640.00	all	19 89.44	663.34	se of se excluded
all	17 94.43	640.00	all	21 89.44	640.00	.....
all	19 94.43	630.62	all	23 89.44	640.00	.....
all	21 94.43	640.00	all	25 89.44	640.00	w% nw & sw excluded
all	23 94.43	640.00	all	27 89.44	665.76	e hf of ne exat
all	25 94.43	640.00	all	29 89.44	663.45	.....
all	27 94.43	640.00	all	31 89.44	664.48	.....
all	29 94.43	640.00	all	1 90.44	660.96	.....
all	31 94.43	628.20	all	3 90.44	665.76	.....
all	33 94.43	640.00	all	5 90.44	652.88	.....
all	35 94.43	640.00	all	7 90.44	663.45	.....
s hf.....	31 95.43	310.24	all	9 90.44	640.00	.....
s hf.....	33 95.43	320.00	all	11 90.44	640.00	.....
			all	13 90.44	640.00	.....
			all	15 90.44	640.00	.....
			all	17 90.44	640.00	.....

Parts of Section.	Sec.	Town.	Range.	Acres.	Remarks.	Parts of Sections.	Sec.	Town.	Range.	Acres.	Remarks.
all.....	19	9044		668.66		n hf.....	18	9344		320.00	
all.....	21	9044		640.00		n hf.....	15	9344		320.00	
all.....	23	9044		640.00		n hf.....	17	9344		320.00	
all.....	25	9044		640.00		all.....	1	9444		661.08	
all.....	27	9044		640.00		all.....	3	9444		653.30	
all.....	29	9044		640.00		all.....	5	9444		649.80	
all.....	31	9044		668.66		all.....	7	9444		633.72	
all.....	33	9044		640.00		all.....	9	9444		640.00	
all.....	35	9044		640.00		all.....	11	9444		640.00	
s hf.....	13	9144		320.00		all.....	13	9444		640.00	
se.....	15	9144		160.00		all.....	15	9444		640.00	
s hf.....	21	9144		320.00		all.....	17	9444		640.00	
all.....	23	9144		640.00		all.....	19	9444		636.92	
all.....	25	9144		640.00		all.....	21	9444		640.00	
all.....	27	9144		640.00		all.....	23	9444		640.00	
all.....	29	9144		640.00		all.....	25	9444		640.00	
all.....	31	9144		662.84		all.....	27	9444		640.00	
all.....	33	9144		640.00		all.....	29	9444		640.00	
all.....	35	9144		640.00		all.....	31	9444		640.90	
all.....	1	9344		633.18		all.....	33	9444		640.00	
all.....	3	9344		637.94		all.....	35	9444		640.00	
all.....	5	9344		642.93		s hf.....	31	9544		320.07	
all.....	7	9344		642.14		s hf.....	33	9544		320.00	
all.....	9	9344		640.00		s hf.....	35	9544		320.00	
all.....	11	9344		640.00		lot 1.....	3	8845		46.20	

se qr.....	3	8845		160.00		all.....	35	8945		640.00	
lots 1, 2, 3, 4, 9, & 10.....	5	8845		267.54		all.....	1	9045		649.36	
e hf of sw.....	5	8845		80.00		all.....	3	9045		661.62	
sw of ne.....	7	8845		40.00		e hf.....	9	9045		320.00	
e hf of nw.....	7	8845		80.00		all.....	11	9045		640.00	
sw of nw.....	7	8845		31.92		all.....	13	9045		640.00	
w hf of se.....	7	8845		80.00		all.....	15	9045		640.00	
sw.....	7	8845		144.42		all.....	21	9045		640.00	
all.....	17	8845		640.00		all.....	23	9045		640.00	
all.....	19	8845		615.20		all.....	25	9045		640.00	
all.....	1	8945		622.86		e hf.....	29	9045		320.00	
all.....	3	8945		617.36		all.....	33	9045		640.00	
all.....	5	8945		623.02		all.....	35	9045		640.00	
e hf and sw.....	7	8945		490.43		s hf.....	35	9145		320.00	
all.....	9	8945		640.00		all.....	1	9345		649.70	
all.....	11	8945		640.00		all.....	3	9345		642.28	
all.....	13	8945		640.00		all.....	5	9345		644.12	
all.....	15	8945		640.00		all.....	7	9345		608.88	
all.....	17	8945		640.00		all.....	9	9345		640.00	
all.....	19	8945		662.84		all.....	11	9345		640.00	
all.....	21	8945		640.00		all.....	13	9345		640.00	
all.....	23	8945		640.00		all.....	15	9345		640.00	
all.....	25	8945		640.00		all.....	17	9345		640.00	
all.....	27	8945		640.00		all.....	19	9345		611.66	
all.....	29	8945		640.00		all.....	21	9345		640.00	
all.....	31	8945		665.28		nw.....	23	9345		160.00	
all.....	33	8945		640.00		all.....	29	9345		640.00	

DUBUQUE & SIOUX CITY AND IOWA FALLS & SIOUX CITY RAILROAD LANDS—CONTINUED.

Parts of Sections.	Sec	Town	Range	Acres.	Remarks.	Parts of Sections.	Sec	Town	Range	Acres.	Remarks.
all.....	31	93 45	613.84			se.....	9	87 46	160.00		
all.....	1	94 45	651.00			e hf of ne.....	11	87 46	80.00		
all.....	3	94 45	653.20			w hf of ne.....	11	87 46	80.00		
all.....	7	94 45	601.24			s hf and nw.....	11	87 46	480.00		
all.....	9	94 45	640.00			all.....	1	88 46	750.16		
all.....	11	94 45	640.00			all.....	3	88 46	733.82		
all.....	13	94 45	640.00			n hf of ne.....	5	88 46	124.11		
all.....	15	94 45	640.00			n hf of nw.....	5	88 46	123.51		
all.....	17	94 45	640.00			e hf of ne.....	7	88 46	80.00		
all.....	19	94 45	602.80			all.....	9	88 46	640.00		
all.....	21	94 45	640.00			all.....	11	88 46	640.00		
all.....	23	94 45	640.00			all.....	13	88 46	640.00		
all.....	25	94 45	640.00			all.....	15	88 46	640.00		
all.....	27	94 45	640.00			all.....	17	88 46	640.00		
all.....	29	94 45	640.00			w hf of nw.....	21	88 46	80.00		
all.....	31	94 45	606.72			sw qr.....	21	88 46	160.00		
all.....	33	94 45	640.00			all.....	23	88 46	640.00		
all.....	35	94 45	640.00			all.....	25	88 46	640.00		
all.....	1	87 46	637.12			all.....	27	88 46	640.00		
e hf and nw.....	3	87 46	464.08			e hf.....	33	88 46	320.00		
e hf of sw.....	3	87 46	80.00			n hf of nw.....	33	88 46	80.00		
nw of sw.....	3	87 46	40.00			se of nw.....	33	88 46	40.00		
n hf of nw.....	5	87 46	84.94			sw of sw.....	33	88 46	40.00		
e hf of nw.....	9	87 46	80.00			e hf of sw.....	33	88 46	80.00		

all.....	35	88 46	640.00			all.....	31	93 46	626.44		
se qr.....	13	89 46	160.00			all.....	33	93 46	640.00		
all.....	23	89 46	160.00			all.....	35	93 46	640.00		
se qr.....	25	89 46	640.00			all.....	13	94 46	640.00		
all.....	27	89 46	160.00			all.....	23	94 46	640.00		
all.....	35	89 46	640.00			all.....	25	94 46	640.00		
n hf and sw.....	1	92 46	469.26			all.....	27	94 46	640.00		
all.....	3	92 46	630.80			all.....	29	94 46	640.00		
all.....	5	92 46	625.00			all.....	31	94 46	622.60		
all.....	7	92 46	625.60			all.....	33	94 46	640.00		
all.....	9	92 46	640.00			all.....	35	94 46	640.00		
nw.....	17	92 46	160.00			n hf of ne.....	1	87 47	87.51		
all.....	19	92 46	150.08			lots 1 and 2.....	1	88 47	105.63		
all.....	1	93 46	652.24			e hf of sw.....	13	88 47	80.00		
all.....	3	93 46	652.64			sw of sw.....	15	88 47	40.00		
all.....	5	93 46	651.14			nw of sw.....	21	88 47	40.00		
all.....	7	93 46	628.54			se of ne.....	23	88 47	40.00		
all.....	9	93 46	640.00			all.....	5	90 47	641.10		
all.....	11	93 46	640.00			all.....	7	90 47	663.60		
all.....	13	93 46	640.00			nw.....	17	90 47	160.00		
all.....	15	93 46	640.00			all.....	19	90 47	174.00		
all.....	17	93 46	640.00			all.....	31	91 47	627.14		
all.....	19	93 46	630.26			all.....	5	91 47	694.96		
all.....	21	93 46	640.00			all.....	7	91 47	694.14		
all.....	23	93 46	640.00			all.....	9	91 47	640.00		
all.....	25	93 46	640.00			w hf.....	15	91 47	320.00		
all.....	27	93 46	640.00			all.....	17	91 47	640.00		
all.....	29	93 46	640.00			all.....	19	91 47	656.24		

DUBUQUE & SIOUX CITY AND IOWA FALLS AND SIOUX CITY RAILROAD LANDS—CONTINUED.

Parts of Sections.	Acres.	Remarks.	Parts of Sections.	Acres.	Remarks.
all.....	21 91.47	640.00	all.....	9 93.47	640.00
all.....	29 91.47	640.00	all.....	11 93.47	640.00
all.....	31 91.47	656.96	all.....	13 93.47	640.00
w hf.....	33 91.47	320.00	all.....	15 93.47	640.00
all.....	1 92.47	627.99	all.....	17 93.47	640.00
all.....	3 92.47	631.90	all.....	19 93.47	649.26
all.....	5 92.47	626.52	all.....	21 93.47	640.00
all.....	7 92.47	624.32	all.....	23 93.47	640.00
all.....	9 92.47	640.00	all.....	25 93.47	640.00
all.....	11 92.47	640.00	all.....	27 93.47	640.00
all.....	13 92.47	640.00	all.....	29 93.47	640.00
all.....	15 92.47	640.00	all.....	31 93.47	649.76
all.....	17 92.47	640.00	all.....	33 93.47	640.00
all.....	19 92.47	628.26	all.....	35 93.47	640.00
all.....	21 92.47	640.00	all.....	35 94.47	640.00
all.....	23 92.47	640.00	all.....	1 90.48	666.60
w hf.....	25 92.47	320.00	ne of sw.....	3 90.48	40.00
all.....	27 92.47	640.00	e hf and nw.....	3 90.48	509.98
all.....	29 92.47	640.00	ne of ne.....	9 90.48	40.00
all.....	31 92.47	640.42	lot 1.....	9 90.48	28.08
all.....	33 92.47	640.00	all.....	11 90.48	640.00
all.....	35 92.47	640.00	all.....	13 90.48	640.00
all.....	1 93.47	654.14	e hf.....	15 90.48	320.00
all.....	3 93.47	652.88	all.....	17 90.48	25.83

REGISTER OF THE STATE LAND OFFICE.

all.....	23 90.48	640.00	all.....	3 92.48	628.80
nw qt.....	25 90.48	160.00	all.....	11 92.48	640.00
lots 3 and 4.....	27 90.48	98.39	all.....	13 92.48	640.00
lots 1 & 2 and se of nw	35 90.48	128.15	all.....	15 92.48	640.00
n hf of sw.....	35 90.48	80.00	all.....	21 92.48	640.00
sw of sw.....	35 90.48	40.00	all.....	23 92.48	640.00
all.....	1 91.48	642.08	all.....	25 92.48	640.00
all.....	3 91.48	638.60	all.....	27 92.48	640.00
all.....	5 91.48	642.96	all.....	29 92.48	640.00
all.....	7 91.48	641.00	all.....	33 92.48	640.00
all.....	9 91.48	640.00	all.....	35 92.48	640.00
all.....	11 91.48	640.00	all.....	25 93.48	640.00
all.....	13 91.48	640.00	all.....	35 93.48	640.00
all.....	15 91.48	640.00	s hf.....	7 93.36	310.27
all.....	17 91.48	640.00	s hf.....	13 93.36	320.00
n hf of ne.....	19 91.48	80.00	all.....	15 93.36	640.00
w hf.....	19 91.48	326.92	all.....	17 93.36	640.00
all.....	21 91.48	640.00	all.....	19 93.36	627.30
all.....	23 91.48	640.00	all.....	21 93.36	640.00
all.....	25 91.48	640.00	all.....	23 93.36	640.00
all.....	27 91.48	640.00	all.....	25 93.36	640.00
all.....	29 91.48	640.00	all.....	27 93.36	640.00
n hf and sw.....	31 91.48	95.48	all.....	29 93.36	640.00
e hf of se.....	33 91.48	480.00	all.....	31 93.36	627.71
nw of se.....	35 91.48	40.00	all.....	33 93.36	640.00
all.....	35 91.48	640.00	all.....	35 93.36	640.00
all.....	1 92.48	628.00	Total (deducting excluded lands)	480,929.21	acres

Approved by
Sec. of the Int.
Dec. 27, 1898.

CEDAR RAPIDS AND MISSOURI RIVER RAILROAD.

The lands embraced in the following lists were approved and certified to the State under act of Congress of May 15, 1856, to aid in the construction of the Cedar Rapids and Missouri River Railroad, but are not published in their proper connection for the reason that they were accidentally omitted in publishing the lists of lands inuring to said road.

Parts of Sections.	Sec.	Town.	Range	Acres.	Remarks.
nw of sw,	21	83	3	40.00	6 miles limits.
s hf of se & se of sw,	11	82	4	120.00	
ne of ne	7	83	7	40.00	
N. E.					
lot 7 on island,	27	83	7	9.38	
ne of sw,	27	84	16	40.00	
se of ne	29	84	16	40.00	
ne of sw	9	83	18	40.00	
ne of nw,	9	83	21	40.00	
se of sw,	9	83	23	40.00	
se of nw,	13	83	23	40.00	
ne of sw,	13	83	23	40.00	
w hf of sw,	13	83	29	80.00	
n hf of nw,	3	84	30	108.32	
lot 2	7	84	30	38.40	
N. W.					
e hf of sw, e hf of ne and se qr,	1	82	1	319.63	15 miles limits
w hf of ne	9	81	2	80.00	
nw of se	19	81	3	40.00	
N. W.					
sw of sw,	7	85	2	37.47	
lot 1	15	85	6	2.27	
ne of ne & nw of sw,	11	85	15	80.00	
nw of sw	19	85	15	44.95	
ne of ne,	15	86	15	40.00	
ne of se	5	82	21	40.00	
e hf of ne,	3	82	29	83.23	
Total,					
				916.10	

Parts of Sections.	Sec.	Town.	Range	Acres.	Remarks.
nw of ne	17	85	30	160.00	
nw of nw, se of nw and sw of se	17	82	29	120.00	
s hf of nw & nw of nw,	21	85	30	120.00	
e hf of sw,	19	85	29	80.00	
sw of sw,	21	85	29	40.00	
s hf of ne	1	85	30	80.00	
sw of nw	5	85	30	40.00	
n hf of ne, sw of ne & se of se,	23	82	31	160.00	
ne of ne	7	82	32	40.00	
nw of ne	25	83	33	40.00	Approved by Sec. of Interior
w hf of sw	19	84	33	67.85	April 20th, 1868.
Total,					
				1,595.40	

Parts of Sections.	Sec.	Town.	Range	Acres.	Remarks.
nw of se	27	84	30	40.00	
w hf of se & nw of ne,	25	85	31	120.00	
ne of nw	25	85	31	40.00	
Total,					
				160.00	15 mile limits
sw qr,	25	87	43	160.00	
se of se	27	87	43	40.00	
ne qr,	29	88	43	160.00	
n hf of ne	21	86	44	80.00	Approved by Sec. of Interior
e hf of se	1	86	45	80.00	July 18th, 1868.
Total,					
				520.00	
nw of sw	29	86	35	40.00	6 mile limits
se of ne and nw of sw,	33	86	42	80.00	
Total,					
				120.00	Approved by Sec. of Interior July 18th, 1868.

DES MOINES VALLEY RAILROAD LANDS.

The following laws, papers and lists clearly exhibit the present *status* of the Des Moines Valley Railroad Grant, and the proceedings in relation thereto, since the date of my former report. The Register of the Land Office selected the two lists of 100,000 acres each, prior to the 1st of July, 1868, for the purposes therein named, as directed by law. On the 2d of July, the claims against the company not having been paid, the 100,000 acres set apart to be sold for their payment were advertised by the following :

NOTICE.

STATE LAND OFFICE, }
DES MOINES, IOWA, JULY, 2d, 1868. }

In accordance with the requirements of the first and second subdivisions of chapter 57, laws of the Twelfth General Assembly, notice is hereby given that the following described lands, or so much thereof, as shall be required to pay the claims due and unpaid, (the payment of which the Des Moines Valley Railroad Co. has heretofore agreed to assume, but which have not been paid as required by the act aforesaid, up to and including the first day of July, 1868), will be sold at the office of the Register of the State Land Office in the city of Des Moines, Iowa. Said sale to commence on the 22d day of September, A. D., 1868, at nine o'clock A. M., and continue every day thereafter, except Sunday, between the hours of nine A. M., and twelve M., until sufficient lands shall have been sold to satisfy the unpaid claims aforesaid. These lands will be offered for sale to the highest bidder in the smallest legal subdivision, except where such legal subdivision is a fraction less than forty acres, when two of the smallest legal subdivisions contiguous will be taken together to make an amount equal to, or more than forty acres. The terms will be cash, or the Auditor's warrants issued upon the claims aforesaid; and the minimum price will be one dollar and fifty cents per acre.

C. C. CARPENTER, *Register*.

(Here follows a list of the lands by descriptions.)

The company, however, having made arrangements to pay the claims before the day of sale, they were withdrawn from market, and subsequently conveyed by deed to the company, as will be shown by reference to the following lists. I have inserted herein, a copy of the special certificate under which the Indemnity Lands were located, the certificates conveying them to the State, a copy of the conveyances to the company, list of lands sold to S. H. Taft with a note of those patented, also a list of those withheld by reason of claims under the law of the Eleventh General Assembly,

and all the information relative to these lands that would seem to be of importance; also a list of the lands entire, with notes in the margin designating the class to which each description belongs, whether "*in place* or *Indemnity*." And in order that the terms "*in place* and *Indemnity*," may be understood, I will say, that lands "*In place*" are the lands which were found vacant within the limits of the original grant, and to which title attached according to the terms thereof, while *Indemnity Lands* are such as are selected and located outside of the original grant in *lieu* of lands which belonged to it by its terms, but had been otherwise disposed of before the law was passed making the grant. I also give herewith, Chapter 36, Laws of the Twelfth General Assembly, allowing additional claims to the lessees of the Des Moines River Dams, and a copy of a release filed in this office in accordance therewith. The original contract has likewise been surrendered.

CHAPTER 57.

DES MOINES VALLEY RAILROAD AND LANDS.

AN ACT prescribing the terms and conditions on which the State MARCH 31.
will relinquish and convey to the Des Moines Valley Railroad
Company certain rights and privileges in respect to the resump-
tion of lands heretofore granted to said Company.

WHEREAS, By act of Congress, approved August 8, 1846, there was Preamble.
granted to the then Territory of Iowa certain lands to aid in the im-
provement of the Des Moines river, in said Territory which grant the
State of Iowa, by joint resolution of the General Assembly, approved, 1847, J. R. 2.
January 9, 1847, accepted for the purposes therein specified; and,

WHEREAS, The General Assembly of this State, by an act ap- 1858, ch. 90.
proved March 22, 1858, granted such portion of said lands as had not
been previously disposed of, to the Keokuk, Fort Des Moines and
Minnesota Railroad Company, to aid in the construction of a rail-
road from the city of Keokuk up and along the valley of the Des
Moines river by the way of the city of Des Moines to the northern
line of the State, in the direction of the southern bend of the Minne-
sota or St. Peter's river, and providing that said grant should become
operative when the consent of Congress to the diversion of said
lands should be obtained, or the title thereto vested in the State; and
also imposing upon said company, in case of its acceptance of said

grant, certain conditions and restrictions, among which it was provided that said company would complete seventy-five miles of said road within three years, and thirty-three miles each year thereafter for five years, and the whole line on or before the first day of December, 1868; and,

WHEREAS, such consent of Congress to the diversion was given by an act, approved, July 12, 1862, and said company afterward accepted said grant; and,

WHEREAS, Said Keokuk, Fort Des Moines and Minnesota Railroad Company is now known as and called the Des Moines Valley Railroad Company; and,

WHEREAS, Said railroad [company] is in default in respect to the time of construction of said road, and in the performance of other conditions of said grant, whereby the State has the right to resume the whole or a part of said lands; therefore,

SECTION 1. *Be it enacted by the General Assembly of the State of Iowa, That the reserved rights and interests of the State in respect to the resumption and disposal of said lands are hereby relinquished to and conferred upon said Des Moines Valley Railroad Company, in the manner and upon the performance of the conditions precedent by said company, as hereinafter set forth, and not otherwise, viz:*

First—That it shall be the duty of the Register of the State Land Office, as soon as practicable, and before the first day of July, 1898, to set apart and reserve from the remaining river lands within the grant, and lying in place next north of township number ninety, and upon which there are no settlers claiming homestead rights, and exclusive, also, of the ten sections set apart and sold to S. H. Taft, one hundred thousand acres of said lands, which shall be especially held to secure the payment of the claims described in sections 1 and 2 of chapter 22 of the laws of the Eleventh General Iowa, and also of such claims as have been or may be allowed by the present General Assembly.

Second—That if the said Des Moines Valley Railroad Company shall fail to pay in full and discharge all the claims in the preceding paragraph mentioned, by or before the first day of July next, then it shall be the duty of the Register of the State Land Office, and he is hereby required to proceed immediately to sell at his office in Des Moines, for cash, to the highest bidder, for not less than one dollar and fifty cents per acre, all the lands reserved by the preceding paragraph or so much thereof as shall produce the amount of money remaining due and unpaid on such claim: *Provided*, That he shall first advertise the sale of such lands for not less than sixty days, in four different newspapers published, one in Springvale, one in Fort Dodge, one in Des Moines, and one in Keokuk, Iowa; and *provided further*, That such lands shall be sold by him in quantities not less than forty acres nor more than one hundred and sixty acres each, and that the war-

Relinquishment
to D. V. R. R.
Company.

Duty of Register
State Land Office

100 000 acres to
pay claims.

Sale of lands at
not less than \$1.50
per acre.

Proviso: advert-
isement.

Company may
pay claims.

rants issued by the State Auditor on account of the claims aforesaid, shall be received as cash in payment of lands bought at such sale; and *provided further*, that said Company shall have the right to pay said claims at any time before such sale of the lands.

Third—That upon such sale and payment of the purchase money, the Register shall issue a certificate to the purchaser, showing the land purchased by him and the amount paid therefor; and upon the presentation thereof to the Governor he shall execute to the purchaser a deed in the name of the State of Iowa, without warranty, conveying the lands so purchased, which deed shall be effectual to pass all the right and title thereto now held by the State, or which may hereafter be acquired by the State from the United States; and all moneys, the proceeds of the sale of lands as aforesaid, shall be by the Register paid into the State treasury for the use of the holders of the unpaid claims herein provided for; which shall be paid in the order specified in section 1 of chapter 22 of the laws of the 11th General Assembly, upon the production and surrender of the warrants therefor; and if there should be an amount insufficient to pay the same in full, then the same shall be paid *pro rata*; and if there shall remain a balance after paying the same in full, such balance shall be paid over to said railroad company.

Fourth—That the Register of the State Land Office shall, as soon as practicable, and prior to the first day of July next, select from the lands embraced in the said act of Congress, approved July 12, 1862, excluding the lands reserved and described in the first paragraph hereof, one hundred thousand acres of said land of average value as near as practicable, and embracing the ten sections sold to S. H. Taft; and the lands so selected, as well as the proceeds of any portion thereof now sold, shall be held and applied exclusively for the construction of said railroad above Des Moines as now provided by law, and shall be conveyed and patented to said railroad company, or to such person or persons as they shall direct, only upon the completion of said railroad into the town of Fort Dodge, situated, on the East side of the Des Moines river, within the year 1870, which said company agrees to do; and the evidence of such completion shall be the running of trains into said town within the time specified, and none of said lands shall be patented until such completion, and the proceeds of any portion thereof sold under provisions of existing law shall be at the same time paid over to said railroad company. The said railroad company shall also have not less than sixty-five miles of said road from their present terminus graded during the present and the ensuing calendar year.

Fifth.—That so soon as satisfactory evidence shall be furnished to the Governor that all the claims herein provided for have been settled and paid, or fully discharged, whether by the sale of the land, or by payments made by said railroad company, he shall execute and

Register to cer-
tify.

Gov. to execute
deeds.

Moneys for lands
to be paid claim-
ants—how.

1868, ch. 22.

Company to get
balance.

Register of S. L.
to select 100,000
acres for road
above D.M. lands
and proceeds to
be turned over
when the road is
completed to Ft.
Dodge, in 1870.

65 miles to be
graded in 1868-69

Governor to deed
lands to Com'y.

Exceptions.

Settlements with D. M. V. R. R. Co. and U. S. ratified.

In case of non-compliance, Co. to forfeit land-grant.

To be accepted in 90 days.

Restrictions on tariffs.

1864, ch. 108.

Law for grading lands by commissioners repealed.

Taking effect.

deliver to the Des Moines Valley Railroad Company, or to their assigns, a deed or deeds in the name of the State of Iowa, without warranty, for all the lands embraced in the said act of Congress, approved, July 12, 1862, save and except the one hundred thousand acres hereinbefore reserved for the construction of said road above the city of Des Moines to Fort Dodge; and except also any lands embraced in said grant which may have been reserved by any act passed prior hereto by the State of Iowa for the protection or benefit of settlers or persons claiming homesteads thereon; and the settlement made and approved June 20th, 1866, by the Census Board of the State of Iowa with the Des Moines Valley Railroad Company, and the settlement with the United States therein referred to, are hereby ratified and confirmed.

SEC. 2. In case of non-compliance by said railroad company with the foregoing conditions by it to be performed, then, without further legislation, this act shall have the force and effect of an act of resumption, and all rights of said company in and to said lands or any part thereof, heretofore or hereby granted to said company, and not at the time of such failure actually conveyed by the State to said company, shall be forfeited to and revested in the State of Iowa, as full[y] as if the grant thereof had never been made by the State.

SEC. 3. This act shall be accepted by the said railroad company, and evidenced by the signature of the president and secretary of said company, with the corporate seal thereof, within thirty days from the approval of this act, but the non-acceptance by the said Des Moines Valley Railroad Company of this act shall not prevent all the foregoing provisions thereof from having the same operation and effect as if the same had been accepted by said company. The company accepting the provisions of this act shall at all times be subject to such rules, regulations, and rates of tariff for transportation of freight and passengers as may from time to time be enacted by the General Assembly of the State of Iowa.

SEC. 4. So much of section three of chapter one hundred and eight, of the laws of the Tenth General Assembly, and of other laws and provisions relating thereto, including section five of said chapter, as requires the lands hereinbefore referred to, or any part thereof, to be classified or graded by commissioners, and all other acts and parts of acts inconsistent with this act, are hereby repealed.

SEC. 5. This act shall be in force and have effect from and after its publication in the *State Register* and *Evening Statesman*, papers published in Des Moines, Iowa.

Approved, March 31, 1868.

I hereby certify that the foregoing act was published in *The Iowa Evening Statesman*, April 1, 1868, and in the *Daily State Register*, April 2, 1868.

ED WRIGHT, Secretary of State.

DES MOINES VALLEY RAILROAD LANDS.

List of Lands Patented by the State of Iowa to the Des Moines Valley Railroad Company, embracing in the aggregate 302,497.68 Acres, (Patents issued, February 23d, 1869.)

Parts of Sections.	Sec.	Town	Range	Acres.	REMARKS.	Parts of Sections.	Sec.	Range	Acres.	REMARKS.
ne of sw	18	9027		.....	Webster Co	w hf of sw	.....	17	9228	Humboldt Co
ne of nw	28	9027		.....	Indemnity.	nw of ne	.....	19	9228	In place.
sw of sw	36	9027		120.00	"	se of ne	.....	19	9228	"
se of ne	8	8729		.....	"	e hf of nw	.....	19	9228	"
nw of ne	14	8729		.....	"	e hf of sw	.....	19	9228	"
se of sw	14	8729		120.00	"	nw qr, n hf of sw and	.....	21	9228	"
n fr hf of nw qr	5	9029		71.13	In place.	se of sw	.....	29	9228	"
se of nw	2	9030		.....	Indemnity.	e hf	.....	33	9228	"
sw of se	4	9030		80.00	"	lots 5 and 6	.....	33	9228	1231.42
Aggregate in Webster county 391.13										
n hf of ne	2	9127		.....	Humboldt Co	sw qr	.....	3	9129	"
lots 1 and 2	3	9127		.....	Indemnity.	nw of nw	.....	3	9129	"
lot 4	4	9127		.....	"	s hf of nw	.....	3	9129	"
ne of sw	6	9127		.....	"	sw qr	.....	3	9129	"
nw of ne	10	9127		310.75	"	all	.....	5	9129	"
lot 3	17	9128		.....	"	s hf	.....	9	9129	"
lot 5	29	9128		.....	"	e hf	.....	15	9129	"
w fr hf	31	9128		322.68	In place.	ne of se	.....	17	9129	"
ne qr	17	9228		.....	"	all	.....	18	9129	Indemnity.
se qr	17	9228		.....	"	sw	.....	21	9129	In place.
	17	9228		.....	"	e hf sec, e hf of nw qr	.....	27	9129	"
	17	9228		.....	"	and e hf of sw qr	.....	29	9129	"
	17	9228		.....	"	w fr hf of nw	.....	30	9129	Indemnity

DES MOINES VALLEY RAILROAD LANDS—CONTINUED.

Parts of Sections.	Sec.	Twp.	Rang.	Acres.	Remarks.	Parts of Sections.	Sec.	Twp.	Rang.	Acres.	Remarks.
e hf of ne qr	31	91 29			In place.	sw	23	92 29			In place.
e hf of se qr	31	91 29			"	ne	25	92 29			"
all	33	91 29			"	w frac, hf and se qr	31	92 29	6506.03		"
nw of sw & s hf of sw	35	91 29	4228.69		"	w frac, hf of nw	18	91 30			Indemnity.
nw of ne	1	92 29			"	w frac, hf of sw	18	91 30			"
s hf of ne	1	92 29			"	se of sw	18	91 30			"
nw frac. qr	1	92 29			"	ne of ne	34	91 30	263.82		"
s hf	1	92 29			"	ne frac. qr of ne	1	92 30			In place.
all	8	92 29			"	s hf of ne	1	92 30			"
all	5	92 29			"	nw frac. qr of nw	1	92 30			"
all	7	92 29			"	s hf of nw	1	92 30			"
n hf	9	92 29			"	all	3	92 30			"
sw qr	9	92 29			"	ne frac. qr of ne	5	92 30			"
n hf of se	9	92 29			"	s hf of ne	5	92 30			"
sw of se	9	92 29			"	ne of nw	5	92 30			"
all	11	92 29			"	s hf of nw	5	92 30			"
n hf	13	92 29			"	se qr	5	92 30			"
sw qr	13	92 29			"	se of se	7	92 30			"
w hf of se	13	92 29			"	lot 1 and e hf	9	92 30			"
all	15	92 29			"	w hf of ne	11	92 30			"
n hf	17	92 29			"	w hf of se	11	92 30			"
sw qr	17	92 29			"	se of se	11	92 30			"
e hf of se	17	92 29			"	e hf of sw	11	92 30			"
sw of se	17	92 29			"	e hf of sw	11	92 30			"

n hf of ne	13	92 30			In place.	ne of sw	11	93 30			In place.
sw of ne	13	92 30			"	w hf of sw	13	93 30			"
w hf of se	13	92 30			"	w hf of ne	15	93 30			"
nw qr	13	92 30			"	e hf of nw	15	93 30			"
lots 1, 5 and 7	15	92 30			"	nw of nw	15	93 30			"
lot 1 and sw of se	17	92 30			"	s hf of se	15	93 30			"
all	19	92 30			"	e hf of sw	15	93 30			"
all	21	92 30			"	sw of sw	15	93 30			"
lots 1, 2, 3, 4, 5 and 10	23	92 30			"	e hf of nw	17	93 30			"
sw of nw	23	92 30			"	nw of nw	17	93 30			"
all	29	92 30			"	n hf of se	21	93 30			"
all	35	92 30	5764.11		"	se of se	21	93 30			"
nw fr qr	1	93 30			"	n hf of sw	21	93 30			"
nw of sw	1	93 30			"	sw of sw	21	93 30			"
se of sw	1	93 30			"	ne of ne	23	93 30			"
n fr hf of ne	3	93 30			"	sw of ne	23	93 30			"
nw fr qr	3	93 30			"	n hf of se	23	93 30			"
s hf of se and ne of se	3	93 30			"	sw of se	23	93 30			"
s hf of nw and nw fr	3	93 30			"	n hf of nw	23	93 30			"
qr of ne	5	93 30			"	sw of nw	23	93 30			"
lots 1, 2 and 3	7	93 30			"	s hf of sw	23	93 30			"
nw of ne	9	93 30			"	nw of sw	23	93 30			"
s hf of ne	9	93 30			"	nw of ne	25	93 30			"
w hf of se	9	93 30			"	nw qr	25	93 30			"
e hf of ne	11	93 30			"	se of se	25	93 30			"
sw of ne	11	93 30			"	w hf of se	25	93 30			"
se qr	11	93 30			"	e hf of sw	25	93 30			"
e hf of nw	11	93 30			"	sw of sw	25	93 30			"
sw of nw	11	93 30			"	n hf of ne	27	93 30			"

DES MOINES VALLEY RAILROAD LANDS—CONTINUED.

Parts of Sections.	§ 27	§ 28	Range	Acres.	Remarks.	Parts of Sections.	§ 27	§ 28	Range	Acres.	Remarks.
sw of ne	27	9330			In place	all	1	9527			Kossuth Co.
nw qr	27	9330			"	all	2	9527			Indemnity.
n hf of sw	27	9330			"	all	3	9527			"
sw of sw	27	9330			"	s hf and nw fr qr	5	9527			"
e hf of nw	31	9330			"	s fr hf	6	9527			"
nw fr of nw	31	9330			"	all	7	9527			"
se of nw	33	9330			"	w hf	8	9527			"
w hf of nw	33	9330			"	nw qr and se qr	9	9527			"
w hf of ne	35	9330			"	n hf and sw qr	10	9527			"
n hf of nw	35	9330			"	all	12	9527			"
sw of nw	35	9330			"	n hf	14	9527			"
n hf of se	35	9330			"	w hf	15	9527			"
se of se	35	9330			"	all	17	9527			"
se of sw	35	9330			"	s hf	19	9527			"
w hf of sw	35	9330	4415.51		"	n hf	20	9527			"
n hf of sw	29	9329			"	n hf	1	9627	7220.14		"
sw of sw	29	9329			"	all	2	9627			"
s hf of ne	31	9329			"	s hf	4	9627			"
nw of ne	31	9329			"	all	5	9627			"
s hf of ne	31	9329			"	se qr and nw qr	6	9627			"
nw fr qr	31	9329			"	nw fr qr	7	9627			"
ne of sw	31	9329			"	se	8	9627			"
nw fr of sw	31	9329		551.03	"	n hf and sw qr	9	9627			"
	31	9329			"	e hf and sw	10	9627			"
	31	9329			"	w hf and se	11	9627			"

Aggregate in Humboldt Co. 23,643.54

s hf	129627				"	w hf and ne qr	25	9728			"
e hf	179627				"	ne qr	33	9728	11200.00		"
all	199627				"	s hf	3	9629			"
w hf	209627				"	s hf	5	9629	640.00		"
s hf	309627				"	all	9	9729			"
w fr hf	319627				"	e hf and nw	11	9729			"
s hf	339627				"	nw	13	9729			"
w hf	349627	6863.59			"	w hf	15	9729			"
s hf	29727				"	w hf and ne	17	9729			"
s hf	39727				"	all	21	9729			"
n hf of se	79727				"	w hf and se qr	25	9729			"
nw	99727				"	all	27	9729			"
se	109727				"	e hf and sw	29	9729			"
s hf	119727				"	all	33	9729			"
all	139727				"	e hf and sw qr	35	9729	5440.00		"
sw	159727				"	e hf	7	9829			"
w fr hf and se qr	189727				"	sw	17	9829			"
all	199727				"	se	20	9829			"
e hf and sw	209727				"	ne	21	9829			"
e hf and nw	219727				"	w hf and se	23	9829			"
w hf	229727				"	ne	25	9829			"
w hf	279727				"	ne	29	9829			"
all	289727				"	se	30	9829			"
e hf and sw	299727				"	e hf	31	9829			"
e hf	319727				"	all	32	9829			"
sw	329727				"	nw	35	9829	2880.00		"
e hf	339727				"	ne fr and sw qr	1	9430			"
w hf	349727	7517.54			"	all	7	9430			In place.
s hf and nw qr	249728				"	ne	9	9430			Indemnity

DES MOINES VALLEY RAILROAD LANDS—CONTINUED.

Parts of Sections.	Town	Range	Acres.	Remarks.	Parts of Sections.	Town	Range	Acres.	Remarks.
ne.....	13	9430		Indemnity.	w frac. hf of nw fr. qr	31	9530		In place.
s hf of sw.....	15	9430		In place.	s frac. hf.....	31	9530		"
ne of ne.....	17	9430		"	e hf.....	34	9530		Indemnity.
w hf of nw.....	17	9430		"	e hf.....	35	9530	2684.96	"
se of nw.....	17	9430		"	se qr.....	9	9830		"
w hf of se.....	17	9430		"	all.....	23	9830		"
se of se.....	17	9430		"	all.....	27	9830	1440.00	"
sw qr.....	17	9430		"	Aggregate in Kossuth county 38,823.67				
n fractional hf.....	19	9430		"	nw frac of ne.....	3	9231		Pocahontas co.
sw fractional qr.....	19	9430		"	nw frac. qr.....	3	9231		In place.
n hf of se & se of se.....	19	9430		"	n hf of sw.....	3	9231		"
w hf.....	21	9430		"	s hf of ne.....	5	9231		"
w hf of se and se of se.....	21	9430		"	s hf of nw.....	5	9231		"
sw qr.....	23	9430	3017.44	Indemnity.	n hf of se.....	5	9231		"
sw qr.....	8	9530		"	se of sw.....	5	9231		"
n hf.....	17	9530		"	s hf of ne.....	7	9231		"
nw frac. qr of nw qr.....	19	9530		In place.	n hf of sw.....	5	9231		"
s frac. hf of nw frac. qr.....	19	9530		"	se of sw.....	5	9231		"
e hf of sw frac. qr.....	19	9530		"	s hf of ne.....	7	9231		"
nw frac. qr of sw fr. qr.....	19	9530		"	n hf of se.....	7	9231		"
n hf and se qr.....	22	9530		Indemnity.	se of se.....	7	9231		"
e hf.....	27	9530		"	nw of ne.....	9	9231		"
e hf of ne qr.....	31	9530		In place.	nw qr.....	9	9231		"
nw of ne.....	31	9530		"					
nw of se.....	9	9231		In place.	e hf of se.....	9	9331		In place.
s hf of se.....	9	9231		"	ne of nw.....	9	9331		"
n hf of sw.....	9	9231		"	sw of nw.....	9	9331		"
se of sw.....	9	9231		"	ne of sw.....	9	9331		"
se qr and s hf of sw.....	11	9231		"	w hf of sw.....	9	9331		"
e hf and nw qr.....	13	9231		"	sw of nw.....	15	9331		"
se qr.....	15	9231		"	nw of ne.....	17	9331		"
sw.....	15	9231		"	s hf of nw.....	17	9331		"
e hf of nw and sw of nw.....	15	9231		"	nw of nw.....	17	9331		"
n hf of ne.....	17	9231		"	ne of ne.....	19	9331		"
nw qr.....	17	9231		"	w fr hf of nw.....	19	9331		"
e hf of se.....	17	9231		"	se of sw.....	19	9331		"
nw of se.....	17	9231		"	w fr hf of sw.....	19	9331		"
e hf of sw.....	17	9231		"	e hf of ne.....	21	9331		"
nw of sw.....	21	9231		"	sw of ne.....	21	9331		"
n hf of ne.....	21	9231		"	se of sw.....	27	9331		"
sw of ne.....	21	9231		"	sw of ne.....	29	9331		"
nw of se.....	21	9231		"	ne of ne.....	31	9331		"
s hf of nw.....	21	9231		"	sw of ne.....	31	9331		"
sw qr.....	21	9231		"	w fr hf.....	31	9331	8094.98	"
all.....	23	9231	4019.74	"	ne fr qr of ne qr.....	1	9332		"
all.....	1	9331		"	sw of ne.....	1	9332		"
lots 1 and 2.....	3	9331		"	se of se.....	1	9332		"
n fr hf and sw qr.....	5	9331		"	w hf of se.....	1	9332		"
ne qr.....	7	9331		"	nw fr & n hf of sw qr.....	1	9332		"
e hf of nw.....	7	9331		"	ne qr of se.....	3	9332		"
sw qr & sw fr of nw.....	7	9331		"	w hf of se.....	3	9332		"
nw of ne.....	9	9331		"	ne qr.....	11	9332		"

DES MOINES VALLEY RAILROAD LANDS—CONTINUED.

Parts of Sections.	Town.	Range	Acres.	Remarks.	Parts of Sections.	Town.	Range	Acres.	Remarks.
n hf of se.....	11 9332			"	n fr hf.....	1 9431			"
s hf of nw.....	11 9332			"	se qr and e hf of sw..	1 9431			"
ne of nw.....	11 9332			"	w fr hf.....	3 9431			"
s hf of sw.....	11 9332			"	n fr hf of ne.....	3 9431			"
ne of sw.....	11 9332			"	sw of ne.....	3 9431			"
all.....	13 9332			"	w hf of se.....	3 9431			"
e hf.....	18 9332			Indemnity.	w hf of sw.....	5 9431			"
ne.....	19 9332			"	e hf of ne.....	7 9431			"
nw.....	21 9332			"	sw of ne.....	7 9431			"
e hf.....	22 9332			"	e hf of se.....	7 9431			"
s hf and nw qr..	26 9332			"	n fr hf of nw.....	7 9431			"
e hf and nw qr..	27 9332	3651.64		"	se of ne.....	7 9431			"
s hf.....	1 9334			"	e hf of sw.....	9 9431			"
sw pr.....	3 9334			"	w hf of ne.....	11 9431			"
se qr.....	4 9334			"	se of ne.....	11 9431			"
all.....	5 9334			"	e hf of se.....	11 9431			"
e hf.....	6 9334			"	w hf of nw.....	11 9431			"
n hf.....	7 9334			"	w hf of sw.....	11 9431			"
w hf.....	9 9334			"	se of sw.....	11 9431			"
e hf.....	17 9334			"	e hf.....	13 9431			"
n hf.....	18 9334			"	e hf of nw.....	13 9431			"
	20 9334	3273.65		"	nw of nw.....	13 9431			"
				"	ne of sw.....	13 9431			"
				"	s hf of ne.....	15 9431			"
				"	ne of se.....	15 9431			"

Aggregate in Pocahontas . . . 14,040.01

sw of se.....	15 9431			In place.....	n hf sec, and ne of se..	9 9531			In place.....
nw qr & e hf of sw..	15 9431			"	s hf of se.....	9 9531			"
nw qr and w hf of sw..	17 9431			"	ne of sw.....	9 9531			"
ne qr and e hf of nw..	19 9431			"	sw of sw.....	9 9531			"
ne of se.....	19 9431			"	all.....	11 9531			"
sw of se.....	19 9431			"	s hf and nw qr.....	13 9531			"
sw fr qr.....	19 9431			"	w hf of ne and se of ne	13 9531			"
e hf.....	23 9431			"	ne qr and n hf of se..	15 9531			"
n w qr and w hf of sw..	23 9431			"	s hf of nw and sw qr..	15 9531			"
w hf and ne qr.....	25 9431			"	w hf of ne.....	17 9531			"
w hf of ne and se of ne	27 9431			"	se qr and e hf of nw..	17 9531			"
lots 1, 2, 3, and w hf ne	29 9431			"	sw of nw.....	17 9531			"
n hf of ne.....	31 9431			"	e hf of sw.....	17 9531			"
se of ne.....	31 9431			"	sw of sw.....	17 9531			"
ne of nw.....	31 9431			"	ne of nw.....	19 9531			"
n hf of se.....	31 9431			"	w fr hf of nw.....	19 9531			"
sw of se.....	31 9431			"	nw fr qr of sw.....	19 9531			"
sw fr qr.....	31 9431			"	n hf and se qr.....	21 9531			"
e hf of ne and nw of nw	35 9431	5376.18		"	e hf of ne.....	23 9531			"
n fr hf and sw qr.....	1 9531			Indemnity.....	nw of ne.....	23 9531			"
s hf of ne and w hf of se	3 9531			In place.....	e hf of se.....	23 9531			"
nw fr qr of nw.....	3 9531			"	s hf of nw.....	23 9531			"
s hf of nw and sw qr..	3 9531			"	sw qr.....	23 9531			"
all.....	5 9531			"	all.....	25 9531			"
w hf of ne.....	7 9531			"	sw qr of ne.....	27 9531			"
w hf of se.....	7 9531			"	w hf of se.....	31 9531			"
w fr hf.....	7 9531			"					

DES MOINES VALLEY RAILROAD LANDS—CONTINUED.

Parts of Sections.	Town	Range	Acres.	REMARKS.	Parts of Sections.	Town	Range	Acres.	REMARKS.
s fr hf of nw	31	9531		Palo Alto Co.	n hf sec, ne of se and	31	9432		Palo Alto Co.
sw fr qr	31	9531		In place.	sw of se	31	9432		In place.
w hf sec, se qr, and w hf of ne qr	25	9531	8144.13	"	e hf of sw and nw of sw	13	9432		"
ne qr	7	9631		Indemnity.	n hf sec and n hf of se	15	9432		"
s hf and nw qr	9	9631		"	n hf of sw and se of sw	15	9432		"
e hf and sw qr	20	9631		"	ne of ne and sw of ne	17	9432		"
all	21	9631		"	e hf of se & w hf of nw	17	9432		"
n hf	31	9631		In place.	sw qr	17	9432		"
nw qr	32	9631		Indemnity.	ne of ne and sw of ne	19	9432		"
all	33	9631	2873.32	s hf place n hf "	nw fr qr of nw qr and	19	9432		"
n fr hf	1	9432		In place.	se of nw	21	9432		"
se qr	1	9432		"	e hf sec & w hf of nw	21	9432		"
e hf of sw and nw of sw	1	9432		"	n hf of sw	21	9432		"
ne fr qr of ne qr	3	9432		"	w hf of ne & se of ne	23	9432		"
sw of ne	3	9432		"	w hf of nw & se of nw	23	9432		"
ne of se	3	9432		"	e hf of se and sw of se	23	9432		"
sw of se	3	9432		"	sw qr	23	9432		"
w fr hf	5	9432		"	n hf sec, e hf of se and	25	9432		"
e hf sec and e hf of sw	5	9432		"	nw of se	25	9432		"
sw of sw	5	9432		"	w hf of sw & ne of sw	25	9432		"
all	7	9432		"	n hf of se, n hf sec and	27	9432		"
e hf sec, e hf of nw & e hf of sw	9	9432		"	w hf of sw	27	9432		"
	11	9432		"	all	29	9432		Indemnity.
	11	9432		"	n hf of ne and s hf	35	9432	7903.54	In place.
	11	9432		"	sw of ne	1	9532		"

nw of se & w fr hf sec	1	9532		"	e hf, n hf of nw and se	3	9632		"
e hf of se & se of ne	3	9532		"	of nw	3	9632		"
w fr hf of ne and nw	3	9532		"	lots 1, 2, 3, 4 & 9, and	5	9632		"
fr qr	5	9532		"	w fr hf of nw qr	7	9632		"
fr qr of ne	7	9532		"	w fr hf	7	9632		"
w hf of ne & se of ne	9	9532		"	all	9	9632		"
se qr and e hf of ne	11	9532		"	n hf and se qr	11	9632		Indemnity
se of nw and nw of sw	11	9532		"	w hf	14	9632		"
e hf sec, and sw of sw	13	9532		"	all	15	9632		In place.
e hf sec, nw qr and ne	15	9532		"	e hf sec, e hf of nw and	17	9632		"
w fr hf of sw & se of sw	19	9532		"	sw qr	19	9632		"
ne of se	21	9532		"	e hf of se & nw of se	19	9632		"
se of se	23	9532		"	sw of ne & lots 1, 2 & 3	19	9632		"
nw of se	23	9532		"	e hf	21	9632		Indemnity
ne of sw	23	9532		"	nw of nw	23	9632		"
w hf of sw	23	9532		"	e hf of sw	23	9632		"
nw of nw, se of sw and	23	9532		"	sw of sw	23	9632		In place
lot 4	25	9532		"	s hf	25	9632		Indemnity
w hf of sw	29	9532		"	s hf	27	9632		In place
w fr hf	31	9532		"	ne of ne	27	9632		"
e hf of ne	33	9532		"	sw of ne	27	9632		"
sw of ne	33	9532		"	s hf of nw	27	9632		"
se of nw	33	9532		"	s hf of ne	29	9632		"
s hf	33	9532		"	nw of ne	29	9632		"
e hf	35	9532	4027.91	"	se qr, nw qr and n hf	29	9632		"
	35	9532		"	of sw	31	9632		"
	35	9532		"	ne qr of nw	31	9632		"
	35	9532		"	e hf	33	9632		"

DES MOINES VALLEY RAILROAD LANDS—CONTINUED.

Parts of Sections.	Sec.	Town.	Range.	Acres.	Remarks.	Parts of Sections.	Sec.	Town.	Range.	Acres.	Remarks.
se of nw	33	9632	27	9732	Palo Alto co.	w hf of se	27	9732	27	9732	In place.
nw of nw	33	9632			In place.	nw qr, w hf of sw and se of sw	27	9732	27	9732	"
ehf of sw	33	9632			"	ne of ne	29	9732	29	9732	"
sw of sw	33	9632			"	w hf of ne	29	9732	29	9732	"
all	35	9632	7517.99		Indemnity.	nw qr and s hf sec.	29	9732	29	9732	"
s hf	2	9732			In place.	n hf of ne	31	9732	31	9732	"
all	5	9732			"	se of ne	31	9732	31	9732	"
nc qr and ne of se	7	9732			"	nw of se	31	9732	31	9732	"
s hf of se & w fr, hf sec	10	9732			Indemnity.	se of sw	31	9732	31	9732	"
se qr	10	9732			"	w frac. hf of sw	31	9732	31	9732	"
se qr and w hf	11	9732			"	n hf. hf of se	33	9732	33	9732	"
w hf	13	9732			"	n hf. hf of se	33	9732	33	9732	"
w hf	14	9732			"	se of se	33	9732	33	9732	"
s hf of ne	17	9732			In place.	n hf of sw	33	9732	33	9732	"
nw qr and s hf sec	17	9732			"	sw of sw	33	9732	33	9732	"
all	19	9732			"	w hf	35	9732	7501.95	Indemnity.	
s hf of ne	21	9732			"	w hf	35	9732	7501.95	"	
nw of ne	21	9732			"	hf sec, sw qr and w hf of se	1	9433		In place.	
s hf of nw	21	9732			"	ne qr, s hf of se and of nw	3	9433		"	
nw of nw	21	9732			"	ne of sw	3	9433		"	
s hf	21	9732			Indemnity.	nw frac. qr	7	9433		Indemnity.	
nw	25	9732			"	all	9	9433		"	
w hf	26	9732			In place.						
sw of ne	27	9732									
w hf and se	10	9433			Indemnity.	ne qr	23	9533		In place.	
ehf of ne	11	9433			In place.	se of se	23	9533		"	
w hf of nw	11	9433			"	w hf of se	23	9533		"	
se qr	11	9433			"	w hf of nw	23	9533		"	
se of ne and w hf of sw	11	9433			"	ne of nw	23	9533		"	
n hf of ne	13	9433			"	ne of sw	23	9533		"	
n hf of nw	13	9433			"	w hf of sw	23	9533		"	
se qr	13	9433			"	ehf and n hf of sw	25	9533		"	
n hf of sw	13	9433			"	ne of ne	27	9533		"	
se of sw	13	9433			"	w hf of ne	27	9533		"	
s hf and nw	15	9433			Indemnity.	w hf of se and w hf sec	27	9533		"	
nw	28	9433			"	ne qr, n hf of se and e hf of nw	29	9533		"	
w hf	32	9433	3972.51		"	n hf of ne & n hf of nw	33	9533		"	
n hf, sw qr, n hf of se and se of se	3	9533			In place.	ehf, n hf of ne and se qr	33	9533	6649.80	"	
w hf and n fr hf of ne	5	9533			"	ehf, n hf of nw & se of sw	1	9633		"	
sw of ne and n hf of se	5	9533			"	se qr, nw qr, e hf of sw and nw of sw	3	9633		"	
all	7	9533			"	ehf and sw qr	5	9633		"	
w hf of sw	9	9533			"	ehf, nw qr, e hf of sw and nw fr qr of sw	7	9633		"	
ehf and e hf of sw	11	9533			"	s hf and nw qr	9	9633		"	
e hf of se and nw of se	13	9533			"	ehf of ne and sw of ne	9	9633		"	
n hf and e hf of se	15	9533			"	se of sw	13	9633		"	
sw of se and e hf of sw	15	9533			"	n hf and n hf of se	15	9633		"	
s hf, nw qr & e hf of ne	17	9533			"	ehf of sw and sw of sw	15	9633		"	
sw of ne	17	9533			"	n hf and sw qr	17	9633		"	
ehf of ne	19	9533			"	n hf of se and se of se	17	9633		"	
e hf and nw qr	21	9533			"						
e hf of sw and nw of sw	21	9533			"						

DES MOINES VALLEY RAILROAD LANDS—CONTINUED.

Parts of Sections.	Sec	Town	Range	Acres.	Remarks.	Parts of Sections.	Sec	Town	Range	Acres.	Remarks.
e hf and nw qr.....	19	9633			Palo Alto Co.	all	13	9733			Palo Alto Co.
e hf of sw and nw fr					In place.	e hf and e hf of nw..	15	9733			In place.
qr of sw.....	19	9633			"	nw of nw & e hf of sw	15	9733			"
n hf and se qr.....	21	9633			"	e hf, sw qr & w hf of	17	9733			"
n hf of sw and se of sw	21	9633			"	nw	19	9733			"
w hf of ne and w hf sec	29	9633			"	all	21	9733			"
w hf of ne and n hf of se.	29	9633			"	w hf, w hf of ne and ne	21	9733			"
se of se.....	29	9633			"	e hf of ne.....	23	9733			"
n hf of nw.....	29	9633			"	e hf and e hf of nw..	23	9733			"
sw of nw & w hf of sw	29	9633			"	nw of nw.....	23	9733			"
w fr hf, se qr & w hf					"	ne of sw and sw of sw	25	9733			"
of ne.....	31	9633			"	all	25	9733			"
e hf and e hf of nw.....	33	9633			"	ne of ne & s hf of nw.	29	9733			"
nw of nw & e hf of sw	33	9633	6783.29		"	ne qr and s hf of se..	29	9733			"
w hf, se qr & sw of ne.	1	9733			"	nw of se and e hf of nw	29	9733			"
n hf, se qr & s hf of sw	3	9733			"	sw of nw and sw qr..	29	9733			"
nw of sw.....	3	9733			"	sw of ne.....	31	9733			"
all.....	5	9733			"	sw of se.....	31	9733			"
w fr hf.....	7	9733			"	nw fr qr & ne of sw..	31	9733			"
n hf of ne.....	7	9733			"	e hf and nw.....	33	9733			"
sw of ne and n hf of se	7	9733			"	n hf of sw and se of sw	33	9733			"
w hf and w hf of ne..	9	9733			"	ne qr and e hf of ne..	35	9733	8845.00		"
w hf of se.....	9	9733			"	w hf and e hf of ne..	1	9534			"
n hf and w hf of se....	11	9733			"	ne of se and sw of se	1	9534			"
se of se & n hf of sw..	11	9733			"	n hf of ne.....	13	9534			"
se of ne and ne of se..	13	9534			"	ne of ne.....	23	9734			"
w hf.....	17	9534			Indemnity	w hf of nw.....	23	9734			"
n hf.....	29	9534	1299.50		"	ne of nw.....	23	9734			"
all.....	1	9634			In place	e hf of se.....	23	9734			"
ne of ne.....	11	9634			"	e hf of sw.....	23	9734			"
w hf of ne.....	13	9634			"	sw of sw.....	23	9734			"
se of ne.....	13	9634			"	se of ne.....	25	9734			"
w hf of se.....	13	9634			"	se qr and w hf of nw..	25	9734			"
ne of se.....	13	9634			"	w hf of sw.....	25	9734			"
e hf of nw.....	13	9634			"	e hf of ne and ne of se	27	9734			"
se of sw.....	13	9634			"	ne qr.....	32	9734			Indemnity
e hf of se.....	23	9634			"	w hf of ne.....	35	9734			In place.
w hf of ne.....	25	9634			"	se of ne.....	35	9734			"
w hf of se.....	25	9634			"	se qr.....	35	9734			"
e hf of nw.....	25	9634			"	w hf of nw.....	35	9734			"
se of sw.....	25	9634			"	ne of nw.....	35	9734			"
nw of sw.....	25	9634			"	ne of sw.....	35	9734			"
nw of ne and ne of se	25	9634			"	ne of nw.....	35	9734	3176.56		"
n hf and se qr.....	3	9734			"	Aggregate in Palo Alto Co .....75,349.77					
w hf of sw and ne of sw	3	9734			"	s hf.....	8100.31				Indemnity.....
ne qr, ne of se and ne					"	s hf.....	9100.31				Emmett Co
of nw.....	9	9734			"	all.....	10100.31				"
n hf, se qr and se of					"	all.....	15100.31				"
sw.....	13	9734			"	e hf.....	18100.31				"
ne qr, n hf of se and e					"	e hf.....	19100.31				"
hf of nw.....	15	9734			"	all.....	20100.31				"
w hf of ne.....	23	9734			"	all.....	29100.31				"

DES MOINES VALLEY RAILROAD LANDS.—CONTINUED.

Parts of Sections.	Sec.	Town.	Range.	Acres.	Remarks.	Parts of Sections.	Sec.	Town.	Range.	Acres.	Remarks.
all.....	31	10031			Emmet co.	w hf and se	12	9932			Indemnity.
all.....	32	10031		4769.12	Indemnity.	w hf.....	13	9932			"
s hf.....	3	9832			"	n hf.....	14	9932			"
sw.....	4	9832			"	nw.....	21	9932		3063.28	"
s hf.....	5	9832			"	s hf.....	8	10032			"
w fr. hf of sw.....	7	9832			In place.	all.....	13	10032			"
se of sw and sw of se...	7	9832			"	all.....	17	10032			"
w hf and se qt.....	8	9832			Indemnity.	ne.....	18	10032			"
w hf.....	10	9832			"	se.....	21	10032			"
w hf.....	14	9832			"	e hf.....	22	10032			"
all.....	15	9832			Indemnity.	all.....	23	10032			"
w hf and se qt.....	17	9832			Indemnity.	all.....	24	10032			"
all.....	19	9832			w hf sw in place;	all.....	25	10032			"
all.....	20	9832			In place.	all.....	26	10032			"
w hf.....	21	9832			Indemnity.	e hf.....	27	10032			"
e hf.....	22	9832			"	w hf.....	28	10032			"
w hf.....	23	9832			"	w hf.....	34	10032		5760.00	"
all.....	27	9832			"	all.....	3	9833			In place.
all.....	28	9832			"	n hf of ne, nw qr and					"
w hf sec., w hf of ne & se	29	9832			In place.	w hf of sw	11	9833			"
all.....	33	9832		8209.81	Indemnity.	e hf.....	13	9833			"
all.....	1	9932			"	lot 1, e hf of sw and sw					"
n hf.....	2	9932			"	of sw.....	13	9833			"
all.....	11	9932			"						"

lot 1 and nw qr.....	15	9833			Emmet Co.	n hf of se and se of se	8	10033			Emmet Co.
e hf.....	17	9833			In place.	w hf and se qr.....	13	10033			Indemnity.
e hf nw and sw qr.....	17	9833			"	all.....	14	10033			"
all.....	21	9833			"	all.....	15	10033			"
all.....	22	9833			"	w hf of ne	17	10033			"
all.....	27	9833			"	se fr qr and w hf.....	17	10033			In place.
all.....	29	9833			"	w hf.....	19	10033			"
all.....	33	9833			"	s hf of nw	21	10033			"
all.....	35	9833		6647.69	"	nw of nw.....	21	10033			"
all.....	1	9933			Indemnity.	w hf of se	21	10033			"
all.....	3	9933			" (fence	sw.....	21	10033			"
all.....	5	9933			ne fr 1/2 place bal.	w hf.....	29	10033			"
all.....	9	9933			In place.	all.....	31	10033			"
w hf of nw, sw qr and						e hf.....	33	10033		4297.00	"
sw of se.....	11	9933			"	s hf and nw fr qr	1	9834			"
all.....	13	9933			Indemnity.	all.....	3	9834			"
all.....	17	9933			In place.	all.....	11	9834			"
all.....	19	9933			"	all.....	15	9834			"
all.....	23	9933			"	all.....	17	9834			"
w hf and ne.....	25	9933			no 1/2 indemnity w 1/2	e hf.....	18	9834			nw qr sw hf and
all.....	27	9933			In place. (in plus	w hf.....	19	9834			Indemnity.
all.....	29	9933			"	w hf of nw.....	20	9834			"
nw fr qr.....	31	9933			"	all.....	21	9834			In place.
n hf of se.....	31	9933			"	all.....	23	9834			"
w fr hf of sw.....	31	9933			"	all.....	27	9834			"
ne of sw.....	31	9933			"	e fr hf and nw qr	29	9834			nw qr indemnity &
lot 1 and w hf of ne.....	35	9933			"	all.....	33	9834			nw fr in Indemnity
ne of ne and s hf of se	35	9933			"	sw of sw	33	9834		6627.80	In place.
w hf.....	35	9933		8613.73	"	all.....	5	9934			"

DES MOINES VALLEY RAILROAD LANDS—CONTINUED.

Parts of Sections.	Sec.	Town.	Range	Acres.	Remarks.	Parts of Sections.	Sec.	Town.	Range	Acres.	Remarks.
w hf	7	99 34			In place	e hf	23	100 34			
w hf	9	99 34			"	e hf	25	100 34			Emmet Co
e hf of nw	13	99 34			"	e hf and sw qr	27	100 34			In place
nw of sw	15	99 34			"	e hf	29	100 34			"
all	17	99 34			"	all	31	100 34			"
all	19	99 34			"	w hf	33	100 34			"
s hf sec and se of ne	23	99 34			"	nw qr and n hf of sw	35	100 34		5496.92	"
e hf	25	99 34			"	Aggregate in Emmet Co				58,729.29	
n hf of nw and s hf of sw	25	99 34			"	s hf	4	89 37			In Sac Co
all	29	99 34			"	e hf	6	89 37			Indemnity
all	31	99 34			"	e hf of nw & nw of nw	6	89 37		760.00	"
se qr and w hf	35	99 34		5303.94	"	e hf	9	93 36		320.00	Buena Vista Co
e hf of ne	7	100 34			"	s hf	20	90 37			Indemnity
w r hf of nw	7	100 34			"	s hf	26	90 37			"
sw of se	7	100 34			"	all	28	90 37			"
sw fr qr	7	100 34			"	all	39	90 37			"
n hf	9	100 34			"	all	34	90 37		2585.22	"
nw fr qr and s hf	11	100 34			"	e hf	2	93 37			"
all	13	100 34			"	se	4	93 37			"
w hf	15	100 34			"	n hf	6	93 37			"
e hf	17	100 34			"	nw	14	93 37			"
e hf of e	19	100 34			"	all	20	93 37		1670.93	"
e hf of sw	21	100 34			"	Aggregate in Buena Vista Co				4,576.15	
n hf	21	100 34			"						
s hf	2	94 86			Clay county.	all	32	95 87			Indemnity.
s hf	5	94 86			Indemnity.	all	33	95 87		3840.00	"
n hf	8	94 86			"	s hf	2	96 37			"
sw	10	94 86			"	n hf	14	96 37			"
n hf	11	94 86			"	all	22	96 37		1280.00	"
all	18	94 86			"	all	26	94 38			"
all	22	94 86			"	n hf	27	94 38			"
se	33	94 86		2880.00	"	ne	28	94 38			"
s hf	2	94 87			"	all	36	94 38		1680.00	"
sw qr	4	94 87			"	s hf	5	97 37			"
s hf	5	94 87			"	s hf	6	97 37			"
w hf	8	94 87			"	all	8	97 37			"
e hf	9	94 87			"	all	17	97 37			"
s hf and nw	10	94 87			"	e hf	18	97 37			"
s hf	11	94 87			"	ne	19	97 37			"
all	13	94 87			"	se	20	97 37			"
n hf	14	94 87			"	w hf	21	97 37			"
e hf	17	94 87			"	e hf and nw	26	97 37			"
nw qr	28	94 87			"	n hf	27	97 37			"
n hf and sw qr	29	94 87			"	all	29	97 37			"
e hf	30	94 87			"	se	34	97 37		4480.00	"
w hf	32	94 87			"						
sw qr	35	94 87		5120.00	"	Aggregate in Clay county				19,280.00	
e hf	19	95 87			"	s hf	1	98 35			Dickinson co.
all	21	95 87			"	s hf	2	98 35			Indemnity.
all	28	95 87			"	s hf	4	98 35			"
all	29	95 87			"	s hf	9	98 35			"
e hf	31	95 87			"						

DES MOINES VALLEY RAILROAD LANDS—CONTINUED.

Parts of Sections.	Sec.	Town.	Range.	Acres.	Remarks.	Parts of Sections.	Sec.	Town.	Range.	Acres.	Remarks.
all.....	17	98 35	.....	.....	Dickinson Co.	nw of ne.....	17	100 35	.....	.....	Dickinson Co.
n hf.....	20	98 35	.....	.....	Indemnity.	ne of se.....	17	100 35	.....	.....	In place.
all.....	22	98 35	.....	.....	"	n hf.....	21	100 35	.....	.....	"
se fr qr.....	27	98 35	.....	.....	"	se qr.....	21	100 35	.....	.....	"
s hf.....	29	98 35	.....	.....	"	e hf of sw.....	21	100 35	.....	.....	"
all.....	31	98 35	.....	.....	"	all.....	23	100 35	.....	.....	"
all.....	32	98 35	5130.34	.....	"	e fr hf of nw.....	27	100 35	.....	.....	"
s hf.....	1	99 35	.....	.....	In place.	n hf of sw.....	27	100 35	.....	.....	"
ne fr qr and e hf of se	3	99 35	.....	.....	"	se of sw.....	27	100 35	.....	.....	"
all.....	5	99 35	.....	.....	Indemnity.	all.....	29	100 35	.....	.....	Indemnity.
se.....	6	99 35	.....	.....	"	e hf.....	30	100 35	.....	.....	"
ne.....	7	99 35	.....	.....	"	e hf.....	31	100 35	.....	.....	"
n hf.....	8	99 35	.....	.....	"	all.....	33	100 35	5488.17	.....	"
e hf sec and sw of sw	11	99 35	.....	.....	sw of sw indemnity.	n hf and se.....	5	98 36	.....	.....	"
e hf.....	13	99 35	.....	.....	e hf sec in place.	e hf.....	8	98 36	.....	.....	"
s hf.....	17	99 35	.....	.....	In place.	w hf.....	9	98 36	1120.00	.....	"
all.....	21	99 35	.....	.....	Indemnity.	w hf.....	4	98 37	.....	.....	"
n hf of ne.....	23	99 35	.....	.....	"	all.....	9	98 37	.....	.....	"
se of ne.....	23	99 35	.....	.....	In place.	nw.....	10	98 37	.....	.....	"
e hf of se.....	23	99 35	.....	.....	"	nw.....	11	98 37	.....	.....	"
nw qr and e hf of sw	25	99 35	3977.87	.....	"	all.....	21	98 37	.....	.....	"
all.....	9	100 35	.....	.....	"	n hf.....	22	98 37	.....	.....	"
all.....	11	100 35	.....	.....	"	all.....	23	98 37	.....	.....	"
all.....	13	100 35	.....	.....	"	n hf and se.....	26	98 37	.....	.....	"
e hf of ne.....	17	100 35	.....	.....	"	all.....	32	98 37	.....	.....	"

all.....	33	98 37	.....	.....	Indemnity	w hf.....	10	94 41	.....	.....	O'Brien Co.
all.....	34	98 37	5601.22	.....	"	e hf.....	22	94 41	.....	.....	Indemnity
all.....	14	99 37	.....	.....	"	all.....	28	94 41	.....	.....	"
ne fr qr.....	26	99 37	.....	.....	"	all.....	32	94 41	.....	.....	"
w hf and se.....	35	99 37	.....	.....	"	w hf.....	34	94 41	2720.58	.....	"
s fr hf.....	36	99 37	1508.69	.....	"	s hf.....	4	95 41	.....	.....	"
Aggregate in Dickinson Co.....	22,776.29	.....	.....	.....	"	e hf.....	8	95 41	.....	.....	"
all.....	2	89 39	.....	.....	Indemnity	all.....	9	95 41	.....	.....	"
all.....	4	89 39	.....	.....	Ida County.	w hf.....	10	95 41	.....	.....	"
all.....	10	89 39	.....	.....	Indemnity	e hf.....	17	95 41	.....	.....	"
all.....	24	89 39	.....	.....	"	all.....	20	95 41	.....	.....	"
all.....	26	89 39	.....	.....	"	all.....	21	95 41	.....	.....	"
all.....	34	89 39	9843.96	.....	"	e hf.....	28	95 41	.....	.....	"
w hf.....	20	90 39	.....	.....	Cherokee Co.	all.....	32	95 41	4800.00	.....	"
n hf.....	26	90 39	.....	.....	Indemnity	w hf.....	10	97 42	.....	.....	"
sw qr.....	28	90 39	.....	.....	"	e hf.....	11	97 42	.....	.....	"
all.....	32	90 39	.....	.....	"	all.....	12	97 42	.....	.....	"
all.....	36	90 39	2080.00	.....	"	all.....	15	97 42	.....	.....	"
all.....	4	93 40	.....	.....	"	all.....	20	97 42	.....	.....	"
all.....	8	93 40	1305.48	.....	"	w hf.....	21	97 42	.....	.....	"
Aggregate in Cherokee Co.....	3,385.48	.....	.....	.....	"	e hf.....	30	97 42	3200.00	.....	"
s hf.....	2	94 39	.....	.....	O'Brien Co.	Aggregate in O'Brien Co.....	11,840.58	.....	.....	.....	"
s hf.....	3	94 39	.....	.....	Indemnity	sw qr.....	5	98 39	.....	.....	Oscola Co.
w hf and se qr.....	10	94 39	1120.00	.....	"	se.....	6	98 39	.....	.....	Indemnity
all.....	4	94 41	.....	.....	"	all.....	8	98 39	.....	.....	"
all.....	17	98 39	.....	.....	"	all.....	17	98 39	.....	.....	"

DES MOINES VALLEY RAILROAD LANDS.—CONTINUED.

Parts of Sections.	Sec.	Town.	Range.	Acres.	Remarks.	Parts of Sections.	Town.	Range.	Acres.	Remarks.
e hf.....	18	98 39			Indemnity.	all.....	28	98 42		Indemnity.
e hf.....	20	98 39			"	s hf.....	29	98 42		"
w hf.....	21	98 39			"	n hf.....	32	98 42	3200 00	"
all.....	28	98 39			"	Aggregate in Osceola county.....14,408.30				
all.....	29	98 39			"	all.....	2	90 43		Plymouth Co.
all.....	35	98 39	4480 00		"	all.....	10	90 43		Indemnity.
n hf.....	4	98 40			"	w hf and ne qr.....	18	90 43		"
n hf.....	9	98 40			"	e hf sec, and s hf of sw 28	28	90 43		"
all.....	10	98 40			"	all.....	30	90 43	2901.95	"
s hf.....	13	98 40			"	sw qr.....	14	91 43		"
all.....	15	98 40			"	sw qr.....	18	91 43		"
n hf.....	23	98 40		3208.30	"	se qr.....	24	91 43		"
n hf.....	24	98 40	3208.30		"	all.....	26	91 43		"
all.....	9	99 40			"	all.....	34	91 43		"
s hf.....	15	99 40			"	all.....	36	91 43	2415.27	"
all.....	23	99 40			"	all.....	2	98 44		"
n hf.....	25	99 40			"	all.....	12	98 44		"
s hf.....	35	99 40			"	n hf.....	14	98 44	1600.00	"
all.....	36	99 40	3520.00		"	Aggregate in Plymouth Co.....6,917.22				
e hf.....	10	98 42			"	w fr hf.....	2	95 43		Sioux Co.
all.....	11	98 42			"					
all.....	15	98 42			"					
w hf.....	27	98 42			"					

REGISTER OF THE STATE LAND OFFICE.

se qr.....	3	95 43			Indemnity.	e hf.....	11	95 45		Indemnity.
e hf and sw qr.....	10	95 43			"	all.....	19	95 45		"
w hf.....	11	95 43			"	sw.....	14	95 45		"
all.....	17	95 43	1921.97		"	all.....	22	95 45		"
s hf.....	5	97 43			"	all.....	23	95 45		"
e hf.....	7	97 43			"	all.....	27	95 45		"
all.....	8	97 43			"	all.....	29	95 45		"
all.....	25	97 43			"	w hf.....	33	95 45	4000.00	"
all.....	26	97 43			"	all.....	28	97 46	1980.00	"
w fr hf and se qr.....	2	94 44	2500.00		"	all.....	14	97 47		"
all.....	12	94 44			"	e hf.....	15	97 47		"
sw.....	14	94 44			"	e hf.....	22	97 47		"
sw.....	22	94 44			"	all.....	23	97 47		"
all.....	28	94 44			"	n hf.....	24	97 47		"
all.....	32	94 44			"	se qr.....	25	97 47		"
all.....	36	94 44	3367.57		"	all.....	26	97 47		"
w hf and ne qr.....	25	95 44			"	all.....	27	97 47		"
ne qr.....	35	95 44	640.00		"	w hf.....	34	97 47		"
s hf.....	1	97 44			"	s hf.....	35	97 47	4480.00	"
s hf.....	2	97 44			"	all.....	36	97 47	4480.00	"
all.....	11	97 44			"	all.....	5	97 48		"
all.....	12	97 44	1920.00		"	e hf and nw qr.....	25	97 48		"
all.....	5	94 45			"	e hf.....	26	97 48	1519.22	"
w hf.....	8	94 45			"	Aggregate in Sioux county.....25,387.10				
e hf.....	10	94 45			"	all.....	5	98 43		Lyon County.
all.....	20	94 45			"	all.....	6	98 43		Indemnity.
all.....	22	94 45			"					
all.....	28	94 45			"					
w hf and ne.....	32	94 45	3698.34		"					

DES MOINES VALLEY RAILROAD LANDS—CONTINUED.

Parts of Sections.		Sec	Town	Range	Acres.	Remarks.	Parts of Sections.		Sec	Town	Range	Acres.	Remarks.
all	.....	21	98 43	.....	.....	Indemnity.	all	.....	12	98 44	.....	.....	Indemnity.
all	.....	28	98 43	.....	.....	"	all	.....	14	98 44	.....	.....	"
all	.....	33	98 43	.....	.....	"	e hf	.....	15	98 44	.....	.....	"
all	.....	35	98 43	3867.47	.....	"	e hf	.....	20	98 44	.....	.....	"
all	.....	3	99 43	.....	.....	"	all	.....	21	98 44	.....	.....	"
e hf	.....	4	99 43	.....	.....	"	all	.....	22	98 44	.....	.....	"
e hf	.....	8	99 43	.....	.....	"	e hf	.....	27	98 44	.....	.....	"
all	.....	9	99 43	.....	.....	"	all	.....	28	98 44	.....	.....	"
e hf	.....	18	99 43	.....	.....	"	all	.....	34	98 44	7062.20	.....	"
all	.....	17	99 43	.....	.....	"	all	.....	5	98 45	.....	.....	"
e hf	.....	20	99 43	.....	.....	"	e hf	.....	7	98 45	.....	.....	"
e hf	.....	30	99 43	.....	.....	"	all	.....	8	98 45	.....	.....	"
all	.....	29	99 43	.....	.....	"	all	.....	11	98 45	.....	.....	"
e hf	.....	32	99 43	4809.38	.....	"	all	.....	12	98 45	.....	.....	"
all	.....	25	100 43	.....	.....	"	all	.....	15	98 45	.....	.....	"
all	.....	26	100 43	.....	.....	"	all	.....	20	98 45	.....	.....	"
e hf	.....	27	100 43	.....	.....	"	all	.....	23	98 45	.....	.....	"
all	.....	34	100 43	.....	.....	"	e hf	.....	30	98 45	.....	.....	"
w hf	.....	35	100 43	2560.00	.....	"	all	.....	28	98 45	.....	.....	"
all	.....	2	98 44	.....	.....	"	all	.....	29	98 45	.....	.....	"
e hf	.....	7	98 44	.....	.....	"	e hf	.....	31	98 45	.....	.....	"
all	.....	8	98 44	.....	.....	"	se qr	.....	32	98 45	6946.14	.....	"
w hf	.....	10	98 44	.....	.....	"	n hf	.....	2	99 45	.....	.....	"
e hf	.....	11	98 44	.....	.....	"	s hf	.....	3	99 45	.....	.....	"

s hf	.....	4	99 45	.....	.....	"	all	.....	20	100 45	.....	.....	"
all	.....	9	99 45	.....	.....	"	all	.....	21	100 45	.....	.....	"
all	.....	10	99 45	.....	.....	"	all	.....	28	100 45	.....	.....	"
se qr	.....	11	99 45	.....	.....	"	all	.....	33	100 45	.....	.....	"
all	.....	14	99 45	.....	.....	"	all	.....	34	100 45	3840.00	.....	"
all	.....	15	99 45	.....	.....	"	all	.....	12	98 46	.....	.....	"
all	.....	22	99 45	.....	.....	"	all	.....	23	98 46	.....	.....	"
se qr	.....	23	99 45	.....	.....	"	all	.....	24	98 46	.....	.....	"
all	.....	27	99 45	.....	.....	"	w hf	.....	25	98 46	.....	.....	"
all	.....	58	99 45	.....	.....	"	all	.....	26	98 46	.....	.....	"
e hf	.....	32	99 45	.....	.....	"	all	.....	36	98 46	3520.00	.....	"
se qr	.....	33	99 45	6240.00	.....	"	Aggregate in Lyon Co. .. 38,845.19						.....
all	.....	17	100 45	.....	.....	"							.....

STATE OF IOWA,

To all to whom these presents shall come, greeting:

WHEREAS, the Des Moines Valley Railroad Company has deposited with the State Treasurer money sufficient to pay the claims provided for in Chapter 108, Laws of the 10th General Assembly, and subsequent laws supplementary or amendatory thereto, wherein it is provided that upon compliance with the aforesaid requirements the lands granted to the State of Iowa by an act of Congress, approved July 12th, A. D. 1862, shall be conveyed to said Railroad Company in accordance with the terms and provisions of the fifth paragraph of the first section of chapter 57, Laws of the 12th General Assembly;

THEREFORE, KNOW YE, that the State of Iowa, in consideration of the premises and in conformity with the laws of the General Assembly above referred to, has given and granted, and by these presents does give and grant unto the Des Moines Valley Railroad Company, and to its assigns, the following described lands, situate in.....county, Iowa, to-wit:

(DESCRIPTION OF LANDS.)

To have and to hold the same, together with all the rights, privileges, immunities and appurtenances of whatsoever nature thereunto belonging, unto the said Des Moines Valley Railroad Company, and to its assigns forever.

IN TESTIMONY WHEREOF, I.....
 Governor of the State of Iowa, have caused these letters to be made Patent, and the Great Seal of the State of Iowa to be hereunto affixed. Given under my hand at Des Moines, the.....day of.....in the year of our Lord one thousand eight hundred and.....and of the State of Iowa the.....

By the Governor:

.....
 Secretary of State.

I certify that the foregoing Deed is recorded in Vol.... Page....

.....
 Register State Land Office.

DES MOINES VALLEY RAILROAD LANDS.

List of lands in place approved and certified to the State under Act of Congress of July 12, 1862, and which were withheld from patent to the Des Moines Valley Railroad Co., because of their being occupied by persons claiming to be bona fide settlers under the laws of the State.

Parts of Sections.	Acres.	Remarks.	Parts of Sections.	Acres.	Remarks.
nw qt.....	17 92 28	.....	w hf of nw.....	17 96 32	.....
se qr.....	19 92 28	.....	se qr.....	21 97 83	.....
ne of ne.....	27 92 28	.....	se of sw.....	31 99 33	.....
sw qr.....	5 92 30	.....	lots 2, 5, & 6, se of nw		.....
nw qr.....	9 92 30	.....	and n hf of ne.....	25 93 31	.....
lot 1.....	7 92 30	.....	ne qr.....	35 99 34	.....
lots 3, 4, 5, 6, and se		.....	ne qr.....	1 98 34	.....
qr of nw qr.....	25 93 31	.....	e hf of se qr.....	35 100 34	.....
lots 7 and 8.....	25 93 31	.....	s hf of nw and n hf sw	25 99 34	.....
lot 1.....	17 96 32	.....	n hf of ne.....	23 99 34	.....

SPECIAL CERTIFICATES.

Whereas, the act of Congress, approved the 12th July, 1862, entitled "an act confirming a land grant to the State of Iowa and for other purposes" grants to the State of Iowa the alternate odd numbered sections "in place" and undisposed of, lying within five miles of the Des Moines river between the Raccoon Fork and the northern boundary of said State, and whereas said act provides that if any of said lands shall have been sold or otherwise disposed of by the United States before the passage of said act, excepting those released to the grantees of the State of Iowa, under the joint resolution of March 2d, 1861, the Secretary of the Interior shall set apart an amount of lands within said State to be certified in lieu thereof, and whereas it appears in the preliminary adjustment of said grant that the United States had sold and otherwise disposed of a certain quantity of land, prior to the passage of said act for which the said State is entitled to indemnity under the act aforesaid. Therefore, this is to certify that upon the presentation of this paper to any of the land offices in the State of Iowa, accompanied by written authority from the Governor authorizing the party presenting the same as State agent to make indemnity selections under said act, it shall and may be lawful for the Register and Receiver to receive lists of such indemnity selections from such agent; which lists must be verified by the signature of the said agent, attested by the Register and Receiver and be accompanied by their certificate that the lands so selected are vacant public lands, subject to entry at private sale at \$1.25 per acre; the aggregate of such selections to be restricted to three hundred thousand acres, as approximate to the actual quantity, to be reduced or increased according to the result of a final adjustment; and no selection to be made unless in tracts of compact form not less than a quarter section unless where a fraction of less quantity is selected and taken as equivalent to 160 acres. Upon such selections being filed and verified as indicated and attached to this special certificate the Register and Receiver are required to make entries accordingly on the plats and records of their office and make monthly abstract returns to this office of such selections separate from the ordinary monthly returns.

When the aggregate authorized by this certificate shall have been selected, this certificate with the verified lists must be returned to this office.



Given under my hand and the seal of this office at the city of Washington, this 25th day of April, A. D. 1863.

J. M. EDMUNDS,
Commissioner of the General Land Office.

"NOTE.—Let the selections be made in tabular form according to the accompanying form, A."

GENERAL LAND OFFICE, }
June 13, 1866. }

I, J. M. Edmunds, Commissioner of the General Land Office, do hereby certify that the foregoing on pages one to seven inclusive, is a true and correct list of lands (as per special certificate No. 1) selected on account of indemnity for lands sold or otherwise appropriated within the five mile limits of the grant of lands on each side of the Des Moines River from the Raccoon Fork to the Northern boundary of the State, made to the State of Iowa by the act of Congress approved the 12th of July, 1862, entitled "An Act confirming a Land Grant to the State of Iowa, and for other purposes," and they are now submitted for the approval of the Secretary of the Interior, in accordance with the requirements of said act of July 12th, 1862, subject to all its conditions, and to any valid interfering rights which may exist to any of the tracts embraced in the foregoing list:

{ L. S. } In testimony whereof I have hereunto subscribed my name, and caused the seal of the General Land Office to be affixed at the City of Washington, on the day and year first herein above written.

(Signed)

J. M. EDMUNDS, *Commissioner.*

DEPARTMENT OF THE INTERIOR, }
June 14, 1866. }

Approved subject to the conditions and rights above mentioned.

(Signed)

W. T. OTTO, *Acting Secretary.*

GENERAL LAND OFFICE, }
June 30, 1866. }

I, J. M. Edmunds, Commissioner of the General Land Office, do hereby certify that the annexed on pages one to eight inclusive is a true and literal exemplification of the original approved list on file in this office.

{ L. S. }

In testimony whereof I have hereunto subscribed my name and caused the seal of this office to be affixed at the City of Washington, on the day and year above written.

J. M. EDMUNDS,

Commissioner of the General Land Office.

GENERAL LAND OFFICE, }
June 13th, 1866. }

I, J. M. Edmunds, Commissioner of the General Land Office, do hereby certify that the foregoing on pages one to twelve, inclusive, is a true and correct list of lands (as per special certificate No. 1, selected on account of indemnity for land sold, or otherwise appropriated, within the five mile limits of the grant of lands on each side of the Des Moines River, from the Raccoon Fork to the Northern boundary of the State, made to the State of Iowa by the Act of Congress approved the 12th of July, 1862, entitled "An Act confirming a Land Grant to the State of Iowa, and for other purposes," and they are now submitted for the approval of the Secretary of the Interior, in accordance with the requirements of said Act of July

12th, 1862, subject to all its conditions, and to any valid interfering rights which may exist to any of the tracts embraced in the foregoing list.

{ L. S. }

[Signed,]

In testimony whereof, I have hereunto subscribed my name and caused the seal of the General Land Office to be affixed at the City of Washington, on the day and year first herein above written.

J. M. EDMUNDS, *Commissioner.*

DEPARTMENT OF THE INTERIOR, }
June 14, 1866. }

Approved, subject to the condition and rights above mentioned.

[Signed,]

W. T. OTTO, *Secretary.*

GENERAL LAND OFFICE, }
June 30, 1866. }

I, J. M. Edmunds, Commissioner of the General Land Office, do hereby certify that the annexed, on pages one to thirteen, inclusive, is a true and literal exemplification of the original approved list on file in this office.

{ L. S. }

In testimony whereof, I have hereunto subscribed my name, and caused the seal of this office to be affixed, at the City of Washington, on the day and year above written.

J. M. EDMUNDS,

Commissioner of the General Land Office.

DEPARTMENT OF THE INTERIOR, }
GENERAL LAND OFFICE, March 9th, 1867. }

I, Joseph S. Wilson, Commissioner of the General Land Office, do hereby certify that the foregoing on page one is a true and correct list of lands, (as per Special Certificate No. 2), selected in full satisfaction of remaining indemnity for lands sold or otherwise appropriated within the five mile limits of the grant of lands on each side of the Des Moines river, from the Raccoon Fork to the northern boundary of the State, made to the State of Iowa, by the Act

of Congress, approved the 12th of July, 1862, entitled "An Act confirming a land grant to the State of Iowa, and for other purposes," and they are now submitted for the approval of the Secretary of the Interior, in accordance with the requirements of said Act of July 12th, 1862, subject to all its conditions, and to any valid interfering rights which may exist to any of the tracts embraced in the foregoing list.

In testimony whereof, I have hereunto subscribed my name and caused the seal of the General Land Office to be affixed, at the City of Washington, on the day and year first herein above written.

JOS. S. WILSON,
Commissioner.

DEPARTMENT OF THE INTERIOR,
MARCH 13, 1867. }

Approved subject to the conditions and rights above mentioned.

O. H. BROWNING, *Secretary.*

GENERAL LAND OFFICE,
APRIL 25, 1867. }

I, Joseph S. Wilson, Commissioner of the General Land Office, do hereby certify that, the annexed on pages one to two, inclusive is a true and literal exemplification of the original approved list on file in this office.

In testimony whereof, I have hereunto subscribed my name, and caused the seal of this office to be affixed at the City of Washington, on the day and year above written.

JOS. S. WILSON,
Commissioner of the General Land Office.

DES MOINES VALLEY RAILROAD LANDS—CONTINUED.
List of lands selected and set apart by Register of State Land Office in virtue of the 4th subdivision of Sec. 1, Chapter 57, Acts 12th General Assembly.

(LANDS SOLD TO S. H. TAFT, *in place.*)

Parts of Sections.	Sec.	Town.	Range.	Acres.	Remarks.	Parts of Sections.	Sec.	Town.	Range.	Acres.	Remarks.
lots 3, 4 and 5	7	91 28	123.50	W hf of se should be included.	sw of se	25	92 29	40.00			
se of se and w hf sec.	7	91 28	336.60								
lots 5, 6, 7, 8, 9 and 10	19	91 28	214.60		Total sold to Taft.					6,243.48	
n fr hf of nw and sw fr qr of nw	19	91 28	108.21								
nw fr qr of sw	19	91 28	32.62								
lots 2, 3, 4 and 5	31	91 28	163.02								
nw of ne	31	91 28	40.00	Sw of ne should be included.							
all of	1	91 29	663.10								
se qr	3	91 29	160.00								
all	11	91 29	640.00								
all	13	91 29	601.83								
n hf	15	91 29	320.00								
all	23	91 29	640.00								
all	25	91 29	640.00								
e hf sec and nw qr	27	91 29	480.00								
n hf sec, & n hf of se	35	91 29	400.00								
sw of se and ne of sw	35	91 29	80.00								
e hf sec	23	92 29	320.00								
n hf of se and nw qr	25	92 29	240.00								

(LANDS IN PLACE.)

DES MOINES VALLEY RAILROAD LANDS—CONTINUED.

Parts of Sections.	Acres.	Remarks.	Parts of Sections.	Acres.	Remarks.
n fr. hf.....	3 99 32 413.14		s hf.....	5 98 35 320.00	
ne fr qr.....	4 99 32 207.27		n hf.....	9 98 35 320.00	
ne.....	12 99 32 160.00		s hf.....	20 98 35 320.00	
nw.....	20 99 32 160.00		n hf.....	29 98 35 320.00	
se.....	31 99 32 160.00		all.....	34 98 35 640.00	
s hf.....	12 100 32 320.00		w hf.....	14 99 35 320.00	
e hf.....	21 100 32 320.00		n hf.....	17 99 35 320.00	
e hf.....	28 100 32 320.00		all.....	32 100 35 640.00	
w hf.....	27 100 32 320.00		se qr.....	8 94 36 160.00	
e hf.....	34 100 32 320.00		n hf sec., and se qr.....	10 94 36 480.00	
ne qr.....	7 94 33 160.00		n hf.....	33 94 36 320.00	
s fr hf.....	18 94 33 323.47		w hf.....	4 98 36 320.00	
e hf.....	29 94 33 160.00		sw qr and sw of nw.....	6 89 37 200.00	
s hf.....	33 94 33 320.00		all.....	32 90 37 640.00	
s hf.....	9 100 33 320.00		all.....	10 93 37 640.00	
ne qr, e hf of se and	12 100 33 320.00		e hf.....	8 94 37 320.00	
ne of nw.....	21 100 33 280.00		w hf.....	9 94 37 320.00	
n hf.....	1 89 34 394.90		all.....	15 94 37 640.00	
all.....	8 93 34 640.00		e hf.....	30 95 37 320.00	
se.....	19 95 34 160.00		w hf.....	31 95 37 320.00	
w hf.....	33 97 34 320.00		all.....	11 96 37 640.00	
se qr.....	32 97 34 160.00		all.....	7 97 37 640.00	
			se qr.....	19 97 37 160.00	
w hf of sec, and ne.....	20 97 37 480.00		e hf.....	84 94 41 320.00	
e hf.....	33 97 37 320.00		n hf.....	4 95 41 323.16	
w hf.....	84 97 37 320.00		w hf.....	17 95 41 320.00	
e hf.....	14 98 37 320.00		e hf.....	19 95 41 320.00	
w hf.....	15 98 37 320.00		all.....	29 95 41 640.00	
sw qr.....	26 98 37 160.00		e hf.....	11 97 42 320.00	
s hf.....	27 98 37 320.00		w hf.....	12 97 42 320.00	
se.....	28 98 37 160.00		e hf.....	21 97 42 320.00	
w fr qr.....	1 99 37 189.85		n hf.....	29 37 42 320.00	
nw fr qr.....	2 99 37 186.55		all.....	22 38 42 640.00	
w hf.....	26 99 37 320.00		all.....	8 90 43 640.00	
all.....	25 94 38 640.00		w hf.....	20 90 43 320.00	
all.....	8 89 39 640.00		nw qr and n hf of sw.....	28 90 43 240.00	
all.....	22 89 39 640.00		se qr.....	18 91 43 160.00	
w fr sec and ne qr.....	22 90 39 640.00		n hf.....	24 91 43 320.00	
e hf.....	11 94 39 480.00		sw qr.....	24 91 43 160.00	
e hf.....	6 98 39 161.56		all.....	32 91 43 640.00	
w hf.....	19 98 39 320.00		n hf.....	20 95 43 320.00	
all.....	20 98 39 320.00		s hf.....	21 95 43 320.00	
all.....	34 98 39 640.00		all.....	35 97 43 640.00	
all.....	6 93 40 641.43		all.....	22 98 43 640.00	
s hf.....	14 98 40 640.00		all.....	34 98 43 640.00	
n hf.....	10 99 40 320.00		e fr hf.....	5 99 43 321.67	
s hf.....	15 99 40 320.00		w hf.....	8 99 43 320.00	
n hf.....	26 99 40 320.00		e hf.....	19 99 43 320.00	
e hf.....	35 99 40 320.00		w hf.....	20 99 43 320.00	
w hf.....	20 94 41 320.00		w hf.....	32 99 43 320.00	
w hf.....	22 94 41 320.00		w hf.....	27 100 43 320.00	

DES MOINES VALLEY RAILROAD LANDS—CONTINUED.

Parts of Sections.	Sec.	Town.	Range.	Acres.	Remarks.	Parts of Sections.	Sec.	Town.	Range.	Acres.	Remarks.
e hf.....	35	100 43	320.00			n hf sec and sw.....	23	99 45	480.00		
all.....	10	93 44	640.00			n hf sec and sw qr.....	33	99 45	480.00		
e hf.....	14	94 44	320.00			n hf sec and sw.....	29	100 45	480.00		
e hf.....	22	94 44	320.00			se qr.....	29	100 45	160.00		
e hf.....	26	95 44	320.00			e hf.....	20	97 46	320.00		
s hf.....	36	95 44	320.00			s hf.....	21	97 46	320.00		
all.....	1	98 44	673.74			all.....	13	98 46	640.00		
e hf.....	10	98 44	320.00			all.....	27	98 46	640.00		
w hf.....	11	98 44	320.00			w hf.....	15	97 47	320.00		
w hf.....	15	98 44	320.00			w hf.....	22	97 47	320.00		
w hf.....	20	98 44	320.00			all.....	33	97 47	640.00		
w hf.....	27	98 44	320.00			s hf.....	9	97 48	320.00		
e hf.....	28	98 44	320.00			s hf.....	10	97 48	320.00		
e hf.....	8	94 45	320.00			sw qr.....	25	97 48	160.00		
w hf.....	10	94 45	320.00								
all.....	26	94 45	640.00			Total indemnity.....				73,597.65	
w hf.....	11	95 45	320.00			Aggregate No. of acres. 100,002.00					
e hf.....	14	95 45	320.00								
e hf.....	28	95 45	320.00								
e hf.....	33	95 45	320.00								
all.....	6	98 45	653.71			lot No. 4.....	29	89 28	57.00		
all.....	14	98 45	640.00			n hf.....	31	89 28	331.00		
n hf sec and sw.....	22	98 45	640.00			s hf.....	31	89 28	322.00		
n hf sec and sw.....	32	98 45	480.00			nw qr.....	1	89 29	158.00		
n hf sec and sw.....	11	99 45	480.00			sw qr.....	1	89 29	150.00		

Total indemnity.....

Aggregate No. of acres. 100,002.00

(CONTINGENT SELECTIONS.)

lot No. 4.....	29	89 28	57.00
n hf.....	31	89 28	331.00
s hf.....	31	89 28	322.00
nw qr.....	1	89 29	158.00
sw qr.....	1	89 29	150.00

lot no. 4.....	1	89 29	61.00		w hf of sw.....	15	89 29	80.00	
lot no. 5.....	1	89 29	62.00		nw.....	17	89 29	160.00	
s hf of se.....	7	89 29	80.00		s hf and s hf of nw.....	25	89 29	400.00	
sw qr.....	9	89 29	160.00		ne of nw.....	25	89 29	40.00	
w hf of nw.....	11	89 29	80.00		ne qr.....	25	89 29	160.00	
se of ne.....	11	89 29	40.00		nw of nw.....	25	89 29	40.00	
se of sw.....	13	89 29	40.00		nw qr.....	19	90 29	159.87	
sw of sw and e hf of sw.....	13	89 29	120.00		sw qr.....	21	90 29	160.00	
se qr.....	13	89 29	160.00		nw qr.....	27	90 29	160.00	
ne qr.....	13	89 29	160.00		sw qr.....	29	90 29	160.00	
nw.....	13	89 29	160.00						
se.....	15	89 29	160.00		Total.....			3980.37	
ne.....	15	89 29	160.00						

WHEREAS, Some eighteen thousand acres of land in Townships 89 and 90 North, of Ranges 28 and 29 West, on the west side of the Des Moines river, was heretofore, to-wit: on the 7th day of April, A. D. 1863, certified to the State of Iowa for the benefit of the Dubuque and Sioux City Railroad Company, as shown by a supplemental list filed in this office, July 16th, 1866; and

WHEREAS, The Supreme Court of the United States, at the December term, A. D. 1866, rendered a decision in the case of Samuel G. Wolcott *vs.* The Des Moines Navigation and Railroad Company, declaring the title of the Dubuque and Sioux City Railroad Company, under the grant of May 15th, 1856, to these lands, invalid; and

WHEREAS, Since the aforesaid decision of the Supreme Court, the Des Moines Valley Railroad Company have claimed and do now claim, that the lands in the aforesaid townships and ranges west of, and within five miles of the Des Moines river, will inure to the benefit of the said Des Moines Valley Railroad Company under the act of Congress of July 12th, 1862; and

WHEREAS, Previous to the Supreme Court decision above cited, many of the aforesaid lands had passed into the hands of *bona fide* purchasers, which lands are held by deed from the said Dubuque and Sioux City Railroad Company; and

WHEREAS, The Des Moines Valley Railroad Company has received, and now holds indemnity lands in lieu of all the lands in these townships, and has never received any certificate from the government to any portion of them, thus leaving the validity of the claim made to them by the said company a question for future determination.

Now, therefore, I, C. C. Carpenter, Register of the State Land Office, in order to secure the State in accordance with the provisions in the law requiring the lands selected to be "of average value as far as practicable," do hereby, in virtue of the authority vested in me, by Chapter 57, Laws of the 12th General Assembly, select and set apart the lands described on page thirteen, amounting to three thousand nine hundred and eighty acres, and thirty-seven hundredths of an acre, in the townships and ranges above named, to be held as a part of the 100,000 acres provided for in

the fourth subdivision of the first section of Chapter 57, Laws of the 12th General Assembly.

And it is understood that this selection is made to meet the contingency which would arise if the Des Moines Valley Railroad Company should hereafter acquire a perfect title to the lands in the townships aforesaid, in which case it shall be the duty of the Register of the State Land Office to release to the Des Moines Valley Railroad Company, an equal number of acres of lands *in place* in townships 97 and 98 north, now included in this list.

In testimony whereof, I have hereunto subscribed my name and caused the seal of this office to be affixed at the City of Des Moines, this 20th day of May, A. D. 1868.

C. C. CARPENTER,
Register.

WHEREAS, on the 8th day of August, A. D. 1846, a grant of land was made to the then territory of Iowa, for the purpose of improving the Des Moines river to the Raccoon Fork in said territory, which grant was construed by the land department of the government as extending to the north line of the State, and under which construction a large amount of land was certified to the State, north of the Raccoon Fork.

AND WHEREAS, during the time that the grant aforesaid was believed to extend to the north line of the State, the General Assembly of the State of Iowa passed an Act, approved, March 22d, A. D. 1858, granting to the Keokuk, Fort Des Moines and Minnesota Railroad Company, (now the Des Moines Valley Railroad Company), all lands included in said grant not otherwise disposed of, upon certain conditions, among which was the completion of the road in a given time as provided in the law; and

WHEREAS, the Supreme Court of the United States, at the December Term, A. D. 1859, by a decision limiting the Des Moines river grant to the Raccoon Fork, rendered invalid the claim of said Railroad Company to the lands granted by the aforesaid Act, approved, March 22d, 1858; and

WHEREAS, afterwards, viz: on the 12th day of July, A. D.

1862, Congress passed an Act, extending the said grant of August 8th, 1846, to the north line of the State, which Act included the consent of Congress to the diversion of a portion of said lands to the benefit of the Keokuk, Fort Des Moines and Minnesota Railroad, in compliance with the provisions of the act of the General Assembly of the State of Iowa, approved, March 22nd, 1858; and

WHEREAS, the General Assembly of the State of Iowa, as a final adjustment of this, and other matters connected therewith, passed an Act, approved, March 31st, 1868, entitled "An Act prescribing the terms and conditions on which the State will relinquish and convey to the Des Moines Valley Railroad Company certain rights and privileges in respect to the resumption of land heretofore granted to said Company," which Act—chapter 57, Laws of the 12th General Assembly—took effect April 2nd, A. D. 1868; and

WHEREAS, To secure the completion of said road, in accordance with the terms and provisions of the act aforesaid the *fourth* subdivision of the first section of Chapter 57, Laws of the Twelfth General Assembly, was inserted therein in words and figures as follow, viz: "*Fourth*.—That the Register of the State Land Office shall, as soon as practicable, and prior to the first day of July next select from the lands embraced in the said act of Congress, approved July 12, 1862, excluding the lands reserved and described in the first paragraph hereof, one hundred thousand acres of said land of average value as near as practicable, and embracing the ten sections sold to S. H. Taft; and the lands so selected, as well as the proceeds of any portion thereof now sold, shall be held and applied exclusively for the construction of said railroad above Des Moines, as now provided by law, and shall be conveyed and patented to said railroad company, or to such person or persons as they shall direct only upon the completion of said railroad into the town of Fort Dodge, situated on the east side of the Des Moines River within the year 1870, which said company agrees to do; and the evidence of such completion shall be the running of trains into said town within the time specified, and none of said lands shall be patented until such completion, and the proceeds of any portion thereof sold under provisions of existing law shall be at the same time paid over

to said railroad company. The said railroad company shall also have not less than sixty-five miles of said road from their present terminus graded during the present and the ensuing calendar year."

Now therefore, I, C. C. Carpenter, Register of the State Land Office, in accordance with the authority and requirements contained in the above cited clause of the aforesaid act, have selected, and do set apart, for the purpose stated therein, the land described on pages one to thirteen, inclusive, hereof, it being understood that said selection shall in no wise affect valid interfering rights of pre-emptors or homestead settlers, if it should appear hereafter that any such are included in the land described, but shall be subject to modification in such contingency, and also in case the company secure a perfect right to townships 89 and 90, north of ranges 28 and 29, west, herein provided for, without prejudice to the rights of the State.

In testimony whereof, I have hereunto subscribed my name, and caused the seal of this office to be affixed at the City of Des Moines, this, 20th day of May, A. D. 1868.

{ L. S. }

C. C. CARPENTER, *Register*.

DES MOINES VALLEY RAILROAD LANDS—CONTINUED.

A list of lands which the Governor agreed to convey to S. H. Tipt, under authority of Chapter 108 and Joint Resolution No. 15, of the Acts and Resolutions of the Tenth General Assembly, showing those portions which have been paid for and patented to said Tipt.

Parts of Sections.	Town	Range	Acres.	REMARKS.	Parts of Sections.	Sec.	Town	Range	Acres.	REMARKS.
lots 3, 4 and 5	7	91 28	203.50	lots 3 and 4	n hf	15	91 29	320.00	n hf	
se of se, w hf of se and				nw qr & n hf sw	all	23	91 29	640.00	se of ne & s hf nw	
w fr hf	7	91 28	416.60	all	e hf and nw qr	25	91 29	640.00	ne qr	
lots 5, 6, 7, 8, 9 and 10	19	91 28	214.60	all	n hf and nw qr	27	91 29	480.00	w hf of se qr	
n fr hf of nw and sw fr				all	e hf	35	91 29	320.00	w hf of se qr	
qr of nw	19	91 28	108.21	all	n hf of se	35	91 29	80.00	all	
nw fr qr of sw	19	91 28	32.62	all	ne of sw & sw of se	35	91 29	160.00	all	
lots 2, 3, 4 and 5	31	91 28	163.29	all	nw qr	25	92 29	80.00	all	
w hf of ne	31	91 28	120.00	all	n hf of se	25	92 29	80.00	all	
all	1	91 29	663.10	all	sw of se	25	92 29	40.00	all	
se qr	3	91 29	160.00	all	e hf of	23	92 29	320.00	all	
all	11	91 29	640.00	all	Total			6,363.48		
all	13	91 29	601.13	all						

The money paid into the State Treasury for the land patented as designated above, amounts in the aggregate to \$4,365.75, for which receipts were taken and are now on file in this office.

CHAPTER 36.

FOR SETTLEMENT OF CLAIMS CONNECTED WITH CROTON AND PLYMOUTH DAMS, DES MOINES RIVER.

AN ACT supplemental to Chapter 22 of the Laws of the Eleventh General Assembly, providing for the settlement of contracts and claims growing out of the Des Moines River Improvement. MARCH 18.

SECTION 1. Be it enacted by the General Assembly of the State of Iowa, That there is hereby appropriated out of any moneys in the hands of the Treasurer of State arising from the sales of the lands mentioned in section four, chapter 108 of the laws of the Tenth General Assembly, the sum of twenty-six thousand three hundred and nineteen dollars and thirty cents, for the payment of the following claims, to wit: Wells & Co., for repairs on the Croton dam, in the fall of 1861, the sum of fifteen hundred dollars; Gray & Co., for repairs upon said dam, in the years 1862 and 1863, the sum of two thousand dollars; Wells & Co., for repairs upon said dam, in the year 1866, the sum of twenty-eight hundred and sixteen dollars; Hoggsett & Chidister, for repairs on said dam, in the year 1866, one hundred and seventy-four 25-100 dollars; and to Wells & Co., the further sum of eight thousand five hundred and nine dollars and seventy-five cents, in consideration and for the purpose of rebuilding said dam at Croton, and for the releases as hereinafter stipulated; and to O. H. P. Scott for the cancellation and surrender of the original contract of the State of Iowa, made through H. W. Sample, as President of the Board of Public Works, with John McCune and Charles F. McCune, dated 5th of March, 1849, for the construction of a lock and dam at Plymouth, together with all the supplemental contracts respecting said lock and dam, (which original and supplemental contracts are now held by said Scott as assignee,) and also for the surrender of all rights to him (Scott) accruing as assignee of the contract of the State of Iowa, made to Jonas Houghton for the lease of water-power for twelve run of stone at Plymouth, and for the releases hereinafter provided, and for the building of the dam at Plymouth, as hereinafter stipulated, the sum of eleven thousand dollars, and to the estate of E. Mayne the sum of one hundred and sixteen and 80-100 dollars; to Ed. Johns[on] the sum of ninety-one and 50-100 dollars; to J. E. Jew[e]ll, ninety dollars; and to Sample and Kenley twenty dollars; with interest from March 28th, 1864, on each of the four last mentioned sums, the same having been allowed to said parties respectively by section 9, chapter 108, acts of the Tenth General Assembly, and the Auditor of State is hereby required to draw warrants

Appropriation for certain claims 1864, ch. 108, \$26,319.30 appropriated.

Croton dam, Wells and Co., \$1,500.

Gray & Co., \$2,000.

Wells & Co., \$2,516.

Hoggsett & Chidister, \$174.25

Wells & Co., \$8,500.75, rebuilding dam.

O. H. P. Scott, for surrender of contracts of State with J. & C. F. McCune for lock and dam.

Plymouth dam.

and with J. Houghton for lease of water power, and for releases, and building dam, \$11,000.

Estate of E. Mayne, \$115.50;

Ed. Johns, \$91.50;

J. E. Jewett, \$90.

Sample & Kenley, \$20.

Interest.

1864, ch. 108.

Auditor to draw warrants.

1866, ch. 22.

Warrants receivable for certain lands.

Parties to surrender leases, and release State and D. M. V. R. R. Co. from liabilities for Croton dam.

O. H. P. Scott to surrender contract, and release State and D. M. V. R. R. Co. from liabilities for Plymouth lock and dam;

release same for liability for lease of water power at Plymouth, and from liability for Plymouth dam and water power; file evidence of assignments with Register State L. O.; and complete dam in five years.

Governor to execute conveyance to Wells & Co. of Croton lock and dam, &c.

therefor, upon the written application of the said parties or their assignees, which warrants shall be payable out of the moneys mentioned in section one, chapter 22, of the laws of the Eleventh General Assembly, and shall draw interest at the rate of seven per cent per annum.

SEC. 2 The warrants issued under the provisions of this act shall be receivable in payment for lands sold under the provisions of the various acts relating to the sale of lands mentioned in section one of this act.

SEC. 3. Before the said parties mentioned in section one of this act shall be entitled to receive any of the warrants hereinbefore provided for, they shall surrender to the State of Iowa, all leases held by them, of every kind and description, and shall release the State of Iowa and the Des Moines Valley Railroad Company from all present and future liabilities growing out of or incident to any of the matters, by lease or otherwise, pertaining to the Croton dam. And before

said O. H. P. Scott shall be entitled to receive the warrants coming to him as hereinbefore provided, he shall surrender to the State of Iowa, and release the State of Iowa and the Des Moines Valley Railroad Company from all liability upon the original contract of the State of Iowa, and all supplemental contracts for the building a lock and dam at Plymouth, and shall also surrender to the State of Iowa all rights arising thereunder, and release the State and the Des Moines Valley Railroad Company from all past, present, and future liability upon or on account of the contract or lease of water-power originally made by the State to Jonas Houghton for twelve run of stone at Plymouth, and from all liability present and future, growing out of or connected with said dam and water-power at Plymouth, and shall also file in the Register's office satisfactory evidence of the assignments of the same to him, and shall complete the dam at Plymouth, at his own cost and expense, within five years from the passage of this act.

SEC. 4. Upon the execution of the releases provided for in section three of this act to the State of Iowa, and the Des Moines Valley Railroad Company, and upon filing satisfactory evidence of such releases in the Register's office of the State of Iowa, the Governor shall upon the written request of the said railroad company execute a conveyance, in the name of the state of Iowa, to said Wells and Company, without warranty, of the lock and dam at Croton, and of the lands appurtenant on either side of the river, and the water-power thereto belonging. And when said O. H. P. Scott shall surrender to the State of Iowa the original and supplemental contracts aforesaid for the construction of a lock and dam at Plymouth, and shall discharge the State and the Des Moines Valley Railroad Company from all liability arising thereunder, and when he shall discharge the State and said railroad company from all past and future liability

upon the lease of water-power at Plymouth aforesaid, and from all past and future liability growing out of or connected with said lock, dam, water-power or leases, and shall file satisfactory evidence of such releases and discharge and surrender in the Register's office of said State, the Governor shall upon the certificate of the Register of the State Land Office of the completion of said dam execute a conveyance, without warranty, in the name of the State of Iowa, to said O. H. P. Scott, of the lock and dam at Plymouth, and of the lands appurtenant on either side of the river, bought by the State of Iowa, for the use of mill-yards, being about eight acres in all, with the exclusive right to the said Scott, to use the water-power created by the construction of such dam, and any other privileges connected therewith; and the State of Iowa is hereby released from all liability to keep said dam in repair.

SEC. 5. Whereas all liabilities, past, present and future, of every kind and description growing out of or connected with the water leases or water-power and with building of the locks and dams at Keosauqui, Bentonsport and Bonaparte, have heretofore been adjusted and settled, and the State of Iowa and the said railroad company have been released therefrom; now, therefore, this act is intended to be, and is a full, complete and final settlement of all claims and liabilities, present and future, against the State of Iowa and said railroad company, growing out of or connected with the water-leases and the building the locks and dams at Plymouth and Croton.

SEC. 6. This act, being deemed of immediate importance, shall take effect and be in force from and after its publication in the *Iowa State Register* and *Iowa Statesman*, newspapers published at Des Moines, Iowa.

Approved, March 18, 1868.

I hereby certify that the foregoing act was published in the *Daily State Register*, March 21, 1868, and in the *Iowa Evening Statesman*, March 23, 1868.

ED WRIGHT, *Secretary of State.*

Governor, upon certificate of Register State L. O., to execute conveyance to O. H. P. Scott for Plymouth lock and dam, &c.

State released from liability to repair Plymouth dam.

Former act settling claims for Keosauqui, Bentonsport, and Bonaparte locks and dams;

this act a final settlement of liabilities for Plymouth and Croton locks and dams.

Taking effect.

Know all Men by these Presents :

That we, E. B. Wells and Isaac P. Gray, of the county of Clark and State of Missouri, and John Hogsett and John G. Chidister of the county of Lee and State of Iowa, composing the firm of Wells and Company, in pursuance of the provisions of Chapter 36, of the Laws of the 12th General Assembly of the State of Iowa, and in consideration of the sum of one dollar to us in hand paid by the State of Iowa and the Des Moines Valley Railroad Company (of the State of Iowa,) the receipt whereof is hereby acknowledged, do hereby release, acquit, and forever discharge the State of Iowa and the Des Moines Valley Railroad Company, its successors and assigns, from all liabilities, present, past and future, concerning or on account of the Lock and Dam and water power at the town of Croton, in the county of Lee, and State of Iowa, and generally known as the "Croton Dam," and from all actions, suits, claims and demands, whatsoever, in law or in equity, or, otherwise, which we, or either of us, or our heirs executors or assigns, may hereafter have against the State of Iowa or the said Des Moines Valley Railroad Company, or both of them, by reason of any lease or leases, contracts, covenants, or agreements heretofore made, or debts, obligations assumed, or any matter, cause or thing whatsoever, now or heretofore, concerning or in an way appertaining to the said lock, dam and water power.

{ U. S. Int. Rev. }
{ 5 cents. }

In testimony whereof we have hereunto set our hands this 24th day of March, A. D. 1868.

ENSIGN B. WELLS,
ISAAC P. GRAY,
JOHN HOGSETT,
JOHN G. CHIDISTER.

STATE OF IOWA, }
Polk County, } ss.

On this 24th day of March, A. D. 1868, before me, Levi J. Brown, a Notary Public, in and for said county, personally came E. B. Wells, Isaac P. Gray, John Hogsett and John G. Chidister,

to me personally known to be the identical persons whose names are affixed to the above instrument as grantors and severally acknowledged the execution of the same to be their voluntary act and deed for the uses and purposes therein specified.

{ L. S. }

In testimony whereof, I have hereunto set my hand and affixed my official seal at Des Moines, Iowa, on the day and year last above written.

LEVI J. BROWN,
Notary Public, Polk County, Iowa.

Two years ago I took occasion to trace somewhat in detail, the progress made in the construction of the land grant railroads of Iowa during the interim between the date of my report and that of my immediate predecessor. Since that time the Dubuque and Sioux City, (now Iowa Falls and Sioux City), and the McGregor and Sioux City Railroads have made rapid progress towards completion. The Chicago Rock Island and Pacific has been finished; and the Burlington and Missouri River Railroad is fast approaching its point of termination. The legislature wisely adopted—in respect to all railways it had the power to control—the policy of confining the lines of such as had received the benefit of land subsidies, within the limits of the land grants conferred upon them. Thus the Iowa Falls and Sioux City Railroad Company, although anxious to deflect from its original route, and run down the Maple Valley, as by that line the shortest and cheapest western connexion could be made, was limited by statute to the confines of the original grant, and to the terminus at Sioux City as designated by Congress; and I am glad to be able to say that the statutory provisions in reference to routes and established points, adopted by the last General Assembly have been carried out in good faith by the Iowa Falls and Sioux City Company. No flattering views of new town sites, or corner lots, so far obscured the vision of construction companies that transit and level, in the hands of skillful engineers failed to develop a possible crossing over the Iowa, Boone and Des Moines Rivers at the several established towns of Iowa Falls, Webster City and Fort Dodge, or to find a terminus at Sioux

City in accordance with the provisions under which the land grant was conferred upon the company.

The McGregor and Sioux City Railway Company has also observed the law with equal exactness, by passing through the most thickly settled portions of Floyd, Cerro Gordo, Hancock and Kossuth counties, and finding convenient stations at Charles City, Mason City and Algona, notwithstanding the crossings of the Cedar and Des Moines Rivers presented some natural difficulties to overcome at these points.

But a different policy has been pursued by the company known as the Des Moines Valley Railroad Company, which was the beneficiary of the Grant of July 12th, 1862. And to aid in a just conclusion in regard to the questions that will arise in reference to this land grant, I purpose briefly to state the views which I entertain in regard to the laws governing this generous subsidy.

In my opinion no axiom can be more self-evident, than the fact that when the legislature of this State, in 1858, became dissatisfied with the progress being made in the improvement of the Des Moines river, by the old Des Moines Navigation and Railroad Company, and resolved to stop the work upon the river, and devote the lands, not already certified to that Company, to the encouragement of a railroad enterprise, that it was the full intention of the legislature, that the railroad to which this land concession was made, should take the place of, and become the substitute for, the river improvement. Any other thought or design on the part of our State government would have been a gross injustice and breach of faith, not only to the power which conferred the grant upon the State, but to the people who had pushed up the Des Moines Valley, subdued the wilderness and endured the deprivations and inconveniences arising from the very fact, that in a strip of ten miles in width—following the whole course of the river to the State line—every alternate section was withheld from settlement—so scattering the population that advantages of near neighborhood and compact school districts were unattainable,—while the labor of these pioneers was adding wealth to the railroad company by the increase in value which its lands received from the farms brought into cultivation adjoining them.

In confirmation of the opinion here expressed, a brief reference

to the laws under which this grant is claimed by the Des Moines Valley Railroad Company is deemed sufficient. In the articles of agreement entered into between the Des Moines navigation and railroad company and the State of Iowa on the 9th of June, 1854, in which the State agreed to confer upon that company the lands at her disposal, by virtue of the act of Congress of August 8th, 1846, it was stipulated that the company should be authorized to collect tolls on water-rents, above Fort Des Moines, on like terms and for a similar period as below that point, upon their improvement of the river, "So as to render it navigable for boats of at least two hundred tons burthen to the Lizard Forks or Fort Dodge." Thus showing that at this early day of the settlement in the Valley, north of Des Moines, the agents of the State regarded the grant of 1846 as a beneficiary to be applied to an enterprise which would open to the Valley a commercial outlet and inlet for its citizens. And when in 1858 the State legislature had become satisfied that the improvement of the river was impracticable, and therefore resolved to resume the lands, not already disposed of to the navigation company, it was provided in the joint resolution containing propositions for settlement with that company, "that if Congress shall permit a diversion of the lands of said Des Moines river grant, or the title thereto shall become vested in the State so as to become subject to grant, the said remaining lands, after the payment of all liabilities as aforesaid, against said improvement, and the completion of such locks and dams in the Des Moines river as the legislature shall direct, shall be granted to the Keokuk, Fort Des Moines and Minnesota Railroad Company, to aid in the construction of a railroad up and along the valley of the Des Moines River, upon such terms and in such manner as the legislature may provide, one fourth of which said lands shall be applied by said company to aid in the construction of said road above the city of Des Moines." And at the same session in the first section of the act approved March 22d, 1858, disposing of the lands not certified by the general government for the benefit of the navigation company, it was provided: "That all lands granted to the territory of Iowa by an act of Congress approved August 8th, 1846, entitled 'An act granting lands to the territory of Iowa, to aid in

the improvement of the navigation of the Des Moines River, in said territory, *and all lands and compensation which may be given in extension or in lieu of any portion thereof by the general government*, and also all stone, timber, and other material turned over to the State by the Des Moines Navigation and Railroad Company in settlement with the State of Iowa be, and the same are hereby disposed of and granted to the Keokuk, Fort Des Moines and Minnesota Railroad Company, a body corporate created and existing under the laws of the State of Iowa, to aid in the construction of a railroad from the city of Keokuk, at the mouth of the Des Moines River, *up and along the valley of said river by way of the city of Des Moines to the northern line of the State, in the direction of the southern bend of the Minnesota or St. Peter's river.*"

In the 3d section of the same act occur the following words: And provided also, that one-fourth in quantity of said land shall be applied by said Company in the construction of said road above the city of Des Moines, the said one-fourth to be certified in manner as herein provided from the completion of each twenty miles from the city of Des Moines *up the valley of the Des Moines river.*" The following is the last section of the act in full, viz:

"SEC. 5. That this grant is subject to all the provisions of an act of the General Assembly of the State of Iowa, approved July fourteenth, eighteen hundred and fifty-six, entitled an act to accept the grant and carry into execution the trust conferred upon the State of Iowa, by an act of Congress, entitled an act making a grant of lands to the State of Iowa in alternate sections to aid in the construction of railroads in said State, approved May 15th, 1856, so far as the same are applicable and not inconsistent with the foregoing provisions of this act."

As the roads to be constructed under the laws referred to in this section were confined to the limits of the land grants inuring to them under the act of May 15th, 1856, there is of course not only the greatest consistency, but an unanswerable reason for the application of a like limitation to the railroad company receiving this grant.

There can be nothing clearer than that the legislature intended to confine this company to the Des Moines Valley proper, so that the

enterprise which this railroad supplanted should be substituted by the railroad itself. It is possible the company may claim that after the grant of August 8th, 1846, was declared invalid by the so-called Litchfield decision, and the subsequent confirmatory Congressional Act of July 12th, 1862, was obtained, extending the grant to the north line of the State, that it was released from the limitations applied to it by the Laws of 1858. This pretense, however, will not do, as the company claims all the *benefit* to be derived from this act—seizing with corporate greed the indemnity lands obtained by the Law of 1862, in accordance with the first section of the act of 1858, as quoted above, wherein is granted, "*all lands or compensation given in extension or lieu of any portion thereof by the general government*"—and further, the very joint resolution of the Ninth General Assembly, approved April 7th, 1862, in response to which Congress passed this confirmatory law of July 12th, 1862, declares, the land is to be used in paying the just claims against the State, "*and in building a railroad along said river.*" And when Congress, in compliance with this resolution, passed the confirmatory act of July 12th, 1862, the first paragraph reads as follows: "That the grant of lands to the then Territory of Iowa, for the improvement of the Des Moines River, made by the act of August 8th, 1846, is hereby extended so as to include the alternate sections (designated by odd numbers) lying within five miles of said river, between the Raccoon Fork and the northern boundary of said State; such lands are to be held and applied in accordance with the provisions of the original grant, except that the consent of Congress is hereby given to the application of a portion thereof to aid in the construction of the Keokuk, Ft. Des Moines and Minnesota Railroad, *in accordance with the provisions of the act of the General Assembly of the State of Iowa, approved March 22d, 1858.*" And at the next session of the legislature after the passage of this law by Congress, it being the Tenth General Assembly, an act was passed defining still more exactly than the law of 1858 the disposition to be made of this trust. This law was entitled, "*An Act supplemental to Chapter ninety-nine of the Laws of the Seventh General Assembly, approved March 22nd, 1858, and relating to the Des Moines River Land Grant, and for the*

payment of certain audited claims, and releasing to the United States certain occupied lands included in said grant." Section eight of this law reads as follows: "That the lands selected by Charles Pomeroy, as above provided for, shall be set apart by the Register of the State Land Office, to be applied in the construction of said railroad from the city of Des Moines to Fort Dodge, and said lands so reserved shall be divided into four equal parcels, one of which shall be certified and patented to said company upon the completion of each fourth in distance of that portion of said road." In the same act, section seventeen, provides that: "When the Keokuk, Ft. Des Moines and Minnesota Railroad Company shall in like manner have established the fact that it has completed and is operating its road one-fourth of its distance between the city of Des Moines and Ft. Dodge, it shall be entitled to a certificate and patent for one-fourth of the lands reserved by section eight of this act; and, upon the completion of each additional one-fourth of said road between Des Moines and Fort Dodge, said company shall be entitled to receive a certificate and patent for one-fourth of the lands so reserved."

This constitutes all the legislation in respect to the route of this railroad up to the session of the XIIth General Assembly, in 1868. The company having failed to comply with the law in respect to the time of construction and other conditions, the legislation of the XIIth General Assembly was the result. This act in full will be found immediately preceding the list of D. V. R. R. lands, herewith published. In this, the preamble reiterates the condition that the grant is "to aid in the construction of a railroad from the city of Keokuk up and along the valley of the Des Moines river, by the way of the city of Des Moines, to the northern line of the State, in the direction of the southern bend of the Minnesota or St. Peter's river;" and again sets apart a portion of the grant as a guarantee that the road should be constructed into the town of Fort Dodge. The second section also provides that in case of non-compliance by said railroad company with the foregoing conditions, by it to be performed, then, without further legislation, this act shall have the force and effect of resumption." But now, notwithstanding the railroad nowhere touches the valley after leaving the city of Des Moines—at times diverging from fifteen to twenty miles from

the river and adjoining settlements—it has been intimated that the company, with an effrontery and temerity that would do credit to the old Des Moines Navigation Company, still intend to claim the few remaining lands. It seems, however, hardly probable that it expects a concession from the State so monstrous and absurd; and it is singular that the company itself is blind to the fact that the bare suggestion by it of a claim of that nature is not complimentary to the virtue or intelligence of the power in this State which holds these lands in trust. This Des Moines Valley Railroad Company seems to be oblivious of the theory which has influenced the National Congress in making land concessions for the encouragement of railroads. It has generally been understood that Congress had in view the benefit of the people living along the line of proposed land grants, and who would necessarily suffer inconvenience from having half the land in the neighborhood of their homes withheld from settlement—paying no revenue toward the improvement of the country—while its value is largely increased by the industry of these pioneers. But this corporation seems to regard land grants to encourage the construction of railroads solely as a gratuity to the corporators. It seems to look upon these grants as a kind of official acknowledgment of personal regard for a party of gentlemen who desire to run a railroad over an unbroken prairie where nobody lives, but where town sites are cheap; for which purpose a good-natured Congress concedes half the lands in the *settled* portions of the adjacent country.

These gentlemen may argue that it would have cost them more to have kept within a reasonable distance of the river, and thus tapped the settlements of the valley. The answer is plain; Congress gave you land on purpose—and for no other end—to indemnify you for this extra expense, and the people begged the privilege of aiding still further, by private subscriptions, to compensate for the increased cost of accommodating the citizens of the valley. It will, moreover, be argued that the Des Moines has slippery banks, and is bad for side cuts. But the answer is, the lands were given to aid in making these necessary side-cuts; and if the Cedar Falls and Minnesota Railroad could be built along the Cedar, touching at Waverley, Nashua, Osage, Mitchell and St. Ansgar *without* the benefit of a land grant, surely the public will wonder that with

this rich endowment—worth three millions dollars—*this* Company was unable to engineer its way into a single town north of Des Moines.

It may be argued that by tapping the Chicago and North western and the Iowa Falls and Sioux City Railroads so far west, gives the D. V. R. R. an advantage, in the fact that it will answer the place of a north and south, and also an east and west road. If this is admitted it does not weaken the fact that the land subsidy—sought and accepted by the Company—was to aid in the construction of a “*railroad up and along the Des Moines Valley.*”

It may be claimed that this road will operate to settle the treeless prairie through which it runs, and that eventually farms will be opened, and towns built up along its line, while the company will reap a rich harvest in the sale of town lots and the cheap lands picked up before its location. All this may be true, but it is not the purpose for which the public understood the road was so richly subsidized by Congress.

The truth still recurs, that the road built by aid of this land, which was to take the place of the river as a channel of commerce, is so far from the settlements along this same river, that it can never be reached by the inhabitants of the valley for any purpose of ordinary trade.

And now the people residing along the valley *must* have a railroad. And it is cold cruelty and an unmitigated outrage, that after having endured the curse of this land grant for years—compensated only by the hope of its ultimately partially repaying them for its inconvenience, by the securing of a railroad in the valley—that at this late day, when rejoicing in the promised assurance that the hope of years was about to be realized, it is discovered at last, that the prospects founded upon *land grants*, often, and more especially when in the hands of men who congratulate themselves upon being *Iowa companies*, “turn to ashes upon the lips of the people.” In fact, the road which has been built by this company, so far from being a benefit to the people along the Des Moines river, is an absolute *curse*, for it operates as a barrier to the construction of a railroad through the valley. While it is so distant as to be useless to the people for local business, it will, nevertheless, be a rival in the

through trade from the lumber regions of the north, and in transporting back to those regions, products of the south. This consideration renders the desperate struggle, which the people of the valley have got to make, in order to build a railroad for the necessities of their local business, more formidable and discouraging than it would have been had this road never been built.

And now the question comes back with renewed force, how can this wrong and oppression be remedied by the General Assembly? It is believed—though it will fail to compensate the people, where this land grant is located, for the wrong done them in the loss of the road; it was designed to aid—that nothing less than the resumption of all lands, to which this company has not yet obtained a title, will even partially answer the ends of justice. And when this has been done, it is to be hoped that the *land* will never be put into the hands of another railroad company. Such disposition of land grant subsidies is becoming a source too prolific of injustice and oppression. I cannot doubt that the General Assembly would enhance the prosperity of the State, and more surely secure fair dealing, by providing that the Census Board shall dispose of the lands resumed at a minimum of \$2.50 per acre, deposit the proceeds in Government bonds, in the State treasury, there to remain until needed as a subsidy to aid in ironing and stocking a railroad *up and along the Des Moines river*, whenever the people of the valley have, by their unaided efforts, graded, bridged, and tied such road, ready for the iron, and a responsible company comes forward with the proposition to finish and operate it, under the laws and restrictions applied to other subsidized roads of the State.

McGREGOR AND SIOUX CITY RAILWAY, AND SIOUX
CITY AND ST. PAUL RAILROAD.

CHAPTER 42.

CORRECTING AN ERROR IN A FORMER LAW.

MARCH 24.

AN ACT to amend an Act approved April 20, 1866, entitled "An Act to accept the Grant of Land to the State of Iowa, made by Act of Congress of May 12, 1864, and to carry out the Provisions of said Act, entitled an Act for a Grant of Land to the State of Iowa, in Alternate Sections, to aid in the Construction of a Railroad in said State," and to Make Effectual the Acceptance by the State of Iowa to said Grant of Land.

Preamble.

WHEREAS, In said Act of the General Assembly of the State of Iowa, approved April 20, 1866, the word "July" occurs in the first section thereof by mistake, instead of the word "May;" therefore,

Error corrected
in ch. 144, 11
G. A.

SECTION 1. *Be it enacted by the General Assembly of the State of Iowa,* That said act, approved April 20, 1866, is hereby amended by striking out of the first section thereof the word "July," and by substituting instead thereof the word "May," so that the date of approval of the act of Congress therein referred to, will be correctly stated as having been May 12, 1864, and which was intended to have been therein stated; and the acceptance of said grant of land, intended to be made by said act approved April 20, 1866, is hereby ratified and confirmed.

Taking effect.

SEC. 2. This act, being deemed by the General Assembly of immediate importance, shall take effect and be in force from and after its publication in the *Daily Iowa State Register* and *Iowa Homestead*, newspapers published at Des Moines, Iowa.

Approved March 24, 1868.

I hereby certify that the foregoing act was published in the *Daily State Register* March 27, 1868, and in the *Iowa Homestead* April 1, 1868.

ED WRIGHT, *Secretary of State.*

CHAPTER 16.

LAND-GRANT TO MCGREGOR WESTERN RAILWAY COMPANY
RESUMED.

FEB. 27.

AN ACT to Resume all the Lands and Rights conferred upon the McGregor Western Railroad Company, by or under an Act of Congress approved May 12, A. D. 1864.

WHEREAS, By an Act of Congress approved May 12th, A. D. 1864, entitled "An Act for a grant of lands to the State of Iowa, in al-

ternate sections, to aid in the construction of a railroad in said State." Preamble. certain lands were granted to the State of Iowa for the use and benefit of the McGregor Western Railroad Company, for the purpose of aiding in the construction of a railroad from a point at or near the foot of Main street, South McGregor, in said State, in a westerly direction, by the most practicable route, on or near the forty-third parallel of north latitude, until it shall intersect the proposed railroad running from Sioux City to the Minnesota State line, in the county of O'Brien, in said State of Iowa, which said grant was made to and accepted by the State of Iowa, upon the conditions, restrictions and qualifications therein named; and

WHEREAS, Said Act of Congress farther provides that in the event of the failure of said McGregor Western Railroad Company to build twenty miles of said road during each and every year from the date of its acceptance of said grant, then the State may resume said grant, and so dispose of the same as to secure the completion of a road on said line; and

WHEREAS, Said McGregor Western Railroad Company has wholly failed to build said railroad as therein required, and to perform the conditions of said grant, and has forfeited all right to the benefits of said grant; now, therefore,

SECTION 1. *Be it enacted by the General Assembly of the State of Iowa,* That all lands and all rights to said lands, granted or intended to be granted to the McGregor Western Railroad Company by said Act, be and the same are hereby absolutely and entirely resumed by the State of Iowa, and that the same be and are as fully and absolutely vested in said State as if the same had never been granted to said railroad company.

SEC. 2. This Act being deemed of immediate importance shall take effect and be in force from and after its publication in the *Iowa State Register* and *Iowa Statesman*, newspapers published at Des Moines, Iowa.

Approved February 27, 1868.

I hereby certify that the foregoing Act was published in the *Iowa Statesman* February 28, 1868, and in the *Iowa State Register* February 29, 1868.

ED WRIGHT, *Secretary of State.*

In certain contingency, right of State to resume land-grant.

Failure of McG. W. R. R. Co. to comply with act of Congress.

All lands granted to McG. W. R. R. Co. absolutely resumed.

Taking effect.

CHAPTER 58.

LANDS GRANTED TO THE M'GREGOR & SIOUX CITY RAILWAY COMPANY.

MARCH 31. AN ACT Making a Grant of Land to the McGregor & Sioux City Railway Company, or, in Case of their Failure to accept the same, to the Forty-Third Parallel Company, and to execute the Trust conferred by act of Congress entitled "An Act for a Grant of Land to the State of Iowa, in Alternate Sections, to aid in the Construction of a Railroad in said State," approved, May 12, 1864.

SECTION 1. *Be it enacted by the General Assembly of the State of*

Iowa, That all the lands, rights, and privileges that are granted to the State of Iowa by an act of Congress, approved, May 12, 1864, for the purpose of aiding in the construction of a railroad from a point at or near the foot of Main street, South McGregor, in said State, in a westerly direction, by the most practicable route, at or near the forty-third parallel of north latitude, until it shall intersect the proposed railroad running from Sioux City to the Minnesota State line, in the county of O'Brien in said State of Iowa, are hereby granted and conferred to and upon the McGregor & Sioux City Railway Company, a corporation organized under the laws of the State of Iowa: *Provided*, Said railroad company accepting the provisions of this act shall at all times be subject to such rules, regulations, and rates of tariff for the transportation of freights and passengers, as may from time to time be enacted and provided for by the General Assembly of the State of Iowa, and further subject to the conditions, limitations, restrictions, and provisions contained in this act, and in the Acts of Congress granting said lands to the State of Iowa.

Sec. 2. This grant is made upon the express condition that said railway company shall have constructed and in running order a line of railway as required by the provisions of the act of Congress making said grant to the State, and of this act, upon the most practicable route, on or as near as practicable to the forty-third parallel of north latitude, running within one mile of New Hampton, in Chickasaw county, and running from thence by way of, and within one mile of St. Charles City, Mason City, and Algona, until it shall intersect, in the county of O'Brien in this State, the proposed railroad running from Sioux City to the Minnesota State line.

Sec. 3. This grant is conferred on the McGregor & Sioux City Railway Company on the further express conditions that in case said company shall fail to have its railway built and completed in good

running order as far west as to Chickasaw, in range fourteen, in Chickasaw county, by the first day of September, 1869; or in case said company shall fail to build and complete in good running order at least twenty miles in addition in each and every year thereafter, and the whole of said road by the first day of December, 1875; then, and in case of any such failure, or on failure to comply with any of the conditions of this act, the State of Iowa may at any time resume all rights conferred by this act, and resume all rights to the lands hereby granted, and which may remain undisposed of to said company on account of road actually built in compliance with the terms of this act; *provided*, that if in any one year more road shall be than is required by this act it shall be regarded and treated as road built in the next succeeding year or years.

Sec. 4. This railway shall be constructed upon the usual gauge of other first-class railroads in this State, and shall be constructed and finished in a style and of a quality equal to the average of other first-class Western railroads.

Sec. 5. The said company shall be entitled to the benefit of the selections of land already made under the grant to the State of Iowa, of lands to aid in the construction of a railroad from McGregor westward on or near the forty-third parallel, approved, May 12th, 1864; and the line located under said grant shall be binding only so far as applicable to said selections.

Sec. 6. It is hereby made the duty of the Governor, when consecutive miles of railroad has been built, in accordance with the provisions of this act, to certify that fact to the Secretary of the Interior, and so on for each consecutive ten miles thereof, as the same shall be completed; and whenever the said McGregor and Sioux City Railway Company shall have completed in good running order, according to the provisions of this act, its railway to a point within one mile of St. Charles City, in Floyd county, it shall be the duty of the Governor of this State to cause patents to be issued to said railway company for one hundred and fifty sections of said land, and when the said railway company shall in like manner have completed its railway to the east line of range twenty-two, in Cerro Gordo county, then the said Governor shall cause patents to be issued to said railway company for one hundred and fifty sections of land; and when the said railway company shall in like manner have completed its railway to a point within one mile of Algona, in Kosciusko county, then the Governor shall cause patents to be issued to said company for one hundred and fifty sections more of said lands; and when the said railway company shall in like manner have completed its railway to the Little Sioux river, then the said Governor shall cause patents to be issued to said company for all the balance of the

lands granted for that purpose; *provided*, that the said railway company shall not convey or encumber any of said lands prior to the time it shall be entitled to patents therefor, as provided in this act; and this act shall not be so construed as to grant to said railway company, or any person or persons whomsoever, any of said lands for any railroad heretofore built.

SEC. 7. All lands embraced in said grant which were entered prior to January 1, 1866, under the homestead laws of the United States, shall be patented by the Governor of this State to the parties by whom the same were so entered, or to their heirs or grantees, upon the payment by them into the State Treasury, within two years of the passage of this act, of the price of such lands as homesteads under the laws of the United States; and the money so paid for such lands shall be held for and paid over to said railway company when such lands would have been earned by said company by the extension of said road as required in this act.

SEC. 8. It is further expressly provided that if said McGregor and Sioux City Railway Company shall fail or refuse to accept of this grant upon the conditions hereby imposed, and in time and manner as herein required, the Forty-Third Parallel Railway Company may accept the grant within sixty days thereafter, and shall thereby become substituted to all the rights and subject to all the conditions hereinbefore mentioned, to the same extent as if said Forty-Third Parallel Railway Company had been mentioned in this Act in the place of the McGregor and Sioux City Railroad[way] Company, wherever the same occurs therein.

SEC. 9. The said McGregor and Sioux City Railway Company shall assent to and accept the provisions of this Act by a written instrument under the seal of such corporation, with the signatures of the proper officers, within sixty days after the passage of this Act; which said acceptance shall be filed in the office of the Secretary of State, and be by him recorded in the book by him kept for the recording of articles of association. And, as a further condition of this grant, and at the time of the acceptance hereinbefore required, and as a part thereof, the said McGregor and Sioux City Railway Company shall procure and file with the Secretary of State, a full, absolute, legal, and effectual waiver, release, and surrender of all claim, right, or interest, or pretended claim, right, or interest of the McGregor Western Railroad[way] Company, its successors or assigns, in or to any of the lands granted to this State by Act of Congress approved May 12th, A. D. 1864, which claim, right, or interest arises out of or is on account of any railroad already constructed; *provided*, That if the Congress of the United States shall make any additional grant of land to the State of Iowa, to aid in the construction of a railroad from McGregor or any intermediate point to a point in O'Brien county, and the said McGregor and Sioux City Railway

Proviso: Co. not to encumber lands before issue of patents.

Settlers under homestead laws before 1866 may purchase lands.

If McG. & S. C. Co. do not accept, 43d Parallel Co. may.

Further conditions.

Co. must obtain release of McG. W. Co.

Proviso: additional grant.

Company, their successors or assigns, shall comply with all the provisions of this Act, and shall construct their railroad to O'Brien county, in the manner and time as provided in this Act, then this release shall not operate to deprive said last named company, their successors or assigns, of land in said contemplated additional grant for any railroad constructed on said line between McGregor and O'Brien county.

SEC. 10. This Act, being deemed of immediate importance, shall take effect and be in force from and after its publication in the *Daily State Register* and *Iowa Evening Statesman*.

Approved March 31, 1868.

I hereby certify that the foregoing Act was published in the *Iowa Evening Statesman* April 2, 1868, and in the *Daily State Register* April 3, 1868.

ED WRIGHT, *Secretary of State*.

DEPARTMENT OF THE INTERIOR,
GENERAL LAND OFFICE, Feb. 26, 1868. }

C. C. CARPENTER, *Register of State Land Office, Des Moines, Iowa:*

SIR:—I have to acknowledge the receipt of your communication of the 13th inst., and in answer to your inquiries have to state that the 1,536,000 acres, for the McGregor Western Railroad of Iowa, were only the quantity contemplated to be granted by Congress, ascertained by allowing ten sections to the mile in the estimated length of the road, and not the quantity that would inure for the road. By a recent examination of the disposable vacant lands, however, in the granted limits, it was found that they amounted to 372,000 acres, which may be assumed as the proximate quantity inuring to the grant.

The quantity for the Sioux City and St. Paul Railroad has not been ascertained, and will require a separate computation.

Respectfully,

Your Obt. Servt.,

JOS. S. WILSON, *Commissioner*.

DEPARTMENT OF THE INTERIOR, }
GENERAL LAND OFFICE, May 13, 1868. }

HIS EXCELLENCY, SAMUEL MERRILL, *Governor of Iowa.*

SIR: The act of Congress, approved May 12th, 1864, Statutes Vol. 13, page 72, making a grant of land to the State of Iowa in alternate sections, to aid in the construction of a railroad in said State, pursuant to said act, the McGregor and Western Railroad Company filed a map which designated the line of road from McGregor to section nineteen of township 95, range 40, O'Brien county, Iowa, the point of intersection with the then proposed line of the Sioux City and St. Paul Railroad, running north-westerly from Sioux City to the Minnesota State line.

In view of adjusting the grant respectively, it is desirable to have the true point of intersection in O'Brien County, in accordance with the statute, and for that purpose I have the honor to request you to cause the McGregor and Western Railroad Company at an early day, to file a map properly authenticated, showing the true location of line through Clay and O'Brien counties to the point of intersection with the Sioux City and St. Paul Railroad.

With great respect, your obedient servant,

JOS. S. WILSON, *Commissioner.*

DEPARTMENT OF THE INTERIOR, }
GENERAL LAND OFFICE, April 20, 1869. }

SIR:—In reference to the subject of your letter of the 13th inst., I have to say that under the Act of Congress of May 12, 1864, the vacant lands thereby granted, and lying within the respective limits of ten and twenty miles of the McGregor and Sioux City Railroad will be certified to the State of Iowa in aid of the construction of said road when proper lists of selections are filed for that purpose.

Very respectfully,

JOS. S. WILSON, *Commissioner.*

C. C. CARPENTER, *Register State Land Office, Des Moines Iowa.*

DEPARTMENT OF THE INTERIOR, }
GENERAL LAND OFFICE, NOV. 4, 1869. }

C. C. CARPENTER, *Register State Land Office, Des Moines, Iowa,*

SIR: I am in receipt of your letter of 20th ult., requesting copies of the lists of lands certified for Railroad purposes in Iowa, in order to embody them in your report. In reply I have to say, that copies of the lists are in preparation, having been previously called for by Mr. J. A. Harvey, in behalf of the Governor, and upon their completion will be forwarded to your address. A memorandum of the costs to be assessed in compliance with law for furnishing said copies, will be communicated when the lists are ready for transmission.

In regard to furnishing a statement of the lands granted in lieu of the 16th Section, I have to say, that we have no separate statistics of the quantity. Very respectfully,

JOS. S. WILSON,
Commissioner.

DEPARTMENT OF THE INTERIOR, }
GENERAL LAND OFFICE, NOV. 5, 1869. }

SIR:—I am in receipt of your letter of the 27th ultimo, requesting an approximate estimate of the quantity of lands inuring under the act of Congress, of 12th May, 1864, to the State of Iowa, for the Sioux City and St. Paul Railroad. In answer, I present the following:—which are merely estimates liable to be changed by a thorough examination and final adjustment of the grant:—

1st. Estimated quantity of vacant land inuring to the State of Iowa, lying within the limits set apart for 10 miles on each side of road, is acres.....	194,792.00
2d. Estimated quantity to be vacant and within the indemnity limits of 20 miles of each side, is acres.....	133,238.00
Total, acres.....	328,030.00

Very respectfully,

JOS. S. WILSON, *Commissioner.*

C. C. CARPENTER, ESQ., *Register State Land Office, Des Moines, Iowa.*

10TH—THE AGRICULTURAL COLLEGE GRANT.

The following statement exhibits the condition of this grant, so far as officially known to this department.

We have been informed by Hon. Geo. W. Bassett, the agent of these lands, at Fort Dodge, that they have all been leased, and some of the lessees are paying for their lands as allowed by law, to one of whom patent has been issued. A list of the college grant is also given in full :

Since the date of last report, there have been patented of the lands and lots donated for the benefit of the Agricultural College and Farm as follows :

- In Story county, 325 acres.
- In Boone county, 200 acres.
- In " " lot 4, block 27, in Boonsboro.
- In " " n hf of n w of s e qr, except a portion given as right of way to the C. R. & M. R. railroad.

And of the lands granted by Congress, July 2, 1862, 160 acres in Kossuth county.

The purchase money paid for all lands and lots, donated or granted for the Agricultural College, and which have been patented by the State to the purchaser or assignee, amounts in the aggregate to \$20,423.00, as shown by the certificates of final payment on file in this office.

AGRICULTURAL COLLEGE LAND GRANT.

List of Lands selected for the State of Iowa by Peter McManis duly authorized Agent of the said State, in pursuance of an Act of Congress, approved July 2, 1862, entitled "An Act to authorize Public Lands to be sold to the said State and Territories which may provide Colleges for the benefit of Agriculture and the Mechanical Arts, said lands being subject to be selected for the said purpose, and found to be free from conflict."

Parts of Sections.	Sec.	Town.	Range.	Acres.	Remarks.	Parts of Sections.	Sec.	Town.	Range.	Acres.	Remarks.
n fr hf.....	11	100	21	196.56		ne fr qr.....	6	84	30	190.99	
sw qr.....	5	99	23	160.00		ne.....	24	85	31	160.00	
ne fr qr.....	5	99	23	163.01		e hf.....	36	85	31	320.00	
w fr hf.....	6	99	23	336.67		sw fr qr.....	30	91	36	165.33	
ne fr qr.....	6	99	23	164.99		nw qr.....	22	86	37	160.00	
nw qr.....	15	99	23	160.00		nw.....	28	86	37	160.00	
w fr hf.....	18	99	23	325.08		se.....	14	90	37	160.00	
nw.....	21	99	23	160.00		all.....	22	90	37	640.00	
nw qr.....	22	99	23	160.00		se.....	20	91	37	160.00	
ne.....	27	99	23	160.00		sw qr.....	22	91	37	166.00	
nw and se.....	28	99	23	320.00		ne.....	26	91	37	160.00	
e hf.....	33	99	23	320.00		ne.....	36	91	37	160.00	
sw qr.....	12	84	29	160.00		sw.....	28	87	38	160.00	
se qr.....	14	84	29	160.00		se.....	36	87	38	160.00	
ne qr.....	22	84	29	160.00		ne.....	2	87	40	153.45	
ne.....	26	84	29	160.00		nw fr qr.....	4	87	40	160.00	
s hf.....	28	85	29	320.00		e hf.....	18	87	40	320.00	
all.....	30	85	29	627.66		ne.....	32	87	40	160.00	
all.....	32	85	29	640.00		w fr hf.....	4	91	40	329.62	
all.....	34	85	29	640.00		se.....	10	91	40	160.00	
all.....	36	85	29	640.00		e hf.....	12	92	40	320.00	

AGRICULTURAL COLLEGE LAND—CONTINUED.

Parts of Sections.	Town	Rang	Acres.	Remarks.	Parts of Sections.	Town	Rang	Acres.	Remarks.
se	2	93 40	160.00		e	6	89 47	160.00	
w hf	36	93 40	320.00		se	10	90 47	160.00	
n fr hf	2	86 41	328.26		se	22	90 47	160.00	
n hf	12	87 41	320.00		e hf	26	90 47	320.00	
all	14	87 41	640.00		sw	8	90 37	160.00	
nw	28	87 41	160.00		sw	8	92 40	160.00	
w hf sec and ne	32	87 41	480.00		all	28	92 40	640.00	
all	30	87 41	583.84		se	36	92 40	160.00	
w hf	36	87 41	320.00		s hf	4	86 41	320.00	
n hf	26	88 41	320.00		e hf	8	86 41	320.00	
sw qr	36	88 41	160.00		nw	12	90 46	160.00	
all	10	86 42	640.00		nw	14	90 46	160.00	
all	14	86 42	640.00		nw fr qr	9	87 41	156.77	
e hf	34	86 42	320.00		e hf	12	96 34	320.00	
s hf	32	89 46	320.00		sw	24	96 34	160.00	
e hf	28	86 43	320.00		ne	36	96 34	160.00	
se	14	89 46	160.00		sw	36	96 34	160.00	
ne	22	89 46	160.00		ne	12	97 34	160.00	
w hf	32	89 46	320.00		s hf	24	97 34	320.00	
nw qr	8	90 46	160.00		ne and sw	36	97 34	320.00	
se	18	90 46	160.00		e fr hf	2	98 34	317.77	
sw	28	90 46	160.00		n fr hf	4	98 34	305.64	
sw	28	90 46	160.00		all	12	98 34	640.00	
sw	22	92 46	160.00		e hf	14	98 34	320.00	
nw fr	6	89 47	161.17		all	24	98 34	640.00	
e hf	26	98 34	320.00		all	17	94 36	640.00	
n hf	36	98 34	320.00		e hf	19	94 36	320.00	
all	4	99 34	755.94		n hf	21	94 36	320.00	
se	6	99 34	160.00		hf	27	94 36	320.00	
all	8	99 34	640.00		s hf sec, and ne	28	94 36	480.00	
e hf of sec, and sw qr	12	99 34	480.00		all	30	94 36	624.68	
s hf	22	99 34	320.00		ne qr	34	94 36	160.00	
n hf	26	99 34	640.00		w fr hf	1	95 36	335.56	
n hf	28	99 34	320.00		w fr hf	3	95 36	332.91	
s hf	34	99 34	320.00		ne	12	95 36	160.00	
n fr hf and se	8	100 34	334.00		sw	3	96 36	160.00	
n fr hf	18	100 34	280.80		w hf	10	96 36	320.00	
ne	20	100 34	160.09		sw	14	96 36	160.00	
ne	30	100 34	160.00		sw	23	96 36	160.00	
all	32	100 34	640.00		all	27	96 36	640.00	
se	34	100 34	320.00		se	28	96 36	160.00	
n hf	36	100 34	320.00		sw	5	98 36	160.00	
w hf	10	100 35	320.00		n fr hf	6	98 36	296.87	
e fr hf sec and sw	12	100 35	640.00		ne qr and sw	17	98 36	320.00	
nw	9	93 36	495.65		w hf	8	98 36	320.00	
w hf	10	93 36	160.00		sw qr	1	99 36	160.00	
n hf	20	93 36	320.00		all	2	99 36	702.80	
n hf	28	93 36	320.00		sw	9	99 36	160.00	
all	8	94 36	602.38		se	14	99 36	160.00	
all	4	94 36	610.40		se	21	99 36	160.00	
sw qr	8	94 36	160.00		n hf	22	99 36	320.00	
all	9	94 36	640.00		w hf	12	100 36	320.00	
					w hf	13	100 36	32.00	

AGRICULTURAL COLLEGE LANDS—CONTINUED.

Parts of Sections.	Town	Range	Acres.	Remarks.	Parts of Sections.	Town	Range	Acres.	Remarks.
se.....	23 100 36	160.00			all.....	14 88 41	640.00		
nw.....	24 100 35	160.00			s hf.....	20 88 41	320.00		
se qr.....	27 100 36	160.00			ne qr and s hf sec.....	22 88 41	480.00		
w hf.....	29 100 36	320.00			n hf.....	24 88 41	320.00		
sw fr, qr.....	6 93 37	178.76			n hf.....	28 88 41	320.00		
se qr.....	14 93 37	160.00			nw qr.....	32 88 41	160.00		
sw.....	14 93 37	160.00			s hf.....	10 88 42	320.00		
all.....	18 93 37	677.84			ne.....	14 88 42	160.00		
all.....	22 93 37	640.00			e hf.....	22 88 42	320.00		
se qr and nw fr, qr.....	4 94 37	298.40			se.....	11 89 42	160.00		
s hf.....	12 94 37	320.00			e fr, hf.....	6 87 43	320.72		
s fr, hf.....	31 94 37	324.09			se.....	20 88 43	160.00		
se.....	32 94 37	160.00			ne.....	14 89 43	320.00		
ne.....	33 94 37	160.00			s hf.....	15 89 43	640.00		
ne.....	34 94 37	160.00			all.....	4 86 44	160.00		
ne.....	10 94 39	160.00			s fr, hf.....	6 86 44	315.52		
se.....	11 94 39	160.00			sw.....	10 86 44	160.00		
all.....	22 94 39	640.00			all.....	30 86 44	647.92		
n hf.....	24 94 39	320.00			e hf.....	32 86 44	640.00		
n hf.....	28 94 39	320.00			e fr, hf.....	2 89 44	307.08		
nw fr, qr and se.....	4 88 41	386.55			all.....	6 89 44	647.51		
n hf sec. and sw qr.....	8 88 41	480.00			se.....	12 89 44	160.00		
s hf.....	12 88 41	320.00			w fr, hf.....	18 89 44	343.54		
sw.....	8 90 44	160.00			sw.....	24 90 24	160.00		
se.....	32 87 45	160.00			all.....	26 90 24	640.00		
all.....	36 87 45	640.00			all.....	28 90 24	640.00		
sw.....	28 88 45	160.00			all.....	30 90 24	639.32		
nw.....	14 90 45	160.00			all.....	32 90 24	640.00		
ne.....	26 90 45	160.00			all.....	34 90 24	640.00		
e hf.....	36 90 45	320.00			all.....	36 90 24	640.00		
se.....	10 90 48	160.00			se.....	4 89 30	160.00		
n fr hf.....	30 92 48	322.60			se.....	6 89 30	160.00		
n hf.....	23 93 48	320.00			se.....	8 89 30	160.00		
nw.....	32 93 48	160.00			n fr hf sec and sw fr qr.....	18 89 30	517.01		
e hf.....	7 97 48	320.00			all.....	28 89 30	640.00		
all.....	8 97 48	640.00			e hf and nw fr qr.....	30 89 30	492.71		
sw.....	11 97 48	160.00			e hf.....	32 89 30	320.00		
sw.....	13 97 48	160.00			n hf sec and sw qr.....	34 89 30	480.00		
w fr hf.....	30 98 48	320.00			s hf.....	24 90 30	320.00		
n hf.....	31 98 48	320.00			sw fr qr.....	4 89 31	160.00		
se.....	21 99 48	160.00			sw fr qr.....	6 89 31	176.00		
s hf.....	28 99 48	320.00			ne qr and sw qr.....	8 89 31	320.00		
w hf.....	35 92 49	320.00			e hf sec and sw qr.....	10 89 31	480.00		
nw.....	8 83 23	160.00			w hf.....	12 93 31	320.00		
n hf.....	10 88 23	320.00			all.....	14 89 31	640.00		
w fr hf.....	18 88 23	381.92			all.....	18 89 31	332.86		
n hf.....	28 89 23	320.00			all.....	24 89 31	640.00		
w fr hf sec and se.....	30 89 23	499.58			se qr.....	20 90 31	160.00		
w hf sec and ne qr.....	32 89 23	480.00			nw qr and se.....	22 90 31	320.00		
ne qr and sw qr.....	34 89 23	320.00			nw qr and se.....	28 90 31	320.00		
sw fr qr.....	30 90 23	166.13			w hf.....	32 90 31	320.00		
s hf and ne.....	32 90 23	480.00							

AGRICULTURAL COLLEGE LANDS—CONTINUED.

Parts of Sections.	'Sec	Town	Range	Acres.	Remarks.	Parts of Sections.	'Sec	Town	Range	Acres.	Remarks.
n hf.....	10	98 29	320.00			all.....	7	95 30	635.32		
nw.....	13	98 29	160.00			e hf.....	9	95 30	320.00		
e hf.....	14	98 29	320.00			all.....	11	95 30	640.00		
all.....	18	98 29	616.00			e hf.....	15	95 30	320.00		
n hf sec and se qr.....	22	98 29	480.00			all.....	18	95 30	638.36		
w hf.....	24	98 29	320.00			e hf.....	19	95 30	320.00		
se qr.....	26	98 29	160.00			all.....	21	95 30	640.00		
e hf sec and nw qr.....	28	98 29	480.00			all.....	23	95 30	640.00		
w hf.....	33	98 29	320.00			all.....	24	95 30	640.00		
n hf sec and sw qr.....	34	98 29	480.00			n hf.....	25	95 30	320.00		
all.....	2	94 30	652.92			n hf sec and se qr.....	26	95 30	480.00		
all.....	3	94 30	653.68			nw qr and se.....	28	95 30	320.00		
s hf sec and ne fr qr.....	4	94 30	485.47			ne qr and sw qr.....	29	95 30	320.00		
sw qr.....	5	94 30	160.00			e hf.....	30	95 30	320.00		
s fr hf sec & nw fr qr.....	6	94 30	489.67			ne qr.....	33	95 30	160.00		
n hf.....	8	94 30	320.00			s hf sec and ne qr.....	33	95 30	480.00		
all.....	10	94 30	640.00			sw qr.....	35	95 30	160.00		
nw and se qr.....	12	94 30	320.00			s hf.....	1	96 30	320.00		
n hf.....	14	94 30	320.00			s hf.....	2	96 30	320.00		
all.....	18	94 30	647.56			s hf.....	3	96 30	320.00		
all.....	2	95 30	696.24			n hf.....	10	96 30	320.00		
all.....	3	95 30	696.70			all.....	11	96 30	640.00		
e fr hf.....	4	95 30	348.45			all.....	12	96 30	640.00		
n fr hf.....	5	95 30	375.44			w hf.....	13	96 30	320.00		
all.....	6	95 30	692.76			all.....	14	96 30	640.00		
n hf.....	15	96 30	320.00			all.....	20	98 30	640.00		
all.....	20	96 30	640.00			e hf.....	31	98 30	320.00		
all.....	21	96 30	640.00			all.....	34	98 30	640.00		
all.....	23	96 30	640.00			s hf sec and ne qr.....	36	98 30	480.00		
all.....	25	96 30	640.00			s hf.....	2	95 31	320.00		
all.....	26	96 30	640.00			all.....	4	95 31	691.08		
all.....	27	96 30	640.00			e hf.....	10	95 31	320.00		
all.....	27	96 30	640.00			all.....	12	95 31	640.00		
all.....	29	96 30	640.00			s hf sec and ne.....	14	95 31	480.00		
all.....	32	96 30	640.00			all.....	24	95 31	640.00		
nw.....	33	96 30	160.00			all.....	26	95 31	160.00		
all.....	34	96 30	640.00			nw.....	36	95 31	320.00		
all.....	35	96 30	640.00			n hf.....	5	96 31	160.00		
s hf.....	36	96 30	320.00			se qr.....	8	96 31	480.00		
s hf.....	15	97 30	320.00			n hf sec and se qr.....	15	96 31	640.00		
s hf.....	21	97 30	320.00			all.....	17	96 31	320.00		
sw qr.....	22	97 30	180.00			e hf.....	18	96 31	320.00		
n hf sec and se qr.....	23	97 30	480.00			e hf.....	19	96 31	320.00		
sw qr.....	25	97 30	160.00			e hf.....	22	96 31	640.00		
all.....	27	97 30	640.00			all.....	23	96 31	640.00		
all.....	28	97 30	640.00			all.....	23	96 31	640.00		
all.....	29	97 30	640.00			s hf sec and nw.....	28	96 31	480.00		
all.....	32	97 30	640.00			s hf sec and nw.....	30	96 31	320.00		
e hf sec and nw.....	34	97 30	480.00			n fr hf.....	31	96 31	311.97		
s hf sec and nw.....	35	97 30	480.00			s hf.....	32	96 31	320.00		
n hf sec and se.....	36	97 30	480.00			s hf sec and ne qr.....	36	96 31	480.00		
all.....	1	98 30	655.72			all.....	2	98 31	642.48		
n fr hf sec and se qr.....	2	98 30	494.20			all.....	12	98 31	640.00		
n fr hf.....	3	98 30	331.96			all.....	5	99 31	640.00		
ne fr qr.....	4	98 30	165.12			all.....	9	99 31	640.00		

AGRICULTURAL COLLEGE LANDS—CONTINUED.

Parts of Sections.	Sec.	Town.	Range.	Acres.	Remarks.	Parts of Sections.	Sec.	Town.	Range.	Acres.	Remarks.
all	17	99 31	640.00	640.00	all	31	97 32	640.00	640.00	.....
all	27	99 31	640.00	640.00	se qr	2	98 30	160.00	160.00	.....
n fr hf	2	94 32	296.86	296.86	sw qr	14	93 30	160.00	160.00	.....
all	4	94 32	615.98	615.98	se	20	94 33	160.00	160.00	.....
n hf	8	94 32	320.00	320.00	all	24	94 33	640.00	640.00	.....
sw fr qr	19	94 32	159.75	159.75	se qr	29	94 33	160.00	160.00	.....
ne qr and s hf	20	94 32	480.00	480.00	e hf	32	94 33	320.00	320.00	.....
w hf	24	94 32	320.00	320.00	w hf	33	94 33	320.00	320.00	.....
s hf	26	94 32	320.00	320.00	se qr	4	95 33	160.00	160.00	.....
w fr hf	30	94 32	319.59	319.59	n hf	8	95 33	320.00	320.00	.....
s fr hf sec and nw qr	31	94 32	481.40	481.40	s hf sec and ne qr	10	95 33	480.00	480.00	.....
all	32	94 32	640.00	640.00	s hf	20	95 33	320.00	320.00	.....
s hf	36	94 32	320.00	320.00	all	28	95 33	640.00	640.00	.....
ne fr qr	2	95 32	186.25	186.25	n fr hf	30	95 33	321.29	321.29	.....
all	1	96 32	613.80	613.80	all	31	95 33	640.00	640.00	.....
all	2	96 32	609.78	609.78	all	32	95 33	640.00	640.00	.....
w fr hf	4	96 32	309.34	309.34	e hf sec and nw qr	34	95 33	480.00	480.00	.....
all	12	96 32	640.00	640.00	e hf	18	96 33	320.00	320.00	.....
e hf	20	96 32	320.00	320.00	ne qr and sw qr	20	96 33	320.00	320.00	.....
all	36	96 32	640.00	640.00	ne qr	30	96 33	160.00	160.00	.....
s hf	3	97 32	320.00	320.00	w hf	32	96 33	320.00	320.00	.....
s hf	4	97 32	320.00	320.00	e hf	18	97 33	320.00	320.00	.....
ne qr	8	97 32	160.00	160.00	e hf	18	97 33	320.00	320.00	.....
e hf sec, sw fr qr and s hf of nw	18	97 32	561.05	561.05	nw qr	28	97 33	160.00	160.00	.....
					w fr hf	4	98 33	322.36	322.36	.....

s hf	32	98 33	320.00	320.00	sw	3	98 37	160.00	160.00	.....
w hf	26	98 33	320.00	320.00	se	6	98 37	160.00	160.00	.....
e fr hf	6	99 33	370.00	370.00	se	8	98 27	320.00	320.00	.....
n hf	8	99 33	320.00	320.00	n hf	9	98 27	320.00	320.00	.....
all	22	99 33	640.00	640.00	s hf sec, and ne qr	10	98 27	480.00	480.00	.....
all	24	99 33	640.00	640.00	s hf sec, and nw qr	11	98 27	480.00	480.00	.....
all	26	99 33	640.00	640.00	e hf sec, and sw qr	12	98 27	480.00	480.00	.....
all	28	99 33	640.00	640.00	s hf	32	98 27	320.00	320.00	.....
all	32	99 30	640.00	640.00	se qr	34	98 27	160.00	160.00	.....
n hf	33	99 30	320.00	320.00	se qr	35	98 27	160.00	160.00	.....
all	34	99 30	640.00	640.00	s hf	36	98 27	320.00	320.00	.....
n hf	13	95 27	320.00	320.00	n hf	22	98 28	320.00	320.00	.....
s hf	14	95 27	320.00	320.00	n hf	24	98 28	320.00	320.00	.....
s hf	20	95 27	320.00	320.00	n hf sec, and sw qr	25	98 28	480.00	480.00	.....
n hf	21	95 27	320.00	320.00	w hf	26	98 28	320.00	320.00	.....
ne qr	23	95 27	160.00	160.00	e hf	27	98 28	320.00	320.00	.....
sw qr	25	95 27	160.00	160.00	all	29	98 28	640.00	640.00	.....
ne qr	29	95 27	160.00	160.00	n hf	33	98 28	320.00	320.00	.....
ne qr	14	96 27	160.00	160.00	n hf	34	98 28	320.00	320.00	.....
nw qr	33	96 27	160.00	160.00	s hf	36	98 28	320.00	320.00	.....
sw qr	13	97 27	160.00	160.00	s hf	1	99 28	320.00	320.00	.....
nw qr	26	97 27	160.00	160.00	s hf	2	99 28	320.00	320.00	.....
e hf	34	97 27	320.00	320.00	n hf	11	99 28	320.00	320.00	.....
se	36	97 27	160.00	160.00	n hf	12	99 28	320.00	320.00	.....
se	1	98 27	160.00	160.00	n hf	26	99 28	320.00	320.00	.....
sw	2	98 27	160.00	160.00	ne qr	33	99 28	160.00	160.00	.....
					e hf	27	97 27	320.00	320.00	.....

GENERAL LAND OFFICE, }
December 8th, 1864. }

I hereby certify that the tracts in the foregoing list are embraced in the original lists of lands selected by a duly authorized agent of the State of Iowa, under the provisions of the act of Congress, approved July 2, 1862, entitled, "An Act donating public lands to the several States and Territories which may provide Colleges for the benefit of Agriculture and the Mechanic Arts," (which original lists are now on file in this office.)

And I further certify, that the same has been carefully examined and compared with the township plats and tract books of this office, and is found to be free from conflict, and I respectfully recommend that the same be approved, subject to any valid interfering rights which may have existed at the date of selection.

In testimony whereof, I have hereunto subscribed my name, and caused the seal of the Land Office to be affixed at the City of Washington, on the day and year first herein above written.

{ L. S. }

J. M. EDMUNDS, *Commissioner.*

DEPARTMENT OF THE INTERIOR, }
December 13th, 1864. }

Approved, subject to the rights above mentioned.

J. P. USHER, *Secretary.*

The following extract is from a report of Hon. Geo. W. Bassett, Agent for leasing and selling the lands of the Agricultural College Grant. This information, although not received until after our report was placed in the hands of the State Printer, is published in this connection to meet the requirements of Sec. 7, Chap. 117, Acts of Tenth General Assembly:

Total No. of acres leased to Sept. 30, 1869.....	204,056.69
Total No. of acres unleased to Sept. 30, 1869	149.67
Total No. of acres in the grant.....	204,206.36
Valuation of lands leased	\$487,608.59
Valuation of lands unleased	449.01
Total valuation of grant.....	488,057.60
Average valuation.....	\$2.39 per acre.

ANNUAL REVENUE OF COLLEGE.

57,436.34 acres, valuation \$109,459.44 at 6 per cent	\$6,567.56
146,620.35 acres, valuation 378,149.15 at 8 per cent	30,251.93
204,056.69	\$487,608.59
	\$36,819.49

Amount of interest collected and paid over to the Treasurer of the Agricultural College for the three-quarters of the current year is as follows:

March 31	\$ 8,393.86
June 30	6,404.74
September 30	9,627.32
	\$24,425.92

Amount collected and paid over up to Dec. 31, 1868.. \$66,754.21
Amount collected and paid over up to Sept. 30, 1869.. 91,180.13

The Board of Trustees of the Agricultural College used a portion of the interest money which had accumulated upon leases of the Agricultural College grant in purchasing Agricultural College scrip of other states, with which lands were located by Messrs. Gue & Cusey, agents, amounting in the aggregate to 15,013.18 acres, at a total cost of \$15,886.80, including all fees and other expenses. These lands are appraised at from \$2.00 to \$2.50 per acre, and are being rapidly taken at those rates.

DUBUQUE, Iowa, March 23, 1868.

Received of M. Mobley, the following archives, books and papers of the late Surveyor-General's Office, pertaining to the public surveys in Iowa, viz :

305 volumes (bound) of Field-Notes, subdivisions.

23 small volumes (unbound) Surveys of Islands.

267 small volumes of Township Lines.

13 (folio-bound) volumes of correspondence and accounts.

9 volumes of Maps of Townships, together with all the correspondence of the late Surveyor General's Office, from its beginning ; for which I have signed duplicate receipts.

C. C. CARPENTER,
Register of State Land Office.

SURVEYING.

Frequently receiving letters from parties who are interested, in regard to the rules governing the sub-division of sections, as established by the Land Department of the Government—and there being no officer under our State laws to which such letters are referable—I have heretofore answered such inquiries, giving, as I understood them, the rule governing the cases in question.

In order to satisfy persons who do not have the opportunity to inform themselves upon these questions, the following letters from the Land Department at Washington City, are attached to this report. They are taken from a Manual of United States Surveying, by J. H. Hawes, Esq., a work which no county surveyor in this State, or any other man who pretends to sub-divide lands surveyed originally by the government, should be without.

DEPARTMENT OF THE INTERIOR, }
GENERAL LAND OFFICE, June 14, 1865. }

B. H. TRUESDELL, *Ambly, Illinois.*

SIR: I am in receipt of your communication of the 7th inst. inquiring as to the proper mode of sub-dividing sections into legal sub-divisions. In reply, I have to say, from the law of Congress, approved February 11, 1805, the following definite and fixed rules are deduced, to-wit :

1st. All corners once established in the field, and approved and returned by the proper officers, shall stand as the true corners which they were intended to designate, even though the intervals do not correspond with the measurements stated in the field-notes.

2d. All boundary lines of legal sub-divisions which shall not have been actually run and marked in the field, shall be ascertained by running straight lines from the established corners to the opposite corresponding corners.

It will be seen from the foregoing that the correct mode of dividing sections is by running straight lines from quarter-post to opposite quarter-post (both north and south and east and west,) the common center being determined by the intersection of the lines so run.

Great care should be taken in running such sub-division boundaries, to first identify the existing corners as the true original corners established by the United States surveyor.

Very respectfully, etc.,

JAS. M. EDMUNDS, *Commissioner.*

GENERAL LAND OFFICE, }
March 30, 1864. }

WARREN BECKWITH, Esq., *Geneva, Wis.*

SIR:—I am in receipt of your communication of the 23d inst., inquiring as to the proper mode of sub-dividing sections into legal subdivisions.

The law of Congress, approved, Feb. 11th, 1805, (U. S. Statutes, page 313, Little & Brown edition) gives explicit directions how this shall be done. This law has not since been repealed or modified, and hence the true and only lawful mode of sub-dividing sections is the one described therein.

By this law the following definite and fixed rules are enunciated, to-wit :

1st. All corners once established in the field, and approved and returned by the proper officers, shall stand as the true corners they were intended to designate, even though the intervals do not correspond with the measurements in the field notes.

All boundary lines of legal subdivisions which shall not have been actually run and marked in the field, shall be ascertained by running straight lines from the established corner to the opposite corresponding corner.

It will be seen from the foregoing rules that the correct mode of dividing sections, is by running straight lines from quarter-post to opposite quarter-posts, the common center being determined by the intersection of the lines so run.

Great care should be taken in running such sub-divisional boundaries, to first identify the existing corners as the true original corners established by the U. S. surveyor.

Very respectfully,

JOSEPH S. WILSON, *Acting Commissioner.*

GENERAL LAND OFFICE, }
June 29th, 1863. }

D. W. MAXON, Esq., Cedar Creek, Washington county, Wis.,

SIR: Your letter of the 13th inst., asking for information as to the proper mode of establishing lost corners of the public surveys, etc., is received. As stated in my communication of the 2d inst., this office does not assume to exercise any control over the surveying operations of County Surveyors.

For the information of Surveyors who may be called upon to re-establish lost corners of the public surveys, or sub-divide sections, the following general principles, based upon the laws of Congress, and the regulations of the land department in accordance therewith, may be stated:

1st. Section and quarter-section corners as established by the government survey, must, by law of Congress, stand as the true corners.

2d. Missing corners must be re-established at the identical point where the original posts were planted by the United States deputy surveyors.

3d. The legal presumption is, in the absence of any evidence to the contrary, that lost section and quarter-section posts were originally established at the distance indicated in the field notes.

4th. Half quarter-section corners must be established equi-distant from the section and quarter section posts.

The first proposition above is in accordance with a law of Congress approved February 11th, 1805. To divide a section into quarters a right line should be run from the quarter-section post in one section line to the corresponding quarter-section post in the opposite section line, even though one or more of these posts may have been established nearer to one section corner than the other, thereby giving to one quarter-section more than 160 acres, and to another less.

The second proposition grows out of the first, and is in accordance with the laws of Congress. It is the duty of the surveyor to re-establish missing posts in the exact locality where they were originally placed in the government survey. The proof of locality first sought to be obtained should be the "witness trees" or any other means of identification contained in the field-notes, and next, clear and unquestionable testimony of any other kind.

If no bearing trees, or other evidences in the field-notes or elsewhere exist by which the locality of the missing posts can be identified or determined in the field, then, as stated under the third head, the legal presumption is, that the missing section or quarter-section corners were originally established in conformity with the distances expressed in the field-notes, and the surveyor should so re-establish them.

Extinct quarter-section corners, except on fractional section lines, when they cannot be identified as above, should be re-established equi-distant between the section corners, in a right line between the nearest noted "line trees" each side of it, if there are any, but if none are found, then in a right line between the section corners. Extinct quarter-section posts on section lines which close on the

north and west boundaries of townships, should be re-established, according to the original measurement thereof at forty chains from the last interior section corner.

Extinct section corners may be re-established by running a right line between the nearest noted "line trees" north and south, and east and west of the lost corner, if there be any such trees within the distance of the nearest quarter section, or section corners; but if no line trees be found, then between the nearest quarter section or section corners, and at the point of intersection of the two lines thus run, establish the section corner, with new bearings, to the nearest and most desirable objects.

The quarter-mile posts are not established in government surveys, but are, by law, understood to be equi-distant from the section and quarter section corners, as stated under the fourth head, and should be so established by the county surveyor.

It may be remarked, that where the measurement or any section line by the county surveyor does not correspond with the original measurement, recorded in the field notes, lost corners should be re-established at proportional distances from each other, between the known corners.

A proper application of the principles embraced herein will enable the practical surveyor to sub-divide the public lands and re-establish the lost corners of the public surveys, in conformity with law and the regulations and usages of the land department.

There are some anomolous cases, such for instance as double corners on the North and West boundary lines of townships, an explanation of which must be omitted, owing to the length of this communication. The general principles which should govern the county surveyor are, however, indicated with sufficient clearness to guide him in the rightful performance of his duties.

Very Respectfully, etc.,

JAS. M. EDMUNDS, *Commissioner.*

SALARY OF DEPUTY.

The Twelfth General Assembly appropriated as a fund for the payment of the salary of the Deputy in this office for the term of two years and three months, commencing on the first day of January, 1868, and ending on the first day of March, 1870, the sum of \$2,250.00.

The expenditures are as follows:

To John M. Davis, Deputy Register, from January 1st,
1868, to January 1st, 1869 \$1,000.00

To John M. Davis, from January 1st, 1869, to November 1st, 1869.....	894.00
Total.....	<u>\$1,834.00</u>
Leaving a balance in the treasury to the credit of this fund.....	\$416.00

CONCLUSION.

In closing—as my official connection with this office will cease before another report will be issued—I do not deem it improper to say, that I have been mindful of the great importance of so conducting, as far as possible, the business connected with this Department, as to make no erroneous conveyances, and to keep clear from mistakes in names, dates, descriptions and other particulars, the patents and certificates issued, as also the books of the office; feeling that upon such correctness might rest most important private and public interests. And in the performance of these duties I am happy to acknowledge my indebtedness to the valuable services of my deputy, Mr. John M. Davis, who, as a careful, conscientious and correct clerk, is unexcelled anywhere.

Respectfully submitted,

C. C. CARPENTER.