

PAPERS TRANSMITTED WITH LETTER OF THE SECRETARY OF  
THE INTERIOR, IN RESPONSE TO SENATE RESOLUTION OF  
JANUARY 17, 1888, RELATIVE TO RAILROAD LAND GRANTS  
IN KANSAS.GENERAL LAND OFFICE,  
March 19, 1863.REGISTER AND RECEIVER,  
Humboldt, Kans.:

GENTLEMEN: The act of Congress approved March 3, 1863, makes a grant of alternate sections of land to Kansas to aid in the construction, "first, of a railroad and telegraph from the city of Leavenworth by the way of the town of Lawrence, and via the Ohio City crossing of the Osage River to the southern line of the State," "with a branch from Lawrence by the valley of the Wakarusa River, to the point on the Atchison, Topeka and Santa Fé Railroad where said road intersects the Neosho River;" "second, from Atchison, via Topeka, to the western line of the State in the direction of Fort Union," etc., "with a branch from where this last-named road crosses the Neosho, down said Neosho Valley to the point where the said first-named road enters the said Neosho Valley."

This law concedes "every alternate section of land, designated by odd numbers, for ten sections in width on each side of said road and each of its branches."

The first section further provides that where lands thus granted have been sold, reserved, or otherwise appropriated, or the rights of pre-emption or homestead settlements have attached, other lands, designated by odd numbers, in no case to be located further than 20 miles from the lines of said roads and branches, shall be selected by direction of the Secretary of the Interior, etc.

The second section requires the reserved (even sections) within the 10-mile limits to be sold at not less than double the minimum price of the public lands; no such section can, however, be sold at private entry until after it shall have been first offered at or above the increased minimum price: "Provided, That actual and bona fide settlers, under the provisions of the pre-emption and homestead laws of the United States, may, after due proof of settlement, improvement, cultivation, and occupation, as now provided by law, purchase the same at the increased minimum price aforesaid; and provided, also, that settlers on any of said reserved sections, under the provisions of the homestead law, who improve, occupy, and cultivate the same for a period of five years, and comply with the several conditions and requirements of said act, shall be entitled to patents for an amount not exceeding 80 acres each, anything in this act to the contrary notwithstanding.

The Senators and Representatives in Congress from Kansas have requested the withdrawal of the lands along the lines or routes of the railroads and branches provided for in this act. I inclose a diagram showing the probable lines of said roads and branches, with the 10-mile limits on each side (colored green), and you are hereby directed to withhold from ordinary private sale or location, and also from pre-emption and homestead, with the qualification hereinafter indicated, all the public lands in your district, and lying within the 10-mile limits, as designated on said diagram. Where said lines pass through the surveyed lands, the register will proceed at once to lay down, in lead-pencil on the township plats, the 10-mile limits of the reserve, on each side thereof, and make the proper notes thereon, showing that the lands embraced within said limits are reserved from sale or entry, and as the surveys progress and the township plats are received he will proceed in like manner to lay down the limits of the reservation, and make similar notes, and immediately report the same to this office, so that this order may be strictly

observed, by withholding the lands in said limits. In virtue, however, of the laws of 1853 and 1854, interests of two classes of settlers are provided for and protected, to wit: First, by the said act of March 27, 1854 (vol. 10, p. 269), pre-emptors, either upon the odd or even sections, who had actually settled before the receipt at your office of this order of withdrawal, have the right, upon establishing their claims according to law, to pay for them at \$1.25 per acre, or, in virtue of the act of March 22, 1852, to locate the same with warrants; second, in accordance with the said act of March 3, 1853 (vol. 10, p. 244), any pre-emptor who subsequent to the receipt as aforesaid of the order of withdrawal, and prior to the final allotment of the alternate sections to the railroad, may settle upon and improve the even-numbered (not odd) sections, and who shall establish their pre-emptions according to law, have a right to do so before the same are offered at public sale, rating the land at \$2.50 per acre, with the right to pay for the same in cash, or as stipulated in the last proviso to the first section act of March 22, 1852 (vol. 10, p. 3), to pay part in warrants at \$1.25, and the residue in cash.

I would also call your attention to the first section of the homestead act, wherein it is provided "that any person," etc., "shall" be entitled to enter one quarter section or a less quantity of unappropriated public land upon which said person may have filed a pre-emption claim, or which may at the time the application is made be subject to pre-emption at \$1.25 or less per acre, or 80 acres or less of such unappropriated lands at \$2.50 per acre, etc.

You will therefore understand from the foregoing—

First. That the odd sections within the limits of said railroads and branches are absolutely withdrawn from sale, pre-emption, or homestead entry, except so far as inceptive rights may have accrued prior to the receipts by you of this order.

Second. That under the provisions of the acts of 1853 and 1862, the even sections will only be subject to pre-emption at \$2.50 per acre from that date, and dealt with at that ratibility under the homestead.

This order will take effect from the date of its reception at your office, and you will advise this office of the precise time it may be received by you.

Very respectfully, your obedient servant,

J. M. EDMUNDS,  
*Commissioner.*

Approved by the Secretary of the Interior April 20, 1863.

J. M. E.

The same instructions sent to Junction City, Topeka, and Atchison, Kans.

Receipt acknowledged: Humboldt, May 5, 1863, G. 18343; Junction City, May 4, 1863, G. 18100; Topeka, May 1, 1863., G. 17843; Atchison, April 30, 1863, G. 17610.

DEPARTMENT OF THE INTERIOR,  
GENERAL LAND OFFICE,  
March 19, 1867.

REGISTER AND RECEIVER,  
Humboldt, Kans.:

GENTLEMEN: Under act of Congress approved July 26, 1866, pamphlet laws 1866, page 289, there is granted to Kansas to aid in the construction of a railroad by the "Union Pacific Railroad Company, Southern Branch," from Fort Riley, Kans., or near said military reservation, thence down the valley of the Neosho River to the southern line of the State, "every alternate section of land or parts thereof, designated by odd numbers, to the extent of five alternate sections per mile on each side of said road, and not exceeding in all ten sections per mile, and where any of said sections have been reserved, sold, pre-empted or otherwise disposed of by the United States, then there is to be reserved, for the purposes aforesaid, from the public lands of the United States nearest to the sections above specified, so much land as shall be equal to the amount of such lands as the United States have sold, reserved, or otherwise appropriated," etc.: *Provided*, "That said lands hereby granted shall not be selected beyond 20 miles from the line of said road."

The second section of the act increases the price of the even sections within 10 miles on each side of said road to double the minimum price: *Provided*, That actual

bona fide settlers under the pre-emption laws may, upon due proofs, etc., purchase the same at the price fixed for said land at the date of settlement and provided that homestead settlers may take 80 acres each of such double minimum lands.

The fourth section requires that the lands granted shall be withdrawn as soon as the company shall file a map of its line of route.

The company having duly filed a line of route in this office through the Secretary of the Interior, I inclose a diagram of that part coming within the limits of your district, with the 10 and 20 mile limits, on each side of the road, laid down thereon.

You will upon its receipt proceed to mark on your plats the limits as thereon designated and will reserve from sale, locations, or entry of any kind, except in case of bona fide pre-emptions initiated prior to withdrawal, all the *odd* numbered sections within the 10-mile limits and *all* the vacant lands between the 10 and 20 mile limits.

The *even* sections within the 10-mile or granted limits you will withdraw from private entry and the same will only be subject to pre-emption and homestead entry at the rate of \$2.50 per acre until regularly offered at public sale, except in cases of bona fide pre-emptions where settlement was made prior to this withdrawal, wherein the party may make proof and pay for the same at \$1.25 per acre.

Be pleased to acknowledge the date of receipt of this, from which time the same becomes effective.

Very respectfully,

JOS. S. WILSON,  
*Commissioner.*

Also the same, under same date to register and receiver at Topeka and Junction City, Kans.

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DEPARTMENT OF THE INTERIOR,  
GENERAL LAND OFFICE,  
*April 30, 1867.*

REGISTER AND RECEIVER, *Humboldt, Kans.* (and also same to register and receiver, Topeka, Kans.):

GENTLEMEN: Under date of March 19, 1863, I transmitted to you a diagram showing the designated line of route with the 10-mile or granted limits of the Leavenworth, Lawrence and Galveston Railroad, for which a grant of lands is made to Kansas by the act of Congress approved March 3, 1863.

By my letter accompanying the diagram I ordered, with the approval of the Secretary, that the odd sections within said limits should be withheld from further sale or location, pre-emption or homestead entries, except where incentive pre-emption rights had attached prior to withdrawal, and directed that the even sections should be held subject to pre-emption and homestead entry at \$2.50 per acre.

Herewith I inclose you a map of the actual location of the route of said road with that portion of the 10 and 20 mile limits designated by sectional lines as falling within your district.

You will now withhold from sale or location, pre-emption or homestead entries, all the odd sections within the limits of 20 miles as laid down on the accompanying diagram, the even sections within the 10-mile limits being held at \$2.50 as under the former withdrawal.

Where settlement may be shown to have been made upon an even section falling without the lines of the 10-mile limits as originally withdrawn and within the 10-mile limits as shown on the present diagram, you will allow the party to prove up and pay for the land at the ordinary minimum price, provided said settlement was made prior to the receipt by you of this order of withdrawal, and for your guidance in this matter I have marked on the diagram the line of original withdrawal. Also where settlement may have been made on an odd numbered section outside of the 10 and within the 20 mile limits prior to the receipt by you of this order of withdrawal the settler will be protected in his rights by reason of such prior settlement.

Be pleased to acknowledge the date of the receipt of this letter.

Very respectfully, your obedient servant,

JOS. S. WILSON,  
*Commissioner.*

DEPARTMENT OF THE INTERIOR,  
GENERAL LAND OFFICE,  
January 21, 1868.

REGISTER AND RECEIVER,  
Humboldt, Kans. :

GENTLEMEN: His Excellency the President, under date of 20th instant, issued a proclamation for the sale of the land ceded to the United States, under the first and second articles of the Osage treaty of 29th September, 1865.

By the Secretary's construction of that treaty lands granted to the State for railroad purposes under acts of Congress and that fall within the limits of the tract ceded by the first article of the treaty issued to the State for such purposes.

The Leavenworth, Lawrence and Galveston and the Union Pacific Railroad, Southern Branch, Companies have filed maps of the continuation of their lines of route from the north boundary of the Osage lands to the southern line thereof, and I herewith inclose diagram of the same, showing the extent of the grants over the Osage purchase under said first article, and you are, in the case of the Leavenworth, Lawrence and Galveston road, directed to withdraw and withhold from sale or entry all the odd numbered sections falling within the limits as designated on the diagram.

In the matter of the Union Pacific Railroad, Southern Branch, you are directed to withdraw and withhold, in like manner, all the odd numbered sections within the 10-mile limits and *all the lands between* the 10 and 20 mile limits as designated in diagram.

The even sections falling within the 10-mile limits of these roads and not coming between the 10 and 20 mile limits of the Union Pacific Road, South Branch, are increased to \$2.50 per acre and on the day of sale will not be offered at less than that price per acre.

The remainder of the lands, if any, not withdrawn by this letter, you will offer at the proper time at the minimum of \$2.25 per acre.

This withdrawal will take effect from the date of its receipt by you, and you will be pleased to acknowledge the precise time it may be received.

Very respectfully, your obedient servant,

JOS. S. WILSON,  
Commissioner.

DEPARTMENT OF THE INTERIOR,  
GENERAL LAND OFFICE,  
December 30, 1868.

REGISTER AND RECEIVER,  
Topeka, Kans. :

GENTLEMEN: The Atchison, Topeka and Santa Fé Railroad Company have filed a map of their line of route as actually located from Atchison to Emporia, and the probable route from thence to the southern line of the State.

The line from Atchison to Emporia has been accepted by the Department, and I inclose you a map showing the line with the 10 and 20 mile limits by sectional subdivision (colored yellow); and you are hereby directed to withdraw from sale or location, pre-emption, or homestead entries all *odd* numbered sections of public lands which fall within these limits and which have not heretofore been withdrawn under instructions from this office. The lands within the 10-mile limits reserved to the Government being the *even numbered* sections, except those between the 10 and 20 mile limits of the Union Pacific, South Branch, road which are reserved for indemnity to that road, and which have not heretofore been increased in price, are now withdrawn from private sale and made subject to disposal under the pre-emption and homestead laws only at \$2.50 per acre.

The even sections between the 10 and 20 mile limits not within the 10-mile limits of any other road will be disposed of at \$1.25 per acre, except those between the 10 and 20 mile limits of the Union Pacific, South Branch, road, which are reserved for indemnity to that road.

The unoffered lands will be immediately subject to this ruling; but in the case of lands heretofore offered for sale, but subsequently withdrawn from private entry and increased in price to \$2.50 per acre by instructions of 1863 and now reduced to \$1.25 per acre by adjustment of the grant, you will examine your records and make a list of all such tracts, which list you will transmit for our examination and await further instructions before allowing any sales or locations thereof at private entry.

You will, however, recognize any legal pre-emption, or homestead claims which may be filed for such tracts. The withdrawal herein directed will take effect from the date of the receipt of this letter, and you are directed to acknowledge its reception by date.

Very respectfully,

JOS. S. WILSON,  
Commissioner.

DEPARTMENT OF THE INTERIOR,  
GENERAL LAND OFFICE,  
October 8, 1869.

REGISTER AND RECEIVER,  
Humboldt, Kans. :

GENTLEMEN: I inclose herewith a diagram showing the line of the Southern Branch Union Pacific Railroad from the south boundary of the Osage Indian lands to the boundary of the State of Kansas, together with the 10 and 20 mile limits of the grant through the surveyed public lands between those boundaries. You are now directed to withhold from pre-emption, or homestead entry, sale, or location the odd numbered sections in the 10-mile limits and all the lands within the 20-mile limits. The even sections in the 10-mile limits you will increase in price to \$2.50 per acre, and deal with them under the pre-emption and homestead laws only, and at that ratability.

Where pre-emption settlements may have been made on any of these lands prior to the receipt of this the parties making such may, by virtue of the act of March 27, 1854, prove up and pay for their claims upon either odd or even sections at \$1.25 per acre.

The parts of township 35, ranges 21 and 22, within the limits, are not surveyed, therefore you will not consider the lands in those two townships withdrawn until the plats of survey are received at your office, and will respect any bona fide settlements made thereon prior to the receipt of said plats, provided the same are otherwise in accordance with the law; but upon receipt of the plats you will thereafter consider the lands subject to the withdrawal herein ordered.

Be pleased to acknowledge receipt of this by "F." and its date.

Very respectfully,

JOS. S. WILSON,  
Commissioner.

DEPARTMENT OF THE INTERIOR, GENERAL LAND OFFICE,  
October 23, 1869.

REGISTER AND RECEIVER,  
Humboldt, Kans. :

GENTLEMEN: I inclose herewith a diagram showing the actual line of route, with the 10 and 20 mile limits, of the Atchison, Topeka and Santa Fé Railroad from the north line of your district to Wichita, on the Little Arkansas River, and you are hereby directed to withhold from pre-emption or homestead entry, private sale or location, all the odd-numbered sections falling within those limits.

The even-numbered sections within the 10-mile limits are increased in price to \$2.50 per acre, and are subject only to disposal under the pre-emption and homestead laws at that ratability.

The lands falling outside of 20-mile limits herein designated and withdrawn on account of this road by order of March 19, 1863, will now be restored to pre-emption and homestead entry at \$1.25 per acre.

The tracts to be thus restored are designated as follows :

- Section 4 to section 9, township 23, range 3 W.
- Section 17 to section 20, township 23, range 3 W.
- NW.  $\frac{1}{4}$  section 21, township 23, range 3 W.
- NE.  $\frac{1}{4}$  and W.  $\frac{1}{4}$  section 29, township 23, range 3 W.
- Section 30 and section 31, township 23, range 3 W.
- W.  $\frac{1}{4}$  section 32, township 23, range 3 W.
- All township 23, range 4 W.
- All township 23, range 5 W.
- N.  $\frac{1}{4}$  township 24, range 5 W.
- All township 23, range 6 W.
- All township 24, range 6 W.
- All townships 23 and 24, range 7 W.
- All townships 23 and 24, range 8 W.
- N.  $\frac{1}{4}$  township 25, range 8 W.
- All townships 23, 24, and 25, range 9 W.
- All townships 23, 24, and 25, range 10 W.
- All townships 23, 24, and 25, range 11 W.
- All townships 23, 24, and 25, range 12 W.
- All townships 23 and 24, range 13 W.
- S  $\frac{1}{4}$  townships 23 and 24, range 14 W.
- All townships 24 and 25, range 14 W.
- All townships 24 and 25, range 15 W.
- All townships 24 and 25, range 16 W.
- All townships 24 and 25, range 17 W.



All township 25, range 18 W.

All township 25, range 19 W.

S.  $\frac{1}{4}$  township 25, range 20 W.

These lands you will advertise as to be restored in the manner designated upon a day to be fixed by you, not less than thirty days from date of notice.

The notice will be published in a newspaper of general circulation in your district, and the receiver, as disbursing agent, will pay for same and charge in his proper disbursing account, transmitting as vouchers a copy of advertisement, with publisher's certificate of publication and his receipt, for payment.

The additional withdrawal herein ordered will take effect from date of receipt of this letter, and you will at once acknowledge the day it is received. You will also transmit, immediately upon issue, a copy of the paper containing the within-required publication.

Very respectfully,

JOS. S. WILSON,  
*Commissioner.*

DEPARTMENT OF THE INTERIOR, GENERAL LAND OFFICE,  
October 23, 1869.

REGISTER AND RECEIVER,  
*Topeka, Kans.:*

GENTLEMEN: By letter of December 30, 1868, we transmitted to you a map of the actual line of route of the Atchison, Topeka and Santa F6 Railroad from Atchison to Emporia, and gave directions as to the manner of withdrawal, etc. I now inclose a map continuing said line from Emporia to the west boundary of your district, with the 10 and 20 mile limits, and you are hereby directed to withdraw the lands therein in accordance with those instructions.

The course of the route from Emporia requires a slight change in the line of limits designated on the former diagram of withdrawal, which change is fully indicated on the diagram herewith, and you will withdraw the lands in accordance therewith.

These orders will take effect from the date of the receipt by you of this letter, and I have to request that you acknowledge the day it may be received.

Very respectfully,

JOS. S. WILSON,  
*Commissioner.*

DEPARTMENT OF THE INTERIOR, GENERAL LAND OFFICE,  
October 23, 1869.

REGISTER AND RECEIVER,  
*Junction City, Kans.:*

GENTLEMEN: I inclose herewith a diagram showing the actual line of route of the Atchison, Topeka and Santa F6 Railroad from the east line of your district to the southern line in the direction of Wichita, on the Little Arkansas River near its mouth. There are also designated the 10 and 20 mile limits of the land grant, and you are hereby directed to withdraw from sale or location, pre-emption or homestead entry, all the odd-numbered sections falling within said limits.

The even-numbered sections within the 10-mile limits are increased in price to \$2.50 per acre, and made subject to entry only under the pre-emption and homestead laws, and at that ratibility, except where such sections fall within the indemnity (between 10 and 20) limits of the Union Pacific South Branch road, where they will continue to be reserved, as in accordance with our instructions of March 19, 1867, withdrawing lands for that road.

I have also noted to the extent of the map the north line of withdrawal for the Atchison, Topeka and Santa F6 road under instructions of March 19, 1863. This limit is marked in blue, and falls outside of the extreme limits of actual location. You will therefore restore to pre-emption and homestead entry, and where heretofore offered to private entry, at \$1.25 per acre, all the lands which fall outside of the 20-mile limits of the inclosed diagram, and which were withdrawn by orders of March 19, 1863, said lands being designated as follows, to wit:

*To pre-emption, homestead, and private entry.*

SW.  $\frac{1}{4}$  SW.  $\frac{1}{4}$  section 30, township 16, range 5 E.

W.  $\frac{1}{4}$  NW.  $\frac{1}{4}$  and S.  $\frac{1}{4}$  section 31, township 16, range 5 E.

S.  $\frac{1}{4}$  SW.  $\frac{1}{4}$  section 5, township 17, range 5 E.

W.  $\frac{1}{4}$  NE.  $\frac{1}{4}$  NW.  $\frac{1}{4}$  SE.  $\frac{1}{2}$ , S.  $\frac{1}{4}$  SE.  $\frac{1}{2}$  and SW.  $\frac{1}{4}$  section 6, township 17, range 5 E.

All section 7, township 17, range 5 E.  
 W.  $\frac{1}{2}$  section 8, township 17, range 5 E.  
 NE.  $\frac{1}{4}$  and W.  $\frac{1}{4}$  section 18, township 17, range 5 E.  
 W.  $\frac{1}{2}$  section 4, township 16, range 4 E.  
 Sections 5, 6, 7, 8, and 9, township 16, range 4 E.  
 S.  $\frac{1}{2}$  SW.  $\frac{1}{4}$  section 10, township 16, range 4 E.  
 NW.  $\frac{1}{4}$  and S.  $\frac{1}{4}$  section 15, township 16, range 4 E.  
 Sections 17, 18, 19, 20, 21, and 22, township 16, range 4 E.  
 S.  $\frac{1}{2}$  SE.  $\frac{1}{4}$  and W.  $\frac{1}{4}$  section 23, township 16, range 4 E.  
 S.  $\frac{1}{2}$  NW.  $\frac{1}{4}$ , S.  $\frac{1}{4}$ , SE.  $\frac{1}{4}$ , and SW.  $\frac{1}{4}$  section 25, township 16, range 4 E.  
 Sections 26 to 35, inclusive, township 16, range 4 E.  
 Sections 1 to 24, inclusive, township 17, range 4 E.  
 N.  $\frac{1}{2}$  section 26, township 17, range 4 E.  
 Sections 27, 28, 29, and 30, township 17, range 4 E.  
 N.  $\frac{1}{4}$  section 36, township 17, range 4 E.  
 NW.  $\frac{1}{4}$  section 32, township 17, range 4 E.  
 Sections 19 to 35 inclusive, township 17, range 3 E.  
 All of township 17, range 3 E.  
 NW.  $\frac{1}{4}$  section 2, township 18, range 3 E.  
 Sections 3, 4, 5, 6, 7, and 8, township 18, range 3 E.  
 N.  $\frac{1}{4}$  section 9, township 18, range 3 E.  
 NW.  $\frac{1}{4}$  section 17, township 18, range 3 E.  
 N.  $\frac{1}{4}$  section 18, township 18, range 3 E.  
 All of township 17, range, 2 E.  
 Sections 1 to 22, inclusive, township 18, range 2 E.  
 N.  $\frac{1}{4}$  section 23, township 18, range 2 E.  
 NW.  $\frac{1}{4}$  section 27, township 18, range 2 E.  
 N.  $\frac{1}{4}$  section 28, township 18, range 2 E.  
 Sections 29 and 30, township 18, range 2 E.  
 N.  $\frac{1}{4}$  section 31, township 18, range 2 E.  
 Sections 19 to 35, inclusive, township 17, range 1 E.  
 All of township 18, range 1 E.  
 N.  $\frac{1}{4}$  section 2, township 19, range 1 E.  
 Sections 3, 4, 5, 6, 7, and 8, township 19, range 1 E.  
 NE.  $\frac{1}{4}$  and W.  $\frac{1}{4}$  section 9, township 19, range 1 E.  
 NW.  $\frac{1}{4}$  section 17, township 19, range 1 E.  
 Section 18, township 19, range 1 E.  
 NW.  $\frac{1}{4}$  section 19, township 19, range 1 E.

*To be restored to pre-emption and homestead only.*

All of township 18, range 1 W.  
 Sections 1 to 24, township 19, range 1 W.  
 NW.  $\frac{1}{4}$  section 25, township 19, range 1 W.  
 NE.  $\frac{1}{4}$  and W.  $\frac{1}{4}$  section 26, township 19, range 1 W.  
 Sections 27 to 33 inclusive, township 19, range 1 W.  
 NW.  $\frac{1}{4}$  section 34, township 19, range 1 W.  
 NW.  $\frac{1}{4}$  section 4, township 20, range 1 W.  
 Sections 5, 6, and 7, township 20, range 1 W.  
 W.  $\frac{1}{2}$  section 8, township 20, range 1 W.  
 Sections 19 to 35, inclusive, township 18, range 2 W.  
 All of township 19, range 2 W.  
 Sections 1 to 12, inclusive, township 20, range 2 W.  
 NE.  $\frac{1}{4}$  and W.  $\frac{1}{4}$  section 13, township 20, range 2 W.  
 Sections 14 to 22, inclusive, township 20, range 2 W.  
 NE.  $\frac{1}{4}$  and W.  $\frac{1}{4}$  section 23, township 20, range 2 W.  
 NW.  $\frac{1}{4}$  section 26, township 20, range 2 W.  
 Sections 27 to 33, township 20, range 2 W.  
 NW.  $\frac{1}{4}$  section 34, township 20, range 2 W.  
 NE.  $\frac{1}{4}$  and W.  $\frac{1}{4}$  section 4, township 21, range 2 W.  
 Sections 5, 6, 7, and 8, township 21, range 2 W.  
 NW.  $\frac{1}{4}$  section 17, township 21, range 2 W.  
 Section 18, township 21, range 2 W.  
 W.  $\frac{1}{2}$  section 19, township 21, range 2 W.  
 All of township 19, range 3 W.  
 All of township 20, range 3 W.  
 All of township 21, range 3 W.  
 Sections 2 to 10, inclusive, township 22, range 3 W.  
 NE.  $\frac{1}{4}$  and W.  $\frac{1}{4}$  section 11, township 22, range 3 W.  
 W.  $\frac{1}{4}$  section 14, township 22, range 3 W.

Sections 15 to 22, inclusive, township 22, range 3 W.  
 NW.  $\frac{1}{4}$  section 23, township 22, range 3 W.  
 NE.  $\frac{1}{4}$  and W.  $\frac{1}{4}$  section 27, township 22, range 3 W.  
 Sections 28 to 33, inclusive, township 22, range 3 W  
 W.  $\frac{1}{4}$  section 34, township 22, range 3 W.  
 Sections 19 to 35, inclusive, township 19, range 4 W  
 All of township 20, range 4 W.  
 All of township 21, range 4 W.  
 All of township 22, range 4 W.  
 All of township 20, range 5 W.  
 All of township 21, range 5 W  
 All of township 22, range 5 W.  
 S.  $\frac{1}{4}$  township 20, range 6 W.  
 All of township 21, range 6 W.  
 All of township 22, range 6 W.  
 S.  $\frac{1}{4}$ , township 20, range 7 W.  
 All of township 21, range 7 W.  
 All of township 22, range 7 W.  
 All of township 21, range 8 W.  
 All of township 22, range 8 W.  
 S.  $\frac{1}{4}$  township 21, range 9 W.  
 All of township 22, range 9 W.  
 S.  $\frac{1}{4}$  township 21, range 10 W.  
 All of township 22, range 10 W.  
 S.  $\frac{1}{4}$  township 21, range 11 W.  
 All of township 22, range 11 W.  
 S.  $\frac{1}{4}$  township 22, range 12 W.

These lands you will advertise as to be restored, in the manner designated, upon a day to be fixed by you not less than thirty days from date of notice. The notice will be published in a newspaper of general circulation in your district, and the receiver, as disbursing agent, will pay for same and charge in his proper disbursing account, transmitting as vouchers a copy of advertisement with publisher's certificate of publication and his receipt for payment.

The additional withdrawal herein ordered will take effect from date of receipt of this letter, and you will at once acknowledge the day it is received. You will also transmit immediately upon issue a copy of the paper containing the required publication.

Very respectfully,

JOS. S. WILSON,  
 Commissioner.

*Proclamation by the President of the United States for the sale of valuable lands in the late New York Indian Reserve, Kans.*

In pursuance of law, I, James Buchanan, President of the United States of America, do hereby declare and make known that public sales will be held at the undermentioned land-office, in the Territory of Kansas, at the periods hereinafter designated, to wit:

At the land-office at Fort Scott, commencing on Monday, the 3d day of December next, for the disposal of such of the public lands not covered by individual Indian locations as are situated within the following townships and parts of townships in the late reserve above mentioned for New York Indians, viz:

South of the base line and east of the sixth principal meridian, and in the townships and parts of townships falling within said reserve.

The tracts or parcels in the parts of townships 23, 24, 25, and 26, of range 25.

The tracts or parcels in the part of township 23, in townships 24 and 25, and in the part of 26, of range 24.

The tracts or parcels in the part of township 23, in townships 24 and 25, and in the part of 26, of range 23.

The tracts or parcels in the part of township 23, in townships 24 and 25, and in the part of 26, of range 22.

The tracts or parcels in the part of township 23, in townships 24 and 25, and in the part of 26, of range 21.

The tracts or parcels in the part of township 23, in townships 24 and 25, and in the part of 26, of range 20.



The tracts or parcels in the part of township 23, in townships 24 and 25, and in the part of 26, of range 19.

The tracts or parcels in the part of township 23, in townships 24 and 25, and in the part of 26, of range 18.

The tracts or parcels in the part of township 23, in townships 24 and 25, and in the part of 26, of range 17.

At the land office at Fort Scott, commencing on Monday, the 17th day of December next, for the disposal of such of the public lands not covered by individual Indian locations as are situated within the following townships and parts of townships in the late reserve above mentioned for New York Indians, viz :

South of the base line and east of the sixth principal meridian, and in the townships and parts of townships falling within said reserve.

The tracts or parcels in the part of township 23, in townships 24 and 25, and in the part of 26, of range 16.

The tracts or parcels in the part of township 23, in townships 24 and 25, and in the part of 26, of range 15.

The tracts or parcels in the part of township 23, in townships 24 and 25, and in the part of 26, of range 14.

The tracts or parcels in the part of township 23, in townships 24 and 25, and in the part of 26, of range 13.

The tracts or parcels in the part of township 23, in townships 24 and 25, and in the part of 26, of range 12.

The tracts or parcels in the part of township 23, in townships 24 and 25, and in the part of 26, of range 11.

The tracts or parcels in the part of township 23, in townships 24 and 25, and in the part of 26, of range 10.

The tracts or parcels in the part of township 23, in townships 24 and 25, and in the part of 26, of range 9.

The tracts or parcels in the parts of townships 23, 24, 25, and 26, of range 8.

Lands appropriated by law for the use of schools, military, Indian, and other purposes will be excluded from the sales, together with the tracts covered by individual Indian locations, descriptive lists of which have been furnished the local officers.

The offering of the above lands will be commenced on the days appointed, and will proceed in the order in which they are advertised until the whole shall have been offered, and the sales thus closed; but no sale shall be kept open longer than two weeks, and no private entry of any of the lands will be permitted until after the expiration of the two weeks.

Given under my hand, at the city of Washington, this 21st day of August, anno Domini one thousand eight hundred and sixty.

JAMES BUCHANAN.

By the President :

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

#### NOTICE TO PRE-EMPTION CLAIMANTS.

Every person entitled to the right of pre-emption to any of the lands within the townships and parts of townships above enumerated is required to establish the same to the satisfaction of the register and receiver of the land office, and make payment therefor as soon as practicable after seeing this notice, and before the day appointed for the commencement of the public sales of the lands embracing the tract claimed; otherwise such claim will be forfeited.

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

NOTE.—Under the regulations of the Department, as heretofore and now existing, no payment can be made for advertising proclamations except to such publishers as are *especially authorized* to publish by the Commissioner of the General Land Office.

DEPARTMENT OF THE INTERIOR, GENERAL LAND OFFICE,  
*Washington, D. C., October 31, 1887.*

HON. L. Q. C. LAMAR,  
*Secretary of the Interior:*

SIR: Referring to my letter of July 21, 1887, transmitting the adjustment made by this office of the grant to the Missouri, Kansas and Texas Railroad Company, I have to advise you that an important matter in connection with said grant was

not taken into consideration in making up the statement of areas included in the grant.

A portion of the lands through which this and certain other roads run is embraced in the reservation established for the New York Indians, by treaty of January 15, 1838 (7 Stat., 550), and that reservation does not appear to have been extinguished at date of railroad grants, and has never been extinguished.

It appears from the records of this office that on August 6, 1860, a letter was addressed to the Commissioner of Indian Affairs stating that this office had been orally informed that the Indian Office desired the New York Indian lands brought into market, and the opinion of the Commissioner of Indian Affairs in the matter was requested. The records and files do not show that any reply to this letter was received from the Commissioner of Indian Affairs, but on August 17, 1860, a proposed proclamation for the sale of these lands was submitted by this office to the Secretary of the Interior, and was signed by the President, August 21, 1860, in conformity with which the lands were offered for sale.

It appears to have been assumed by the Commissioner that the reservation had been extinguished, except as to such particular tracts as had been located by certain individual Indians, and those tracts were excepted out of the proclamation of sale.

The error of this supposition is apparent from the records, which show that no attempt was made to extinguish the reservation until 1868, some years after the railroad grants and the definite location of the roads through these lands. In 1868 a treaty was concluded between the United States and the New York Indians for the surrender of all claims under the treaty of 1838, but the treaty of 1868 was not ratified by the Senate. (Senate Mis. Doc, second session, Forty-seventh Congress, 1882-'83, Vol. 2, No. 38. Report of Commissioner of Indian Affairs.)

No question of the rights of settlers and purchasers under the President's proclamation enters into a consideration of the railroad claims to these lands. It can not, of course, be held that the President intended by proclamation of sale to have formally or actually extinguished a treaty reservation, or that it would have been competent for him to have done so. Whatever rights were derived by purchasers or settlers who purchased or entered such lands are undoubtedly protected upon equitable grounds, but the railroad companies do not stand upon the same footing. Reserved lands were not granted to such companies, and their rights are derived from grant and not from executive action. Patents or certified lists issued to them for reserved lands must, I think, without doubt, be regarded as issued erroneously and without authority of law.

The quantity of lands embraced in this reservation which have been certified and patented to or for railroad companies is as follows:

	Acres.	
Missouri, Kansas and Texas Railroad:		
In 10-mile limits.....	47, 838. 09	
In 20-mile limits.....	184, 510. 02	
	<hr/>	232, 348. 11
Leavenworth, Lawrence and Galveston Railroad, in 10-mile limits .....		42, 856. 73
Missouri, Kansas and Texas, and Leavenworth, Lawrence and Galveston Railroad jointly, in 10-mile limits.....		1, 397. 40
	<hr/>	
Total.....		276, 602. 24

I transmit herewith lists of the lands erroneously certified and patented to the several railroad companies above named, or to the State of Kansas for the benefit of said companies, within the limits of the lands set apart and reserved for the New York Indians, and which were so reserved at the respective dates of grant and definite location, and respectfully recommend that proper steps be taken to secure the reconveyance or recovery thereof under the provisions of the second section of the act of Congress of March 3, 1887, relating to the adjustment of railroad land grants.

Such certified copies, plats, and other papers that may be needed for the purposes of suits will be furnished when desired.

Very respectfully,

WM. A. J. SPARKS,  
Commissioner.

STATE OF KANSAS, EXECUTIVE OFFICE,  
Topeka, September, 1871.

I, James M. Harvey, governor of the State of Kansas, do hereby certify that this map or plat of the railroad of the Leavenworth, Lawrence and Galveston Railroad Company has been duly filed in my office by the said Leavenworth, Lawrence and Galveston Railroad Company, and shows that portion of said railroad commencing at Lawrence, Kans., and ending at the south line of the State of Kansas in the direction

of Galveston Bay, in Texas, which has been completed and equipped as required by the "act of Congress approved, March 3, 1863, and the act of legislative assembly of the State of Kansas approved February 9, 1864, entitled "An act to accept a grant of lands made to the State of Kansas by the Congress of the United States to aid in construction of certain railroads and telegraphs in said State, and to apply the same to the construction of said roads and telegraphs," granting lands to the said railroad company.

In testimony whereof I have hereunto set my hand and caused to be affixed the great seal of the State of Kansas.

Done at the State capitol this 21st day of September, 1871.

JAMES M. HARVEY,  
*Governor.*

Attest:

W. H. SMALLWOOD,  
*Secretary of State.*

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EXECUTIVE OFFICE, STATE OF KANSAS,  
*Topeka, January 1, 1873.*

I, James M. Harvey, governor of the State of Kansas, do hereby certify that this plat or map of the Atchison, Topeka, and Santa F6 Railroad and branch, has been duly filed in my office by the said railroad company and shows the whole of said railroad, to wit:

A railroad from the city of Atchison, via Topeka, the capitol of said State, to the western line of the State in the general direction of Fort Union and Santa F6, N. Mex., commencing at the city of Atchison and ending at the west line of the State, a distance of 469.35 consecutive miles, with the whole of a branch from where the said Atchison, Topeka and Santa F6 Railroad crosses the Neosho, down said Neosho Valley to the point where the Leavenworth, Lawrence and Galveston Railroad enters the Neosho Valley and to the point of intersection of the last-named railroad and the said branch. The whole of which railroad and branch and telegraphs have been completed and equipped in a good, substantial, and workmanlike manner as first-class railroads and telegraphs as required by the act of Congress approved March 3, 1863, entitled "An act for a grant of lands to the State of Kansas in alternate sections to aid in the construction of certain railroads and telegraphs in said State," and the act of the legislative assembly of the State of Kansas approved February 9, 1864, entitled "An act to accept a grant of lands made to the State of Kansas by the Congress of the United States to aid in the construction of certain railroads and telegraphs in said State and to apply the same to the construction of such roads and telegraphs," and a resolution of said legislative assembly "ratifying the transfer of certain railroad lands," approved February 26, 1867, granting lands to the said railroad company, and I further certify this map of road and branch to be a correct and true map or plat of the whole of the said road and branch as shown by maps of constructed road on file in this office as heretofore accepted on completion of portions of said road and branch from time to time, to which maps of road and branch the oaths of the chief engineer, the certificate of the presidents and of the governor of the State approving the same are duly and officially attached.

In testimony whereof I have hereunto set my hand and caused to be affixed the great seal of the State of Kansas. Done at Topeka this 1st day January, 1873.

[SEAL.]

JAMES M. HARVEY,  
*Governor.*

Attest:

W. H. SMALLWOOD,  
*Secretary of State.*

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EXECUTIVE OFFICE,  
*Topeka, Kans., July 13, 1870.*

I, James M. Harvey, governor of the State of Kansas, do hereby certify that this map and profile of the Union Pacific Railroad Company, Southern Branch, now known as the Missouri, Kansas, and Texas Railway Company, has been filed in my office by the said railway company, and shows that portion of the said railroad commencing at Junction City at or near the center of section 12, township 12 south, range 5 east, and ending at the southern line of the State of Kansas at a point 3,510 feet east of the twenty-seventh mile post or mound, and 1,784 feet west of the twenty-sixth mile post or mound on said southern line of the State of Kansas, which has been completed and equipped as required by the acts of Congress granting lands to the State and to the said railroad company, approved March 3, 1863, July 1, 1864, and July 26, 1866, and the act of the legislative assembly of the State of Kansas, approved February 9, 1864, entitled "An act to accept a grant of lands made to the State of Kansas by the Congress of the United States, to aid in the construction of certain rail-

roads and telegraphs in said State, and to apply the same to construction of such roads and telegraphs."

In testimony whereof I have hereunto set my hand and caused to be affixed the great seal of the State. Done at Topeka this 13th day of July, 1870.

[SEAL.]

JAMES M. HARVEY,  
Governor.

Attest:

THOMAS MOONLIGHT,  
Secretary of State.

### THE UNITED STATES OF AMERICA.

*To all to whom these presents shall come, greeting :*

Whereas by the act of Congress approved July 26, 1866, entitled "An act granting lands to the State of Kansas to aid in the construction of a southern branch of the Union Pacific Railway and Telegraph from Fort Riley, Kans., to Fort Smith, Ark.," authority is given to the Union Pacific Railway Company, South Branch, now known as the Missouri, Kansas, and Texas Railway Company, of Kansas, a corporation existing under the laws of said State, to construct a railroad and telegraph line, under certain conditions and stipulations as expressed in said act; and provision is made for granting to the State of Kansas, for "the use and benefit of said railroad company, every alternate section of land, or parts thereof, designated by odd numbers, to the extent of five alternate sections per mile on each side of said road; and not exceeding in all ten sections per mile."

And whereas it is further enacted that "in case it shall appear that the United States have, when the line of said road is definitely located, sold any sections, or any parts thereof, granted as aforesaid, or that the right of pre-emption or homestead settlements has attached to the same," then so much land is set apart, to be selected for the purposes aforesaid, nearest to the sections above specified: *Provided*, That said lands hereby granted as indemnity shall not be selected beyond 20 miles from the line of said road.

And whereas it is further enacted by the third section of the aforesaid act that "When the governor of the State of Kansas shall certify that any section of 10 consecutive miles of said road is completed in a good, substantial, and workmanlike manner, as a first-class railroad, patents shall issue to said company for the lands thereby granted.

And whereas it is indicated by letter of the Secretary of the Interior to the Commissioner of the General Land Office, dated July 25, 1870, and map therewith, duly certified by the governor of the State of Kansas, that the said Missouri, Kansas and Texas Railway Company has fully completed and equipped, as required by the act, the said railroad, from Junction City to the southern boundary of the State of Kansas.

And whereas certain tracts have been selected under the act aforesaid, by Isaac T. Goodnow, land commissioner of the Missouri, Kansas and Texas Railway Company, as shown by his original lists of selections dated August 10, 1872, and certified under date of April 14, 1873, by the register and receiver at Independence, Kans.

The said tracts being described as follows, to wit:

SOUTH OF BASE LINE AND EAST OF THE SIXTH PRINCIPAL MERIDIAN, KANSAS.  
TWENTY-MILE LIMITS, INDEPENDENCE DISTRICT.

\* \* \* \* \*

*Township 23, range 18.*

\* \* \* \* \*

Southwest quarter of northeast quarter, and northwest quarter of southeast quarter, of section 24, containing 80 acres.

*Township 23, range 19.*

\* \* \* \* \*

West half of northwest quarter of section 20, containing 80 acres. East half of southeast quarter of section 22, containing 80 acres; east half of northeast quarter, southwest quarter of northeast quarter, northwest quarter of northwest quarter, and southeast quarter of northwest quarter of section 26, containing 200 acres; southeast quarter of northeast quarter of section 28, containing 40 acres.

Southwest quarter of northeast quarter, and south half of northwest quarter of section 30, containing 114 acres and thirty-seven hundredths of an acre. Northeast quarter, south half of northwest quarter, and south half of section 34, containing 560 acres.

*Township 24, range 19.*

All of section 2, containing 632.72 acres. Northeast quarter and southeast quarter of northwest quarter of section 4, containing 198.82 acres. North half of northeast quarter and south half of southeast quarter of section 8, containing 160 acres. West half of southwest quarter, southeast quarter, and north half of section 14, containing 560 acres. North half of section 22, containing 320 acres. All of section 24, containing 640 acres. Southeast quarter of section 28, containing 160 acres. Northwest quarter of northwest quarter, southwest quarter of northwest quarter, and northeast quarter of southwest quarter of section 34, containing 120 acres.

*Township 25, range 19.*

East half of southeast quarter of section 2, containing 80 acres. East half of southeast quarter of section 12, containing 80 acres. West half of northeast quarter, south half of northwest quarter, east half of southwest quarter, and southeast quarter of section 14, containing 400 acres. West half of southwest quarter, east half of southwest quarter, southeast quarter, and north half of section 22, containing 640 acres. All of section 24, containing 640 acres. All of section 26, containing 640 acres.

*Township 26, range 19.*

East half of southwest quarter and west half of southeast quarter of section 2, containing 160 acres. Northeast quarter and east half of southeast quarter of section 10, containing 240 acres. All of section 12, containing 640 acres. All of section 14, containing 640 acres. East half of northeast quarter and east half of southeast quarter of section 22, containing 160 acres. Northeast quarter and west half of section 24, containing 480 acres. Lots numbered 1, 2, 3, and 4 of section 26, containing 128.36 acres.

*Township 23, range 20.*

\* \* \* \* \*

All of section 20, containing 640 acres. North half of northwest quarter, southwest quarter of northeast quarter, west half of southwest quarter, southeast quarter of southwest quarter, and southwest quarter of southeast quarter of section 26, containing 280 acres. All of section 28, containing 640 acres. Northwest quarter of section 30, containing 166.42 acres. All of section 32, containing 640 acres. All of section 34, containing 640 acres.

*Township 24, range 20.*

All of section 4, containing 639.28 acres. South half of northeast quarter, southeast quarter, and west half of section 6, containing 559.62 acres. All of section eight, containing 640 acres. All of section 10, containing 640 acres. West half of section 12, containing 320 acres. Northeast quarter of northeast quarter, southwest quarter of northeast quarter, west half of northwest quarter, southeast quarter of northwest quarter, southwest quarter, and west half of southeast quarter of section 14, containing 440 acres. All of section 18, containing 650.20 acres. All of section 20, containing 640 acres. All of section 22, containing 640 acres. Southwest quarter of section 24, containing 160 acres. All of section 28, containing 640 acres. All of section 30, containing 658.56 acres. All of section 32, containing 640 acres. All of section 34, containing 640 acres.

*Township 25, range 20.*

All of section 2, containing 637.92 acres. All of section 4, containing 639.16 acres. Southwest quarter of section 6, containing 166.09 acres. Northeast quarter of northeast quarter, southeast quarter, and west half of section 8, containing 520 acres. West half of section 12, containing 320 acres. All of section 14, containing 640 acres. All of section 18, containing 650.88 acres. All of section 20, containing 640 acres. All of section 22, containing 640 acres. All of section 24, containing 640 acres. North half of northeast quarter, west half of southeast quarter, and west half of section 26, containing 480 acres. All of section 28, containing 640 acres. All of section 30, containing 644.96 acres. North half of section 32, containing 320 acres. Northeast quarter of northeast quarter and west half of northwest quarter of section 34, containing 120 acres.



*Township 26, range 20.*

Southeast quarter of northeast quarter, east half of southeast quarter, north half of northwest quarter, and southeast quarter of section 2, containing 360 acres. All of section 6, containing 615.32 acres. All of section 8, containing 640 acres. West half of northwest quarter and southeast quarter of southeast quarter of section 10, containing 120 acres. North half of northwest quarter, south half of northwest quarter, southwest quarter, and east half of section 12, containing 640 acres. All of section 14, containing 640 acres. All of section 18, containing 604.80 acres. Northwest quarter of section 20, containing 160 acres. All of section 22, containing 640 acres. All of section 24, containing 640 acres. Lots numbered 1 and 2 of section 26, containing 98.32 acres. Lots numbered 1 and 2 of section 28, containing 101.28 acres.

*Township 25, range 21.*

West half of section 6, containing 290.51 acres. All of section 30, containing 632 acres. Northwest quarter of section 32, containing 160 acres.

*Township 26, range 21.*

East half of northeast quarter, west half of northwest quarter, and south half of section 6, containing 447.04 acres. West half of northwest quarter, west half of southeast quarter, and west half of section 18, containing 458.16 acres.

*Now know ye,* That the United States of America, in consideration of the premises, and pursuant to the said act of Congress, have given and granted, and by these presents do give and grant unto the said Missouri, Kansas and Texas Railway Company of Kansas and its assigns the tract of land selected as aforesaid, and described in the foregoing, yet excluding "all mineral lands," should any such be found to exist in the tracts aforesaid.

To have and to hold the said tracts, with the appurtenances thereof, unto the said Missouri, Kansas and Texas Railway Company of Kansas and its assigns forever.

In testimony whereof, I, Ulysses S. Grant, President of the United States, have caused these letters to be made patent and the seal of the General Land Office to be hereunto affixed.

Given under my hand at the city of Washington this 3d day of November, in the year of our Lord 1873, and of the Independence of the United States the 98th.

By the President.

[SEAL.]

U. S. GRANT,  
By S. D. WILLIAMSON,  
*Secretary.*

L. K. LIPPINCOTT,  
*Recorder of the General Land Office.*

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THE UNITED STATES OF AMERICA.

*To all whom these presents shall come, greeting :*

Whereas, by the act of Congress approved July 26, 1866, entitled "An act granting lands to the State of Kansas to aid in the construction of a southern branch of the Union Pacific Railway and Telegraph from Fort Riley, Kans., to Fort Smith, Ark.," authority is given to the "Union Pacific Railway Company, South Branch, now known as the Missouri, Kansas and Texas Railway Company of Kansas," a corporation existing under the laws of said State to construct a railroad and telegraph line under certain conditions and stipulations as expressed in said act, and provision is made for granting to the State of Kansas, for "the use and benefit of said railroad company, every alternate section of land or parts thereof, designated by odd numbers, to the extent of five alternate sections per mile on each side of said road, and not exceeding, in all, ten sections per mile."

And whereas it is further enacted that "in case it shall appear that the United States have, when the line of said road is definitely located, sold any sections, or any parts thereof granted as aforesaid, or that the right of pre-emption or homestead settlement has attached to the same, then so much land is set apart to be selected for the purpose aforesaid nearest to the sections above specified: *Provided,* That said lands hereby granted as indemnity shall not be selected beyond 20 miles from the line of said road."

And whereas it is further enacted by the third section of the aforesaid act that "when the governor of the State of Kansas shall certify that any section of ten consecutive miles of said road is completed in a good, substantial, and workmanlike manner, as a first-class railroad, patent shall issue to said company for the lands thereby granted."

And whereas it is indicated by letter of the Secretary of the Interior to the Commissioner of the General Land Office dated July 25, 1870, and map therewith, duly certified by the governor of the State of Kansas, that the said Missouri, Kansas and Texas Railway Company has fully completed and equipped, as required by the act, the said railroad from Junction City to the southern boundary of the State of Kansas;

And whereas certain tracts have been selected, under the act aforesaid, by Isaac T. Goodnow, land commissioner of the Missouri, Kansas and Texas Railway Company, as shown by his original lists of selections dated February 22, March 12, April 13, July 8, and December 11, 1872, and certified under dates of April 11, 12, 13, and August 8, 1872, and February 26, 1873, by the registers and receivers at Topeka and Independence, Kans.

The said tracts being described as follows, to wit:

SOUTH OF BASE LINE AND EAST OF THE SIXTH PRINCIPAL MERIDIAN, KANSAS,  
TWENTY MILES LIMIT.

\* \* \* \* \*

*Township 23, range 17.*

\* \* \* \* \*

West half of northwest quarter of section 23, containing 80 acres.  
Southeast quarter of section 31, containing 160 acres.

*Township 24, range 17.*

\* \* \* \* \*

Southeast quarter of northeast quarter, west half of northeast quarter, and west half of section 23, containing 440 acres.

\* \* \* \* \*

West half of section 35, containing 320 acres.

*Township 25, range 17.*

Northwest quarter and west half of southwest quarter of section 1, containing 242.58 acres.

\* \* \* \* \*

All of section 11, containing 640 acres. Northeast quarter and west half of section 13, containing 480 acres.

\* \* \* \* \*

All of section 23, containing 640 acres.

\* \* \* \* \*

*Township 26, range 17.*

\* \* \* \* \*

South half of northwest quarter and south half of section 11, containing 400 acres.  
All of section 13, containing 640 acres.

\* \* \* \* \*

All of section 23, containing 640 acres.

\* \* \* \* \*

Now know ye, that the United States of America, in consideration of the premises, and pursuant to the said act of Congress, have given and granted, and by these presents do give and grant, unto the said Missouri, Kansas and Texas Railway Company of Kansas, and its assigns, the tracts of land selected as aforesaid, and described in the foregoing, yet excluding "all mineral lands," should any such be found to exist in the tracts aforesaid.

To have and to hold the said tracts, with the appurtenances thereof, unto the said Missouri, Kansas and Texas Railway Company of Kansas, and its assigns forever.

In testimony whereof I, Ulysses S. Grant, President of the United States, have caused these letters to be made patent, and the seal of the General Land Office to be hereunto affixed.

Given under my hand at the city of Washington this 16th day of February, in the year of our Lord 1874, and of the Independence of the United States the 98th.

[SEAL.]  
By the President.

U. S. GRANT.

By S. D. WILLIAMSON,  
*Secretary.*

L. K. LIPPINCOTT,  
*Recorder of the General Land Office.*

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### THE UNITED STATES OF AMERICA.

*To all to whom these presents shall come, greeting :*

Whereas by the act of Congress approved July 26, 1866, entitled "An act granting lands to the State of Kansas, to aid in the construction of a Southern Branch of the Union Pacific Railway and Telegraph from Fort Riley, Kans., to Forth Smith, Ark.," authority is given to the Union Pacific Railway Company, South Branch, now known as the Missouri, Kansas and Texas Railway Company of Kansas, a corporation existing under the laws of said State, to construct a railroad and telegraph line under certain conditions and stipulations, as expressed in said act; and provision is made for granting to the State of Kansas, for "the use and benefit of said railroad company, every alternate section of land, or parts thereof, designated by odd numbers, to the extent of five alternate sections per mile on each side of said road, and not exceeding in all ten sections per mile;"

And whereas it is further enacted that, in "case it shall appear that the United States have, when the line of said road is definitely located, sold any sections or any parts thereof granted as aforesaid, or that the rights of pre-emption or homestead settlement have attached to the same," then so much land is set apart, to be selected for the purpose aforesaid nearest to the sections above specified.

*Provided*, "That said lands hereby granted as indemnity shall not be selected beyond 20 miles from the line of said road."

And whereas it is further enacted by the third section of the aforesaid act that "when the governor of the State of Kansas shall certify that any section of 10 consecutive miles of said road is completed, in a good, substantial, and workmanlike manner, as a first-class railroad, patents shall issue to said company for the lands thereby granted;"

And whereas it is indicated by letter of the Secretary of the Interior to the Commissioner of the General Land Office dated July 25, 1870, and map therewith, duly certified by the governor of the State of Kansas, that the said Missouri, Kansas and Texas Railway Company has fully completed and equipped, as required by the act, the said railroad from Junction City to the southern boundary of the State of Kansas;

And whereas certain tracts have been selected under the act aforesaid by N. S. Goss, acting land commissioner of the Missouri, Kansas and Texas Railway Company, as shown by his original list of selections dated July 29, 1874, and certified under same date by the register and receiver at Independence, Kans.

The said tracts being described as follows, to wit:

SOUTH OF BASE LINE AND EAST OF SIXTH PRINCIPAL MERIDIAN, KANSAS .

\* \* \* \* \*

*Township 24, range 19.*

East half of northwest quarter, and east half of section 34, containing 400 acres.

*Township 25, range 19.*

Southeast quarter of southwest quarter, southwest quarter of southeast quarter, and southwest quarter of southwest quarter of section 12, containing 120 acres.

*Township 24, range 20.*

North half of northeast quarter of section 6, containing 80 acres.

*Township 26, range 20.*

North half of southwest quarter, south half of northeast quarter, northwest quarter, and southeast quarter of section 4, containing 480 acres.

*Township 26, range 21.*

West half of northeast quarter and east half of northwest quarter of section 6, containing 160 acres. West half of northeast quarter, west half of southeast quarter, and west half of section 8, containing 480 acres. East half of northeast quarter and east half of southeast quarter of section 18, containing 160 acres. All of section 20, containing 640 acres. Lots numbered 1 and 2 of section 30, containing 72.08 acres:

Now, know ye, that the United States of America, in consideration of the premises and pursuant to the said act of Congress, have given and granted, and by these presents do give and grant unto the said "Missouri, Kansas and Texas Railway Company of Kansas, and to its assigns, the tracts of land selected as aforesaid, and described in the foregoing," yet excluding all "mineral lands," should any such be found to exist in the tracts aforesaid.

To have and to hold the said tracts, with the appurtenances thereof, unto the said Missouri, Kansas and Texas Railway Company, of Kansas, and its assigns forever.

In testimony whereof, I, Ulysses S. Grant, President of the United States, have caused these letters to be made patent, and the seal of the General Land Office to be hereunto affixed.

Given under my hand at the city of Washington this 19th day of March, in the year of our Lord 1875, and of the Independence of the United States the ninety-ninth.

By the President:

[SEAL.]

U. S. GRANT.

S. D. WILLIAMSON,  
*Secretary.*

L. K. LIPPINCOTT,  
*Recorder of the General Land Office.*

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THE UNITED STATES OF AMERICA.

*To all to whom these presents shall come, greeting:*

Whereas, by the act of Congress approved July 26, 1836, entitled "An act granting lands to the State of Kansas to aid in the construction of a southern branch of the Union Pacific Railway and Telegraph from Fort Riley, Kans., to Fort Smith, Ark.," authority is given to the "Union Pacific Railway Company, South Branch, now known as 'the Missouri, Kansas, and Texas Railway Company of Kansas,' a corporation existing under the laws of said State, to construct a railroad and telegraph line, under certain conditions and stipulations as expressed in said act, and provision is made for granting to the State of Kansas, for "the use and benefit of said railroad company, every alternate section of land or parts thereof designated by odd numbers, to the extent of five alternate sections per mile on each side of said road, and not exceeding in all ten sections per mile;"

And whereas it is further enacted that "in case it shall appear that the United States have, when the line of said road is definitely located, sold any sections, or any parts thereof, granted as aforesaid, or that the right of pre-emption or homestead settlement has attached to the same, then so much land is set apart, to be selected for the purposes aforesaid, nearest to the sections above specified, provided that said lands hereby granted 'as indemnity' shall not be selected beyond 20 miles from the line of said road;"

And whereas it is further enacted by the third section of the aforesaid act that "when the governor of the State of Kansas shall certify that any section of 10 consecutive miles of said road is completed in a good, substantial, and workmanlike manner, as a first-class railroad, patents shall issue to said company" "for the lands thereby granted;

And whereas it is indicated by letter of the Secretary of the Interior to the Commissioner of the General Land Office dated July 25, 1870, and map therewith duly certified by the governor of the State of Kansas, that the said Missouri, Kansas, and Texas Railway Company has fully completed and equipped, as required by the act, the said railroad from Junction City to the southern boundary of the State of Kansas;

And whereas certain tracts have been selected under the act aforesaid by N. S. Goss, land attorney for receiver of the said Missouri, Kansas and Texas Railroad Company,

as shown by the original lists of selections, dated May 10, 1876, and certified under same date by the register and receiver at Independence, Kans.

The said tracts being described as follows, to wit:

SOUTH OF BASE LINE AND EAST OF SIXTH PRINCIPAL MERIDIAN. \* \* \* EVEN SECTIONS. TWENTY-MILE LIMITS.

\* \* \* \* \*

*Township 23, range 19.*

Northwest quarter of northeast quarter and northeast quarter of northwest quarter of section 26, containing 80 acres.

*Township 24, range 19.*

Southeast quarter of section 4, containing 160 acres; east half of northwest quarter of section 8, containing 80 acres.

*Township 25, range 19.*

Northeast quarter of southwest quarter and northwest quarter of southeast quarter of section 12, containing 80 acres.

\* \* \* \* \*

Now, know ye, that the United States of America, in consideration of the premises and pursuant to the said act of Congress, have given and granted, and by these presents do give and grant, unto the said Missouri, Kansas, and Texas Railway Company of Kansas, and its assigns, the tracts of land selected as aforesaid and described in the foregoing, yet excluding "all mineral lands," should any such be found to exist in the tracts aforesaid.

To have and to hold the said tracts, with the appurtenances thereof, unto the said Missouri, Kansas, and Texas Railway Company of Kansas, and to its assigns forever.

In testimony whereof I, Ulysses S. Grant, President of the United States, have caused these letters to be made patent, and the seal of the General Land Office to be hereunto affixed.

Given under my hand at the city of Washington this 17th day of August, in the year of our Lord 1876, and of the Independence of the United States the one hundred and first.

By the President:

[SEAL.]

U. S. GRANT.  
By D. D. CONE,  
Secretary.

S. W. CLARK,  
Recorder of the General Land Office.

THE UNITED STATES OF AMERICA.

*To all to whom these presents shall come, greeting:*

Whereas by the act Congress approved July 26, 1866, entitled "An act granting lands to the State of Kansas, to aid in the construction of a southern branch of the Union Pacific Railway and Telegraph from Fort Riley, Kans., to Fort Smith, Ark.," authority is given to the Union Pacific Railway Company, South Branch, now known as the Missouri, Kansas, and Texas Railway Company of Kansas, a corporation existing under the laws of said State, to construct a railroad and telegraph line under certain conditions and stipulations as expressed in said act, and provision is made for granting to the State of Kansas, for "the use and benefit of said railroad company, every alternate section of land or parts thereof, designated by odd numbers, to the extent of five alternate sections per mile on each side of said road, and not exceeding in all ten sections per mile;"

And whereas it is further enacted that "in case it shall appear that the United States have, when the line of said road is definitely located sold any sections or any parts thereof granted as aforesaid, or that the right of pre-emption or homestead settlement has attached to the same," then "so much land is set apart, to be selected for the purpose aforesaid, nearest to the sections above specified, provided that said



land hereby granted 'as indemnity' shall not be selected beyond 20 miles from the line of said road."

And whereas it is further enacted by the third section of the aforesaid act that "when the governor of the State of Kansas shall certify that any section of 10 consecutive miles of said road is completed in a good, substantial, and workmanlike manner as a first-class railroad, patents shall issue to said company" for the lands thereby granted;

And whereas it is indicated by letter of the Secretary of the Interior to the Commissioner of the General Land Office dated July 25, 1870, and map therewith, duly certified by the governor of the State of Kansas, that the said Missouri, Kansas and Texas Railway Company has fully completed and equipped, as required by the act, the said railroad from Junction City to the Southern boundary of the State of Kansas;

And whereas certain tracts have been selected under the act aforesaid by N. S. Goss, land attorney of the Missouri, Kansas and Texas Railway Company, as shown by the original lists of selections, dated July 12, November 7, and December 6, 1876, and certified under dates of November 1 and 7, and December 6, 1876, by the registers and receivers at Concordia, Independence, and Salina, Kans.

The said tracts being described as follows, to wit:

SOUTH OF BASE LINE AND EAST OF SIXTH PRINCIPAL MERIDIAN, KANSAS, 20-MILE LIMITS, INDEPENDENCE DISTRICT.

\* \* \* \* \*

*Township 23, range 19.*

Southeast quarter of the northeast quarter of section 20, containing 40 acres north half of the northwest quarter of section 34, containing 80 acres.

*Township 25, range 19.*

North half of northwest quarter of section 10, containing 80 acres.

*Township 26, range 19.*

West half of the southwest quarter of section 2, containing 80 acres; east half of the southeast quarter of section 2, containing 80 acres.

*Township 25, range 20.*

East half of the southeast quarter of section 26, containing 80 acres; east half of the southwest quarter of section 34, containing 80 acres.

*Township 26, range 20.*

Southwest quarter of the northeast quarter, and southeast quarter of the northwest quarter of section 2, containing 80 acres; east half of the southwest quarter of section 20, containing 80 acres:

\* \* \* \* \*

Now, know ye, that the United States of America, in consideration of the premises and pursuant to the said act of Congress, hath given and granted, and by these presents do give and grant, unto the said Missouri, Kansas and Texas Railway Company of Kansas, and its assigns, the tracts of land selected as aforesaid, and described in the foregoing, yet excluding "all mineral lands, should any such be found to exist in the tracts aforesaid.

To have and to hold the said tracts, with the appurtenances thereof, unto the said Missouri, Kansas and Texas Railway Company of Kansas, and to its assigns forever.

In testimony whereof, I, Rutherford B. Hayes, President of the United States, have caused these letters to be made patent and the seal of the General Land Office to be hereunto affixed.

Given under my hand at the City of Washington this twenty-third day of April, in the year of our Lord one thousand eight hundred and seventy-seven, and of the Independence of the United States the one hundred and first.

By the President:

[SEAL.]

R. B. HAYES.  
By D. D. CONE,  
Secretary.

S. W. CLARK,  
Recorder of the General Land Office,

MISSOURI, KANSAS AND TEXAS RAILROAD.

List of lands in the district of lands subject to sale at Salina, outside of the ten and within the twenty-mile limits of the reserve, to satisfy the grant made to the State of Kansas by the act of Congress approved July 1, 1864, entitled "An act making an additional grant of lands to the State of Kansas to aid in the construction of railroad and telegraph lines," being the lands selected by the agent of the governor of the State of Kansas, from the lands of the United States, in alternate sections and parts of sections designated by odd numbers, nearest to the tiers of sections within ten sections in width on each side of the railroad "from Emporia via Council Grove to a point near Fort Riley, on the branch of the Union Pacific Railroad in said State," and in lieu of the lands in the alternate sections designated by odd numbers, within said six sections in width, which the United States had legally "sold or otherwise appropriated or to which the rights of pre-emption have attached."

Missouri, Kansas and Texas Railroad list.

[South of base line and east of sixth principal meridian, Kansas. Twenty-mile limits. Salina district.]

Parts of section.	Section.	Township.	Range.	Acres.
S. 1/2 of NE. 1/4	25	13	3	80.00
SE. 1/4 of NE. 1/4	25	13	3	160.00
NE. 1/4 of SE. 1/4	35	13	3	160.00
S. 1/2 of SW. 1/4	35	13	3	80.00
SE. 1/4 of SW. 1/4	35	13	3	160.00
SE. 1/4 of NE. 1/4	21	13	4	40.00
W. 1/2 of NE. 1/4	21	13	4	80.00
NW. 1/4 and SW. 1/4	21	13	4	320.00
SE. 1/4 of NE. 1/4	21	13	4	160.00
SE. 1/4 of SE. 1/4	19	13	4	160.00
W. 1/2 of NE. 1/4	27	13	4	80.00
NW. 1/4 and SW. 1/4	27	13	4	320.00
W. 1/2 of SE. 1/4	27	13	4	80.00
SE. 1/4 of SE. 1/4	27	13	4	40.00
NE. 1/4 and NW. 1/4	29	13	4	320.00
SW. 1/4 and SE. 1/4	29	13	4	320.00
NE. 1/4 and NW. 1/4	31	13	4	311.04
SW. 1/4 and SE. 1/4	31	13	4	310.56
NE. 1/4 and NW. 1/4	33	13	4	320.00
SW. 1/4 and SE. 1/4	33	13	4	320.00
NW. 1/4 and SW. 1/4	35	13	4	320.00
S. 1/2 of SE. 1/4	35	13	4	80.00
NE. 1/4 and NW. 1/4	1	14	3	321.36
SW. 1/4 and SE. 1/4	1	14	3	320.00
NE. 1/4 and SW. 1/4	3	14	3	322.49
SE. 1/4 of NE. 1/4	3	14	3	160.00
NE. 1/4 and NW. 1/4	9	14	3	320.00
SW. 1/4 and SE. 1/4	9	14	3	320.00
NE. 1/4 and NW. 1/4	11	14	3	320.00
SW. 1/4 and SE. 1/4	11	14	3	320.00
NE. 1/4 and NW. 1/4	13	14	3	320.00
SW. 1/4 and SE. 1/4	13	14	3	320.00
NE. 1/4 and NW. 1/4	15	14	3	320.00
SW. 1/4 and SE. 1/4	15	14	3	320.00
NE. 1/4 of NW. 1/4	17	14	3	160.00
E. 1/2 of NW. 1/4	17	14	3	80.00
SW. 1/4 of NW. 1/4	17	14	3	40.00
SW. 1/4 and SE. 1/4	17	14	3	320.00
NE. 1/4 and NW. 1/4	21	14	3	320.00
SW. 1/4 and SE. 1/4	21	14	3	320.00
NE. 1/4 and NW. 1/4	23	14	3	320.00
SW. 1/4 and SE. 1/4	23	14	3	320.00
NE. 1/4 and NW. 1/4	25	14	3	320.00
SW. 1/4 and SE. 1/4	25	14	3	320.00
NE. 1/4 and NW. 1/4	27	14	3	320.00
SW. 1/4 and SE. 1/4	27	14	3	320.00
E. 1/2 of NE. 1/4	33	14	3	80.00
E. 1/2 of SE. 1/4	33	14	3	80.00
NE. 1/4 and NW. 1/4	35	14	3	320.00
SW. 1/4 and SE. 1/4	35	14	3	320.00
NE. 1/4	1	15	3	161.37
NW. 1/4	1	15	3	164.11
SW. 1/4 and SE. 1/4	1	15	3	320.00
NE. 1/4 and SE. 1/4	3	15	3	324.35
NE. 1/4	11	15	3	160.00
E. 1/2 of NW. 1/4	11	15	3	80.00
E. 1/2 of SW. 1/4	11	15	3	80.00
SE. 1/4 of SW. 1/4	11	15	3	160.00

## Missouri, Kansas and Texas Railroad list—Continued.

[South of base line and east of sixth principal meridian, Kansas. Twenty-mile limits. Salina district.]

Parts of section.	Section.	Township.	Range.	Acres.
NE $\frac{1}{4}$ .....	13	15	3	160.00
E $\frac{1}{2}$ of NW $\frac{1}{4}$ .....	13	15	3	80.00
E $\frac{1}{2}$ of SW $\frac{1}{4}$ .....	13	15	3	80.00
SE $\frac{1}{4}$ .....	13	15	3	160.00
NE $\frac{1}{4}$ and NW $\frac{1}{4}$ .....	3	14	4	321.44
N $\frac{1}{2}$ of SW $\frac{1}{4}$ .....	3	14	4	80.00
NW $\frac{1}{4}$ of SE $\frac{1}{4}$ .....	3	14	4	40.00
NE $\frac{1}{4}$ and NW $\frac{1}{4}$ .....	5	14	4	323.34
SW $\frac{1}{4}$ and SE $\frac{1}{4}$ .....	5	14	4	320.00
NE $\frac{1}{4}$ and NW $\frac{1}{4}$ .....	7	14	4	318.26
SW $\frac{1}{4}$ and SE $\frac{1}{4}$ .....	7	14	4	315.82
N $\frac{1}{2}$ of NE $\frac{1}{4}$ .....	11	14	4	80.00
SW $\frac{1}{4}$ of NE $\frac{1}{4}$ .....	11	14	4	40.00
E $\frac{1}{2}$ of NW $\frac{1}{4}$ .....	11	14	4	80.00
SW $\frac{1}{4}$ of NW $\frac{1}{4}$ .....	11	14	4	40.00
SW $\frac{1}{4}$ and SE $\frac{1}{4}$ .....	11	14	4	320.00
W $\frac{1}{2}$ of NW $\frac{1}{4}$ .....	13	14	4	80.00
NE $\frac{1}{4}$ .....	15	14	4	160.00
E $\frac{1}{2}$ of NW $\frac{1}{4}$ .....	15	14	4	80.00
SW $\frac{1}{4}$ of NW $\frac{1}{4}$ .....	15	14	4	40.00
SW $\frac{1}{4}$ and SE $\frac{1}{4}$ .....	15	14	4	310.00
S $\frac{1}{2}$ of SW $\frac{1}{4}$ .....	21	14	4	80.00
S $\frac{1}{2}$ of SE $\frac{1}{4}$ .....	21	14	4	80.00
NW $\frac{1}{4}$ and SW $\frac{1}{4}$ .....	23	14	4	320.00
W $\frac{1}{2}$ of SE $\frac{1}{4}$ .....	23	14	4	80.00
E $\frac{1}{2}$ of SE $\frac{1}{4}$ .....	25	14	4	80.00
NE $\frac{1}{4}$ and NW $\frac{1}{4}$ .....	29	14	4	320.00
SW $\frac{1}{4}$ and SE $\frac{1}{4}$ .....	29	14	4	320.00
NE $\frac{1}{4}$ and SW $\frac{1}{4}$ .....	81	14	4	315.80
SE $\frac{1}{4}$ .....	81	14	4	160.00
NE $\frac{1}{4}$ and NW $\frac{1}{4}$ .....	83	14	4	320.00
SW $\frac{1}{4}$ and SE $\frac{1}{4}$ .....	83	14	4	320.00
N $\frac{1}{2}$ of NW $\frac{1}{4}$ .....	85	14	4	80.00
NE $\frac{1}{4}$ and SW $\frac{1}{4}$ .....	1	15	4	320.00
SE $\frac{1}{4}$ .....	1	15	4	160.00
NE $\frac{1}{4}$ and NW $\frac{1}{4}$ .....	9	15	4	320.00
SW $\frac{1}{4}$ and SE $\frac{1}{4}$ .....	9	15	4	320.00
E $\frac{1}{2}$ of NE $\frac{1}{4}$ .....	11	15	4	80.00
E $\frac{1}{2}$ of SE $\frac{1}{4}$ .....	11	15	4	80.00
NW $\frac{1}{4}$ .....	15	15	4	160.00
NE $\frac{1}{4}$ and NW $\frac{1}{4}$ .....	17	15	4	320.00
SW $\frac{1}{4}$ and SE $\frac{1}{4}$ .....	17	15	4	320.00
NE $\frac{1}{4}$ and NW $\frac{1}{4}$ .....	21	15	4	320.00
SW $\frac{1}{4}$ and SE $\frac{1}{4}$ .....	21	15	4	320.00
SE $\frac{1}{4}$ of SW $\frac{1}{4}$ .....	23	15	4	40.00
NE $\frac{1}{4}$ of SE $\frac{1}{4}$ .....	23	15	4	40.00
NE $\frac{1}{4}$ and NW $\frac{1}{4}$ .....	25	15	4	320.00
SW $\frac{1}{4}$ and SE $\frac{1}{4}$ .....	25	15	4	320.00
E $\frac{1}{2}$ of NE $\frac{1}{4}$ .....	27	15	4	80.00
W $\frac{1}{2}$ of NW $\frac{1}{4}$ .....	27	15	4	80.00
W $\frac{1}{2}$ of SW $\frac{1}{4}$ .....	27	15	4	80.00
E $\frac{1}{2}$ of SE $\frac{1}{4}$ .....	27	15	4	80.00
NW $\frac{1}{4}$ and SW $\frac{1}{4}$ .....	85	15	4	320.00
NE $\frac{1}{4}$ and NW $\frac{1}{4}$ .....	1	16	4	301.56
SW $\frac{1}{4}$ and SE $\frac{1}{4}$ .....	1	16	4	320.00
NE $\frac{1}{4}$ and NW $\frac{1}{4}$ .....	3	16	4	311.60
SW $\frac{1}{4}$ and SE $\frac{1}{4}$ .....	3	16	4	320.00
N $\frac{1}{2}$ of NE $\frac{1}{4}$ .....	11	16	4	80.00
NW $\frac{1}{4}$ and SW $\frac{1}{4}$ .....	11	16	4	320.00
SE $\frac{1}{4}$ .....	7	14	5	160.00
S $\frac{1}{2}$ of NE $\frac{1}{4}$ .....	17	14	5	80.00
S $\frac{1}{2}$ of NW $\frac{1}{4}$ .....	17	14	5	80.00
SW $\frac{1}{4}$ and SE $\frac{1}{4}$ .....	17	14	5	320.00
NE $\frac{1}{4}$ of NE $\frac{1}{4}$ .....	19	14	5	40.00
W $\frac{1}{2}$ of NW $\frac{1}{4}$ .....	19	14	5	77.94
SE $\frac{1}{4}$ of NW $\frac{1}{4}$ .....	19	14	5	40.00
SW $\frac{1}{4}$ .....	19	14	5	158.38
S $\frac{1}{2}$ of SE $\frac{1}{4}$ .....	19	14	5	80.00
NE $\frac{1}{4}$ and NW $\frac{1}{4}$ .....	27	14	5	320.00
SW $\frac{1}{4}$ and SE $\frac{1}{4}$ .....	27	14	5	320.00
NE $\frac{1}{4}$ and NW $\frac{1}{4}$ .....	29	14	5	320.00
SW $\frac{1}{4}$ and SE $\frac{1}{4}$ .....	29	14	5	320.00
NE $\frac{1}{4}$ and NW $\frac{1}{4}$ .....	31	14	5	320.80
SW $\frac{1}{4}$ and SE $\frac{1}{4}$ .....	31	14	5	320.80
NE $\frac{1}{4}$ and NW $\frac{1}{4}$ .....	33	14	5	320.00
SW $\frac{1}{4}$ and SE $\frac{1}{4}$ .....	33	14	5	320.00
W $\frac{1}{2}$ of NW $\frac{1}{4}$ .....	3	15	5	75.99
NW $\frac{1}{4}$ of SW $\frac{1}{4}$ .....	3	15	5	40.00

Missouri, Kansas and Texas Railroad list—Continued.

[South of base line and east of sixth principal meridian, Kansas. Twenty-mile limits, Salina district.]

Parts of section.	Section.	Township.	Range.	Acres.
NE. $\frac{1}{4}$ and NW. $\frac{1}{4}$ .....	5	15	5	305.60
SW. $\frac{1}{4}$ and SE. $\frac{1}{4}$ .....	5	15	5	320.00
NE. $\frac{1}{4}$ and NW. $\frac{1}{4}$ .....	7	15	5	318.29
SW. $\frac{1}{4}$ and SE. $\frac{1}{4}$ .....	7	15	5	317.31
NE. $\frac{1}{4}$ and NW. $\frac{1}{4}$ .....	9	15	5	320.00
SW. $\frac{1}{4}$ .....	9	15	5	160.00
NE. $\frac{1}{4}$ .....	11	15	5	160.00
S. $\frac{1}{4}$ of NW. $\frac{1}{4}$ .....	11	15	5	80.00
SW. $\frac{1}{4}$ and SE. $\frac{1}{4}$ .....	11	15	5	320.00
NE. $\frac{1}{4}$ and NW. $\frac{1}{4}$ .....	13	15	5	320.00
SW. $\frac{1}{4}$ and SE. $\frac{1}{4}$ .....	13	15	5	320.00
N. $\frac{1}{4}$ of NE. $\frac{1}{4}$ .....	15	15	5	80.00
NE. $\frac{1}{4}$ of NW. $\frac{1}{4}$ .....	15	15	5	40.00
E. $\frac{1}{4}$ of SE. $\frac{1}{4}$ .....	15	15	5	80.00
NE. $\frac{1}{4}$ and NW. $\frac{1}{4}$ .....	19	15	5	317.08
SW. $\frac{1}{4}$ and SE. $\frac{1}{4}$ .....	19	15	5	318.28
N. $\frac{1}{4}$ of NW. $\frac{1}{4}$ .....	21	15	5	80.00
E. $\frac{1}{4}$ of SE. $\frac{1}{4}$ .....	21	15	5	80.00
NE. $\frac{1}{4}$ and NW. $\frac{1}{4}$ .....	23	15	5	320.00
SW. $\frac{1}{4}$ and SE. $\frac{1}{4}$ .....	23	15	5	320.00
NE. $\frac{1}{4}$ and NW. $\frac{1}{4}$ .....	25	15	5	320.00
SW. $\frac{1}{4}$ and SE. $\frac{1}{4}$ .....	25	15	5	320.00
NW. $\frac{1}{4}$ .....	27	15	5	160.00
E. $\frac{1}{4}$ of SW. $\frac{1}{4}$ .....	27	15	5	80.00
NE. $\frac{1}{4}$ and NW. $\frac{1}{4}$ .....	29	15	5	320.00
SW. $\frac{1}{4}$ and SE. $\frac{1}{4}$ .....	29	15	5	320.00
NE. $\frac{1}{4}$ and NW. $\frac{1}{4}$ .....	31	15	5	319.40
SW. $\frac{1}{4}$ and SE. $\frac{1}{4}$ .....	31	15	5	319.80
NE. $\frac{1}{4}$ and NW. $\frac{1}{4}$ .....	33	15	5	320.00
SW. $\frac{1}{4}$ and SE. $\frac{1}{4}$ .....	33	15	5	320.00
NE. $\frac{1}{4}$ and NW. $\frac{1}{4}$ .....	1	16	5	304.08
N. $\frac{1}{4}$ of SW. $\frac{1}{4}$ .....	1	16	5	80.00
N. $\frac{1}{4}$ of SE. $\frac{1}{4}$ .....	1	16	5	80.00
NE. $\frac{1}{4}$ and NW. $\frac{1}{4}$ .....	3	16	5	306.23
SW. $\frac{1}{4}$ and SE. $\frac{1}{4}$ .....	3	16	5	320.00
NE. $\frac{1}{4}$ and NW. $\frac{1}{4}$ .....	5	16	5	305.18
N. $\frac{1}{4}$ of SW. $\frac{1}{4}$ .....	5	16	8	80.00
N. $\frac{1}{4}$ of SE. $\frac{1}{4}$ .....	5	16	5	80.00
NW. $\frac{1}{4}$ of NW. $\frac{1}{4}$ .....	7	16	5	36.50
S. $\frac{1}{4}$ of NE. $\frac{1}{4}$ .....	19	15	6	80.00
S. $\frac{1}{4}$ of NW. $\frac{1}{4}$ .....	19	15	6	80.31
SW. $\frac{1}{4}$ and SE. $\frac{1}{4}$ .....	19	15	6	320.85
S. $\frac{1}{4}$ of NE. $\frac{1}{4}$ .....	29	15	6	80.00
S. $\frac{1}{4}$ of NW. $\frac{1}{4}$ .....	29	15	6	80.00
SW. $\frac{1}{4}$ and SE. $\frac{1}{4}$ .....	29	15	6	320.00
NE. $\frac{1}{4}$ and NW. $\frac{1}{4}$ .....	31	15	6	321.25
SW. $\frac{1}{4}$ and SE. $\frac{1}{4}$ .....	31	15	6	320.43
SW. $\frac{1}{4}$ of NE. $\frac{1}{4}$ .....	33	15	6	40.00
S. $\frac{1}{4}$ of NW. $\frac{1}{4}$ .....	33	15	6	80.00
N. $\frac{1}{4}$ of SW. $\frac{1}{4}$ .....	33	15	6	80.00
NW. $\frac{1}{4}$ of SE. $\frac{1}{4}$ .....	33	15	6	40.00
N. $\frac{1}{4}$ of NE. $\frac{1}{4}$ .....	5	16	6	72.47
N. $\frac{1}{4}$ of NW. $\frac{1}{4}$ .....	5	16	6	71.74
Total.....				39,629.21

GENERAL LAND OFFICE,  
December 18, 1871.

This list has been carefully examined with the records of this office, found free from conflicts, and inuring for the purpose indicated.

W. J. DRUMMOND.  
THOS. CROMWELL.

[Between the ten and twenty mile limits.]

GENERAL LAND OFFICE,  
December 18, 1871.

I, Willis Drummond, Commissioner of the General Land Office, do hereby certify that the foregoing, on pages 1 to 7, inclusive, is a true and correct list of the tracts of land selected by the agent of the State of Kansas, outside of the 10 and within the 20 mile limits, under the act of Congress approved July 1, 1864, entitled "An act making an additional grant of lands to the State of Kansas to aid in the construction of railroad and telegraph lines," the said selections being from the lands of the United States, in the alternate sections, designated by odd numbers, most contiguous to the tier of sections within ten sections in width on each side of the Missouri, Kansas and Texas, formerly known as the Southern Branch of the Union Pacific Railroad, from Emporia, via Council Grove, to a point near Fort Riley, on the branch of the Union Pacific Railroad, in said State, and being in lieu of the land in the alternate sections designated by odd numbers within said ten sections in width on each side of said road, which the United States had legally sold, or to which the right of pre-emption had legally attached, prior to the period at which the rights of the State inured under said grant; and they are now submitted for the approval of the Secretary of the Interior, in accordance with the requirements of said act of July 1, 1864, 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.

[SEAL.]

WILLIS DRUMMOND,  
Commissioner.

DEPARTMENT OF THE INTERIOR,  
Washington, D. C., December 23, 1871.

Approved, subject to the conditions and rights above mentioned.

C. DELANO,  
Secretary.

DEPARTMENT OF THE INTERIOR,  
GENERAL LAND OFFICE,  
April 4, 1872.

Whereas, by the act of Congress approved July 26, 1866, entitled "An act granting lands to the State of Kansas to aid in the construction of a southern branch of the Union Pacific Railway and Telegraph from Fort Riley, Kans., to Fort Smith, Ark.," authority is given to the Union Pacific Railway Company, South Branch, now known as the Missouri, Kansas and Texas Railway Company of Kansas, a corporation existing under the laws of said State, to construct a railroad and telegraph line, under certain conditions and stipulations as expressed in said act, and provision is made for granting to the State of Kansas, for "the use and benefit of said railroad company, every alternate section of land or parts thereof, designated by odd numbers, to the extent of five alternate sections per mile on each side of said road, and not exceeding in all ten sections per mile;"

And whereas it is further enacted that, "in case it shall appear that the United States have when the line of said road is definitely located, sold any sections, or any parts thereof, granted as aforesaid, or that the right of pre-emption or homestead settlement has attached to the same," then so much land is set apart, to be selected for the purposes aforesaid, nearest to the sections above specified, provided "that said lands hereby granted" as indemnity "shall not be selected beyond 20 miles from the line of said road;"

And whereas it is further enacted by the third section of the aforesaid act that "when the governor of the State of Kansas shall certify that any section of 10 consecutive miles of said road is completed in a good, substantial, and workmanlike manner as a first-class railroad, patents shall issue to said company" for the lands thereby granted;

And whereas it is indicated by letter of the Secretary of the Interior to the Commissioner of the General Land Office, dated July 25, 1870, and map therewith, duly certified by the governor of the State of Kansas, that the said Missouri, Kansas and Texas Railway Company has fully completed and equipped, as required by the act, the said railroad from Junction City to the southern boundary of the State of Kansas;



And whereas certain tracts have been selected under the act aforesaid by Isaac T Goodnow, land commissioner of the Missouri, Kansas and Texas Railway Company as shown by the original list of selections, dated March 4, 1872, certified under same date by the register and receiver at Humboldt, Kans., the said tracts being described as follows, to wit:

*Missouri, Kansas and Texas Railroad list.*

[South of base-line and east of sixth principal meridian. Twenty-mile limits. Concordia district, Kansas.]

Parts of section.	Section.	Town-ship.	Range.	Acres.
SW. $\frac{1}{4}$ .....	28	10	8	160.00
W. $\frac{1}{4}$ NE. $\frac{1}{4}$ .....	28	10	8	80.00
NE. $\frac{1}{4}$ NE. $\frac{1}{4}$ .....	28	10	8	40.00
E. $\frac{1}{4}$ NW. $\frac{1}{4}$ .....	28	10	8	80.00
E. $\frac{1}{4}$ SW. $\frac{1}{4}$ .....	28	10	8	80.00
W. $\frac{1}{4}$ SE. $\frac{1}{4}$ .....	28	10	8	80.00
SE. $\frac{1}{4}$ SE. $\frac{1}{4}$ .....	28	10	8	40.00
NE. $\frac{1}{4}$ .....	32	10	8	160.00
NE. $\frac{1}{4}$ NW. $\frac{1}{4}$ .....	32	10	8	40.00
S. $\frac{1}{4}$ NW. $\frac{1}{4}$ .....	32	10	8	80.00
N. $\frac{1}{4}$ SW. $\frac{1}{4}$ .....	32	10	8	80.00
SE. $\frac{1}{4}$ .....	32	10	8	160.00
All.....	34	10	8	640.00
Total acres .....				1,720.00

DEPARTMENT OF THE INTERIOR,  
GENERAL LAND OFFICE,  
April 4, 1872.

This list has been carefully compared with the records of this office, found free from conflict, and as inuring for the purpose indicated.

F. R. GRIFFITH.

Now, therefore, as it has been found on a careful examination of the foregoing selections, in connection with the authenticated map on file in the General Land Office of the survey of the Missouri, Kansas and Texas Railway route, that the foregoing lands fall within the 10 and 20 mile limits of said route, and that the said selections, so far as the returns to the General Land Office show, are free from conflict, it is hereby recommended that the tracts in the foregoing be approved and carried into patent as the lands falling within the grant, by the act aforesaid, to the said Missouri, Kansas and Texas Railway Company of Kansas.

W. W. CURTIS,  
Acting Commissioner.

To Hon. C. DELANO,  
Secretary of the Interior.

DEPARTMENT OF THE INTERIOR,  
Washington City, D. C., April 5, 1872.

Approved.

B. R. COWEN,  
Acting Secretary of the Interior.

## MISSOURI, KANSAS AND TEXAS RAILROAD, TWENTY-MILE LIMITS.

List of lands in the district of lands subject to sale at the land office at Topeka and Salina, Kans., granted to said State by the act of Congress approved July 1, 1864, designated by odd numbers for ten sections in width, which the United States had not sold, or to which the right of pre-emption had not attached.

*Missouri, Kansas and Texas Railroad list.*

[South of base line and east of sixth principal meridian, Kansas. Twenty-mile limits. Topeka district.]

Parts of section.	Section.	Township.	Range.	Acres.
S. $\frac{1}{2}$ SE. $\frac{1}{4}$	25	13	9	80.00
S. $\frac{1}{2}$ SW. $\frac{1}{4}$	25	13	9	80.00
S. $\frac{1}{2}$ SE. $\frac{1}{4}$	27	13	9	80.00
S. $\frac{1}{2}$ SW. $\frac{1}{4}$	27	13	9	80.00
E. $\frac{1}{2}$ sec.	33	13	9	320.00
SW. $\frac{1}{4}$	33	13	9	160.00
All of	35	13	9	640.00
All of	1	14	9	640.00
All of	3	14	9	640.00
E. $\frac{1}{2}$ sec.	5	14	9	320.00
E. $\frac{1}{2}$ NW. $\frac{1}{4}$	5	14	9	80.00
E. $\frac{1}{2}$ SW. $\frac{1}{4}$	5	14	9	80.00
All of	9	14	9	640.00
All of	11	14	9	640.00
E. $\frac{1}{2}$ NE. $\frac{1}{4}$	21	14	9	80.00
Lot No. 1.	25	14	9	51.45
Lot No. 2.	25	14	9	52.13
Lot No. 3.	25	14	9	52.79
Lot No. 4.	25	14	9	53.47
Lot No. 1.	27	14	9	51.82
Lot No. 2.	27	14	9	51.59
Lot No. 3.	27	14	9	51.35
SW. $\frac{1}{4}$ NE. $\frac{1}{4}$	25	13	10	40.00
S. $\frac{1}{2}$ NW. $\frac{1}{4}$	25	13	10	80.00
SW. $\frac{1}{4}$	25	13	10	160.00
W. $\frac{1}{2}$ SE. $\frac{1}{4}$ and SE. $\frac{1}{4}$ SE. $\frac{1}{4}$	25	13	10	120.00
S. $\frac{1}{2}$ NE. $\frac{1}{4}$	27	13	10	80.00
SE. $\frac{1}{4}$	27	13	10	160.00
S. $\frac{1}{2}$ SW. $\frac{1}{4}$	27	13	10	80.00
S. $\frac{1}{2}$ SE. $\frac{1}{4}$	29	13	10	80.00
S. $\frac{1}{2}$ SW. $\frac{1}{4}$	29	13	10	80.00
All of	31	13	10	633.00
All of	33	13	10	640.00
SW. $\frac{1}{4}$ NE. $\frac{1}{4}$	35	13	10	40.00
NW. $\frac{1}{4}$	35	13	10	160.00
S. $\frac{1}{2}$ sec.	85	13	10	320.00
All of	1	14	10	640.00
E. $\frac{1}{2}$ sec.	3	14	10	320.00
W. $\frac{1}{2}$ NW. $\frac{1}{4}$	3	14	10	80.00
W. $\frac{1}{2}$ SW. $\frac{1}{4}$	3	14	10	80.00
All of	5	14	10	640.00
All of	7	14	10	634.72
E. $\frac{1}{2}$ NE. $\frac{1}{4}$	9	14	10	80.00
N. $\frac{1}{2}$ NW. $\frac{1}{4}$	9	14	10	80.00
S. $\frac{1}{2}$ sec.	9	14	10	320.00
N. $\frac{1}{2}$ sec. and SE. $\frac{1}{4}$	13	14	10	480.00
All of	15	14	10	640.00
N. $\frac{1}{2}$ of	17	14	10	320.00
SW. $\frac{1}{4}$	17	14	10	160.00
All of	19	14	10	632.84
All of	21	14	10	640.00
All of	23	14	10	640.00
Lot No. 1.	25	14	10	51.83
Lot No. 2.	25	14	10	52.65
Lot No. 3.	25	14	10	53.47
Lot No. 4.	25	14	10	54.29
Lot No. 1.	27	14	10	54.73
Lot No. 2.	27	14	10	54.79
Lot No. 3.	27	14	10	54.85
Lot No. 4.	27	14	10	54.91
Lot No. 1.	29	14	10	54.16
Lot No. 2.	29	14	10	54.49
Lot No. 3.	29	14	10	54.81
Lot No. 4.	29	14	10	55.14
W. $\frac{1}{2}$ NE. $\frac{1}{4}$	31	13	11	80.00
W. fractional $\frac{1}{2}$	31	13	11	291.04
SE. $\frac{1}{4}$	31	13	11	160.00
W. $\frac{1}{2}$ NW. $\frac{1}{4}$	5	14	11	80.00

## Missouri, Kansas and Texas Railroad list—Continued.

[South of base line and east of sixth principal meridian, Kansas. Twenty-mile limits. Topeka district.]

Parts of section.	Section.	Town-ship.	Range.	Acres.
S. $\frac{1}{2}$ sec.	5	14	11	320.00
All of	7	14	11	658.48
NW. $\frac{1}{4}$	9	14	11	160.00
S. $\frac{1}{2}$ sec.	9	14	11	320.00
All of	19	14	11	694.56
W. $\frac{1}{2}$ sec.	21	14	11	320.00
Lot No. 1	29	14	11	40.00
Lot No. 2	29	14	11	65.71
Lot No. 3	29	14	11	54.44
Lot No. 4	29	14	11	54.44
Lot No. 5	29	14	11	40.00
Lot No. 6	29	14	11	57.64
Lot No. 7	29	14	11	57.64
Lot No. 1	5	15	11	56.07
Lot No. 2	5	15	11	55.28
Lot No. 3	5	15	11	55.39
Lot No. 4	5	15	11	55.36
W. $\frac{1}{2}$ NW. $\frac{1}{4}$	9	15	11	80.00
NE. $\frac{1}{4}$	25	22	10	160.00
NW. $\frac{1}{4}$	25	22	10	160.00
NE. $\frac{1}{2}$	29	22	11	160.00
SE. $\frac{1}{2}$	29	22	11	160.00
N. $\frac{1}{2}$ sec.	33	22	10	320.00
N. $\frac{1}{2}$ sec.	35	22	10	320.00
SE. $\frac{1}{4}$	23	22	12	160.00
W. $\frac{1}{2}$	29	22	12	120.00
W. $\frac{1}{2}$ SW. $\frac{1}{4}$ and NE. $\frac{1}{4}$ SW. $\frac{1}{4}$	31	22	12	135.67
SW. $\frac{1}{2}$	33	22	12	160.00
SW. $\frac{1}{4}$ SE. $\frac{1}{4}$	35	22	12	40.00
S. $\frac{1}{2}$ sec.	19	22	13	288.10
All of	21	22	13	640.00
SW. $\frac{1}{2}$	25	22	13	160.00
All of	27	22	13	640.00
All of	29	22	13	640.00
All of	31	22	13	571.00
All of	33	22	13	640.00
All of	35	22	13	640.00
All of	31	22	14	641.20
NW. $\frac{1}{4}$ NE. $\frac{1}{4}$	3	20	16	41.28
E. $\frac{1}{2}$ NW. $\frac{1}{4}$ and SW. $\frac{1}{4}$ NW. $\frac{1}{4}$	3	22	16	121.72
				25,230.23

[Twenty-mile limits. Salina district.]

S. $\frac{1}{2}$ NE. $\frac{1}{4}$	11	16	4	80.00
SE. $\frac{1}{4}$	11	16	4	160.00
All of	13	16	4	640.00
NE. $\frac{1}{2}$	15	16	4	160.00
NE. $\frac{1}{4}$	23	16	4	160.00
N. $\frac{1}{2}$ SE. $\frac{1}{4}$	23	16	4	80.00
NE. $\frac{1}{2}$	25	16	4	160.00
N. $\frac{1}{2}$ NW. $\frac{1}{4}$	25	16	4	80.00
N. $\frac{1}{2}$ SE. $\frac{1}{4}$	25	16	4	80.00
S. $\frac{1}{2}$ SE. $\frac{1}{4}$	1	16	5	80.00
S. $\frac{1}{2}$ SW. $\frac{1}{4}$	1	16	5	80.00
S. $\frac{1}{2}$ SE. $\frac{1}{4}$	5	16	5	80.00
S. $\frac{1}{2}$ SW. $\frac{1}{4}$	5	16	5	80.00
E. $\frac{1}{2}$ sec.	7	16	5	320.08
E. $\frac{1}{2}$ NW. $\frac{1}{4}$ and SW. $\frac{1}{4}$ NW. $\frac{1}{4}$	7	16	5	116.48
SW. $\frac{1}{2}$	7	16	5	152.88
All of	9	16	5	640.00
All of	11	16	5	640.00
All of	13	16	5	640.00
All of	15	16	5	640.00
All of	17	16	5	640.00
All of	19	16	5	628.40
All of	21	16	5	640.00
All of	23	16	5	640.00
NW. $\frac{1}{2}$	25	16	5	160.00
All of	27	16	5	640.00
All of	29	16	5	640.00
NE. $\frac{1}{2}$	31	16	5	160.00
E. $\frac{1}{2}$ NW. $\frac{1}{4}$	31	16	5	80.00
E. $\frac{1}{2}$ SE. $\frac{1}{4}$	31	16	5	80.00

## RAILROAD LAND GRANTS IN KANSAS.

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Missouri, Kansas and Texas Railroad list—Continued.

[Twenty-mile limits. Salina district.]

Parts of section.	Section.	Township.	Range.	Acres.
All of.....	33	16	5	640.00
SW $\frac{1}{4}$ .....	3	16	6	160.00
S. $\frac{1}{4}$ NE. $\frac{1}{4}$ .....	5	16	6	80.00
S. $\frac{1}{4}$ NW. $\frac{1}{4}$ .....	5	16	6	80.00
S. $\frac{1}{4}$ sec.....	5	16	6	320.00
All of.....	7	16	6	658.48
All of.....	9	16	6	640.00
All of.....	17	16	6	640.00
W $\frac{1}{4}$ sec.....	19	16	6	338.92
NE. $\frac{1}{4}$ .....	19	16	6	160.00
N. $\frac{1}{4}$ sec.....	5	17	5	306.12
SE. $\frac{1}{4}$ .....	5	17	5	160.00
N. $\frac{1}{4}$ SW. $\frac{1}{4}$ .....	5	17	5	80.00
S. $\frac{1}{4}$ SW. $\frac{1}{4}$ and SW. $\frac{1}{4}$ SE. $\frac{1}{4}$ .....	33	15	6	120.00
All of.....	31	12	6	628.92
NE. $\frac{1}{4}$ NE. $\frac{1}{4}$ .....	5	15	7	41.94
W. $\frac{1}{4}$ NE. $\frac{1}{4}$ .....	5	15	7	81.94
NE. $\frac{1}{4}$ NW. $\frac{1}{4}$ .....	5	15	7	41.94
W. $\frac{1}{4}$ NW. $\frac{1}{4}$ .....	5	15	7	81.94
SE. $\frac{1}{4}$ NW. $\frac{1}{4}$ .....	5	15	7	40.00
W. $\frac{1}{4}$ SW. $\frac{1}{4}$ .....	5	15	7	80.00
E. $\frac{1}{4}$ SW. $\frac{1}{4}$ .....	5	15	7	80.00
NW. $\frac{1}{4}$ SE. $\frac{1}{4}$ .....	5	15	7	40.00
NE. $\frac{1}{4}$ NE. $\frac{1}{4}$ .....	7	15	7	40.00
NE. $\frac{1}{4}$ SW. $\frac{1}{4}$ .....	7	15	7	40.00
W. $\frac{1}{4}$ SW. $\frac{1}{4}$ .....	7	15	7	68.88
SE. $\frac{1}{4}$ SW. $\frac{1}{4}$ .....	7	15	7	40.00
NE. $\frac{1}{4}$ SE. $\frac{1}{4}$ .....	7	15	7	40.00
NW. $\frac{1}{4}$ SE. $\frac{1}{4}$ .....	7	15	7	40.00
SW. $\frac{1}{4}$ SE. $\frac{1}{4}$ .....	7	15	7	40.00
NW. $\frac{1}{4}$ NW. $\frac{1}{4}$ .....	19	15	7	37.43
S. $\frac{1}{4}$ SE. $\frac{1}{4}$ .....	17	13	4	80.00
				15,302.20

## RECAPITULATION.

Topeka district.....	25,230.23
Salina district.....	15,302.20
Total.....	40,532.43

GENERAL LAND OFFICE,  
June 17, 1872.

This list has been carefully examined with the records of this office, found free from conflict, and inuring to the Missouri, Kansas and Texas Railway Company of Kansas.

JOHN S. WILLIAMS.  
W. J. DRUMMOND.GENERAL LAND OFFICE,  
June 17, 1872.

I, Willis Drummond, Commissioner of the General Land Office, do hereby certify that the foregoing, on pages 1 to 5 inclusive, is a true and correct list of the tracts of land within the 20-mile limits granted to the State of Kansas by the act of Congress approved July 1, 1864, entitled "An act making an additional grant of lands to the State of Kansas to aid in the construction of railroad and telegraph lines;" being the vacant and unappropriated lands in the alternate sections designated by *odd numbers* for ten sections in width on each side of the "Missouri, Kansas and Texas Railroad," formerly known as the Southern Branch of the Union Pacific, "from Emporia via Council Grove to a point near Fort Riley, on the branch of the Union Pacific Railroad in said State."

And it is further shown by letter of the Secretary of the Interior to the Commissioner of the General Land Office, dated July 25, 1870, and map therewith duly certified by the governor of the State of Kansas, that the said Missouri, Kansas and Texas Railway Company has fully completed and equipped, as required by the act, the said railroad from Junction City to the southern boundary of the State of Kansas, and they are now submitted for the approval of the Secretary of the Interior, in accordance with the requirements of the said act of July 1, 1864, 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 herewith 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.

[SEAL.]

WILLIS DRUMMOND,  
Commissioner.

DEPARTMENT OF THE INTERIOR,  
Washington, D. C., June 19, 1872.

Approved, subject to the conditions and rights above mentioned.

C. DELANO,  
Secretary.

DEPARTMENT OF THE INTERIOR,  
GENERAL LAND OFFICE,  
June 17, 1872.

Whereas by the act of Congress approved July 26, 1866, entitled "An act granting lands to the State of Kansas to aid in the construction of a southern branch of the Union Pacific Railway and Telegraph from Fort Riley, Kans., to Fort Smith, Ark.," authority is given to the "Union Pacific Railway Company, South Branch," now known as the "Missouri, Kansas and Texas Railway Company of Kansas," a corporation existing under the laws of said State, to construct a railroad and telegraph line under certain conditions and stipulations as expressed in said act, and provision is made for granting to the State of Kansas, for "the use and benefit of said railroad company, every alternate section of land, or parts thereof, designated by odd numbers, to the extent of five alternate sections per mile on each side of said road, and not exceeding in all ten sections per mile;"

And whereas it is further enacted that "in case it shall appear that the United States have, when the line of said road is definitely located, sold any sections, or any parts thereof, granted as aforesaid, or that the right of pre-emption or homestead settlement has attached to the same," then so much land is set apart to be selected for the purposes aforesaid, nearest to the sections above specified, provided "that said lands hereby granted 'as indemnity' shall not be selected beyond 20 miles from the line of said road;"

And whereas it is further enacted by the third section of the aforesaid act that, "when the governor of the State of Kansas shall certify that any section of 10 consecutive miles of said road is completed in a good, substantial, and workmanlike manner, as a first-class railroad, patent shall issue to said company for the lands thereby granted;

And whereas it is indicated by letter of the Secretary of the Interior to the Commissioner of the General Land Office, dated July 25, 1870, and map therewith, duly certified by the governor of the State of Kansas, that the said Missouri, Kansas and Texas Railway Company has fully completed and equipped, as required by the act, the said railroad from Junction City to the southern boundary of the State of Kansas;

And whereas certain tracts have been selected, under the act aforesaid, by Isaac T. Goodnow, land commissioner of the Missouri, Kansas and Texas Railway Company, as shown by his original lists of selections dated February 22, March 12, and April 13, 1872, and certified under dates of April 11, 12, and 13, 1872, by the registers and receivers at Topeka and Salina, Kans., the said tracts being described as follows, to wit:

*Missouri, Kansas and Texas Railroad list.*

[South of base line and east of sixth principal meridian, Kansas. Twenty-mile limits. Topeka district.

Parts of section.	Section.	Township.	Range.	Acres.
SW. $\frac{1}{4}$ SW. $\frac{1}{4}$ .....	30	10	9	40.69
NW. $\frac{1}{4}$ .....	32	10	9	160.00
SW. $\frac{1}{4}$ .....	32	10	9	160.00
NW. $\frac{1}{4}$ .....	4	11	9	159.14
S. $\frac{1}{4}$ NW. $\frac{1}{4}$ .....	8	11	9	80.00
SW. $\frac{1}{4}$ .....	10	11	9	160.00
All of.....	18	11	9	597.20
All of.....	20	11	9	640.00
NE. $\frac{1}{4}$ .....	22	11	9	160.00
NW. $\frac{1}{4}$ .....	22	11	9	160.00
SW. $\frac{1}{4}$ .....	22	11	9	160.00



## Missouri, Kansas and Texas Railroad list—Continued.

[South of base line, and east of sixth principal meridian, Kansas. Twenty-mile limits. Topeka district.]

Parts of section.	Section.	Township.	Range.	Acres.
W. $\frac{1}{2}$ SE. $\frac{1}{2}$	22	11	9	80.00
NW. $\frac{1}{2}$ NE. $\frac{1}{2}$	26	11	9	40.00
S. $\frac{1}{2}$ NE. $\frac{1}{2}$	26	11	9	80.00
NW. $\frac{1}{2}$	26	11	9	160.00
SW. $\frac{1}{2}$	26	11	9	160.00
SE. $\frac{1}{2}$	26	11	9	160.00
All of	28	11	9	640.00
NE. $\frac{1}{2}$	30	11	9	160.00
N. $\frac{1}{2}$ NW. $\frac{1}{2}$	30	11	9	70.86
SW. $\frac{1}{2}$	30	11	9	141.92
S. $\frac{1}{2}$ SE. $\frac{1}{2}$	30	11	9	80.00
All of	32	11	9	640.00
All of	34	11	9	640.00
NE. $\frac{1}{2}$	2	12	9	159.58
NW. $\frac{1}{2}$	2	12	9	155.88
SW. $\frac{1}{2}$	2	12	9	160.00
All of	4	12	9	632.08
All of	6	12	9	612.85
All of	8	12	9	640.00
All of	10	12	9	640.00
All of	12	12	9	640.00
S. $\frac{1}{2}$ NE. $\frac{1}{2}$	14	12	9	80.00
NW. $\frac{1}{2}$	14	12	9	160.00
SW. $\frac{1}{2}$	14	12	9	160.00
SE. $\frac{1}{2}$	14	12	9	160.00
N. $\frac{1}{2}$ NE. $\frac{1}{2}$	18	12	9	80.00
NW. $\frac{1}{2}$	18	12	9	148.53
SW. $\frac{1}{2}$	18	12	9	149.27
SE. $\frac{1}{2}$	18	12	9	160.00
NE. $\frac{1}{2}$ NE. $\frac{1}{2}$	20	12	9	40.00
NW. $\frac{1}{2}$	20	12	9	160.00
SW. $\frac{1}{2}$	20	12	9	160.00
W. $\frac{1}{2}$ SE. $\frac{1}{2}$	20	12	9	80.00
SE. $\frac{1}{2}$ SE. $\frac{1}{2}$	20	12	9	40.00
E. $\frac{1}{2}$ NE. $\frac{1}{2}$	22	12	9	80.00
NW. $\frac{1}{2}$	22	12	9	160.00
W. $\frac{1}{2}$ NE. $\frac{1}{2}$	24	12	9	80.00
SE. $\frac{1}{2}$ NE. $\frac{1}{2}$	24	12	9	40.00
NW. $\frac{1}{2}$	24	12	9	160.00
SW. $\frac{1}{2}$	24	12	9	160.00
SE. $\frac{1}{2}$	24	12	9	160.00
E. $\frac{1}{2}$ NE. $\frac{1}{2}$	26	12	9	80.00
SW. $\frac{1}{2}$ NW. $\frac{1}{2}$	26	12	9	40.00
SW. $\frac{1}{2}$	26	12	9	160.00
W. $\frac{1}{2}$ SE. $\frac{1}{2}$	26	12	9	80.00
SE. $\frac{1}{2}$ SE. $\frac{1}{2}$	26	12	9	40.00
NE. $\frac{1}{2}$	28	12	9	160.00
S. $\frac{1}{2}$ NW. $\frac{1}{2}$	28	12	9	80.00
SW. $\frac{1}{2}$	28	12	9	160.00
SE. $\frac{1}{2}$	28	12	9	160.00
N. $\frac{1}{2}$ NE. $\frac{1}{2}$	30	12	9	80.00
SW. $\frac{1}{2}$ NE. $\frac{1}{2}$	30	12	9	40.00
N. $\frac{1}{2}$ NW. $\frac{1}{2}$	30	12	9	75.40
SW. $\frac{1}{2}$	30	12	9	151.60
SE. $\frac{1}{2}$	30	12	9	160.00
All of	32	12	9	640.00
All of	34	12	9	640.00
S. $\frac{1}{2}$ NE. $\frac{1}{2}$	2	13	9	80.00
SE. $\frac{1}{2}$	2	13	9	160.00
NE. $\frac{1}{2}$	4	13	9	162.62
NW. $\frac{1}{2}$	4	13	9	162.42
SW. $\frac{1}{2}$	4	13	9	160.00
N. $\frac{1}{2}$ SE. $\frac{1}{2}$	4	13	9	80.00
NE. $\frac{1}{2}$	6	13	9	159.40
NW. $\frac{1}{2}$ SW. $\frac{1}{2}$ and S. $\frac{1}{2}$ SW. $\frac{1}{2}$	6	13	9	152.40
S. $\frac{1}{2}$ NE. $\frac{1}{2}$	8	13	9	111.61
W. $\frac{1}{2}$ NW. $\frac{1}{2}$ and SE. $\frac{1}{2}$ NW. $\frac{1}{2}$	8	13	9	80.00
SW. $\frac{1}{2}$	8	13	9	120.00
SE. $\frac{1}{2}$	8	13	9	160.00
NE. $\frac{1}{2}$	10	13	9	160.00
S. $\frac{1}{2}$ NW. $\frac{1}{2}$	10	13	9	80.00
NW. $\frac{1}{2}$	10	13	9	160.00
SE. $\frac{1}{2}$	10	13	9	160.00
All of	12	13	9	640.00
All of	14	13	9	640.00
NE. $\frac{1}{2}$	18	13	9	160.00
E. $\frac{1}{2}$ NW. $\frac{1}{2}$	18	13	9	80.00

## Missouri, Kansas and Texas Railroad list—Continued.

[South of base line and east of sixth principal meridian, Kansas. Twenty-mile limits. Topeka district.]

Parts of section.	Section.	Town-ship.	Range.	Acres.
NW $\frac{1}{4}$ NW $\frac{1}{4}$ .....	18	13	9	33.83
E $\frac{1}{2}$ NE $\frac{1}{2}$ .....	20	13	9	80.00
SW $\frac{1}{4}$ NE $\frac{1}{2}$ .....	20	13	9	40.00
S $\frac{1}{2}$ NW $\frac{1}{2}$ .....	20	13	9	80.00
S $\frac{1}{2}$ Sec.....	20	13	9	320.00
All of.....	22	13	9	640.00
NW $\frac{1}{4}$ .....	24	13	9	160.00
SE $\frac{1}{4}$ SW $\frac{1}{4}$ .....	24	13	9	40.00
SW $\frac{1}{4}$ SE $\frac{1}{4}$ .....	24	13	9	40.00
E $\frac{1}{2}$ SE $\frac{1}{2}$ .....	24	13	9	80.00
NW $\frac{1}{4}$ NE $\frac{1}{4}$ .....	26	13	9	40.00
NW $\frac{1}{4}$ .....	26	13	9	160.00
SW $\frac{1}{4}$ .....	26	13	9	160.00
SE $\frac{1}{4}$ .....	26	13	9	160.00
All of.....	28	13	9	640.00
All of.....	30	13	9	600.64
All of.....	32	13	9	640.00
All of.....	34	13	9	640.00
All of.....	2	14	9	640.00
All of.....	4	14	9	640.00
All of.....	10	14	9	640.00
All of.....	14	14	9	640.00
N $\frac{1}{2}$ Sec.....	22	14	9	320.00
SE $\frac{1}{4}$ .....	22	14	9	160.00
E $\frac{1}{2}$ SW $\frac{1}{2}$ .....	22	14	9	80.00
All of.....	24	14	9	640.00
Lot No. 1.....	26	14	9	63.57
Lot No. 2.....	26	14	9	53.10
Lot No. 3.....	26	14	9	52.64
Lot No. 4.....	26	14	9	52.17
NE $\frac{1}{4}$ .....	18	12	10	160.00
NW $\frac{1}{4}$ .....	18	12	10	155.80
NW $\frac{1}{4}$ SW $\frac{1}{4}$ .....	18	12	10	38.05
E $\frac{1}{2}$ SW $\frac{1}{2}$ .....	18	12	10	80.00
SE $\frac{1}{4}$ .....	18	12	10	160.00
NE $\frac{1}{4}$ .....	20	12	10	160.00
NW $\frac{1}{4}$ NW $\frac{1}{4}$ .....	20	12	10	40.00
SW $\frac{1}{4}$ .....	28	12	10	160.00
W $\frac{1}{2}$ SE $\frac{1}{2}$ .....	28	12	10	80.00
NW $\frac{1}{4}$ .....	30	12	10	151.58
All of.....	32	12	10	640.00
S $\frac{1}{2}$ SW $\frac{1}{2}$ .....	34	12	10	80.00
All of.....	4	13	10	636.00
E $\frac{1}{2}$ NE $\frac{1}{2}$ .....	6	13	10	78.25
N $\frac{1}{2}$ NW $\frac{1}{2}$ , and SW $\frac{1}{4}$ NW $\frac{1}{4}$ .....	6	13	10	108.81
SE $\frac{1}{4}$ .....	6	13	10	160.00
All of.....	8	13	10	640.00
All of.....	10	13	10	640.00
W $\frac{1}{2}$ NW $\frac{1}{2}$ .....	14	13	10	80.00
W $\frac{1}{2}$ SW $\frac{1}{2}$ .....	14	13	10	80.00
NE $\frac{1}{4}$ .....	18	13	10	160.00
E $\frac{1}{2}$ SW $\frac{1}{2}$ .....	18	13	10	80.00
SE $\frac{1}{4}$ .....	18	13	10	160.00
All of.....	20	13	10	640.00
All of.....	22	13	10	640.00
SW $\frac{1}{4}$ .....	24	13	10	160.00
E $\frac{1}{2}$ Sec.....	26	13	10	320.00
NE $\frac{1}{4}$ SW $\frac{1}{4}$ .....	26	13	10	40.00
All of.....	28	13	10	640.00
All of.....	30	13	10	623.92
All of.....	32	13	10	640.00
NW $\frac{1}{4}$ NE $\frac{1}{4}$ .....	34	13	10	40.00
SE $\frac{1}{4}$ SE $\frac{1}{4}$ .....	34	13	10	40.00
W $\frac{1}{2}$ Sec.....	34	13	10	320.00
All of.....	2	14	10	640.00
All of.....	4	14	10	640.00
All of.....	6	14	10	636.48
All of.....	8	14	10	640.00
All of.....	12	14	10	640.00
All of.....	18	14	10	633.92
All of.....	20	14	10	640.00
All of.....	22	14	10	640.00
All of.....	24	14	10	640.00
Lot No. 1.....	26	14	10	54.70
Lot No. 2.....	26	14	10	54.70
Lot No. 3.....	26	14	10	54.70
Lot No. 4.....	26	14	10	54.70
Lot No. 1.....	28	14	10	54.82

## Missouri, Kansas and Texas Railroad list—Continued.

[South of base line and east of sixth principal meridian, Kansas. Twenty-mile limits. Topeka district.]

Parts of section.	Section.	Town-ship.	Range.	Acres.
Lot No. 2	28	14	10	54.59
Lot No. 3	28	14	10	54.35
Lot No. 4	28	14	10	54.12
Lot No. 1	30	14	10	54.77
Lot No. 2	30	14	10	53.71
Lot No. 3	30	14	10	52.65
Lot No. 4	30	14	10	49.27
SW $\frac{1}{4}$ SE $\frac{1}{4}$	30	13	11	40.00
S $\frac{1}{4}$ SW $\frac{1}{4}$	30	13	11	72.37
W $\frac{1}{4}$ SW $\frac{1}{4}$	32	13	11	80.00
SW $\frac{1}{4}$	4	14	11	160.00
All of	6	14	11	626.20
All of	8	14	11	640.00
W frl $\frac{1}{4}$	18	14	11	318.28
All of	20	14	11	640.00
All of	28	14	11	640.00
Lot No. 1	30	14	11	54.06
Lot No. 2	30	14	11	53.30
Lot No. 3	30	14	11	52.54
Lot No. 4	30	14	11	49.87
Lot No. 1	32	14	11	57.34
Lot No. 2	32	14	11	56.00
Lot No. 3	32	14	11	56.13
Lot No. 4	32	14	11	55.52
All of	34	14	11	640.00
W $\frac{1}{4}$ NW $\frac{1}{4}$	4	15	11	80.38
W $\frac{1}{4}$ SW $\frac{1}{4}$	4	15	11	80.00
Lot No. 1	8	15	11	55.51
Lot No. 2	8	15	11	55.76
SE $\frac{1}{4}$	26	22	11	160.00
SW $\frac{1}{4}$	28	22	11	160.00
NW $\frac{1}{4}$	30	22	11	149.17
NE $\frac{1}{4}$	32	22	11	160.00
NE $\frac{1}{4}$	34	22	11	160.00
SE $\frac{1}{4}$	24	22	12	160.00
W $\frac{1}{4}$ NE $\frac{1}{4}$	30	22	12	80.00
SE $\frac{1}{4}$	30	22	12	160.00
W $\frac{1}{4}$ Sec	30	22	12	268.08
S $\frac{1}{4}$ NE $\frac{1}{4}$	32	22	12	80.00
W $\frac{1}{4}$ NW $\frac{1}{4}$	32	22	12	80.00
NW $\frac{1}{4}$ SW $\frac{1}{4}$	32	22	12	40.00
SW $\frac{1}{4}$	34	22	12	160.00
All of	20	23	13	640.00
All of	26	23	13	640.00
All of	28	22	13	640.00
All of	30	22	13	576.32
All of	32	22	13	640.00
W $\frac{1}{4}$ Sec. and SE $\frac{1}{4}$	34	22	13	480.00
All of	30	22	14	638.96
NE $\frac{1}{4}$	32	22	14	160.00
W $\frac{1}{4}$ Sec	32	22	14	320.00
N $\frac{1}{4}$ SE $\frac{1}{4}$ and SW $\frac{1}{4}$ SE $\frac{1}{4}$	32	22	14	120.00
S $\frac{1}{4}$ NE $\frac{1}{4}$	4	20	16	80.00
Total				53,233.78

[Twenty-mile limits. Salina district.]

S $\frac{1}{4}$ SE $\frac{1}{4}$	34	13	3	80.00
All of	2	14	3	640.00
E $\frac{1}{4}$ SE $\frac{1}{4}$	4	14	3	80.00
E $\frac{1}{4}$ SW $\frac{1}{4}$	8	14	3	80.00
SE $\frac{1}{4}$	8	14	3	160.00
All of	10	14	3	640.00
All of	12	14	3	640.00
All of	14	14	3	640.00
S $\frac{1}{4}$ NE $\frac{1}{4}$	18	14	3	80.00
SE $\frac{1}{4}$	18	14	3	160.00
NE $\frac{1}{4}$	20	14	3	160.00
E $\frac{1}{4}$ NW $\frac{1}{4}$	20	14	3	80.00
E $\frac{1}{4}$ SW $\frac{1}{4}$	20	14	3	80.00
SE $\frac{1}{4}$	20	14	3	160.00
All of	22	14	3	640.00
All of	24	14	3	640.00

Missouri, Kansas and Texas Railroad list—Continued.

[Twenty-mile limits. Salina district.]

Parts of section.	Section.	Township.	Range.	Acres.
All of.....	26	14	3	640.00
All of.....	28	14	3	640.00
All of.....	34	14	3	640.00
All of.....	2	15	3	649.92
All of.....	12	15	3	640.00
SW $\frac{1}{2}$ NE $\frac{1}{2}$ .....	22	13	4	40.00
S $\frac{1}{2}$ NW $\frac{1}{2}$ .....	22	13	4	80.00
SW $\frac{1}{2}$ .....	22	13	4	160.00
W $\frac{1}{2}$ SE $\frac{1}{2}$ .....	22	13	4	80.00
S $\frac{1}{2}$ SW $\frac{1}{2}$ .....	26	13	4	80.00
All of.....	28	13	4	640.00
NE $\frac{1}{2}$ .....	30	13	4	160.00
S $\frac{1}{2}$ NW $\frac{1}{2}$ .....	30	13	4	80.00
S $\frac{1}{2}$ sec.....	30	13	4	320.00
All of.....	32	13	4	640.00
All of.....	34	13	4	640.00
N $\frac{1}{2}$ NE $\frac{1}{2}$ .....	2	14	4	80.79
E $\frac{1}{2}$ SE $\frac{1}{2}$ .....	2	14	4	80.00
All of.....	4	14	4	642.40
All of.....	6	14	4	628.70
SE $\frac{1}{2}$ .....	10	14	4	160.00
W $\frac{1}{2}$ SW $\frac{1}{2}$ .....	12	14	4	80.00
All of.....	18	14	4	630.56
NE $\frac{1}{2}$ SE $\frac{1}{2}$ and S $\frac{1}{2}$ SE $\frac{1}{2}$ .....	20	14	4	120.00
All of.....	22	14	4	640.00
E $\frac{1}{2}$ NE $\frac{1}{2}$ .....	24	14	4	80.00
NW $\frac{1}{2}$ NW $\frac{1}{2}$ .....	24	14	4	40.00
NE $\frac{1}{2}$ .....	30	14	4	160.00
SE $\frac{1}{2}$ .....	30	14	4	160.00
All of.....	32	14	4	640.00
E $\frac{1}{2}$ SE $\frac{1}{2}$ .....	2	15	4	80.00
All of.....	6	15	4	636.24
N $\frac{1}{2}$ NW $\frac{1}{2}$ and SW $\frac{1}{2}$ NW $\frac{1}{2}$ .....	8	15	4	120.00
SE $\frac{1}{2}$ SW $\frac{1}{2}$ .....	8	15	4	40.00
All of.....	12	15	4	640.00
NE $\frac{1}{2}$ .....	14	15	4	160.00
E $\frac{1}{2}$ SE $\frac{1}{2}$ .....	14	15	4	80.00
NW $\frac{1}{2}$ .....	18	15	4	154.80
All of.....	20	15	4	640.00
W $\frac{1}{2}$ SW $\frac{1}{2}$ .....	22	15	4	80.00
SE $\frac{1}{2}$ SE $\frac{1}{2}$ .....	22	15	4	40.00
All of.....	24	15	4	640.00
W $\frac{1}{2}$ of.....	26	15	4	320.00
NE $\frac{1}{2}$ .....	32	15	4	160.00
E $\frac{1}{2}$ NE $\frac{1}{2}$ and SW $\frac{1}{2}$ NE $\frac{1}{2}$ .....	34	15	4	120.00
NW $\frac{1}{2}$ NW $\frac{1}{2}$ .....	34	15	4	40.00
SE $\frac{1}{2}$ SW $\frac{1}{2}$ .....	34	15	4	40.00
SE $\frac{1}{2}$ .....	34	15	4	160.00
W $\frac{1}{2}$ NE $\frac{1}{2}$ .....	2	16	4	76.52
NW $\frac{1}{2}$ .....	2	16	4	154.25
SE $\frac{1}{2}$ .....	2	16	4	160.00
SE $\frac{1}{2}$ .....	2	16	4	160.00
E $\frac{1}{2}$ NE $\frac{1}{2}$ .....	4	16	4	79.02
SW $\frac{1}{2}$ SE $\frac{1}{2}$ and E $\frac{1}{2}$ SE $\frac{1}{2}$ .....	4	16	4	120.00
W $\frac{1}{2}$ NW $\frac{1}{2}$ .....	26	14	5	80.00
W $\frac{1}{2}$ SW $\frac{1}{2}$ .....	26	14	5	80.00
All of.....	28	14	5	640.00
All of.....	30	14	5	639.40
All of.....	32	14	5	640.00
All of.....	34	14	5	320.00
N $\frac{1}{2}$ sec.....	34	14	5	160.00
SW $\frac{1}{2}$ NE $\frac{1}{2}$ .....	2	15	5	40.00
SW $\frac{1}{2}$ NW $\frac{1}{2}$ .....	2	15	5	40.00
SE $\frac{1}{2}$ NW $\frac{1}{2}$ .....	2	15	5	40.00
E $\frac{1}{2}$ SE $\frac{1}{2}$ .....	2	15	5	80.00
W $\frac{1}{2}$ SE $\frac{1}{2}$ .....	2	15	5	80.00
N $\frac{1}{2}$ sec.....	4	15	5	305.16
SW $\frac{1}{2}$ .....	4	15	5	160.00
W $\frac{1}{2}$ SE $\frac{1}{2}$ .....	4	15	5	80.00
All of.....	6	15	5	632.12
All of.....	8	15	5	640.00
E $\frac{1}{2}$ SE $\frac{1}{2}$ .....	10	15	5	80.00
All of.....	18	15	5	633.18
All of.....	20	15	5	640.00
NE $\frac{1}{2}$ .....	22	15	5	160.00
N $\frac{1}{2}$ NW $\frac{1}{2}$ .....	22	15	5	80.00
E $\frac{1}{2}$ SW $\frac{1}{2}$ .....	22	15	5	80.00
SE $\frac{1}{2}$ .....	22	15	5	160.00
All of.....	24	15	5	640.00
All of.....	26	15	5	640.00

## Missouri, Kansas and Texas Railroad list—Continued.

[Twenty-mile limits. Salina district.]

Parts of section.	Section.	Town-ship.	Range.	Value.
W. $\frac{1}{2}$ NW. $\frac{1}{4}$	28	15	5	80.00
SW. $\frac{1}{4}$	28	15	5	160.00
W. $\frac{1}{2}$ SE. $\frac{1}{4}$	28	15	5	80.00
All of	30	15	5	638.08
All of	32	15	5	640.00
S. $\frac{1}{2}$ of	34	15	5	320.00
N. sec	2	16	5	306.45
N. SW. $\frac{1}{4}$	2	16	5	80.00
N. SE. $\frac{1}{4}$	2	16	5	80.00
All of	4	16	5	625.97
N. sec	6	16	5	297.71
N. SW. $\frac{1}{4}$ and SW. $\frac{1}{4}$ SW. $\frac{1}{4}$	6	16	5	113.69
N. SE. $\frac{1}{4}$	6	16	5	80.00
All of	80	15	6	642.58
All of	82	15	6	640.00
N. NE. $\frac{1}{4}$	6	16	6	71.21
N. NW. $\frac{1}{4}$	6	16	6	75.84
SW. $\frac{1}{4}$ NW. $\frac{1}{4}$	10	11	7	40.00
NE. $\frac{1}{4}$ SW. $\frac{1}{4}$	10	11	7	40.00
NE. $\frac{1}{4}$	12	11	7	160.00
NE. $\frac{1}{4}$ SE. $\frac{1}{4}$	12	11	7	40.00
All of	14	11	7	640.00
NE. $\frac{1}{4}$	22	11	7	160.00
E. NW. $\frac{1}{4}$	22	11	7	80.00
E. SW. $\frac{1}{4}$	22	11	7	80.00
W. $\frac{1}{2}$ SE. $\frac{1}{4}$	22	11	7	80.00
All of	24	11	7	640.00
N. NE. $\frac{1}{4}$	26	11	7	80.00
SE. $\frac{1}{4}$ NE. $\frac{1}{4}$	26	11	7	40.00
NE. $\frac{1}{4}$ SE. $\frac{1}{4}$	26	11	7	40.00
All of	14	16	4	640.00
All of	24	16	4	640.00
S. $\frac{1}{2}$ SE. $\frac{1}{4}$	2	16	5	80.00
S. $\frac{1}{2}$ SW. $\frac{1}{4}$	2	16	5	80.00
S. $\frac{1}{2}$ SE. $\frac{1}{4}$	6	16	5	80.00
SE. $\frac{1}{4}$ SW. $\frac{1}{4}$	6	16	5	40.00
All of	8	16	5	640.00
All of	10	16	5	640.00
All of	12	16	5	640.00
All of	14	16	5	640.00
All of	18	16	5	626.40
All of	20	16	5	640.00
All of	22	16	5	640.00
All of	24	16	5	640.00
N. of	26	16	5	320.00
SW. $\frac{1}{4}$	26	16	5	160.00
All of	28	16	5	640.00
N. sec	30	16	5	315.10
SE. $\frac{1}{4}$	30	16	5	160.00
E. SW. $\frac{1}{4}$ and NW. $\frac{1}{4}$ SW. $\frac{1}{4}$	30	16	5	117.78
All of	32	16	5	640.00
W. $\frac{1}{2}$ NE. $\frac{1}{4}$	4	16	6	77.07
NW. $\frac{1}{4}$	4	16	6	151.07
S. sec	4	16	6	320.00
S. NE. $\frac{1}{4}$	6	16	6	80.00
S. NW. $\frac{1}{4}$	6	16	6	84.87
S. sec	6	16	6	329.56
All of	8	16	6	640.00
SE. $\frac{1}{4}$	10	16	6	160.00
W. sec	10	16	6	320.00
All of	18	16	6	658.75
N. sec	4	17	5	307.04
E. NE. $\frac{1}{4}$	6	17	5	76.98
NE. $\frac{1}{4}$ SE. $\frac{1}{4}$	6	17	5	40.00
SW. NW. $\frac{1}{4}$	2	11	8	40.00
SW. $\frac{1}{4}$	2	11	8	160.00
W. $\frac{1}{2}$ SE. $\frac{1}{4}$	2	11	8	80.00
Lot No. 15	6	11	8	40.00
Lot No. 25	6	11	8	40.00
Lot No. 26	6	11	8	40.00
S. SE. $\frac{1}{4}$	6	11	8	80.00
N. sec	10	11	8	320.00
N. SE. $\frac{1}{4}$	10	11	8	80.00
N. SW. $\frac{1}{4}$ and SW. $\frac{1}{4}$ SW. $\frac{1}{4}$	10	11	8	120.00
NE. $\frac{1}{4}$	12	11	8	160.00
E. NW. $\frac{1}{4}$ and SW. $\frac{1}{4}$ NW. $\frac{1}{4}$	12	11	8	120.00
S. sec	12	11	8	320.00
E. NE. $\frac{1}{4}$ and SW. $\frac{1}{4}$ NE. $\frac{1}{4}$	14	11	8	120.00
SE. $\frac{1}{4}$	14	11	8	160.00



Missouri, Kansas and Texas Railroad list—Continued.

[Twenty-mile limits. Salina district.]

Parts of section.	Section.	Township.	Range.	Value.
SE. $\frac{1}{4}$ SW. $\frac{1}{4}$ .....	14	11	8	40.00
NE. $\frac{1}{4}$ .....	18	11	8	160.00
Lot No. 1 .....	18	11	8	40.00
Lot No. 2 .....	18	11	8	40.00
Lot No. 9 .....	18	11	8	40.00
Lot No. 10 .....	18	11	8	40.00
Lot No. 11 .....	18	11	8	40.00
Lot No. 12 .....	18	11	8	40.00
Lot No. 13 .....	18	11	8	40.00
Lot No. 14 .....	18	11	8	40.00
Lot No. 15 .....	18	11	8	40.00
Lot No. 16 .....	18	11	8	40.00
Lot No. 17 .....	18	11	8	40.00
Lot No. 18 .....	18	11	8	52.99
Lot No. 19 .....	18	11	8	52.50
Lot No. 20 .....	18	11	8	40.06
Lot No. 21 .....	18	11	8	40.00
Lot No. 22 .....	18	11	8	40.00
Lot No. 23 .....	18	11	8	40.00
Lot No. 24 .....	18	11	8	40.00
SE. $\frac{1}{4}$ .....	18	11	8	160.00
W. $\frac{1}{4}$ NE. $\frac{1}{4}$ and SE. $\frac{1}{4}$ NE. $\frac{1}{4}$ .....	22	11	8	120.00
NW. $\frac{1}{4}$ .....	22	11	8	160.00
S. $\frac{1}{4}$ sec. ....	22	11	8	320.00
All of .....	20	11	8	640.00
All of .....	24	11	8	640.00
S. $\frac{1}{4}$ NE. $\frac{1}{4}$ .....	26	11	8	80.00
SE. $\frac{1}{4}$ NW. $\frac{1}{4}$ .....	26	11	8	400.00
E. $\frac{1}{4}$ SW. $\frac{1}{4}$ .....	26	11	8	860.00
SE. $\frac{1}{4}$ .....	26	11	8	40.00
All of .....	28	11	8	16.00
NE. $\frac{1}{4}$ .....	30	11	8	160.00
Lot No. 1 .....	30	11	8	40.00
Lot No. 2 .....	30	11	8	40.00
Lot No. 3 .....	30	11	8	40.00
Lot No. 4 .....	30	11	8	40.00
Lot No. 5 .....	30	11	8	40.00
Lot No. 6 .....	30	11	8	55.01
Lot No. 7 .....	30	11	8	53.04
Lot No. 8 .....	30	11	8	40.00
Lot No. 9 .....	30	11	8	40.00
Lot No. 10 .....	30	11	8	40.00
Lot No. 11 .....	30	11	8	40.00
Lot No. 12 .....	30	11	8	40.00
Lot No. 13 .....	30	11	8	40.00
Lot No. 14 .....	30	11	8	40.00
Lot No. 15 .....	30	11	8	40.00
Lot No. 16 .....	30	11	8	40.00
Lot No. 17 .....	30	11	8	40.00
Lot No. 18 .....	30	11	8	51.06
Lot No. 19 .....	30	11	8	49.09
Lot No. 20 .....	30	11	8	40.00
Lot No. 21 .....	30	11	8	40.00
Lot No. 22 .....	30	11	8	40.00
Lot No. 23 .....	30	11	8	40.00
Lot No. 24 .....	30	11	8	40.00
SE. $\frac{1}{4}$ .....	30	11	8	160.00
All of .....	32	11	8	640.00
All of .....	34	11	8	640.00
NW. $\frac{1}{4}$ SE. $\frac{1}{4}$ .....	26	11	7	40.00
NE. $\frac{1}{4}$ SW. $\frac{1}{4}$ .....	26	11	7	40.00
All of .....	2	12	8	632.96
All of .....	4	12	8	637.48
E. $\frac{1}{4}$ NE. $\frac{1}{4}$ and NW. $\frac{1}{4}$ NE. $\frac{1}{4}$ .....	6	12	8	122.71
Lot No. 3 .....	6	12	8	41.07
Lot No. 4 .....	6	12	8	40.88
Lot No. 5 .....	6	12	8	40.69
Lot No. 6 .....	6	12	8	40.50
E. $\frac{1}{4}$ SE. $\frac{1}{4}$ .....	6	12	8	80.00
W. $\frac{1}{4}$ NE. $\frac{1}{4}$ .....	8	12	8	80.00
NW. $\frac{1}{4}$ .....	8	12	8	160.00
E. $\frac{1}{4}$ SE. $\frac{1}{4}$ .....	8	12	8	80.00
NE. $\frac{1}{4}$ .....	10	12	8	160.00
S. $\frac{1}{4}$ NW. $\frac{1}{4}$ .....	10	12	8	80.00
S. $\frac{1}{4}$ sec. ....	10	12	8	320.00
All of .....	12	12	8	640.00
All of .....	24	12	8	640.00

*Missouri, Kansas and Texas Railroad list—Continued.*

[Twenty-mile limits. Salina district.]

Parts of section.	Section.	Township.	Range.	Value.
E. $\frac{1}{2}$ sec .....	34	12	8	320.00
All of .....	2	13	8	655.08
N. $\frac{1}{2}$ sec .....	12	13	8	320.00
N. $\frac{1}{2}$ SW. $\frac{1}{4}$ .....	12	13	8	80.00
SE. $\frac{1}{4}$ .....	12	13	8	160.00
E. $\frac{1}{2}$ NE. $\frac{1}{4}$ .....	14	13	8	80.00
SW. $\frac{1}{4}$ NE. $\frac{1}{4}$ .....	24	13	8	40.00
				61,184.34

## RECAPITULATION.

Topeka district .....	53,233.78
Salina district .....	61,184.34
Total .....	114,418.12

GENERAL LAND OFFICE,  
June 17, 1872.

This list has been carefully examined with the records of this office, found free from conflict, and inuring to the Missouri, Kansas and Texas Railway Company of Kansas.

JOHN S. WILLIAMS.  
W. J. DRUMMOND.

Now, therefore, as it has been found on a careful examination of the foregoing selections in connection with the authenticated map on file in the General Land Office of the survey of the Missouri, Kansas and Texas Railway route that the foregoing lands fall within the 20-mile limits of said route, and that the said selections, so far as the returns to the General Land Office show, are free from conflict, it is hereby recommended that the tracts in the foregoing be approved and carried into patent as the lands falling within the grant by the act aforesaid, to the said Missouri, Kansas and Texas Railway Company of Kansas.

WILLIS DRUMMOND,  
Commissioner.

To the Hon. C. DELANO,  
Secretary of the Interior.

DEPARTMENT OF THE INTERIOR,  
Washington City, D. C., June 19, 1872.

Approved.

C. DELANO,  
Secretary of the Interior.

MISSOURI, KANSAS AND TEXAS RAILROAD.—KANSAS.

List of lands in the district of lands subject to sale at Topeka and Independence with- in the 20-mile limits, granted to the State of Kansas by the act of Congress ap- proved the 3d of March, 1863, entitled "An act for a grant of lands to the State of Kansas, in alternate sections, to aid in the construction of certain railroads and telegraphs in said State," designated by odd numbers for ten sections in width on each side of said railroad, which the United States had not sold or to which the right of pre-emption or homestead had not attached.

Missouri, Kansas and Texas Railroad list.

[South of base line and east of sixth principal meridian, Kansas. Twenty-mile limits. Topeka dis- trict.]

Parts of section.	Section.	Town- ship.	Range.	Acres.
NW 1/4 SE 1/4	1	20	16	40.00
NE 1/4 NE 1/4	3	20	16	40.83
Lot No. 1	7	19	17	30.41
Lot No. 2	7	19	17	30.70
Lot No. 3	7	19	17	30.98
Lot No. 4	7	19	17	30.32
Lot No. 5	7	19	17	38.80
Lot No. 6	7	19	17	40.00
Lot No. 7	7	19	17	80.00
Lot No. 3	9	19	17	31.70
Lot No. 4	9	19	17	31.53
Lot No. 5	9	19	17	80.00
S 1/4 SW 1/4	15	19	17	80.00
N 1/4 NE 1/4	25	19	17	40.00
SW 1/4 SW 1/4	33	19	17	40.00
S 1/4 NE 1/4	35	19	17	80.00
E 1/4 SW 1/4	3	20	17	80.00
NW 1/4 NW 1/4	7	20	17	42.96
NE 1/4 SW 1/4	11	20	17	40.00
S 1/4 SW 1/4	17	20	17	80.00
SW 1/4 SW 1/4	19	20	17	41.69
NE 1/4 SW 1/4	33	20	17	40.00
NW 1/4 NW 1/4	1	21	17	71.53
N 1/4 NE 1/4	5	21	17	142.93
N 1/4 NW 1/4	5	21	17	140.44
SW 1/4 NW 1/4	5	21	17	40.00
SW 1/4 SW 1/4	9	21	17	40.00
NW 1/4 SE 1/4	11	21	17	40.00
NE 1/4	15	21	17	160.00
SE 1/4	15	21	17	160.00
NE 1/4 SE 1/4	17	21	17	40.00
NW 1/4 SW 1/4	25	21	17	40.00
NE 1/4 NE 1/4	27	21	17	40.00
NW 1/4	27	21	17	160.00
SE 1/4 SW 1/4	27	21	17	40.00
SE 1/4	27	21	17	160.00
NE 1/4	35	21	17	160.00
NW 1/4	35	21	17	160.00
SW 1/4	35	21	17	160.00
SE 1/4	35	21	17	160.00
N 1/4 NE 1/4 and SW 1/4 NE 1/4	1	22	17	122.26
NW 1/4	11	22	17	160.00
NW 1/4 SW 1/4	11	22	17	40.00
W 1/4 NW 1/4	19	19	18	79.43
Total				3,386.51

[Twenty-mile limits. Independence district.]

SW 1/4	27	24	15	160.00
W 1/4 SE 1/4	27	24	15	80.00
NE 1/4	33	24	15	160.00
E 1/4 NW 1/4	33	24	15	80.00
E 1/4 SW 1/4	33	24	15	80.00
SE 1/4	33	24	15	160.00
SW 1/4	35	24	15	160.00
W 1/4 SE 1/4	35	24	15	80.00
W 1/4 SW 1/4	1	25	15	80.00
SE 1/4 SW 1/4	1	25	15	40.00
NE 1/4 SE 1/4	5	25	15	40.00

Missouri, Kansas and Texas Railroad list—Continued.

[Twenty-mile limits. Independence district.]

Parts of section.	Section.	Township.	Range.	Acres.
W. 1/4 NE 1/4	9	25	15	80.00
W. 1/4 NW 1/4	11	25	15	80.00
NW 1/4 SE 1/4	11	25	15	40.00
E. 1/4 SE 1/4	11	25	15	80.00
NW 1/4	15	25	15	160.00
NE 1/4 NE 1/4	23	25	15	40.00
NW 1/4 NE 1/4	23	25	15	40.00
SW 1/4 NW 1/4	23	25	15	40.00
SW 1/4	23	25	15	160.00
W. 1/4 SE 1/4	23	25	15	80.00
W. 1/4 NE 1/4	25	25	15	80.00
NW 1/4 NE 1/4	29	25	15	40.00
S. 1/4 NE 1/4	29	25	15	80.00
E. 1/4 SW 1/4	29	25	15	80.00
E. 1/4 SW 1/4	33	25	16	80.00
SE 1/4	33	25	15	160.00
N. 1/4 NW 1/4	1	26	15	80.00
NW 1/4 SE 1/4	3	26	15	40.00
E. 1/4 SE 1/4	3	26	15	80.00
NE 1/4	5	26	15	160.00
E. 1/4 NW 1/4	5	26	15	80.00
E. 1/4 SW 1/4	5	26	15	80.00
SE 1/4	5	26	15	160.00
E. 1/4 SW 1/4	9	26	15	80.00
SE 1/4	9	26	15	160.00
NE 1/4	15	26	15	160.00
NW 1/4	15	26	15	160.00
SW 1/4	15	26	15	160.00
SE 1/4	15	26	15	160.00
E. 1/4 NE 1/4	17	26	15	80.00
NW 1/4 NE 1/4	17	26	15	40.00
NE 1/4 NW 1/4	17	26	15	40.00
NE 1/4	21	26	15	160.00
NW 1/4	21	26	15	160.00
SW 1/4	21	26	15	160.00
SE 1/4	21	26	15	160.00
S. 1/4 NE 1/4	23	26	15	80.00
SE 1/4	23	26	16	160.00
Lot No. 1	25	26	15	29.41
Lot No. 2	25	26	15	29.17
Lot No. 3	25	26	15	28.91
Lot No. 1	27	26	15	30.10
Lot No. 2	27	26	15	30.30
Lot No. 3	27	26	15	30.50
Lot No. 4	27	26	15	30.70
Lot No. 1	29	26	15	30.86
Lot No. 2	29	26	15	30.44
Lot No. 3	29	26	15	30.62
NW 1/4	19	25	16	158.88
SW 1/4	19	25	16	157.82
NW 1/4	31	25	16	159.37
SW 1/4	31	25	16	159.79
SE 1/4	31	25	16	160.00
NW 1/4	7	26	16	149.65
NE 1/4 NW 1/4	19	26	16	40.00
W. 1/4 NW 1/4	19	26	16	70.19
NW 1/4 SW 1/4	19	26	16	35.20
S. 1/4 SE 1/4	19	26	16	80.00
Lot No. 2	29	26	16	29.69
Lot No. 3	29	26	16	29.53
Lot No. 4	29	26	16	29.38
SE 1/4 NW 1/4	13	24	20	40.00
W. 1/4 SE 1/4	13	24	20	80.00
SE 1/4 NE 1/4	27	24	20	40.00
E. 1/4 SE 1/4	27	24	20	80.00
NE 1/4	35	24	20	160.00
NW 1/4	35	24	20	160.00
SW 1/4	35	24	20	160.00
SE 1/4	35	24	20	160.00
NE 1/4	1	25	20	159.71
SE 1/4	1	25	20	160.00
NE 1/4	3	25	20	159.03
NW 1/4	3	25	20	158.93
SW 1/4	3	25	20	160.00
SE 1/4	3	25	20	160.00
NE 1/4	13	25	20	160.00
NW 1/4	13	25	20	160.00
SW 1/4	13	25	20	160.00
SE 1/4	13	25	20	160.00

Missouri, Kansas and Texas Railroad list—Continued.

[Twenty-mile limits. Independence district.]

Parts of section.	Section.	Township.	Range.	Acres.
NE. $\frac{1}{4}$	15	25	20	160.00
NW. $\frac{1}{4}$	15	25	20	160.00
SW. $\frac{1}{4}$	15	25	20	160.00
SE. $\frac{1}{4}$	15	25	20	160.00
E. $\frac{1}{2}$ NE. $\frac{1}{4}$	17	25	20	80.00
E. $\frac{1}{2}$ SE. $\frac{1}{4}$	17	25	20	80.00
NE. $\frac{1}{2}$	21	25	20	160.00
NW. $\frac{1}{2}$	21	25	20	160.00
SW. $\frac{1}{2}$	21	25	20	160.00
SE. $\frac{1}{2}$	21	25	20	160.00
NE. $\frac{1}{4}$	23	25	20	160.00
NW. $\frac{1}{4}$	23	25	20	160.00
SW. $\frac{1}{4}$	23	25	20	160.00
SE. $\frac{1}{4}$	23	25	20	160.00
NE. $\frac{1}{4}$	25	25	20	160.00
NW. $\frac{1}{4}$	25	25	20	160.00
SW. $\frac{1}{4}$	25	25	20	160.00
SE. $\frac{1}{4}$	25	25	20	160.00
NE. $\frac{1}{4}$	27	25	20	160.00
NW. $\frac{1}{4}$	27	25	20	160.00
SW. $\frac{1}{4}$	27	25	20	160.00
SE. $\frac{1}{4}$	27	25	20	160.00
NE. $\frac{1}{4}$	29	25	20	160.00
E. $\frac{1}{2}$ NW. $\frac{1}{4}$	29	25	20	80.00
SW. $\frac{1}{4}$	29	25	20	160.00
SE. $\frac{1}{4}$	29	25	20	160.00
E. $\frac{1}{2}$ NE. $\frac{1}{4}$	31	25	20	40.00
E. $\frac{1}{2}$ SE. $\frac{1}{4}$	31	25	20	80.00
NE. $\frac{1}{4}$	33	25	20	160.00
NW. $\frac{1}{4}$	33	25	20	160.00
SW. $\frac{1}{4}$	33	25	20	160.00
SE. $\frac{1}{4}$	33	25	20	160.00
NW. $\frac{1}{4}$	35	25	20	160.00
SW. $\frac{1}{4}$	35	25	20	160.00
NW. $\frac{1}{2}$ SE. $\frac{1}{4}$	35	25	20	40.00
E. $\frac{1}{2}$ SE. $\frac{1}{4}$	35	25	20	80.00
NE. $\frac{1}{4}$	1	26	20	160.00
NW. $\frac{1}{4}$	1	26	20	160.00
SW. $\frac{1}{4}$	1	26	20	160.00
SE. $\frac{1}{4}$	1	26	20	160.00
NE. $\frac{1}{4}$	3	26	20	160.00
NW. $\frac{1}{4}$	3	26	20	160.00
SW. $\frac{1}{4}$	3	26	20	160.00
SE. $\frac{1}{4}$	3	26	20	160.00
W. $\frac{1}{2}$ SE. $\frac{1}{4}$	3	26	20	80.00
NE. $\frac{1}{2}$ SE. $\frac{1}{4}$	3	26	20	40.00
NE. $\frac{1}{4}$	5	26	20	160.00
NW. $\frac{1}{4}$	5	26	20	160.00
SW. $\frac{1}{4}$	5	26	20	160.00
SE. $\frac{1}{4}$	5	26	20	160.00
E. $\frac{1}{2}$ NE. $\frac{1}{4}$	7	26	20	80.00
E. $\frac{1}{2}$ SE. $\frac{1}{4}$	7	26	20	80.00
NE. $\frac{1}{4}$	9	26	20	160.00
NW. $\frac{1}{4}$	9	26	20	160.00
SW. $\frac{1}{4}$	9	26	20	160.00
SE. $\frac{1}{4}$	9	26	20	160.00
NE. $\frac{1}{4}$	11	26	20	160.00
NW. $\frac{1}{4}$	11	26	20	160.00
SW. $\frac{1}{4}$	11	26	20	160.00
SE. $\frac{1}{4}$	11	26	20	160.00
NE. $\frac{1}{4}$	13	26	20	160.00
NW. $\frac{1}{4}$	13	26	20	160.00
SW. $\frac{1}{4}$	13	26	20	160.00
SE. $\frac{1}{4}$	13	26	20	160.00
NE. $\frac{1}{4}$	15	26	20	160.00
NW. $\frac{1}{4}$	15	26	20	160.00
SW. $\frac{1}{4}$	15	26	20	160.00
SE. $\frac{1}{4}$	15	26	20	160.00
NE. $\frac{1}{4}$	17	26	20	160.00
NW. $\frac{1}{4}$	17	26	20	160.00
SW. $\frac{1}{4}$	17	26	20	160.00
SE. $\frac{1}{4}$	17	26	20	160.00
E. $\frac{1}{2}$ NE. $\frac{1}{4}$	19	26	20	80.00
E. $\frac{1}{2}$ SE. $\frac{1}{4}$	19	26	20	80.00
NE. $\frac{1}{4}$	21	26	20	160.00
SW. $\frac{1}{2}$ SW. $\frac{1}{4}$	21	26	20	40.00
E. $\frac{1}{2}$ SW. $\frac{1}{4}$	21	26	20	80.00
SE. $\frac{1}{4}$	21	26	20	160.00
NE. $\frac{1}{4}$	23	26	20	160.00
NW. $\frac{1}{4}$	23	26	20	160.00



## Missouri, Kansas and Texas Railroad list—Continued.

[Twenty-mile limits. Independence district.]

Parts of section.	Section.	Town-ship.	Range.	Acres.
SW. $\frac{1}{4}$ .....	23	26	20	160.00
SE. $\frac{1}{4}$ .....	23	26	20	160.00
Lot No. 1 .....	25	26	20	41.25
Lot No. 2 .....	25	26	20	45.84
Lot No. 1 .....	27	26	20	49.84
Lot No. 2 .....	27	26	20	48.88
Lot No. 1 .....	29	26	20	53.66
Lot No. 2 .....	29	26	20	55.22
SW. $\frac{1}{4}$ .....	19	25	21	154.05
SE. $\frac{1}{4}$ .....	19	25	21	160.00
NW. $\frac{1}{4}$ .....	29	25	21	160.00
SW. $\frac{1}{4}$ .....	29	25	21	160.00
NE. $\frac{1}{4}$ .....	31	25	21	160.00
NW. $\frac{1}{4}$ .....	31	25	21	157.85
SW. $\frac{1}{4}$ .....	31	25	21	159.30
SE. $\frac{1}{4}$ .....	31	25	21	160.00
NW. $\frac{1}{4}$ .....	5	26	21	160.00
SW. $\frac{1}{4}$ .....	5	26	21	160.00
NE. $\frac{1}{4}$ .....	7	26	21	160.00
NW. $\frac{1}{4}$ .....	7	26	21	148.70
SW. $\frac{1}{4}$ .....	7	26	21	148.30
SE. $\frac{1}{4}$ .....	7	26	21	160.00
W. $\frac{1}{2}$ NE. $\frac{1}{4}$ .....	17	26	21	80.00
NW. $\frac{1}{4}$ .....	17	26	21	160.00
SW. $\frac{1}{4}$ .....	17	26	21	160.00
W. $\frac{1}{2}$ SE. $\frac{1}{4}$ .....	17	26	21	80.00
NE. $\frac{1}{4}$ .....	19	26	21	160.00
NW. $\frac{1}{4}$ .....	19	26	21	149.85
SW. $\frac{1}{4}$ .....	19	26	21	150.11
SE. $\frac{1}{4}$ .....	19	26	21	160.00
Lot No. 1 .....	29	26	21	31.62
Lot No. 2 .....	29	26	21	33.84
				24,345.99

## RECAPITULATION.

Topeka district .....	Acres.	3,386.51
Independence district .....		24,345.99
Total .....		27,732.50

GENERAL LAND OFFICE, April 7, 1873.

This list has been carefully examined with the records of this office, found free from conflict, and inuring to the Missouri, Kansas and Texas Railway Company of Kansas.

W. J. DRUMMOND.  
THOS. CROMWELL.

DEPARTMENT OF THE INTERIOR,  
GENERAL LAND OFFICE,  
April 7, 1873.

I, Willis Drummond, Commissioner of the General Land Office, do hereby certify that the foregoing, on pages 1 to 7, inclusive, is a correct and true list of the tracts of land within the 20-mile limits, granted to the State of Kansas by the act of Congress, approved March 3, 1863, entitled "An act for a grant of lands to the State of Kansas, in alternate sections, to aid in the construction of certain railroads and telegraphs in said State;" being the vacant and unappropriated lands in the alternate sections designated by odd numbers, for 10 sections in width on each side of the Missouri, Kansas and Texas Railroad in Kansas.

And it is further shown by letter of the Secretary of the Interior to the Commissioner of the General Land Office, dated July 25, 1870, and map therewith, duly certified by the governor of the State of Kansas, that the said Missouri, Kansas and Texas Railway Company has fully completed and equipped, as required by the act, the said railroad from Junction City to the southern boundary of the State of Kansas.

And they are now submitted for the approval of the Secretary of the Interior, in accordance with the requirements of the said act of March 3, 1863, 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.

[SEAL.]

WILLIS DRUMMOND,  
Commissioner.

DEPARTMENT OF THE INTERIOR,  
Washington, D. C., April 10, 1873.

Approved, subject to the conditions above mentioned.

C. DELANO,  
Secretary.

MISSOURI, KANSAS AND TEXAS RAILROAD—KANSAS.

List of lands in the district of lands subject to sale at Topeka within the 10 and 20-mile limits, granted to the State of Kansas by the act of Congress approved July 1, 1864, entitled "An Act for a grant of lands to the State of Kansas, in alternate sections, to aid in the construction of certain railroads and telegraphs in said State," designated by odd numbers, for ten sections in width on each side of said railroad, which the United States had not sold, or to which the right of pre-emption or homestead had not attached.

Missouri, Kansas and Texas Railroad list.

[South of base line and east of sixth principal meridian. Twenty-mile limits. Topeka district.]

Parts of section.	Section.	Township.	Range.	Acres.
* * * * *	*	*	*	*
S. $\frac{1}{2}$ SW. $\frac{1}{2}$ .....	7	19	16	73.80
Lot No. 3 .....	7	19	16	26.10
Lot No. 4 .....	7	19	16	21.62
S. $\frac{1}{2}$ SW. $\frac{1}{2}$ .....	11	19	16	80.00
Lot No. 3 .....	11	19	16	29.96
Lot No. 4 .....	11	19	16	29.72
S. $\frac{1}{2}$ SE. $\frac{1}{2}$ .....	11	19	16	80.00
SE. $\frac{1}{2}$ NE. $\frac{1}{2}$ .....	17	19	16	40.00
W. $\frac{1}{2}$ .....	19	19	16	295.44
NW. $\frac{1}{2}$ NW. $\frac{1}{2}$ .....	3	20	16	42.17
N. $\frac{1}{2}$ .....	5	20	16	329.68
SE. $\frac{1}{2}$ .....	5	20	16	160.00
SW. $\frac{1}{2}$ SW. $\frac{1}{2}$ .....	5	20	16	40.00
N. $\frac{1}{2}$ NW. $\frac{1}{2}$ .....	19	20	16	79.85
Lot No. 2 .....	7	19	15	38.49
SW. $\frac{1}{2}$ SE. $\frac{1}{2}$ .....	7	19	15	40.00
Lot 2 and SW. $\frac{1}{2}$ SE. $\frac{1}{2}$ .....	11	19	15	63.46
Lots 3 and 4 .....	11	19	15	57.47
E. $\frac{1}{2}$ NW. $\frac{1}{2}$ .....	13	19	15	80.00
NW. $\frac{1}{2}$ NW. $\frac{1}{2}$ .....	13	19	15	40.00
E. $\frac{1}{2}$ .....	23	19	15	320.00
NW. $\frac{1}{2}$ .....	23	19	15	160.00
N. $\frac{1}{2}$ section and E. $\frac{1}{2}$ SE. $\frac{1}{2}$ .....	25	19	15	400.00
Lot No. 4 .....	31	15	13	47.56
NW. $\frac{1}{2}$ NE. $\frac{1}{2}$ .....	31	15	13	40.00
Lot No. 1 .....	19	16	13	50.77
Lot No. 2 .....	19	16	13	50.34
W. $\frac{1}{2}$ NW. $\frac{1}{2}$ .....	19	16	13	80.00
Lot No. 3 .....	19	16	13	49.92
Lot No. 4 .....	19	16	13	49.49
W. $\frac{1}{2}$ SW. $\frac{1}{2}$ .....	19	16	13	80.00
Lot No. 1 .....	31	16	13	47.90
Lot No. 2 .....	31	16	13	47.70
W. $\frac{1}{2}$ NW. $\frac{1}{2}$ .....	21	16	13	79.39
Lot No. 3 .....	31	16	13	47.50
Lot No. 4 .....	31	16	13	47.30
NW. $\frac{1}{2}$ SW. $\frac{1}{2}$ .....	31	16	13	39.19
Lot No. 3 .....	19	17	13	43.37
Lot No. 4 .....	19	17	13	43.01
Lot No. 4 .....	31	17	13	40.35
All .....	7	22	13	578.32
All .....	17	22	13	640.00

\* N.  $\frac{1}{2}$  SW.  $\frac{1}{2}$  SW.  $\frac{1}{2}$  NW.  $\frac{1}{2}$  Quitclaimed by the company to the United States December 24, 1883. See to register and receiver January 22, 1884.—C. S. B.

## RAILROAD LAND GRANTS IN KANSAS.

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Missouri, Kansas and Texas Railroad list—Continued.

[South of base line and east of sixth principal meridian. Twenty-mile limits. Topeka district.]

Parts of section.	Section.	Town-ship.	Range.	Acres.
N. 1/4	19	22	13	288.70
N. NW 1/4	31	14	12	77.99
SW 1/4 SW 1/4	31	14	12	35.99
E 1/4 SE 1/4	31	14	12	80.00
NW 1/4 SE 1/4	31	14	12	40.00
NW 1/4	5	15	12	158.52
SE 1/4 SW 1/4	5	15	12	40.00
W 1/4 NW 1/4	7	15	12	82.53
SW 1/4	7	15	13	161.67
NE 1/4	17	15	12	160.00
SW 1/4 SW 1/4	23	15	12	40.00
SE 1/4 SE 1/4	23	15	12	40.00
NW 1/4 NW 1/4	27	15	12	40.00
NW 1/4 SE 1/4	27	15	12	40.00
NW 1/4 SW 1/4	29	15	12	40.00
SW 1/4	33	15	12	160.00
SW 1/4 NW 1/4	33	15	12	40.00
SW 1/4 NE 1/4	35	15	12	40.00
W 1/4 SW 1/4	3	16	12	80.00
N 1/4	5	16	12	328.01
W 1/4 NW 1/4	7	16	12	53.62
SE 1/4 NW 1/4	7	16	12	40.00
SW 1/4	7	16	12	132.86
SE 1/4 NE 1/4	9	16	12	40.00
E 1/4 NW 1/4	9	16	12	80.00
NW 1/4 SE 1/4	9	16	12	40.00
W 1/4 NE 1/4	13	16	12	80.00
W 1/4	13	16	12	320.00
SE 1/4	13	16	12	160.00
SW 1/4 NE 1/4	15	16	12	40.00
E 1/4 NE 1/4	17	16	12	80.00
W 1/4	19	16	12	264.48
SE 1/4 SW 1/4	21	16	12	40.00
SW 1/4 SW 1/4	29	16	12	40.00
SE 1/4 NW 1/4	33	16	12	40.00
Lots 1 and 2 of NE 1/4	5	17	12	70.11
Lot No. 1	7	17	12	47.85
Lot No. 2	7	17	12	48.35
NW 1/4 SE 1/4	13	17	12	40.00
SW 1/4 NW 1/4	15	17	12	40.00
W 1/4 SW 1/4	15	17	12	80.00
SE 1/4 SW 1/4	15	17	12	40.00
S 1/4 SE 1/4	15	17	12	80.00
SW 1/4	17	17	12	160.00
NW 1/4 NE 1/4	27	17	12	40.00
N 1/4 NW 1/4	27	17	12	80.00
All	19	21	12	556.72
W 1/4	21	21	12	320.00
All	29	21	12	640.00
All	31	21	12	570.08
N 1/4	33	21	12	320.00
SW 1/4	33	21	12	160.00
All	35	21	12	640.00
All	1	22	12	646.24
N 1/4 NE 1/4	3	22	12	80.54
N 1/4 NW 1/4	3	22	12	86.18
W 1/4 SW 1/4	3	22	12	80.00
SE 1/4 SW 1/4	3	22	12	40.00
N 1/4	5	22	12	334.00
SE 1/4	5	22	12	160.00
NE 1/4 SE 1/4	7	22	12	40.00
NW 1/4 NW 1/4	7	22	12	27.86
All	9	22	12	640.00
E 1/4	11	22	12	320.00
NE 1/4 NW 1/4	11	22	12	40.00
SE 1/4 SW 1/4	11	22	12	40.00
N 1/4	13	22	12	320.00
SE 1/4	15	22	12	160.00
N 1/4 NE 1/4	17	22	12	80.00
All	19	22	12	585.60
SE 1/4 SE 1/4	21	22	12	40.00
NE 1/4	23	22	12	160.00
E 1/4 NW 1/4	23	22	12	80.00
NW 1/4 NW 1/4	23	22	12	40.00
SW 1/4 NE 1/4	15	14	11	40.00
S 1/4 NW 1/4	15	14	11	80.00
SW 1/4	15	14	11	160.00
W 1/4 SE 1/4	15	14	11	80.00
E 1/4	21	14	11	320.00

Missouri, Kansas and Texas Railroad list—Continued.

[South of base line and east of sixth principal meridian. Twenty-mile limits. Topeka district.]

Parts of section.	Section.	Township.	Range.	Acres.
NW 1/4	25	14	11	160.00
NW 1/4 SW 1/4	25	14	11	40.00
NE 1/4 SE 1/4	25	14	11	40.00
All	35	14	11	640.00
NE 1/4	1	15	11	158.73
NW 1/4	1	15	11	158.19
N 1/4 SE 1/4	1	15	11	80.00
NE 1/4	3	15	11	157.03
NW 1/4	3	15	11	157.49
S 1/4	3	15	11	320.00
E 1/4	9	15	11	320.00
E 1/4 NW 1/4	9	15	11	80.00
SW 1/4	9	15	11	160.00
All	11	15	11	640.00
All	13	15	11	640.00
All	15	15	11	640.00
Part of Lot 1	17	15	11	40.00
Lot 2	17	15	11	58.78
Lot 3	17	15	11	57.02
Lot 4	17	15	11	57.28
All	21	15	11	640.00
W 1/4	23	15	11	320.00
NW 1/4	25	15	11	160.00
NE 1/4 SW 1/4	25	15	11	40.00
W 1/4	27	15	11	320.00
SE 1/4	27	15	11	160.00
Lots 1, 2, 3, and 4	29	15	11	230.76
All	33	15	11	640.00
S 1/4 SW 1/4	1	16	11	80.00
NW 1/4 NW 1/4	3	16	11	43.25
Lots 1, 2, 3, and 4	5	16	11	186.18
N 1/4 NW 1/4	13	16	11	80.00
Lots 1, 2, 3, and 4	17	16	11	182.40
W 1/4	21	16	11	320.00
NE 1/4	27	16	11	160.00
Lots 1, 2, 3, and 4	29	16	11	177.20
NE 1/4	33	16	11	160.00
NE 1/4 SE 1/4	33	16	11	40.00
NW 1/4	3	17	11	153.10
Lots 1, 2, 3, and 4	5	17	11	175.40
NE 1/4 SW 1/4	11	17	11	40.00
N 1/4 NW 1/4	15	17	11	80.00
Lots 1, 2, 3, and 4	17	17	11	172.08
NW 1/4 SW 1/4	21	17	11	40.00
Lots 3 and 4	29	17	11	82.85
NE 1/4	5	21	11	166.86
NW 1/4	5	21	11	167.31
SW 1/4	5	21	11	160.00
SE 1/4	5	21	11	160.00
NE 1/4	7	21	11	160.00
NW 1/4	7	21	11	138.99
SW 1/4	7	21	11	139.29
SE 1/4	7	21	11	160.00
All	9	21	11	640.00
S 1/4	11	21	11	320.00
All	13	21	11	640.00
All	15	21	11	640.00
S 1/4	17	21	11	320.00
NE 1/4 SW 1/4	19	21	11	40.00
N 1/4 SE 1/4	19	21	11	80.00
N 1/4 SW 1/4	29	21	11	80.00
NE 1/4	29	21	11	160.00
NE 1/4 SE 1/4	33	21	11	40.00
SW 1/4	35	21	11	160.00
NE 1/4	1	22	11	160.00
NW 1/4	1	22	11	160.00
E 1/4 SW 1/4	1	22	11	80.00
SE 1/4	1	22	11	160.00
SW 1/4 SW 1/4	3	22	11	40.00
E 1/4 NE 1/4	3	22	11	78.30
S 1/4 SE 1/4	5	22	11	80.00
NE 1/4	7	22	11	160.00
NW 1/4	7	22	11	156.56
SW 1/4	7	22	11	143.68
W 1/4 NE 1/4	9	22	11	80.00
SE 1/4 NE 1/4	9	22	11	40.00
W 1/4	9	22	11	320.00
W 1/4 SE 1/4	11	22	11	80.00
SE 1/4 SE 1/4	11	22	11	40.00

## Missouri, Kansas and Texas Railroad list—Continued.

[South of base line and east of sixth principal meridian. Twenty-mile limits. Topeka district.]

Parts of section.	Section.	Town-ship.	Range.	Acres.
NW 1/4	13	22	11	160.00
SW 1/4	13	22	11	160.00
W 1/2 SE 1/4	13	22	11	80.00
SE 1/4 SE 1/4	13	22	11	40.00
NE 1/4	15	22	11	160.00
E 1/2 NW 1/4	15	22	11	80.00
SW 1/4 NW 1/4	15	22	11	40.00
S 1/4	15	22	11	320.00
N 1/4	17	22	11	320.00
N 1/2 SE 1/4	17	22	11	80.00
N 1/2 NW 1/4	19	22	11	73.00
S 1/2 SW 1/4	19	22	11	74.28
N 1/4	21	22	11	320.00
SW 1/4	21	22	11	160.00
SW 1/4	5	20	10	160.00
NE 1/4	7	20	19	160.00
NW 1/4	7	20	10	163.18
SW 1/4	7	20	10	162.66
W 1/2 NE 1/4	9	20	10	80.00
SW 1/4	9	20	10	160.00
NE 1/4	19	20	10	160.00
NW 1/4	19	20	10	161.09
SW 1/4	19	20	10	160.75
SE 1/4	19	20	10	160.00
All	21	20	10	640.00
SW 1/4	23	20	10	160.00
All	25	20	10	640.00
All	27	20	10	640.00
All	29	20	10	640.00
NE 1/4	31	20	10	160.00
W 1/4	31	20	10	320.28
SE 1/4	31	20	10	160.00
All	33	20	10	640.00
All	35	20	10	640.00
SW 1/4	7	21	10	139.55
E 1/2 NW 1/4	13	21	10	80.00
N 1/2 NW 1/4	15	21	10	80.00
SE 1/2 NW 1/4	15	21	10	40.00
NE 1/2 SW 1/4	16	21	10	40.00
E 1/2 NE 1/4	23	21	10	80.00
SW 1/2 NE 1/4	23	21	10	40.00
SW 1/4	23	21	10	160.00
W 1/4	25	21	10	320.00
SW 1/2 NW 1/4	27	21	10	40.00
SW 1/4	31	21	10	144.12
SE 1/4	31	21	10	160.00
NE 1/4	33	21	10	160.00
SW 1/4	33	21	10	160.00
S 1/2 NW 1/4	33	21	10	80.00
W 1/2 NW 1/4	1	22	10	79.41
SE 1/2 NW 1/4	1	22	10	40.00
SW 1/4	1	22	10	160.00
W 1/2 NE 1/4	3	22	10	77.72
SE 1/2 NE 1/4	3	22	10	40.00
S 1/2	3	22	10	320.00
All	5	22	10	635.80
NE 1/4	7	22	10	160.00
N 1/2 SE 1/4	7	22	10	80.00
N 1/4	9	22	10	320.00
All	11	22	10	640.00
SW 1/4	13	22	10	160.00
E 1/2 SE 1/4	21	19	9	80.00
SW 1/2 SE 1/4	21	19	9	40.00
All	27	19	9	640.00
All	33	19	9	610.00
W 1/4	35	19	9	320.00
S 1/2 SE 1/4	1	20	9	80.00
NE 1/4	3	20	9	159.68
NW 1/4	3	20	9	159.84
S 1/4	9	20	9	320.00
SW 1/4	11	20	9	160.00
SE 1/4	33	20	9	320.00
SE 1/4	35	20	9	320.00
NE 1/4	1	21	9	171.44
NW 1/4	1	21	9	166.24
S 1/4	1	21	9	320.00
NE 1/4	3	21	9	162.54
NW 1/4	3	21	9	163.56
S 1/4	3	21	9	320.00



Missouri, Kansas and Texas Railroad list—Continued.

[South of base line and east of sixth principal meridian. Twenty-mile limits. Topeka district.]

Parts of section.	Section.	Township.	Range.	Acres.
All .....	9	21	9	640.00
All .....	11	21	9	640.00
All .....	15	21	9	640.00
All .....	21	21	9	640.00
N. $\frac{1}{2}$ SW. $\frac{1}{4}$ .....	35	21	9	80.00
N. $\frac{1}{2}$ SE. $\frac{1}{4}$ .....	35	21	9	80.00
NE. $\frac{1}{4}$ .....	1	22	9	162.28
NW. $\frac{1}{4}$ .....	1	22	9	162.28
N. $\frac{1}{2}$ SW. $\frac{1}{4}$ .....	1	22	9	80.00
N. $\frac{1}{2}$ SE. $\frac{1}{4}$ .....	1	22	9	80.00
Total .....				52,537.72

RECAPITULATION.

Ten-mile limits .....	17,890.44
Twenty-mile limits .....	52,537.72
Total .....	70,428.16

GENERAL LAND OFFICE,  
May 28, 1873.

This list has been carefully examined with the records of this office, found free from conflict, and inuring to the Missouri, Kansas and Texas Railway Company.  
W. J. DRUMMOND.

DEPARTMENT OF THE INTERIOR,  
GENERAL LAND OFFICE,  
May 29, 1873.

I, W. W. Curtis, acting commissioner of the General Land Office, do hereby certify that the foregoing, on pages 1 to 13 inclusive, is a true and correct list of the tracts of land within the 10 and 20 mile limits, granted to the State of Kansas by the act of Congress approved July 1, 1864, entitled "An act for a grant of lands to the State of Kansas, in alternate sections, to aid in the construction of certain railroads and telegraphs in said State;" being the vacant and unappropriated lands in the alternate sections designated by odd numbers, for ten sections in width on each side of the Missouri, Kansas and Texas Railroad, in Kansas.

And it is further shown by letter of the Secretary of the Interior to the Commissioner of the General Land Office, dated July 25, 1870, and map therewith, duly certified by the governor of the State of Kansas, that the said Missouri, Kansas and Texas Railway Company has fully completed and equipped, as required by the act, the said railroad from Junction City to the southern boundary of the State of Kansas.

And they are now submitted for the approval of the Secretary of the Interior, in accordance with the requirements of the said act of July 1, 1864, 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.

[SEAL.]

W. W. CURTIS,  
Acting Commissioner.

DEPARTMENT OF THE INTERIOR,  
Washington, D. C., May 31, 1873.

Approved subject to the conditions above mentioned.

C. DELANO,  
Secretary.

## MISSOURI, KANSAS AND TEXAS RAILROAD—KANSAS.

List of lands in the district of lands subject to sale at Salina within the 10 and 20 mile limits granted to the State of Kansas by the act of Congress approved July 1, 1864, entitled "An act for a grant of lands to the State of Kansas, in alternate sections, to aid in the construction of certain railroads and telegraphs in said State," designated by odd numbers, for ten sections in width on each side of said railroads, which the United States had not sold, or to which the right of pre-emption or homestead had not attached.

*Missouri, Texas and Kansas Railroad list.*

[South of base line and east of sixth principal meridian. Twenty-mile limits. Salina district.]

Parts of section.	Section.	Township.	Range.	Acres.
* * * * *	*	*	*	*
E. $\frac{1}{2}$ SE. $\frac{1}{2}$ .....	7	18	7	80.00
S. $\frac{1}{2}$ NE. $\frac{1}{2}$ .....	19	18	7	80.00
NE. $\frac{1}{2}$ .....	11	17	6	160.00
W. $\frac{1}{2}$ SW. $\frac{1}{2}$ .....	11	17	8	80.00
E. $\frac{1}{2}$ SW. $\frac{1}{2}$ .....	23	17	6	80.00
NW. $\frac{1}{2}$ SW. $\frac{1}{2}$ .....	23	17	6	40.00
W. $\frac{1}{2}$ NE. $\frac{1}{2}$ .....	35	17	6	80.00
SE. $\frac{1}{2}$ NE. $\frac{1}{2}$ .....	35	17	6	40.00
E. $\frac{1}{2}$ SE. $\frac{1}{2}$ .....	1	17	5	80.00
W. $\frac{1}{2}$ SW. $\frac{1}{2}$ .....	1	17	5	80.00
				800.00

## RECAPITULATION.

Ten-mile limits.....	187,42.75
Twenty-mile limits.....	800.00
Total.....	19,542.75

GENERAL LAND OFFICE,  
May 28, 1873.

This list has been carefully examined with the records of this office, found free from conflict, and inuring to the Missouri, Kansas and Texas Railway Company of Kansas.

W. J. DRUMMOND,  
W. W. BUCK.

DEPARTMENT OF THE INTERIOR,  
GENERAL LAND OFFICE,  
May 29, 1873.

I, W. W. Curtis, Acting Commissioner of the General Land Office, do hereby certify that the foregoing on pages 1 to 4, inclusive, is a true and correct list of the tracts of land within the 10 and 20 mile limits granted to the State of Kansas by the act of Congress, approved July 1, 1864, entitled "An act for a grant of lands to the State of Kansas in alternate sections, to aid in the construction of certain railroads and telegraphs in said State," being the vacant and unappropriated lands in the alternate section designated by odd numbers for ten sections in width on each side of the Missouri, Kansas and Texas Railroad, in Kansas.

And it is further shown by letter of the Secretary of the Interior to the Commissioner of the General Land Office, dated July 25, 1870, and map therewith, duly certified by the governor of the State of Kansas, that the said Missouri, Kansas and Texas Railway Company has fully completed and equipped, as required by the act, the said railroad from Junction City to the southern boundary of the State of Kansas.

And they are now submitted for the approval of the Secretary of the Interior, in accordance with the requirements of the said act of July 1, 1864, 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.

[SEAL.]

W. W. CURTIS,  
Acting Commissioner.

DEPARTMENT OF THE INTERIOR,  
Washington, D. C., May 31, 1873.

Approved subject to the conditions above mentioned.

C. DELANO,  
Secretary,

MISSOURI, KANSAS AND TEXAS RAILROAD—KANSAS.

List of lands in the district of lands subject to sale at Independence, within the 20-mile limits granted to the State of Kansas by the act of Congress approved the 3d of March, 1863, entitled "An act for a grant of lands to the State of Kansas, in alternate sections, to aid in the construction of certain railroads and telegraphs in said State," designated by odd numbers, for ten sections in width on each side of said railroad, which the United States had not sold or to which the right of pre-emption or homestead had not attached.

Missouri, Kansas and Texas Railroad list.

[South of base line and east of sixth principal meridian, Kansas. Twenty-mile limits. Independence district.]

Parts of section.	Section.	Town-ship.	Range.	Acres.
All	1	23	11	640.00
All	3	23	11	640.00
NE. $\frac{1}{4}$ NE. $\frac{1}{2}$	5	23	11	40.00
E. $\frac{1}{2}$	11	23	11	320.00
N. $\frac{1}{2}$ NW. $\frac{1}{2}$	11	23	11	80.00
NE. $\frac{1}{2}$	13	23	11	160.00
N. $\frac{1}{2}$ SE. $\frac{1}{2}$	13	23	11	80.00
E. $\frac{1}{2}$	1	23	12	320.00
E. $\frac{1}{2}$ NW. $\frac{1}{2}$	1	23	12	80.00
N. $\frac{1}{2}$	3	23	12	320.00
N. $\frac{1}{2}$	5	23	12	320.00
All	7	23	12	589.68
N. $\frac{1}{2}$ SW. $\frac{1}{2}$	11	23	12	80.00
N. $\frac{1}{2}$ NE. $\frac{1}{2}$	13	23	12	80.00
All	15	23	12	635.82
N. $\frac{1}{2}$	21	23	12	320.00
E. $\frac{1}{2}$ SW. $\frac{1}{2}$	21	23	12	80.00
SE. $\frac{1}{2}$	21	23	12	160.00
All	23	23	12	640.00
SW. $\frac{1}{4}$	25	23	12	160.00
W. $\frac{1}{2}$ SE. $\frac{1}{2}$ and NE. $\frac{1}{2}$ SE. $\frac{1}{2}$	25	23	12	160.00
E. $\frac{1}{2}$	27	23	12	320.00
N. $\frac{1}{2}$ NW. $\frac{1}{2}$	27	23	13	80.00
All	1	23	13	641.52
All	3	23	13	639.80
All	5	23	13	641.00
All	9	23	13	640.00
All	11	23	13	640.00
All	13	23	13	641.96
All	15	23	13	644.36
All	21	23	13	640.00
All	23	23	13	640.00
All	25	23	13	640.00
All	27	23	13	640.00
N. $\frac{1}{2}$	29	23	13	320.00
E. $\frac{1}{2}$ SW. $\frac{1}{2}$	29	23	13	80.00
W. $\frac{1}{2}$ SW. $\frac{1}{2}$	29	23	13	80.00
SE. $\frac{1}{2}$	29	23	13	160.00
NE. $\frac{1}{2}$ NE. $\frac{1}{2}$	31	23	13	40.00
SE. $\frac{1}{2}$ SE. $\frac{1}{2}$	31	23	13	40.00
All	33	23	13	640.00
All	35	23	13	640.00
All	1	24	13	638.28
All	3	24	13	634.96
SE. $\frac{1}{2}$	5	24	13	160.00
NE. $\frac{1}{2}$ SW. $\frac{1}{2}$	5	24	13	40.00

Missouri, Kansas and Texas Railroad list—Continued.

[South of base line and east of sixth principal meridian, Kansas. Twenty-mile limits. Independence district.]

Parts of section.	Section	Township.	Range.	Acres.
SE $\frac{1}{4}$ .....	11	24	13	160.00
All.....	21	24	13	640.00
All.....	23	24	13	640.00
All.....	27	24	13	640.00
E $\frac{1}{2}$ NE $\frac{1}{4}$ .....	33	24	13	80.00
E $\frac{1}{2}$ SE $\frac{1}{4}$ .....	33	24	13	80.00
SE $\frac{1}{4}$ NE $\frac{1}{4}$ .....	35	24	13	40.00
W $\frac{1}{2}$ NW $\frac{1}{4}$ and NE $\frac{1}{4}$ NW $\frac{1}{4}$ .....	35	24	13	120.00
SE $\frac{1}{4}$ .....	35	24	13	160.00
All.....	1	25	13	643.96
N $\frac{1}{2}$ .....	3	25	13	332.60
N $\frac{1}{2}$ .....	13	25	13	320.00
NE $\frac{1}{4}$ NE $\frac{1}{4}$ .....	25	25	13	40.00
All.....	7	23	14	645.68
SW $\frac{1}{4}$ .....	9	23	14	160.00
W $\frac{1}{2}$ .....	15	23	14	315.52
N $\frac{1}{2}$ .....	17	23	14	320.00
NE $\frac{1}{4}$ .....	19	23	14	160.00
W $\frac{1}{2}$ .....	19	23	14	308.00
All.....	27	23	14	640.00
All.....	29	23	14	640.00
All.....	31	23	14	635.60
All.....	33	23	14	640.00
All.....	35	23	14	640.00
SW $\frac{1}{4}$ .....	1	24	14	160.00
W $\frac{1}{2}$ SE $\frac{1}{4}$ .....	1	24	14	80.00
All.....	3	24	14	646.72
All.....	5	24	14	642.96
All.....	7	24	14	641.92
NW $\frac{1}{4}$ SW $\frac{1}{4}$ .....	11	24	14	40.00
S $\frac{1}{2}$ NE $\frac{1}{4}$ .....	13	24	14	80.00
E $\frac{1}{2}$ NE $\frac{1}{4}$ and SW $\frac{1}{4}$ NE $\frac{1}{4}$ .....	15	24	14	120.00
W $\frac{1}{2}$ NW $\frac{1}{4}$ and SE $\frac{1}{4}$ NW $\frac{1}{4}$ .....	15	24	14	120.00
All.....	19	24	14	436.22
All.....	21	24	14	640.00
All.....	23	24	14	640.00
All.....	27	24	14	640.00
All.....	29	24	14	640.00
All.....	31	24	14	635.08
All.....	33	24	14	640.00
SW $\frac{1}{4}$ .....	35	24	14	160.00
SE $\frac{1}{4}$ .....	35	24	14	160.00
All.....	3	25	14	646.84
All.....	5	25	14	636.44
All.....	7	25	14	648.40
E $\frac{1}{2}$ .....	9	25	14	320.00
NW $\frac{1}{4}$ .....	9	25	14	160.00
NW $\frac{1}{4}$ .....	15	25	14	160.00
NW $\frac{1}{4}$ .....	17	25	14	160.00
All.....	19	25	14	651.80
N $\frac{1}{2}$ NW $\frac{1}{4}$ .....	23	25	14	80.00
S $\frac{1}{2}$ NW $\frac{1}{4}$ .....	23	25	14	80.00
SW $\frac{1}{4}$ .....	23	25	14	160.00
All.....	27	25	14	640.00
NE $\frac{1}{4}$ .....	29	25	14	160.00
SW $\frac{1}{4}$ .....	29	25	14	160.00
W $\frac{1}{2}$ SE $\frac{1}{4}$ .....	29	25	14	80.00
NE $\frac{1}{4}$ .....	1	26	14	160.00
SW $\frac{1}{4}$ .....	1	26	14	160.00
All.....	3	26	14	640.00
NE $\frac{1}{4}$ .....	11	26	14	160.00
W $\frac{1}{2}$ NW $\frac{1}{4}$ .....	11	26	14	80.00
SW $\frac{1}{4}$ .....	11	26	14	160.00
N $\frac{1}{2}$ SE $\frac{1}{4}$ and SW $\frac{1}{4}$ SE $\frac{1}{4}$ .....	11	26	14	120.00
NW $\frac{1}{4}$ .....	13	26	14	160.00
SE $\frac{1}{4}$ NE $\frac{1}{4}$ .....	15	26	14	40.00
S $\frac{1}{2}$ SE $\frac{1}{4}$ and NE $\frac{1}{4}$ SE $\frac{1}{4}$ .....	15	26	14	120.00
S $\frac{1}{2}$ SW $\frac{1}{4}$ .....	15	26	14	80.00
SE $\frac{1}{4}$ NE $\frac{1}{4}$ .....	23	26	14	40.00
SE $\frac{1}{4}$ SW $\frac{1}{4}$ .....	23	26	14	40.00
Lot 1.....	25	26	14	60.59
Lot 2.....	25	26	14	31.01
Lot 4.....	25	26	14	31.85
Lot 2.....	27	26	14	28.48
Lot 3.....	27	26	14	27.90
NW $\frac{1}{4}$ SW $\frac{1}{4}$ .....	7	24	15	40.00
All.....	19	24	15	608.48
W $\frac{1}{2}$ SW $\frac{1}{4}$ .....	21	24	15	80.00

*Missouri, Kansas and Texas Railroad list—Continued.*

[South of base line and east of sixth principal meridian, Kansas. Twenty-mile limits. Independence district.]

Parts of section.	Section.	Town-ship.	Range.	Acres.
All	29	24	15	640.00
All	31	24	15	606.88
W. $\frac{1}{2}$ NW. $\frac{1}{2}$	33	24	15	80.00
W. $\frac{1}{2}$ SW. $\frac{1}{2}$	33	24	15	80.00
NW. $\frac{1}{2}$ SE. $\frac{1}{2}$	5	25	15	40.00
NE. $\frac{1}{2}$	7	25	15	160.00
N. $\frac{1}{2}$ NW. $\frac{1}{2}$	7	25	15	78.47
S. $\frac{1}{2}$ NW. $\frac{1}{2}$	7	25	15	78.50
NW. $\frac{1}{2}$	29	25	15	160.00
NW. $\frac{1}{2}$ SW. $\frac{1}{2}$	29	25	15	40.00
N. $\frac{1}{2}$ NW. $\frac{1}{2}$	31	25	15	79.21
S. $\frac{1}{2}$ NE. $\frac{1}{2}$	31	25	15	80.00
S. $\frac{1}{2}$ SW. $\frac{1}{2}$	31	25	15	79.81
N. $\frac{1}{2}$ SE. $\frac{1}{2}$	31	25	15	80.00
W. $\frac{1}{2}$ NW. $\frac{1}{2}$	5	26	15	80.00
S. $\frac{1}{2}$ NE. $\frac{1}{2}$	7	26	15	80.00
NE. $\frac{1}{2}$ NW. $\frac{1}{2}$	7	26	15	40.00
SE. $\frac{1}{2}$ NW. $\frac{1}{2}$	7	26	15	40.00
NE. $\frac{1}{2}$ SE. $\frac{1}{2}$	7	26	15	40.00
NW. $\frac{1}{2}$ NW. $\frac{1}{2}$	17	26	15	40.00
W. $\frac{1}{2}$	19	26	15	296.24
Lot 4	29	26	15	30.50
				43,617.18

GENERAL LAND OFFICE,  
October 14, 1873.

This list has been carefully examined with the records of this office, found free from conflict, and inuring for the benefit of the Missouri, Kansas and Texas Railroad.

W. W. BUCK.  
T. CROMWELL.

DEPARTMENT OF THE INTERIOR,  
GENERAL LAND OFFICE,  
October 14, 1873.

I, Willis Drummond, Commissioner of the General Land Office, do hereby certify that the foregoing, on pages 1 to 4, inclusive, is a correct and true list of the tracts of land within the 20-mile limits granted to the State of Kansas by the act of Congress' approved March 3, 1863, entitled "An act for a grant of lands to the State of Kansas in alternate sections, to aid in the construction of certain railroads and telegraphs in said State," being the vacant and unappropriated lands in the alternate sections designated by odd numbers, for ten sections in width on each side of the "Missouri, Kansas and Texas Railroad," in Kansas,

And it is further shown, by letter of the Secretary of the Interior to the Commissioner of the General Land Office, dated July 25, 1870, and map therewith, duly certified by the governor of the State of Kansas, that the said "Missouri, Kansas and Texas Railroad Company" has fully completed and equipped, as required by the act, the said railroad from Junction City to the southern boundary of the State of Kansas.

And they are now submitted for the approval of the Secretary of the Interior, in accordance with the requirements of the said act of March 3, 1863, subject to all its conditions, and to any valid interfering rights which may exist to any of the tracts 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.

[SEAL.]

WILLIS DRUMMOND,  
Commissioner.

DEPARTMENT OF THE INTERIOR,  
Washington, D. C., October 16, 1873.

Approved, subject to the conditions above mentioned.

B. R. COWEN,  
Acting Secretary.



DEPARTMENT OF THE INTERIOR,  
GENERAL LAND OFFICE,  
October 14, 1873.

Whereas by the act of Congress, approved July 26, 1886, entitled 'An act granting lands to the State of Kansas to aid in the construction of a southern branch of the Union Pacific Railway and Telegraph from Fort Riley, Kans., to Fort Smith, Ark.' authority is given to the "Union Pacific Railway Company, south branch," now known as the "Missouri, Kansas and Texas Railway Company" of Kansas, a corporation existing under the laws of said State, to construct a railroad and telegraph line under certain conditions and stipulations as expressed in said act, and provision is made for granting to the State of Kansas for "the use and benefit of said railroad company, every alternate section of land, or parts thereof, designated by odd numbers, to the extent of five alternate sections per mile on each side of said road, and not exceeding in all ten sections per mile;"

And whereas it is further enacted that, "in case it shall appear that the United States have, when the line of said road is definitely located, sold any sections, or any parts thereof, granted as aforesaid, or that the right of pre-emption or homestead settlements has attached to the same," then so much land is set apart to be selected for the purposes aforesaid nearest to the sections above specified, provided "that said lands hereby granted 'as indemnity' shall not be selected beyond 20 miles from the line of said road;"

And whereas it is further enacted by the third section of the aforesaid act that "when the governor of the State of Kansas shall certify that any section of 10 consecutive miles of said road is completed in a good, substantial, and workmanlike manner, as a first-class railroad, patents shall issue to said company for the lands thereby granted;"

And whereas it is indicated by letter of the Secretary of the Interior to the Commissioner of the General Land Office dated July 25, 1870, and map therewith, duly certified by the governor of the State of Kansas, that the said "Missouri, Kansas and Texas Railway Company" has fully completed and equipped, as required by the act, the said railroad from Junction City to the southern boundary of the State of Kansas;

And whereas certain tracts have been selected under the act aforesaid by Isaac T. Goodnow, land commissioner of the "Missouri, Kansas and Texas Railway Company," as shown by his original lists of selections dated August 10, 1872, and certified under date of April 14, 1873, by the register and receiver at Independence, Kans., the said tracts being described as follows, to wit:

*Missouri, Kansas and Texas Railroad list.*

[South of base line and east of sixth principal meridian, Kansas. Indemnity 20-mile limits. Independence district.]

Parts of section.	Section.	Township.	Range.	Acres.
All	2	23	11	640.00
N. $\frac{1}{2}$ NE. $\frac{1}{2}$	4	23	11	80.00
N. $\frac{1}{2}$ NW. $\frac{1}{2}$	4	23	11	80.00
All	12	23	11	640.00
W. $\frac{1}{2}$ NE. $\frac{1}{2}$	2	23	12	80.00
NW. $\frac{1}{2}$ SE. $\frac{1}{2}$	2	23	12	40.00
All	6	23	12	590.34
N. $\frac{1}{2}$	10	23	12	320.00
SW. $\frac{1}{2}$	10	23	12	160.00
SE. $\frac{1}{2}$	10	23	12	160.00
E. $\frac{1}{2}$ NW. $\frac{1}{2}$	12	23	12	80.00
E. $\frac{1}{2}$ SW. $\frac{1}{2}$	12	23	12	80.00
S. $\frac{1}{2}$ NE. $\frac{1}{2}$	12	23	12	80.00
SE. $\frac{1}{2}$	12	23	12	160.00
N. $\frac{1}{2}$	18	23	12	294.84
N. $\frac{1}{2}$ SW. $\frac{1}{2}$	18	23	12	67.42
N. $\frac{1}{2}$ SE. $\frac{1}{2}$ and lot 1.	18	23	12	107.48
All	22	23	12	640.00
All	26	23	12	640.00
N. $\frac{1}{2}$ NE. $\frac{1}{2}$	28	23	12	80.00
NE. $\frac{1}{2}$ NW. $\frac{1}{2}$	28	23	12	40.00
All	2	23	13	642.36
All	4	23	13	638.52
All	6	23	13	570.59
All	10	23	13	640.00
All	12	23	13	640.00
All	14	23	13	642.68
All	20	23	13	640.00
All	22	23	13	640.00

Missouri, Kansas and Texas Railroad list—Continued.

[South of base line and east of sixth principal meridian; Kansas. Indemnity 20-mile limits. Independence district.

Parts of section.	Section.	Township.	Range.	Acres.
All	24	23	13	640.00
All	26	23	13	640.00
All	28	23	13	640.00
E. $\frac{1}{2}$ SE. $\frac{1}{4}$	30	23	13	80.00
NE. $\frac{1}{2}$ NE. $\frac{1}{4}$	30	23	13	40.00
All	34	23	13	640.00
All	2	24	13	635.92
All	4	24	13	636.48
NE. $\frac{1}{2}$	8	24	13	160.00
SE. $\frac{1}{2}$ SE. $\frac{1}{4}$	8	24	13	40.00
All	12	24	13	640.00
E. $\frac{1}{2}$	14	24	13	320.00
SW. $\frac{1}{2}$	14	24	13	160.00
All	22	24	13	640.00
All	26	24	13	640.00
All	34	24	13	640.00
E. $\frac{1}{2}$ NE. $\frac{1}{4}$ and SW. $\frac{1}{4}$ NE. $\frac{1}{4}$	2	25	13	122.21
NW. $\frac{1}{2}$ NW. $\frac{1}{4}$	2	25	13	43.57
SE. $\frac{1}{2}$	2	25	13	160.00
E. $\frac{1}{2}$ NE. $\frac{1}{4}$	4	25	13	82.26
S. $\frac{1}{2}$ SW. $\frac{1}{4}$	4	23	14	80.00
All	6	23	14	641.66
All	8	23	14	640.00
W. $\frac{1}{2}$	18	23	14	321.51
NW. $\frac{1}{2}$	22	23	14	160.00
S. $\frac{1}{2}$	22	23	14	320.00
SW. $\frac{1}{2}$	26	23	14	160.00
All	28	23	14	640.00
W. $\frac{1}{2}$	30	23	14	307.52
SE. $\frac{1}{2}$	30	23	14	160.00
All	32	23	14	640.00
All	34	23	14	640.00
All	2	24	14	643.76
All	4	24	14	645.00
All	6	24	14	639.63
NE. $\frac{1}{2}$	10	24	14	160.00
W. $\frac{1}{2}$	10	24	14	320.00
N. $\frac{1}{2}$ SE. $\frac{1}{4}$	10	24	14	80.00
NW. $\frac{1}{2}$	12	24	14	160.00
N. $\frac{1}{2}$ SE. $\frac{1}{4}$	12	24	14	80.00
SW. $\frac{1}{2}$ NE. $\frac{1}{4}$	14	24	14	40.00
SE. $\frac{1}{2}$ NW. $\frac{1}{4}$	14	24	14	40.00
S. $\frac{1}{2}$	14	24	14	320.00
All	18	24	14	640.88
All	20	24	14	640.00
NE. $\frac{1}{2}$	26	24	14	160.00
W. $\frac{1}{2}$	26	24	14	320.00
All	28	24	14	640.00
All	30	24	14	636.20
All	32	24	14	640.00
S. $\frac{1}{2}$	34	24	14	320.00
All	4	25	14	642.00
NE. $\frac{1}{2}$	6	25	14	637.02
W. $\frac{1}{2}$	8	25	14	160.00
NE. $\frac{1}{2}$	8	25	14	320.00
W. $\frac{1}{2}$	10	25	14	160.00
W. $\frac{1}{2}$	10	25	14	320.00
E. SW. $\frac{1}{4}$	14	25	14	80.00
W. SW. $\frac{1}{4}$	14	25	14	80.00
W. $\frac{1}{2}$	18	25	14	330.60
SE. $\frac{1}{2}$	22	25	14	160.00
W. $\frac{1}{2}$	26	25	14	320.00
E. NE. $\frac{1}{4}$	28	25	14	80.00
W. NE. $\frac{1}{4}$	28	25	14	80.00
NW. $\frac{1}{2}$	28	25	14	160.00
E. SW. $\frac{1}{4}$	28	25	14	80.00
SE. $\frac{1}{2}$	28	25	14	160.00
E. SE. $\frac{1}{4}$	30	25	14	80.00
SE. $\frac{1}{2}$	2	26	14	160.00
N. SW. $\frac{1}{4}$	2	26	14	80.00
NE. $\frac{1}{2}$	4	26	14	160.00
N. $\frac{1}{2}$	10	26	14	320.00
N. SE. $\frac{1}{4}$	10	26	14	80.00
N. SW. $\frac{1}{4}$	10	26	14	80.00
S. SW. $\frac{1}{4}$	10	26	14	80.00
N. $\frac{1}{2}$	12	26	14	320.00
N. SW. $\frac{1}{4}$ and SW. $\frac{1}{4}$ W. $\frac{1}{4}$	12	26	14	120.00
NW. $\frac{1}{2}$ SE. $\frac{1}{4}$	12	26	14	40.00

## Missouri, Kansas and Texas Railroad list—Continued.

[South of base line and east of sixth principal meridian, Kansas. Indemnity 20-mile limits. Independence district.]

Parts of section.	Section.	Town-ship.	Range.	Acres.
N. $\frac{1}{2}$ NE. $\frac{1}{2}$ and SE. $\frac{1}{2}$ NE. $\frac{1}{2}$	14	26	14	120.00
W. $\frac{1}{2}$	14	26	14	320.00
NE. $\frac{1}{2}$ SE. $\frac{1}{2}$	14	26	14	40.00
NE. $\frac{1}{2}$ NE. $\frac{1}{2}$	22	26	14	40.00
E. $\frac{1}{2}$ SW. $\frac{1}{2}$ and NW. $\frac{1}{2}$ SW. $\frac{1}{2}$	22	26	14	120.00
SW. $\frac{1}{2}$ SE. $\frac{1}{2}$	22	26	14	40.00
NE. $\frac{1}{2}$	24	26	14	160.00
W. $\frac{1}{2}$ SW. $\frac{1}{2}$	24	26	14	80.00
SE. $\frac{1}{2}$ SW. $\frac{1}{2}$	24	26	14	40.00
SE. $\frac{1}{2}$ SE. $\frac{1}{2}$	24	26	14	40.00
Lot 1	26	26	14	31.72
Lot 2	26	26	14	31.05
Lot 3	26	26	14	30.37
SW. $\frac{1}{2}$ NW. $\frac{1}{2}$	18	24	15	32.97
S. $\frac{1}{2}$	18	24	15	305.57
W. $\frac{1}{2}$ NW. $\frac{1}{2}$	20	24	15	80.00
S. $\frac{1}{2}$	20	24	15	320.00
W. $\frac{1}{2}$ NW. $\frac{1}{2}$	28	24	15	80.00
S. $\frac{1}{2}$	28	24	15	320.00
All	30	24	15	604.36
N. $\frac{1}{2}$	32	24	15	320.00
W. $\frac{1}{2}$ SW. $\frac{1}{2}$	32	24	15	80.00
W. $\frac{1}{2}$ SE. $\frac{1}{2}$	32	24	15	80.00
W. $\frac{1}{2}$ NE. $\frac{1}{2}$	34	24	15	80.00
NW. $\frac{1}{2}$	34	24	15	160.00
SW. $\frac{1}{2}$	34	24	15	160.00
SE. $\frac{1}{2}$	34	24	15	160.00
SW. $\frac{1}{2}$ SW. $\frac{1}{2}$	2	25	15	40.00
N. $\frac{1}{2}$ SE. $\frac{1}{2}$	2	25	15	80.00
SE. $\frac{1}{2}$	6	25	15	160.00
SE. $\frac{1}{2}$ NE. $\frac{1}{2}$	8	25	15	40.00
SW. $\frac{1}{2}$ NE. $\frac{1}{2}$	8	25	15	40.00
SE. $\frac{1}{2}$ NW. $\frac{1}{2}$	8	25	15	40.00
N. $\frac{1}{2}$ NW. $\frac{1}{2}$ and SW. $\frac{1}{2}$ NW. $\frac{1}{2}$	8	25	15	120.00
SE. $\frac{1}{2}$ NE. $\frac{1}{2}$	10	25	15	40.00
E. $\frac{1}{2}$ NW. $\frac{1}{2}$ and SW. $\frac{1}{2}$ NW. $\frac{1}{2}$	10	25	15	120.00
NW. $\frac{1}{2}$	12	25	15	160.00
W. $\frac{1}{2}$ SW. $\frac{1}{2}$	12	25	15	80.00
S. $\frac{1}{2}$	14	25	15	320.00
S. $\frac{1}{2}$	20	25	15	320.00
NW. $\frac{1}{2}$	22	25	15	160.00
SE. $\frac{1}{2}$	22	25	15	160.00
N. $\frac{1}{2}$ NW. $\frac{1}{2}$	24	25	15	80.00
NW. $\frac{1}{2}$	26	25	15	160.00
N. $\frac{1}{2}$	30	25	15	317.72
SW. $\frac{1}{2}$	30	25	15	158.04
N. $\frac{1}{2}$ SE. $\frac{1}{2}$	30	25	15	80.00
N. $\frac{1}{2}$ NE. $\frac{1}{2}$ and SW. $\frac{1}{2}$ NE. $\frac{1}{2}$	2	26	15	120.00
SW. $\frac{1}{2}$ NE. $\frac{1}{2}$	4	26	15	40.00
W. $\frac{1}{2}$ NW. $\frac{1}{2}$	4	26	15	80.00
SW. $\frac{1}{2}$	4	26	15	160.00
E. $\frac{1}{2}$ NE. $\frac{1}{2}$	6	26	15	80.00
N. $\frac{1}{2}$ NW. $\frac{1}{2}$ and SW. $\frac{1}{2}$ NW. $\frac{1}{2}$	6	26	15	108.71
N. $\frac{1}{2}$ SE. $\frac{1}{2}$ and NW. $\frac{1}{2}$ SW. $\frac{1}{2}$	6	26	15	120.00
NW. $\frac{1}{2}$ NE. $\frac{1}{2}$	8	26	15	40.00
NE. $\frac{1}{2}$ NW. $\frac{1}{2}$	8	26	15	40.00
SW. $\frac{1}{2}$	8	26	15	160.00
W. $\frac{1}{2}$ SE. $\frac{1}{2}$	8	26	15	80.00
NE. $\frac{1}{2}$	14	26	15	160.00
W. $\frac{1}{2}$	14	26	15	320.00
N. $\frac{1}{2}$ SE. $\frac{1}{2}$ and SW. $\frac{1}{2}$ SE. $\frac{1}{2}$	14	26	15	120.00
SW. $\frac{1}{2}$ NE. $\frac{1}{2}$	18	26	15	40.00
SE. $\frac{1}{2}$ NW. $\frac{1}{2}$	18	26	15	40.00
S. $\frac{1}{2}$	18	26	15	307.79
W. $\frac{1}{2}$ NW. $\frac{1}{2}$ and (* SE. $\frac{1}{2}$ ) NW. $\frac{1}{2}$	20	26	15	120.00
E. $\frac{1}{2}$ NW. $\frac{1}{2}$	24	26	15	80.00
Lot 2	26	26	15	29.09
Lot 3	26	26	15	29.45
Lot 4	26	26	15	29.82
Lot 1	28	26	15	30.82
Lot 2	28	26	15	30.84
Lot 3	28	26	15	30.88
Lot 1	30	26	15	30.43
Lot 2	30	26	15	30.41
Lot 3	30	26	15	30.30
Lot 4	30	26	15	26.42
W. $\frac{1}{2}$	18	25	16	320.88
E. $\frac{1}{2}$ NW. $\frac{1}{2}$	30	25	16	80.00

Missouri, Kansas and Texas Railroad list—Continued.

[South of base line and east of sixth principal meridian, Kansas. Indemnity 20-mile limits. Independence district.]

Parts of section.	Section.	Town-ship.	Range.	Acres.
E. 1/2 SW. 1/4	30	25	16	80.00
S. 1/2 SW. 1/4	6	26	16	74.80
SW. 1/4	18	26	16	149.92
Lot 1	30	26	16	29.33
Lot 2	30	26	16	29.39
Lot 3	30	26	16	29.45
Lot 4	30	26	16	25.99
E. 1/4	12	23	18	320.00
SW. 1/4 NE. 1/4	24	23	18	40.00
NW. 1/4 SE. 1/4	24	23	18	40.00
S. 1/2 NW. 1/4	2	23	19	80.00
NW. 1/4	4	23	19	168.05
W. 1/2 SW. 1/4	4	23	19	80.00
E. 1/2	8	23	19	320.00
E. 1/2 SE. 1/4	10	23	19	80.00
S. 1/2 SE. 1/4 and lots 7 and 8	14	23	19	81.53
E. 1/2 NE. 1/4	18	23	19	80.00
SW. 1/4	18	23	19	148.06
W. 1/2 NW. 1/4	20	23	19	80.00
E. 1/2 SE. 1/4	22	23	19	80.00
E. 1/2 NE. 1/4	26	23	19	80.00
SW. 1/4 NE. 1/4	28	23	19	40.00
NW. 1/2 NW. 1/4	26	23	19	40.00
SE. 1/2 NW. 1/4	28	23	19	40.00
SE. 1/2 NE. 1/4	28	23	19	40.00
SW. 1/4 NE. 1/4	30	23	19	40.00
S. 1/2 NW. 1/4	30	23	19	74.37
NE. 1/4	34	23	19	160.00
S. 1/2 NW. 1/4	34	23	19	80.00
S. 1/2	34	23	19	320.00
All	2	24	19	632.72
NE. 1/4	4	24	19	158.82
SE. 1/2 NW. 1/4	4	24	19	40.00
N. 1/2 NE. 1/4	8	24	19	80.00
S. 1/2 SE. 1/4	8	24	19	80.00
N. 1/2	14	24	19	320.00
W. 1/2 SW. 1/4	14	24	19	80.00
SE. 1/2	14	24	19	160.00
N. 1/2	22	24	19	320.00
All	24	24	19	640.00
SE. 1/2	28	24	19	160.00
NW. 1/2 NW. 1/4	34	24	19	40.00
SW. 1/2 NW. 1/4	34	24	19	40.00
NE. 1/2 SW. 1/4	34	24	19	40.00
E. 1/2 SE. 1/4	2	25	19	80.00
E. 1/2 SE. 1/4	12	25	19	80.00
W. 1/2 NE. 1/4	14	25	19	80.00
S. 1/2 NW. 1/4	14	25	19	80.00
E. 1/2 SW. 1/4	14	25	19	80.00
SE. 1/2	14	25	19	160.00
N. 1/2	22	25	19	320.00
W. 1/2 SW. 1/4	22	25	19	80.00
E. 1/2 SW. 1/4	22	25	19	80.00
SE. 1/2	22	25	19	160.00
All	24	25	19	640.00
All	26	25	19	640.00
E. 1/2 SW. 1/4	2	26	19	80.00
W. 1/2 SE. 1/4	2	26	19	80.00
NE. 1/2	10	26	19	160.00
E. 1/2 SE. 1/4	10	26	19	80.00
All	12	26	19	640.00
All	14	26	19	640.00
E. 1/2 NE. 1/4	22	26	19	80.00
E. 1/2 SE. 1/4	22	26	19	80.00
NE. 1/2	24	26	19	160.00
W. 1/2	24	26	19	320.00
Lot 1	26	26	19	32.68
Lot 2	26	26	19	32.29
Lot 3	26	26	19	31.89
Lot 4	26	26	19	31.50
E. 1/2	18	23	20	319.71
All	20	23	20	640.00
N. 1/2 NW. 1/4 and SW. 1/2 NW. 1/4	26	23	20	120.00
W. 1/2 SW. 1/4 and SE. 1/2 SW. 1/4	26	23	20	120.00
SW. 1/2 SE. 1/4	26	23	20	40.00
All	28	23	20	640.00
NW. 1/2	30	23	20	166.42
All	32	23	20	640.00

## RAILROAD LAND GRANTS IN KANSAS.

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## Missouri, Kansas and Texas Railroad list—Continued.

[South of base line and east of sixth principal meridian, Kansas. Indemnity 20-mile limits. Independence district.]

Parts of section.	Section.	Township.	Range.	Acres.
All.....	34	23	20	640.00
All.....	4	24	20	639.28
S. $\frac{1}{2}$ NE. $\frac{1}{4}$ .....	6	24	20	80.00
W. $\frac{1}{2}$ .....	6	24	20	319.62
SE. $\frac{1}{4}$ .....	6	24	20	160.00
All.....	8	24	20	640.00
All.....	10	24	20	640.00
W. $\frac{1}{2}$ .....	12	24	20	320.00
NE. $\frac{1}{4}$ NE. $\frac{1}{4}$ .....	14	24	20	40.00
SW. $\frac{1}{4}$ NE. $\frac{1}{4}$ .....	14	24	20	40.00
W. $\frac{1}{2}$ NW. $\frac{1}{4}$ and SE. $\frac{1}{4}$ NW. $\frac{1}{4}$ .....	14	24	20	120.00
SW. $\frac{1}{4}$ .....	14	24	20	160.00
W. $\frac{1}{2}$ SE. $\frac{1}{4}$ .....	14	24	20	80.00
All.....	18	24	20	650.20
All.....	20	24	20	640.00
All.....	22	24	20	640.00
SW. $\frac{1}{4}$ .....	24	24	20	160.00
All.....	28	24	20	640.00
All.....	30	24	20	658.56
All.....	32	24	20	640.01
All.....	34	24	20	640.00
All.....	2	25	20	637.92
All.....	4	25	20	639.16
SW. $\frac{1}{4}$ .....	6	25	20	166.09
NE. $\frac{1}{4}$ NE. $\frac{1}{4}$ .....	8	25	20	40.00
W. $\frac{1}{2}$ .....	8	25	20	320.00
SE. $\frac{1}{4}$ .....	8	25	20	160.00
W. $\frac{1}{2}$ .....	12	25	20	320.00
All.....	14	25	20	640.00
All.....	18	25	20	650.88
All.....	20	25	20	640.00
All.....	22	25	20	640.00
All.....	24	25	20	640.00
N. $\frac{1}{2}$ NE. $\frac{1}{4}$ .....	26	25	20	80.00
W. $\frac{1}{2}$ .....	26	25	20	320.00
W. $\frac{1}{2}$ SE. $\frac{1}{4}$ .....	26	25	20	80.00
All.....	28	25	20	640.00
All.....	30	25	20	644.96
N. $\frac{1}{2}$ .....	32	25	20	320.00
NE. $\frac{1}{4}$ NE. $\frac{1}{4}$ .....	34	25	20	40.00
W. $\frac{1}{2}$ NW. $\frac{1}{4}$ .....	34	25	20	80.00
SE. $\frac{1}{4}$ NE. $\frac{1}{4}$ .....	2	26	20	40.00
E. $\frac{1}{2}$ SE. $\frac{1}{4}$ .....	2	26	20	80.00
N. $\frac{1}{2}$ NW. $\frac{1}{4}$ .....	2	26	20	80.00
SE. $\frac{1}{4}$ .....	2	26	20	160.00
All.....	6	26	20	615.32
All.....	8	26	20	640.00
W. $\frac{1}{2}$ NW. $\frac{1}{4}$ .....	10	26	20	80.00
SE. $\frac{1}{4}$ SE. $\frac{1}{4}$ .....	10	26	20	40.00
E. $\frac{1}{2}$ .....	12	26	20	320.00
N. $\frac{1}{2}$ NW. $\frac{1}{4}$ .....	12	26	20	80.00
S. $\frac{1}{2}$ NW. $\frac{1}{4}$ .....	12	26	20	80.00
SW. $\frac{1}{4}$ .....	12	26	20	160.00
All.....	14	26	20	640.00
All.....	18	26	20	604.80
NW. $\frac{1}{4}$ .....	20	26	20	160.00
All.....	22	26	20	640.00
All.....	24	26	20	640.00
Lot 1.....	26	26	20	48.58
Lot 2.....	26	26	20	49.74
Lot 1.....	28	26	20	49.52
Lot 2.....	28	26	20	51.76
W. $\frac{1}{2}$ SW. $\frac{1}{4}$ .....	30	24	21	66.10
W. $\frac{1}{2}$ .....	6	25	21	290.51
All.....	80	25	21	632.00
NW. $\frac{1}{4}$ .....	32	25	21	160.00
E. $\frac{1}{2}$ NE. $\frac{1}{4}$ .....	6	26	21	80.00
W. $\frac{1}{2}$ NW. $\frac{1}{4}$ .....	6	26	21	68.68
S. $\frac{1}{2}$ .....	6	26	21	308.36
W. $\frac{1}{2}$ NE. $\frac{1}{4}$ .....	18	26	21	80.00
NW. $\frac{1}{4}$ .....	18	26	21	148.76
SW. $\frac{1}{4}$ .....	18	26	21	149.40
W. $\frac{1}{2}$ SE. $\frac{1}{4}$ .....	18	26	21	80.00
Total.....				81,218.30

\* N.  $\frac{1}{2}$  NW.  $\frac{1}{4}$ , 2-26-20 relinquished by company November 27, 1885. See 1858, 1886, Division "F."



GENERAL LAND OFFICE,  
October 14, 1873.

This list has been carefully examined with the records of this office, found free from conflict, and inuring to the Missouri, Kansas and Texas Railway Company of Kansas.

W. W. BUCK.  
T. CROMWELL.

Now, therefore, as it has been found on a careful examination of the foregoing selections, in connection with the authenticated map on file in the General Land Office, of the survey of the Missouri, Kansas and Texas Railway route, that the foregoing lands fall within the 20-mile limits of said route, and that the said selections, so far as the returns to the General Land Office show, are free from conflict, it is hereby recommended that the tracts in the foregoing be approved and carried into patent as the lands falling within the grant, by the act aforesaid, to the said Missouri, Kansas and Texas Railway Company of Kansas.

WILLIS DRUMMOND,  
*Commissioner.*

To the Hon. C. DELANO,  
*Secretary of the Interior.*

DEPARTMENT OF THE INTERIOR,  
Washington City, D. C., October 16, 1873.

Approved.

B. R. COWEN,  
*Acting Secretary of the Interior.*

DEPARTMENT OF THE INTERIOR,  
GENERAL LAND OFFICE,  
January 20, 1874.

Whereas by the act of Congress approved July 26, 1866, entitled "An act granting lands to the State of Kansas to aid in the construction of a southern branch of the Union Pacific Railway and Telegraph from Fort Riley, Kans., to Fort Smith, Ark.," authority is given to the Union Pacific Railway Company, South Branch, now known as the "Missouri, Kansas and Texas Railway Company, of Kansas," a corporation existing under the laws of said State, to construct a railroad and telegraph line under certain conditions and stipulations as expressed in said act, and provision is made for granting to the State of Kansas, for "the use and benefit of said railroad company, every alternate section of land, or parts thereof, designated by odd numbers, to the extent of five alternate sections per mile on each side of said road, and not exceeding, in all, ten sections per mile;"

And whereas it is further enacted that "in case it shall appear that the United States have, when the line of said road is definitely located, sold any sections, or any parts thereof, granted as aforesaid, or that the right of pre-emption or homestead settlement has attached to the same," then so much land is set apart to be selected for the purpose aforesaid nearest to the sections above specified: *Provided*, "That said lands hereby granted 'as indemnity' shall not be selected beyond 20 miles from the line of said road;"

And whereas it is further enacted by the third section of the aforesaid act that "when the governor of the State of Kansas shall certify that any section of ten consecutive miles of said road is completed in a good, substantial, and workmanlike manner, as a first-class railroad, patents shall issue to said company for the lands thereby granted;"

And whereas it is indicated, by letter of the Secretary of the Interior to the Commissioner of the General Land Office, dated July 25, 1870, and map therewith, duly certified by the governor of the State of Kansas, that the said Missouri, Kansas and Texas Railway Company has fully completed and equipped, as required by the act, the said railroad from Junction City to the southern boundary of the State of Kansas;

And whereas certain tracts have been selected under the act aforesaid by Isaac T. Goodnow, land commissioner of the Missouri, Kansas and Texas Railway Company, as shown by his original lists of selections, dated February 22, March 12, April 13, and December 11, 1872, and certified under dates of April 11, 12, 13, 1872, and February 26, 1873, by the register and receiver at Topeka and Independence, Kans., the said tracts being described as follows, to wit:

## RAILROAD LAND GRANTS IN KANSAS.

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Missouri, Kansas and Texas Railroad list.

[South of base line and east of sixth principal meridian, Kansas. Twenty-mile limits. Topeka district.]

Parts of section.	Section.	Township.	Range.	Acres.
W. 1/2	6	19	9	303.19
N. 1/2 SW. 1/4	18	19	9	74.18
S. 1/2 SW. 1/4	22	19	9	80.00
W. 1/2 NW. 1/4	26	19	9	80.00
SW. 1/4	26	19	9	160.00
NW. 1/4 SE. 1/4	26	19	9	40.00
NE. 1/4	28	19	9	160.00
E. 1/2 NW. 1/4	28	19	9	80.00
S. 1/2	28	19	9	320.00
All of	32	19	9	640.00
All of	34	19	9	640.00
NW. 1/4 SW. 1/4	2	20	9	40.00
N. 1/2	4	20	9	319.04
W. 1/2	6	20	9	289.25
W. 1/2	18	20	9	290.04
W. 1/2	30	20	9	304.32
W. 1/2	32	20	9	320.06
SE. 1/4	32	20	9	160.00
S. 1/2	34	20	9	320.00
All of	2	21	9	652.11
All of	4	21	9	643.40
W. 1/2	6	21	9	286.26
S. 1/2	8	21	9	320.00
All of	10	21	9	640.00
NE. 1/4	12	21	9	160.00
E. 1/2 NE. 1/4	18	21	9	80.00
E. 1/2 SE. 1/4	18	21	9	80.00
E. 1/2	20	21	9	320.00
SE. 1/4	28	21	9	160.00
S. 1/2 NW. 1/4	6	20	10	81.27
SW. 1/4	6	20	10	163.08
SE. 1/4	6	20	10	160.00
NW. 1/4	8	20	10	160.00
E. 1/2 SW. 1/4	8	20	10	80.00
SE. 1/4	8	20	10	160.00
W. 1/2 of	18	20	10	323.68
SW. 1/4	20	20	10	160.00
W. 1/2	22	20	10	320.00
SE. 1/4	22	20	10	160.00
S. 1/2 NE. 1/4	26	20	10	80.00
W. 1/2 of	26	20	10	320.00
SE. 1/4	26	20	10	160.00
All of	28	20	10	640.00
All of	30	20	10	640.84
All of	32	20	10	640.00
All of	34	20	10	640.00
NE. 1/4	6	21	10	170.47
S. 1/2 SW. 1/4	24	21	10	80.00
S. 1/2 SE. 1/4	24	21	10	80.00
N. 1/2 SE. 1/4 and SE. 1/4 SE. 1/4	26	21	10	120.00
N. 1/2 SW. 1/4	30	21	10	71.68
S. 1/2 of	32	21	10	320.00
S. 1/2 NW. 1/4	34	21	10	80.00
S. 1/2 SE. 1/4 and NW. 1/4 SE. 1/4	34	21	10	120.00
E. 1/2 NE. 1/4 and SW. 1/4 NE. 1/4	2	22	10	119.27
S. 1/2 NW. 1/4 and SW. 1/4 NE. 1/4	2	22	10	80.00
S. 1/2	2	22	10	320.00
NW. 1/4	4	22	10	154.75
S. 1/2 of	4	22	10	320.00
N. 1/2	6	22	10	307.16
N. 1/2 SW. 1/4	6	22	10	74.60
SE. 1/4	6	22	10	160.00
N. 1/2	8	22	10	320.00
N. 1/2 SW. 1/4	8	22	10	80.00
N. 1/2 SE. 1/4	8	22	10	80.00
All of	10	22	10	640.00
W. 1/2	12	22	10	320.00
SE. 1/4	12	22	10	160.00
W. 1/2	14	22	10	320.00
SW. 1/4	24	22	10	160.00
N. 1/2 NE. 1/4	2	15	11	75.39
N. 1/2 NW. 1/4	2	15	11	76.33
W. 1/2 SW. 1/4	2	15	11	80.00
NE. 1/4	4	15	11	158.59
E. 1/2 NW. 1/4	4	15	11	79.95
E. 1/2 SW. 1/4	4	15	11	80.00
SE. 1/4	4	15	11	160.00
Lots 3 and 4	8	15	11	112.29

Missouri, Kansas and Texas Railroad list—Continued.

[South of base line and east of sixth principal meridian, Kansas. Twenty-mile limits. Topeka district.]

Parts of section.	Section.	Township.	Range.	Acres.
All of.....	10	15	11	640.00
S. $\frac{1}{2}$ NE $\frac{1}{2}$ .....	12	15	11	80.00
W. $\frac{1}{2}$ of.....	13	15	11	320.00
SE. $\frac{1}{4}$ .....	12	15	11	160.00
NE. $\frac{1}{4}$ .....	14	15	11	160.00
S. $\frac{1}{2}$ of.....	14	15	11	320.00
Lots 1, 2, 3, and 4.....	20	15	11	230.00
NE. $\frac{1}{4}$ .....	22	15	11	160.00
NE. $\frac{1}{4}$ .....	24	15	11	160.00
SW. $\frac{1}{4}$ SW. $\frac{1}{4}$ .....	26	15	11	40.00
All of.....	28	15	11	640.00
Lots 1, 2, 3, and 4.....	32	15	11	255.52
S. $\frac{1}{2}$ NW. $\frac{1}{4}$ .....	34	15	11	80.00
SW. $\frac{1}{4}$ .....	34	15	11	160.00
N. $\frac{1}{2}$ SE. $\frac{1}{4}$ and SW. $\frac{1}{4}$ SE. $\frac{1}{4}$ .....	34	15	11	120.00
N. $\frac{1}{2}$ NE. $\frac{1}{4}$ .....	4	16	11	85.92
NW. $\frac{1}{4}$ .....	4	16	11	164.69
Lots 1, 2, 3, and 4.....	8	16	11	183.60
SW. $\frac{1}{4}$ NW. $\frac{1}{4}$ .....	10	16	11	40.00
E. $\frac{1}{2}$ .....	24	16	11	320.00
S. $\frac{1}{2}$ SW. $\frac{1}{4}$ .....	32	20	11	80.00
S. $\frac{1}{2}$ SE. $\frac{1}{4}$ .....	32	20	11	80.00
SW. $\frac{1}{4}$ NW. $\frac{1}{4}$ .....	4	21	11	40.00
S. $\frac{1}{2}$ .....	4	21	11	320.00
All of.....	6	21	11	613.33
All of.....	8	21	11	640.00
W. $\frac{1}{2}$ .....	10	21	11	320.00
SW. $\frac{1}{4}$ .....	12	21	11	160.00
S. $\frac{1}{2}$ NE. $\frac{1}{4}$ .....	14	21	11	80.00
S. $\frac{1}{2}$ NW. $\frac{1}{4}$ .....	14	21	11	80.00
S. $\frac{1}{2}$ .....	14	21	11	320.00
All of.....	18	21	11	600.32
SW. $\frac{1}{4}$ SE. $\frac{1}{4}$ and SE. $\frac{1}{4}$ SW. $\frac{1}{4}$ .....	30	21	11	40.00
N. $\frac{1}{2}$ SW. $\frac{1}{4}$ and SE. $\frac{1}{4}$ SW. $\frac{1}{4}$ .....	34	21	11	120.00
S. $\frac{1}{2}$ SW. $\frac{1}{4}$ .....	4	22	11	80.00
W. $\frac{1}{2}$ .....	8	22	11	320.00
SE. $\frac{1}{4}$ .....	8	22	11	160.00
SW. $\frac{1}{4}$ NW. $\frac{1}{4}$ .....	10	22	11	40.00
NE. $\frac{1}{4}$ , NE. $\frac{1}{4}$ .....	12	22	11	40.00
W. $\frac{1}{2}$ NE. $\frac{1}{4}$ , SE. $\frac{1}{4}$ NE. $\frac{1}{4}$ , and NW. $\frac{1}{4}$ .....	14	22	11	280.00
NE. $\frac{1}{4}$ .....	18	22	11	160.00
E. $\frac{1}{2}$ NE. $\frac{1}{4}$ .....	20	22	11	80.00
SE. $\frac{1}{4}$ .....	20	22	11	160.00
NW. $\frac{1}{4}$ .....	24	22	11	160.00
SW. $\frac{1}{4}$ .....	30	14	12	156.71
SW. $\frac{1}{4}$ .....	32	14	12	160.00
NE. $\frac{1}{4}$ NE. $\frac{1}{4}$ .....	6	15	12	39.36
NW. $\frac{1}{4}$ .....	6	15	12	153.88
N. $\frac{1}{2}$ NW. $\frac{1}{4}$ and SE. $\frac{1}{4}$ NW. $\frac{1}{4}$ .....	8	15	12	120.00
NW. $\frac{1}{4}$ .....	18	15	12	160.83
W. $\frac{1}{2}$ SW. $\frac{1}{4}$ and NE. $\frac{1}{4}$ SW. $\frac{1}{4}$ .....	18	15	12	120.01
N. $\frac{1}{2}$ SE. $\frac{1}{4}$ .....	18	15	12	80.00
S. $\frac{1}{2}$ NW. $\frac{1}{4}$ .....	32	15	12	80.00
NW. $\frac{1}{4}$ SW. $\frac{1}{4}$ .....	32	15	12	40.00
S. $\frac{1}{2}$ SE. $\frac{1}{4}$ and NW. $\frac{1}{4}$ SE. $\frac{1}{4}$ .....	32	15	12	120.00
N. $\frac{1}{2}$ NE. $\frac{1}{4}$ .....	4	16	12	83.64
N. $\frac{1}{2}$ NW. $\frac{1}{4}$ .....	4	16	12	85.32
S. $\frac{1}{2}$ SW. $\frac{1}{4}$ .....	4	16	12	80.00
S. $\frac{1}{2}$ SE. $\frac{1}{4}$ .....	4	16	12	80.00
NE. $\frac{1}{4}$ NE. $\frac{1}{4}$ .....	6	16	12	41.93
NW. $\frac{1}{4}$ NE. $\frac{1}{4}$ .....	8	16	12	40.00
W. $\frac{1}{2}$ SW. $\frac{1}{4}$ and SE. $\frac{1}{4}$ SW. $\frac{1}{4}$ .....	10	16	12	120.00
E. $\frac{1}{2}$ SE. $\frac{1}{4}$ .....	10	16	12	60.00
SE. $\frac{1}{4}$ SW. $\frac{1}{4}$ .....	14	16	12	40.00
Lot 1, or W. $\frac{1}{2}$ NW. $\frac{1}{4}$ .....	18	16	12	52.38
Lot 2, or W. $\frac{1}{2}$ SW. $\frac{1}{4}$ .....	18	16	12	52.18
S. $\frac{1}{2}$ NW. $\frac{1}{4}$ .....	20	16	12	80.00
N. $\frac{1}{2}$ SW. $\frac{1}{4}$ .....	24	16	12	80.00
SE. $\frac{1}{4}$ NW. $\frac{1}{4}$ .....	26	16	12	40.00
NW. $\frac{1}{4}$ .....	28	16	12	160.00
W. $\frac{1}{2}$ NW. $\frac{1}{4}$ and W. $\frac{1}{2}$ SW. $\frac{1}{4}$ .....	30	16	12	104.40
W. $\frac{1}{2}$ NW. $\frac{1}{4}$ .....	32	16	12	80.00
NW. $\frac{1}{4}$ NE. $\frac{1}{4}$ .....	22	17	12	40.00
S. $\frac{1}{2}$ SW. $\frac{1}{4}$ .....	22	17	12	80.00
SW. $\frac{1}{4}$ SE. $\frac{1}{4}$ .....	22	17	12	40.04
SW. $\frac{1}{4}$ .....	18	21	12	116.70
W. $\frac{1}{2}$ NE. $\frac{1}{4}$ .....	28	21	12	80.00
W. $\frac{1}{2}$ .....	28	21	12	320.00
S. $\frac{1}{2}$ SE. $\frac{1}{4}$ and NW. $\frac{1}{4}$ SE. $\frac{1}{4}$ .....	28	21	12	120.00
All of.....	30	21	12	562.10

## Missouri, Kansas and Texas Railroad list—Continued.

[South of base line and east of sixth principal meridian, Kansas. Twenty-mile limits. Topeka district.]

Parts of section.	Section.	Town-ship.	Range.	Acres.
All of.....	32	21	12	640.00
W. $\frac{1}{2}$ NE. $\frac{1}{4}$ .....	34	21	12	80.00
NW. $\frac{1}{4}$ .....	34	21	12	160.00
S. $\frac{1}{2}$ .....	34	21	12	320.00
W. $\frac{1}{2}$ NE. $\frac{1}{4}$ and SE. $\frac{1}{4}$ NE. $\frac{1}{4}$ .....	2	22	12	123.21
NW. $\frac{1}{4}$ .....	2	22	12	166.60
All of.....	4	22	12	654.00
NE. $\frac{1}{4}$ .....	8	22	12	160.00
NE. $\frac{1}{4}$ NW. $\frac{1}{4}$ .....	8	22	12	40.00
NW. $\frac{1}{4}$ SW. $\frac{1}{4}$ .....	8	22	12	40.00
N. $\frac{1}{2}$ SE. $\frac{1}{2}$ .....	8	22	12	80.00
NW. $\frac{1}{4}$ SW. $\frac{1}{4}$ .....	10	22	12	40.00
NE. $\frac{1}{4}$ .....	12	22	12	160.00
W. $\frac{1}{2}$ .....	12	22	12	320.00
SW. $\frac{1}{4}$ .....	14	22	12	160.00
SW. $\frac{1}{4}$ .....	18	22	12	133.59
SW. $\frac{1}{4}$ .....	20	22	12	160.00
NE. $\frac{1}{4}$ NE. $\frac{1}{4}$ .....	22	22	12	40.00
NE. $\frac{1}{4}$ .....	24	22	12	160.00
NW. $\frac{1}{4}$ .....	6	16	13	183.31
NE. $\frac{1}{4}$ SW. $\frac{1}{4}$ .....	6	16	13	54.70
W. $\frac{1}{2}$ of.....	30	16	13	354.56
SE. $\frac{1}{4}$ NW. $\frac{1}{4}$ .....	18	17	13	44.97
SE. $\frac{1}{4}$ SW. $\frac{1}{4}$ .....	18	17	13	44.39
All of.....	8	22	13	640.00
All of.....	18	22	13	578.24
Lot No. 1.....	12	19	14	5.08
Lot No. 2.....	12	19	14	9.08
Lot No. 1.....	10	19	15	29.28
Lot No. 2.....	10	19	15	30.00
Lots 2 and 3.....	12	19	15	53.54
S. $\frac{1}{2}$ NE. $\frac{1}{4}$ .....	22	19	15	80.00
SW. $\frac{1}{4}$ NW. $\frac{1}{4}$ .....	22	19	15	40.00
N. $\frac{1}{2}$ SW. $\frac{1}{2}$ .....	22	19	15	80.00
N. $\frac{1}{2}$ SE. $\frac{1}{2}$ .....	22	19	15	80.00
All of.....	24	19	15	640.00
NW. $\frac{1}{4}$ .....	26	19	15	160.00
Lot 3.....	10	19	16	59.68
Lot 4.....	10	19	16	26.70
Lot 2.....	12	19	16	31.08
N. $\frac{1}{2}$ NE. $\frac{1}{4}$ .....	4	20	16	-----
NW. $\frac{1}{4}$ .....	4	20	16	-----

GENERAL LAND OFFICE,  
January 20, 1874.

This list has been carefully examined with the records of this office, found free from conflict, and inuring to the Missouri, Kansas and Texas Railway Company of Kansas.

W. J. DRUMMOND.  
W. W. BUCK.

Now, therefore, as it has been found on a careful examination of the foregoing selections in connection with the authenticated map on file in the General Land Office, of the survey of the Missouri, Kansas and Texas Railway route, that the foregoing lands fall within the 20-mile limits of said route and that the said selections, so far as the returns to the General Land Office show, are free from conflict, it is hereby recommended that the tracts in the foregoing be approved, and carried into patent, as the lands falling within the grant, by the act aforesaid, to the said Missouri, Kansas and Texas Railway Company of Kansas.

WILLIS DRUMMOND,  
Commissioner.To the Hon. C. DELANO,  
Secretary of the Interior.DEPARTMENT OF THE INTERIOR,  
Washington City, D. C., January 27, 1874.

Approved.

C. DELANO,  
Secretary.

DEPARTMENT OF THE INTERIOR,  
GENERAL LAND OFFICE,  
January 22, 1874.

Whereas by the act of Congress approved July 26, 1866, entitled "An act granting lands to the State of Kansas to aid in the construction of a southern branch of the Union Pacific Railway and Telegraph, from Fort Riley, Kans., to Fort Smith, Ark.," authority is given to the Union Pacific Railway Company, South Branch, now known as the Missouri, Kansas and Texas Railway Company of Kansas, a corporation existing under the laws of said State, to construct a railroad and telegraph line under certain conditions and stipulations as expressed in said act, and provision is made for granting to the State of Kansas, for "the use and benefit of said railroad company, every alternate section of land or parts thereof, designated by odd numbers, to the extent of five alternate sections per mile on each side of said road, and not exceeding, in all, ten sections per mile;"

And whereas it is further enacted that "in case it shall appear that the United States have, when the line of said road is definitely located, sold any section or any parts thereof, granted as aforesaid, or that the right of pre-emption or homestead settlements has attached to the same," then, so much land is set apart, to be selected for the purposes aforesaid, nearest to the sections above specified, provided "that said lands hereby granted as indemnity shall not be selected beyond 20 miles from the line of said road;"

And whereas it is further enacted by the third section of the aforesaid act that "when the governor of the State of Kansas shall certify that any section of 10 consecutive miles of said road is completed in a good, substantial, and workmanlike manner, as a first-class railroad, patents shall issue to said company" for the lands thereby granted;

And whereas it is indicated by letter of the Secretary of the Interior to the Commissioner of the General Land Office, dated July 25, 1870, and map therewith, duly certified by the governor of the State of Kansas, that the said Missouri, Kansas and Texas Railway Company has fully completed and equipped, as required by the act, the said railroad from Junction City to the southern boundary of the State of Kansas;

And whereas certain tracts have been selected, under the act aforesaid, by Isaac T. Goodnow, land commissioner of the Missouri, Kansas and Texas Railway Company, as shown by his original list of selections dated July 8, 1872, and certified, under date of August 8, 1872, by the register and receiver at Independence, Kans., the said tracts being described as follows, to wit:

*Missouri, Kansas and Texas Railroad list.*

[South of base line and east of sixth principal meridian. Twenty-mile limits. Independence district.]

Parts of section.	Section.	Township.	Range.	Acres.
NW $\frac{1}{4}$ .....	13	23	18	160.00
Lot No. 1 .....	13	23	18	45.13
Lot No. 2 .....	13	23	18	45.18
Lot No. 3 .....	13	23	18	45.24
Lot No. 4 .....	13	23	18	45.29
Lot No. 5 .....	13	23	18	36.39
Lot No. 6 .....	13	23	18	35.96
Lot No. 7 .....	13	23	18	35.54
				448.73

RECAPITULATION.

Ten-miles limits .....	43,794.75
Twenty-miles limits .....	448.73
Total .....	44,243.48

GENERAL LAND OFFICE,  
January 21, 1874.

This list has been carefully examined with the records of this office, found free from conflict, and inuring for the benefit of the Missouri, Kansas and Texas Railway Company of Kansas.

W. J. DRUMMOND.  
W. W. BUCK.



Now, therefore, as it has been found on a careful examination of the foregoing selections in connection with the authenticated map on file in the General Land Office of the survey of the Missouri, Kansas and Texas Railway route, that the foregoing lands fall within the 10 and 20 miles limits of said route, and that the said selections, so far as the returns to the General Land Office show, are free from conflict, it is hereby recommended that the tracts in the foregoing be approved and carried into patent as the lands falling within the grant, by the act aforesaid, to the said Missouri, Kansas and Texas Railway Company of Kansas.

WILLIS DRUMMOND,  
*Commissioner.*

To the Hon. C. DELANO,  
*Secretary of the Interior.*

DEPARTMENT OF THE INTERIOR,  
*Washington City, D. C., January 27, 1874.*

Approved.

C. DELANO,  
*Secretary of the Interior.*

DEPARTMENT OF THE INTERIOR,  
GENERAL LAND OFFICE,  
*June 2, 1874.*

Whereas by the act of Congress, approved July 26, 1866, entitled "An act granting lands to the State of Kansas, to aid in the construction of a southern branch of the Union Pacific Railway and Telegraph from Fort Riley, Kans., to Fort Smith, Ark.," authority is given to the Union Pacific Railway Company, South Branch, now known as the Missouri, Kansas and Texas Railway Company of Kansas," a corporation existing under the laws of said State, to construct a railroad and telegraph line under certain conditions and stipulations as expressed in the said act; and provision is made for granting to the State of Kansas, for the "use and benefit of said railroad company, every alternate section of land, or parts thereof, designated by odd numbers, to the extent of five alternate sections per mile on each side of said road and not exceeding in all ten sections per mile;"

And whereas it is further enacted, that, "in case it shall appear that the United States have, when the line of said road is definitely located, sold any sections, or any parts thereof, granted as aforesaid, or that the rights of pre-emption or homestead settlement has attached to the same," then so much land is set apart to be selected for the purpose aforesaid nearest to the sections above specified, provided "that said lands hereby granted 'as indemnity' shall not be selected beyond 20 miles from the line of said road;"

And whereas it is further enacted by the third section of the aforesaid act that "when the governor of the State of Kansas shall certify that any section of 10 consecutive miles of said road is completed in a good, substantial, and workmanlike manner, as a first-class railroad, patents shall issue to said company for the lands thereby granted."

And whereas it is indicated by letter of the Secretary of the Interior to the Commissioner of the General Land Office, dated July 25, 1870, and map therewith, duly certified by the governor of the State of Kansas, that the said Missouri, Kansas and Texas Railway Company has fully completed and equipped, as required by the act, the said railroad from Junction City to the southern boundary of the State of Kansas;

And whereas certain tracts have been selected, under the act aforesaid, by Isaac T. Goodnow, land commissioner of the Missouri, Kansas and Texas Railway Company, as shown by his original list of selections dated December 17, 1872, and certified under date of November 25, 1873, by the register and receiver at Independence, Kans., the said tracts being described as follows, to wit:

*Missouri, Kansas and Texas Railroad list.*

[South of base line and east of the sixth principal meridian. Twenty-mile limits. Wichita district.]

Parts of section.	Section.	Township.	Range.	Acres.
E. $\frac{1}{2}$ NE. $\frac{1}{4}$ .....	12	21	8	80.00

RECAPITULATION.

Independence district .....	16,444.80
Wichita district .....	80.00
Total .....	16,524.80

GENERAL LAND OFFICE,  
June 2, 1874.

This list has been compared carefully with the records of this office, found free from conflict, and inuring for the benefit of the Missouri, Kansas and Texas Railroad.

T. CROMWELL.  
W. W. BUCK.

Now, therefore, as it has been found, on a careful examination of the foregoing selections in connection with the authenticated maps on file in the General Land Office of the survey of the Missouri, Kansas and Texas Railway route, that the foregoing lands fall within the 20-mile limits of said route, and the said selections, so far as the returns to the General Land Office show, are free from conflict, it is hereby recommended that the tracts in the foregoing be approved and carried into patent as the lands falling within the grant, by the act aforesaid, to the said Missouri, Kansas and Texas Railway Company of Kansas.

S. S. BURDETT,  
Commissioner.

To Hon. C. DELANO,  
Secretary of the Interior.

DEPARTMENT OF THE INTERIOR,  
Washington City, D. C., June 5, 1874.

Approved.

C. DELANO,  
Secretary.

DEPARTMENT OF THE INTERIOR,  
GENERAL LAND OFFICE,  
January —, 1875.

Whereas by the act of Congress, approved July 26, 1866, entitled "An act granting lands to the State of Kansas, to aid in the construction of a southern branch of the Union Pacific Railway and Telegraph from Fort Riley, Kans., to Fort Smith, Ark.," authority is given to the Union Pacific Railway Company, South Branch, now known as the "Missouri, Kansas and Texas Railway Company of Kansas," a corporation existing under the laws of said State, to construct a railroad and telegraph line under certain conditions and stipulations as expressed in said act; and provision is made for granting to the State of Kansas for "the use and benefit of said railroad company every alternate section of land or parts thereof designated by odd numbers to the extent of five alternate sections per mile on each side of said road and not exceeding in all ten sections per mile;"

And whereas it is further enacted that "in case it shall appear that the United States have, when the line of said road is definitely located, sold any sections or any parts thereof, granted as aforesaid, or that the rights of pre-emption or homestead settlement has attached to the same," then so much land is set apart to be selected for the purpose aforesaid nearest to the sections above specified, provided "that said lands hereby granted as indemnity shall not be selected beyond 20 miles from the line of said road;"

And whereas it is further enacted by the third section of the aforesaid act that, "when the governor of the State of Kansas shall certify that any section of 10 consecutive miles of said road is completed in a good, substantial, and workmanlike manner, as a first-class railroad, patents shall issue to said company for the lands thereby granted;"

And whereas it is indicated by letter of the Secretary of the Interior to the Commissioner of the General Land Office, dated July 25, 1870, and map therewith, duly certified by the governor of the State of Kansas, that the said Missouri, Kansas and Texas Railway Company has fully completed and equipped, as required by the act, the said railroad from Junction City to the southern boundary of the State of Kansas;

And whereas certain tracts have been selected under the act aforesaid by N. S. Goss, acting land commissioner of the Missouri, Kansas and Texas Railway Company, as shown by his original list of selections dated 23d April, 1874, and certified under same date by register and receiver at Wichita, Kans.; the said tract being described as follows, to wit:

*Missouri, Kansas and Texas Railroad list.*

[South of base line and east of sixth principal meridian, Kansas. Twenty-mile limits. Wichita district.]

Parts of section.	Section.	Town-ship.	Range.	Acres.
E. $\frac{1}{2}$ of SE. $\frac{1}{4}$ .....	12	21	8	80.00

Now, therefore, as it has been found, on a careful examination of the foregoing selection in connection with the authenticated map on file in the General Land Office of the survey of the Missouri, Kansas and Texas Railway route, that the foregoing land falls within the 20-mile limits of said route, and that the said selection, so far as the returns to the General Land Office show, is free from conflict, it is hereby recommended that said tract be approved (notwithstanding the erroneous patent issued 20th April, 1872, to E. W. Tuttle, per certificate No. 223), and carried into patent as the land falling within the grant, by the act aforesaid, to the said Missouri, Kansas and Texas Railway Company of Kansas.

S. S. BURDETT,  
*Commissioner.*

To Hon. C. DELANO,  
*Secretary of the Interior.*

DEPARTMENT OF THE INTERIOR,  
*Washington City, D. C., January 21, 1875.*

Approved.

C. DELANO,  
*Secretary.*

DEPARTMENT OF THE INTERIOR,  
GENERAL LAND OFFICE,  
*February 8, 1875.*

Whereas by the act of Congress, approved July 26, 1866, entitled "An act granting lands to the State of Kansas, to aid in the construction of a southern branch of the Union Pacific Railway and Telegraph from Fort Riley, Kans., to Fort Smith, Ark.," authority is given to the Union Pacific Railway Company, South Branch, now known as the Missouri, Kansas and Texas Railway Company of Kansas, a corporation existing under the laws of said State, to construct a railroad and telegraph line, under certain conditions and stipulations, as expressed in said act; and provision is made for granting to the State of Kansas, for "the use and benefit of said railroad company, every alternate section of land, or parts thereof, designated by odd numbers to the extent of five alternate sections per mile on each side of said road, and not exceeding in all ten sections per mile;"

And whereas it is further enacted that, "in case it shall appear that the United States have, when the line of said road is definitely located, sold any sections, or any parts thereof, granted as aforesaid, or that the rights of pre-emption or homestead settlement has attached to the same," then so much land is set apart to be selected for the purpose aforesaid, nearest to the sections above specified; provided, "that said lands hereby granted, as indemnity, shall not be selected beyond 20 miles from the line of said road;"

And whereas it is further enacted by the third section of the aforesaid act, that when the governor of the State of Kansas shall certify that any section of 10 consecutive miles of said road is completed in a good, substantial, and workmanlike manner as a first class railroad, patents shall issue to said company for the lands thereby granted;"

And whereas it is indicated by letter of the Secretary of the Interior to the Commissioner of the General Land Office, dated July 25, 1870, and map therewith, duly certified by the governor of the State of Kansas, that the said Missouri, Kansas and Texas Railway Company has fully completed and equipped, as required by the act, the said railroad from Junction City to the southern boundary of the State of Kansas;

And whereas certain tracts have been selected, under the act aforesaid, by N. S. Goss, acting land commissioner of the Missouri, Kansas and Texas Railway Company, as shown by his original list of selections, dated July 29, 1874, and certified under same date, by the register and receiver of Independence, Kans; the said tracts being described as follows, to wit:

*Missouri, Kansas and Texas Railroad list.*

[South of base line and east of sixth principal meridian, Kansas. Twenty-mile limits. Independence district.]

Parts of section.	Section.	Township.	Range.	Acres.
SW. $\frac{1}{4}$ of NE. $\frac{1}{4}$ .....	14	23	12	40.00
SE. $\frac{1}{4}$ of NE. $\frac{1}{4}$ .....	14	23	12	40.00
SE. $\frac{1}{2}$ .....	14	23	12	163.81
S. $\frac{1}{2}$ of NE. $\frac{1}{4}$ .....	30	23	13	80.00
W. $\frac{1}{2}$ of SE. $\frac{1}{4}$ .....	30	23	13	80.00
E. $\frac{1}{2}$ of NW. $\frac{1}{4}$ .....	8	24	13	80.00
S. $\frac{1}{2}$ of SW. $\frac{1}{4}$ .....	2	26	14	80.00
NW. $\frac{1}{4}$ .....	22	26	14	160.00
NE. $\frac{1}{2}$ of SW. $\frac{1}{4}$ , N. $\frac{1}{2}$ of SE. $\frac{1}{4}$ , and SW. $\frac{1}{4}$ of SE. $\frac{1}{4}$ .....	24	26	14	160.00
E. $\frac{1}{2}$ of SW. $\frac{1}{4}$ .....	32	24	15	80.00
E. $\frac{1}{2}$ of SE. $\frac{1}{4}$ .....	32	24	15	80.00
SE. $\frac{1}{2}$ .....	4	26	15	160.00
W. $\frac{1}{2}$ of SW. $\frac{1}{4}$ .....	30	25	16	80.00
SE. $\frac{1}{2}$ .....	6	26	16	160.00
W. $\frac{1}{2}$ of NW. $\frac{1}{4}$ .....	8	26	16	80.00
E. $\frac{1}{2}$ Sec. .....	18	26	16	320.00
N. $\frac{1}{2}$ of NE. $\frac{1}{4}$ .....	28	23	19	80.00
SE. $\frac{1}{2}$ of SE. $\frac{1}{4}$ .....	30	23	19	40.00
NE. $\frac{1}{2}$ .....	34	24	19	160.00
SE. $\frac{1}{2}$ .....	34	24	19	160.00
E. $\frac{1}{2}$ of NW. $\frac{1}{4}$ .....	34	24	19	80.00
SE. $\frac{1}{2}$ of SW. $\frac{1}{4}$ and SW. $\frac{1}{2}$ of SE. $\frac{1}{4}$ .....	12	25	19	80.00
SW. $\frac{1}{2}$ of SW. $\frac{1}{4}$ .....	12	25	19	40.00
N. $\frac{1}{2}$ of NE. $\frac{1}{4}$ .....	6	24	20	80.00
S. $\frac{1}{2}$ of NE. $\frac{1}{4}$ .....	4	26	20	80.00
NW. $\frac{1}{4}$ .....	4	26	20	160.00
N. $\frac{1}{2}$ of SW. $\frac{1}{4}$ .....	4	26	20	80.00
SE. $\frac{1}{2}$ .....	4	26	20	160.00
W. $\frac{1}{2}$ of NE. $\frac{1}{4}$ and E. $\frac{1}{2}$ of NW. $\frac{1}{4}$ .....	6	26	21	160.00
W. $\frac{1}{2}$ of NE. $\frac{1}{4}$ and NW. $\frac{1}{4}$ .....	8	26	21	240.00
W. $\frac{1}{2}$ of SE. $\frac{1}{4}$ and SW. $\frac{1}{4}$ .....	8	26	21	240.00
E. $\frac{1}{2}$ of NE. $\frac{1}{4}$ and E. $\frac{1}{2}$ of SE. $\frac{1}{4}$ .....	18	26	21	160.00
All .....	20	26	21	640.00
Lots 1 and 2 .....	30	26	21	72.08
				4,555.89

Now, therefore, as it has been found on a careful examination of the foregoing selections, in connection with the authenticated map on file in the General Land Office, of the survey of the Missouri, Kansas and Texas Railway route, that the foregoing lands fall within the 20-mile limits of said route, and that the said selections, so far as the returns to the General Land Office show, are free from conflict, it is hereby recommended that the tracts in the foregoing be approved and carried into patent, as the lands falling within the grant by the act aforesaid to the said Missouri, Kansas and Texas Railway Company of Kansas.

S. S. BURDETT,  
Commissioner.

To Hon. C. DELANO,  
Secretary of the Interior.

DEPARTMENT OF THE INTERIOR,  
Washington City, D. C., February 11, 1875.

Approved.

C. DELANO,  
Secretary.

MISSOURI, KANSAS AND TEXAS RAILROAD—KANSAS.

List of lands in the district of lands subject to sale at Independence, within the 20-mile limits, granted to the State of Kansas by the act of Congress, approved the 3d of March, 1863, entitled "An act for a grant of lands to the State of Kansas, in alternate sections, to aid in the construction of certain railroads and telegraphs in said State," designated by odd numbers for ten sections in width on each side of said railroad, which the United States had not sold or to which the right of pre-emption or homestead had not attached.

*Missouri, Kansas and Texas Railroad list.*

[South of base line and east of sixth principal meridian, Kansas. Twenty-mile limits. Independence district.]

Parts of section.	Section.	Town-ship.	Range.	Acres.
E. $\frac{1}{2}$ of NW. $\frac{1}{4}$ .....	11	26	14	80.00
Lot No. 3 .....	25	26	14	31.43
S. $\frac{1}{2}$ of NE. $\frac{1}{4}$ .....	3	25	15	80.00
SW. $\frac{1}{4}$ .....	9	25	15	160.00
NW. $\frac{1}{4}$ of SW. $\frac{1}{4}$ .....	29	25	15	40.00
SW. $\frac{1}{4}$ .....	17	26	15	160.00
NE. $\frac{1}{4}$ .....	7	26	16	160.00
				711.43
				*40.00
				671.43

\* Duplicate approval, see list No. 11, appended, 16th October, 1873.

[Between the ten and twenty mile limits.]

DEPARTMENT OF THE INTERIOR,  
GENERAL LAND OFFICE,  
February 8, 1875.

I, S. S. Burdett, Commissioner of the General Land Office, do hereby certify that the foregoing, on page 1, is a true and correct list of the tracts of land selected by the agent of the State of Kansas, outside of the 10 and within the 20-mile limits, under the act of Congress approved March 3, 1863, entitled "An act for a grant of lands to the State of Kansas in alternate sections, to aid in the construction of certain railroads and telegraphs in said State," being from the lands of the United States, in the alternate sections designated by odd numbers, most contiguous to the tier of sections within ten sections in width on each side of the Missouri, Kansas and Texas Railroad in Kansas; and it is further shown by letter of the Secretary of the Interior to the Commissioner of the General Land Office, dated July 25, 1870, and map therewith, duly certified by the governor of the State of Kansas, that the said Missouri, Kansas and Texas Railway Company has fully completed and equipped, as required by the act, the said railroad from Junction City to the southern boundary of the State of Kansas, and being in lieu of the land in the alternate sections designated by odd numbers within said ten sections in width on each side of said road, which the United States had legally sold, or to which the right of pre-emption had legally attached prior to the period at which the rights of the State inured under said grant; and they are now submitted for the approval of the Secretary of the Interior in accordance with the requirements of said act of March 3, 1863, 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.

[SEAL.]

S. S. BURDETT,  
Commissioner.

DEPARTMENT OF THE INTERIOR,  
Washington City, D. C., February 11, 1875.

Approved, subject to the conditions and rights above mentioned.

C. DELANO,  
Secretary.

DEPARTMENT OF THE INTERIOR,  
GENERAL LAND OFFICE,  
December 18, 1875.

Whereas by the act of Congress approved July 26, 1866, entitled "An act granting lands to the State of Kansas to aid in the construction of a southern branch of the Union Pacific Railway and Telegraph from Fort Riley, Kans., to Fort Smith, Ark.," authority is given to the Union Pacific Railway Company, South Branch, now



known as the Missouri, Kansas and Texas Railway Company of Kansas, a corporation existing under the laws of said State, to construct a railroad and telegraph line under certain conditions and stipulations, as expressed in said act; and provision is made for granting to the State of Kansas, for the "use and benefit of said railway company, every alternate section of land, or parts thereof, designated by odd numbers to the extent of five alternate sections per mile on each side of said road, and not exceeding in all ten sections per mile;"

And whereas it is further enacted that "in case it shall appear that the United States have, when the line of said road is definitely located, sold any sections, or any parts thereof, granted as aforesaid, or that the right of pre-emption or homestead settlement has attached to the same," then "so much land is set apart to be selected for the purposes aforesaid nearest to the sections above specified," provided "that said lands hereby granted 'as indemnity' shall not be selected beyond 20 miles from the line of said road;"

And whereas it is further enacted by the third section of the aforesaid act that "when the governor of the State of Kansas shall certify that any section of ten consecutive miles of said road is completed in a good, substantial, and workmanlike manner, as a first-class railroad, patents shall issue to said company" for the lands thereby granted;

And whereas it is indicated by letter of the Secretary of the Interior to the Commissioner of the General Land Office, dated July 25, 1870, and map therewith, duly certified by the governor of the State of Kansas, that the said Missouri, Kansas and Texas Railway Company has fully completed and equipped, as required by the act, the said railroad from Junction City to the southern boundary of the State of Kansas;

And whereas certain tracts have been selected under the act aforesaid by N. S. Goss, acting land commissioner of the Missouri, Kansas and Texas Railway Company, as shown by the original list of selections, dated September 3, 1875, and certified under same date by the register and receiver at Salina, Kans., the said tracts being described as follows, to wit:

*Missouri, Kansas and Texas Railway list.*

[South of base-line and east of sixth principal meridian, Kansas. Twenty-miles limits. Odd sections, Salina district.]

Parts of section.	Section.	Township.	Range.	Acres.
SW. $\frac{1}{4}$ of SW. $\frac{1}{4}$ .....	1	14	4	40.00
SE. $\frac{1}{4}$ of NE. $\frac{1}{4}$ .....	11	14	4	40.00
E. $\frac{1}{2}$ of NE. $\frac{1}{4}$ .....	23	15	4	80.00
N. $\frac{1}{2}$ of SW. $\frac{1}{4}$ and SE. $\frac{1}{4}$ of SW. $\frac{1}{4}$ .....	7	14	5	118.53
S. $\frac{1}{2}$ of NE. $\frac{1}{4}$ and S. $\frac{1}{2}$ of NW. $\frac{1}{4}$ .....	15	15	5	160.00
S. $\frac{1}{2}$ of SW. $\frac{1}{4}$ .....	15	19	8	80.00
N. $\frac{1}{2}$ of SW. $\frac{1}{4}$ .....	21	20	8	80.00
				598.53

[Twenty-miles limits. Even sections, Salina district.]

NW. $\frac{1}{4}$ .....	2	14	4	160.69
NW. $\frac{1}{4}$ of NW. $\frac{1}{4}$ .....	12	14	4	40.00
NE. $\frac{1}{4}$ .....	34	15	5	160.00
SE. $\frac{1}{4}$ .....	26	16	5	160.00
All.....	34	16	5	640.00
NE. $\frac{1}{4}$ , E. $\frac{1}{2}$ of NW. $\frac{1}{4}$ and S. $\frac{1}{2}$ .....	2	17	5	553.21
S. $\frac{1}{2}$ .....	4	17	5	320.00
E. $\frac{1}{2}$ .....	8	17	5	320.00
All.....	10	17	5	640.00
W. $\frac{1}{2}$ SE. $\frac{1}{4}$ , SW. $\frac{1}{4}$ , and N. $\frac{1}{4}$ .....	12	17	5	560.00
All.....	14	17	5	640.00
All.....	22	17	5	640.00
All.....	24	17	5	640.00
All.....	26	17	5	640.00
E. $\frac{1}{2}$ NE. $\frac{1}{4}$ .....	34	17	5	80.00
NE. $\frac{1}{4}$ .....	2	18	5	160.90
NE. $\frac{1}{4}$ .....	12	18	5	160.00
All.....	20	16	6	640.00
All.....	22	16	6	640.00
All.....	26	16	6	640.00
All.....	28	16	6	640.00
All.....	30	16	6	656.40
All.....	32	16	6	640.00
NW. $\frac{1}{4}$ NW. $\frac{1}{4}$ , SE. $\frac{1}{4}$ NW. $\frac{1}{4}$ , E. $\frac{1}{2}$ SW. $\frac{1}{4}$ , and E. $\frac{1}{2}$ .....	34	16	6	450.00

## Missouri, Kansas and Texas Railway list—Continued.

[Twenty-mile limits. Even sections, Salina district.]

Parts of section.	Section.	Township.	Range.	Acres.
All	2	17	6	638.92
W. $\frac{1}{2}$ NE. $\frac{1}{2}$ , W. $\frac{1}{2}$ SE. $\frac{1}{2}$ , and W. $\frac{1}{2}$	4	17	6	477.15
All	6	17	6	646.97
E. $\frac{1}{2}$ SW. $\frac{1}{2}$ , SE. $\frac{1}{2}$ , and N. $\frac{1}{2}$	10	17	6	560.60
All	12	17	6	640.00
W. $\frac{1}{2}$ NW. $\frac{1}{2}$ , W. $\frac{1}{2}$ SW. $\frac{1}{2}$ , and E. $\frac{1}{2}$	14	17	6	480.00
S. $\frac{1}{2}$ NE. $\frac{1}{2}$ , N. $\frac{1}{2}$ NW. $\frac{1}{2}$ , S. $\frac{1}{2}$ NW. $\frac{1}{2}$ , and S. $\frac{1}{2}$	18	17	6	567.12
E. NE. $\frac{1}{2}$ , SW. $\frac{1}{2}$ , NW. $\frac{1}{2}$ , and SW. $\frac{1}{2}$	22	17	6	280.00
E. NE. $\frac{1}{2}$ , SW. $\frac{1}{2}$ , NW. $\frac{1}{2}$ , W. $\frac{1}{2}$ SW. $\frac{1}{2}$ , and SE. $\frac{1}{2}$ SW. $\frac{1}{2}$	26	17	6	240.00
All	28	17	6	640.00
All	30	17	6	653.76
All	32	17	6	640.00
All	2	18	6	646.00
All	4	18	6	640.44
All	6	18	6	648.18
All	8	18	6	640.00
All	10	18	6	640.00
S. $\frac{1}{2}$ SE. $\frac{1}{2}$ and W. $\frac{1}{2}$	12	18	6	400.00
All	14	18	6	640.00
NE. $\frac{1}{2}$	20	18	6	160.00
All	22	18	6	640.00
All	24	18	6	640.00
All	26	18	6	640.00
E. $\frac{1}{2}$ NW. $\frac{1}{2}$ and NE. $\frac{1}{2}$	28	18	6	240.00
N. $\frac{1}{2}$	34	18	6	320.00
N. SE. $\frac{1}{2}$ , N. $\frac{1}{2}$ SW. $\frac{1}{2}$ , and N. $\frac{1}{2}$	2	19	6	478.08
W. $\frac{1}{2}$ NE. $\frac{1}{2}$ , E. $\frac{1}{2}$ SE. $\frac{1}{2}$ , and NW. $\frac{1}{2}$	12	19	6	320.00
E. $\frac{1}{2}$ SE. $\frac{1}{2}$	22	11	7	80.00
All	6	17	7	627.65
All	18	17	7	641.20
All	20	17	7	640.00
All	22	17	7	640.00
W. $\frac{1}{2}$ NE. $\frac{1}{2}$ , W. $\frac{1}{2}$ SE. $\frac{1}{2}$ , and W. $\frac{1}{2}$	26	17	7	480.00
All	28	17	7	640.00
All	30	17	7	643.36
All	32	17	7	640.00
All	34	17	7	640.00
All	2	18	7	634.56
All	4	18	7	633.20
E. $\frac{1}{2}$ SW. $\frac{1}{2}$ , NW. $\frac{1}{2}$ , and E. $\frac{1}{2}$	6	18	7	560.37
W. $\frac{1}{2}$ SW. $\frac{1}{2}$ , NW. $\frac{1}{2}$ , and E. $\frac{1}{2}$	8	18	7	560.00
All	10	18	7	640.00
All	12	18	7	640.00
All	14	18	7	640.00
W. $\frac{1}{2}$ NW. $\frac{1}{2}$ , W. $\frac{1}{2}$ SW. $\frac{1}{2}$ , and SE. $\frac{1}{2}$ SW. $\frac{1}{2}$	18	18	7	200.24
E. $\frac{1}{2}$ NE. $\frac{1}{2}$ and SW. $\frac{1}{2}$ SW. $\frac{1}{2}$	20	18	7	120.00
All	22	18	7	640.00
All	24	18	7	640.00
All	26	18	7	640.00
W. $\frac{1}{2}$ SE. $\frac{1}{2}$ , E. $\frac{1}{2}$ NW. $\frac{1}{2}$ , and NE. $\frac{1}{2}$	28	18	7	320.00
All	30	18	7	641.24
All	32	18	7	640.00
All	34	18	7	640.00
All	2	19	7	622.28
NW. $\frac{1}{2}$ SE. $\frac{1}{2}$ and W. $\frac{1}{2}$	4	19	7	346.59
All	6	19	7	630.12
All	8	19	7	640.00
E. $\frac{1}{2}$ NE. $\frac{1}{2}$ , SW. $\frac{1}{2}$ NW. $\frac{1}{2}$ , and N. $\frac{1}{2}$ SW. $\frac{1}{2}$	10	19	7	200.00
All	12	19	7	640.00
NE. $\frac{1}{2}$ NW. $\frac{1}{2}$ and NE. $\frac{1}{2}$	18	19	7	200.00
NW. $\frac{1}{2}$ NW. $\frac{1}{2}$	22	19	7	40.00
W. $\frac{1}{2}$ SW. $\frac{1}{2}$ , SE. $\frac{1}{2}$ SW. $\frac{1}{2}$ , and S. $\frac{1}{2}$ SE. $\frac{1}{2}$	24	19	7	200.00
S. $\frac{1}{2}$ SW. $\frac{1}{2}$ and E. $\frac{1}{2}$	26	19	7	400.00
NW. $\frac{1}{2}$	28	19	7	160.00
SE. $\frac{1}{2}$	34	19	7	160.00
E. $\frac{1}{2}$ NE. $\frac{1}{2}$ and E. $\frac{1}{2}$ SE. $\frac{1}{2}$	2	20	7	180.08
Lots 6 and 11	6	11	8	68.40
N. $\frac{1}{2}$ NE. $\frac{1}{2}$	8	11	8	80.00
E. $\frac{1}{2}$ NE. $\frac{1}{2}$	26	12	8	80.00
Lots 1, 2, 3, 4, 5, 6, 7, 8, 10, 11, 12, 13, 14, 15, 16, 17, 18, 19, 20, 21, 22, 23, W. $\frac{1}{2}$ of lot 9, and W. $\frac{1}{2}$ SE. $\frac{1}{2}$	6	18	8	933.56
W. $\frac{1}{2}$ NE. W. $\frac{1}{2}$ SE. $\frac{1}{2}$ , and W. $\frac{1}{2}$	8	18	8	480.00
Lots 1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 13, 14, 15, 16, 17, 18, 19, 20, 21, 22, 23, 24, 25, 26, 27, 28, and E. $\frac{1}{2}$	18	18	8	1,386.08
E. $\frac{1}{2}$ SW. $\frac{1}{2}$ , SW. $\frac{1}{2}$ SW. $\frac{1}{2}$ , NW. $\frac{1}{2}$ , and E. $\frac{1}{2}$	20	18	8	600.00
All	22	18	8	640.00
W. $\frac{1}{2}$ SW. $\frac{1}{2}$ , NW. $\frac{1}{2}$ , and E. $\frac{1}{2}$	26	18	8	560.00
All	28	18	8	640.00

Missouri, Kansas and Texas Railway list—Continued.

[Twenty-mile limits. Even sections, Salina district.]

Parts of section.	Section.	Town-ship.	Range.	Acres.
Lots 1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 13, 14, 15, 16, 17, 18, 19, 20, 21, 22, 23, 24, 25, 26, 27, 28, and E. $\frac{1}{2}$ .	30	18	8	1,405.52
N. $\frac{1}{2}$ NW. $\frac{1}{2}$ and E. $\frac{1}{2}$ .....	32	18	8	400.00
All .....	34	18	8	640.00
All .....	2	19	8	617.20
All .....	4	19	8	617.00
Lots 1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 13, 14, 15, 16, 17, 18, 19, 20, 21, 22, 23, 24, 25, 26, 27, 28, 29, 30, S. $\frac{1}{2}$ NE. $\frac{1}{2}$ , and SE. $\frac{1}{2}$ .	6	19	8	1,399.86
E. $\frac{1}{2}$ SE. $\frac{1}{2}$ , W. $\frac{1}{2}$ SW. $\frac{1}{2}$ , W. $\frac{1}{2}$ NW. $\frac{1}{2}$ , and NE. $\frac{1}{2}$ .....	8	19	8	400.00
All .....	10	19	8	640.00
SW. $\frac{1}{2}$ NE. $\frac{1}{2}$ and W. $\frac{1}{2}$ .....	12	19	8	360.00
W. $\frac{1}{2}$ .....	14	19	8	320.00
N. $\frac{1}{2}$ NE. $\frac{1}{2}$ , N. $\frac{1}{2}$ NW. $\frac{1}{2}$ and lots 3, 4, 11, and 12 .....	18	19	8	320.00
NW. $\frac{1}{2}$ NE. $\frac{1}{2}$ and N. $\frac{1}{2}$ NW. $\frac{1}{2}$ .....	22	19	8	120.00
SW. $\frac{1}{2}$ SW. $\frac{1}{2}$ .....	26	19	8	40.00
Lots 4, 5, 6, 7, 8, 9, 10, 15, 16, 17, 19, 20, 21, 22, 23, 24, 25, 26, 27, 28, S. $\frac{1}{2}$ NE. $\frac{1}{2}$ , and S. $\frac{1}{2}$ NW. $\frac{1}{2}$ .	30	19	8	940.96
NW. $\frac{1}{2}$ and S. $\frac{1}{2}$ .....	32	19	8	490.00
All .....	34	19	8	640.00
NE. $\frac{1}{2}$ SE. $\frac{1}{2}$ .....	2	20	8	40.00
SW. $\frac{1}{2}$ NW. $\frac{1}{2}$ .....	4	20	8	40.00
Lots 1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 13, 14, 15, 16, 17, 18, 19, 20, 21, 22, 23, 24, 25, 26, 27, 28, 29, 30, S. $\frac{1}{2}$ NE. $\frac{1}{2}$ and SE. $\frac{1}{2}$ .	6	20	8	1,430.93
S. $\frac{1}{2}$ NW. $\frac{1}{2}$ , SW. $\frac{1}{2}$ and E. $\frac{1}{2}$ .....	8	20	8	560.00
SE. $\frac{1}{2}$ NE. $\frac{1}{2}$ and W. $\frac{1}{2}$ .....	10	20	8	360.00
All .....	12	20	8	640.00
E. $\frac{1}{2}$ NW. $\frac{1}{2}$ , E. $\frac{1}{2}$ SW. $\frac{1}{2}$ , and E. $\frac{1}{2}$ .....	14	20	8	490.00
E. $\frac{1}{2}$ NE. $\frac{1}{2}$ .....	18	20	8	80.00
E. $\frac{1}{2}$ NE. $\frac{1}{2}$ and NE. $\frac{1}{2}$ SE. $\frac{1}{2}$ .....	20	20	8	120.00
All .....	24	20	8	640.00
NE. $\frac{1}{2}$ and SW. $\frac{1}{2}$ .....	26	20	8	320.00
				63,388.22

RECAPITULATION.

	Acres.
Odd sections twenty-miles limits .....	598.53
Even sections twenty-miles limits .....	63,388.22
Total .....	63,986.75

Now, therefore, as it has been found on a careful examination of the foregoing selections, in connection with the authenticated map, on file in the General Land Office of the survey of the Missouri, Kansas and Texas Railway route, that the foregoing lands fall within the 20-miles limits of said route, and that the said selections, so far as the returns to the General Land Office show, are free from conflict, it is hereby recommended that the tracts in the foregoing be approved and carried into patent as the lands falling within the grant by the act aforesaid to the said Missouri, Kansas and Texas Railway Company of Kansas.

S. S. BURDETT,  
Commissioner.

Hon. Z. CHANDLER,  
Secretary of the Interior.

DEPARTMENT OF THE INTERIOR,  
Washington City, D. C., December 22, 1875.

Approved.

Z. CHANDLER,  
Secretary.

DEPARTMENT OF THE INTERIOR,  
GENERAL LAND OFFICE,  
March 30, 1876.

Whereas, by the act of Congress approved July 26, 1866, entitled "An act granting lands to the State of Kansas to aid in the construction of a southern branch of the Union Pacific Railway and Telegraph from Fort Riley, Kans., to Fort Smith, Ark.,"

authority is given to the Union Pacific Railway Company, South Branch, now known as the Missouri, Kansas and Texas Railway Company of Kansas, a corporation existing under the laws of said State, to construct a railroad and telegraph line, under certain conditions and stipulations as expressed in said act, and provision is made for granting to the State of Kansas, for "the use and benefit of said railroad company, every alternate section of land, or parts thereof, designated by odd numbers, to the extent of five alternate sections per mile on each side of said road and not exceeding in all ten sections per mile;"

And whereas it is further enacted that, "in case it shall appear that the United States have, when the line of said road is definitely located, sold any sections, or any parts thereof, granted as aforesaid, or that the right of pre-emption or homestead settlement has attached to the same, then so much land is set apart, to be selected for the purposes aforesaid, nearest to the sections above specified, provided that said lands hereby granted 'as indemnity' shall not be selected beyond 20 miles from the line of said road;"

And whereas it is further enacted by the third section of the aforesaid act that "when the governor of the State of Kansas shall certify that any section of 10 consecutive miles of said road is completed in a good, substantial, and workmanlike manner as a first-class railroad, patents shall issue to said company" for the lands thereby granted;

And whereas it is indicated by letter of the Secretary of the Interior to the Commissioner of the General Land Office, dated July 25, 1870, and map therewith, duly certified by the governor of the State of Kansas, that the said Missouri, Kansas and Texas Railway Company has fully completed and equipped, as required by the act, the said railroad from Junction City to the southern boundary of the State of Kansas;

And whereas certain tracts have been selected under the act aforesaid by N. S. Goss, land attorney for receiver of the said Missouri, Kansas and Texas Railway Company, as shown by the original lists of selections, dated December 24, 1875, and March 15, 1876, and certified under same dates by the registers and receivers at Topeka and Independence, Kans., the said tracts being described as follows, to wit:

*Missouri, Kansas and Texas Railway list.*

[South of base line and east of sixth principal meridian, Kansas. Twenty-mile limits. Topeka district.]

Parts of section.	Section.	Township.	Range.	Acres.
SW. $\frac{1}{4}$ of NW. $\frac{1}{4}$ , W. $\frac{1}{4}$ of SW. $\frac{1}{4}$ , and SE. $\frac{1}{4}$ of SW. $\frac{1}{4}$ .....	15	21	10	160.00
S. $\frac{1}{2}$ of SE. $\frac{1}{4}$ .....	19	21	11	80.00
S. $\frac{1}{2}$ of SE. $\frac{1}{4}$ .....	21	21	11	80.00
SW. $\frac{1}{4}$ .....	31	21	11	148.15
NW. $\frac{1}{4}$ of SW. $\frac{1}{4}$ .....	1	22	11	40.00
All of .....	25	22	12	640.00
E. $\frac{1}{2}$ of NW. $\frac{1}{4}$ .....	31	22	12	80.00
				1,228.15

[Even sections. Twenty-mile limits.]

NW. $\frac{1}{4}$ of SE. $\frac{1}{4}$ .....	30	10	9	40.00
N. $\frac{1}{2}$ of NW. $\frac{1}{4}$ .....	28	12	9	80.00
S. $\frac{1}{2}$ of SE. $\frac{1}{4}$ .....	4	13	9	80.00
S. $\frac{1}{2}$ of SE. $\frac{1}{4}$ .....	6	13	9	80.00
S. $\frac{1}{2}$ of SE. $\frac{1}{4}$ .....	22	19	9	80.00
E. $\frac{1}{2}$ of NW. $\frac{1}{4}$ .....	14	13	10	80.00
N. $\frac{1}{2}$ of NW. $\frac{1}{4}$ .....	6	20	10	81.20
S. $\frac{1}{2}$ of NW. $\frac{1}{4}$ , and E. $\frac{1}{2}$ of SW. $\frac{1}{4}$ .....	2	75	11	160.00
N. $\frac{1}{2}$ of SE. $\frac{1}{4}$ .....	26	15	11	*80.00
N. $\frac{1}{2}$ of NW. $\frac{1}{4}$ .....	34	15	11	80.00
S. $\frac{1}{2}$ of SW. $\frac{1}{4}$ .....	26	16	11	80.00
All of .....	28	21	11	640.00
N. $\frac{1}{2}$ of NE. $\frac{1}{4}$ , W. $\frac{1}{2}$ of NW. $\frac{1}{4}$ , SE. $\frac{1}{4}$ of NW. $\frac{1}{4}$ , and NW. $\frac{1}{4}$ of SE. $\frac{1}{4}$ .....	30	21	11	225.99
N. $\frac{1}{2}$ of SE. $\frac{1}{4}$ , and SW. $\frac{1}{2}$ of SE. $\frac{1}{4}$ .....	2	22	11	120.00
S. $\frac{1}{2}$ of SE. $\frac{1}{4}$ .....	4	22	11	80.00
SE. $\frac{1}{4}$ .....	10	22	11	160.00
E. $\frac{1}{2}$ of SE. $\frac{1}{4}$ .....	18	22	11	80.00
SW. $\frac{1}{4}$ of NE. $\frac{1}{4}$ , and SE. $\frac{1}{4}$ of NW. $\frac{1}{4}$ .....	20	22	11	80.00
SE. $\frac{1}{4}$ of NE. $\frac{1}{4}$ , and NE. $\frac{1}{4}$ of SE. $\frac{1}{4}$ .....	6	15	12	80.00
SW. $\frac{1}{4}$ of SW. $\frac{1}{4}$ .....	22	15	12	40.00
E. $\frac{1}{2}$ of SW. $\frac{1}{4}$ .....	26	15	12	80.00
NE. $\frac{1}{4}$ of SE. $\frac{1}{4}$ .....	32	15	12	40.00

\* SW.  $\frac{1}{4}$  NW.  $\frac{1}{4}$ , 26, 15, 11 rededed to United States May 14, 1885. (See to R. and R., June 3, 1885. Div. F.)

Missouri, Kansas and Texas Railway list—Continued.

[Even sections. Twenty-mile limits.]

Parts of section.	Section.	Township.	Range.	Acres.
W. 1/2 of SW. 1/4	12	16	12	80.00
NW. 1/4 of NW. 1/4, SE. 1/4 of NW. 1/4, NE. 1/4 of SW. 1/4, S. 1/4 of SW. 1/4, and S. 1/4 of SE. 1/4	8	22	12	280.00
NE. 1/4	14	22	12	160.00
W. 1/2 of NW. 1/4	20	22	12	80.00
SW. 1/4 of SW. 1/4	6	16	13	40.00
SW. 1/4 of NW. 1/4, W. 1/2 of SW. 1/4, and SE. 1/4 of SW. 1/4	18	16	13	171.37
E. 1/2 of NW. 1/4	30	17	13	84.96
SW. 1/4	10	19	15	142.12
SE. 1/4 of SW. 1/4	12	19	15	40.60
Lots 1, 2, and S. 1/4 of SE. 1/4	10	19	16	139.26
Lots 3 and 4, and S. 1/4 of SW. 1/4	12	19	16	141.55
NE. 1/4 of SE. 1/4 or lot 1	12	19	16	31.29
SW. 1/4	18	19	16	147.30
E. 1/2 of NE. 1/4	12	20	16	80.00
W. 1/2 of NE. 1/4, SE. 1/4 of SW. 1/4, and SE. 1/4	24	20	16	280.00
N. 1/2 of SW. 1/4	10	19	17	64.76
SW. 1/4 of NE. 1/4	22	19	17	40.00
N. 1/2 of NW. 1/4, SW. 1/4 of NW. 1/4, and W. 1/2 of SW. 1/4	30	19	17	197.28
SW. 1/4 of NW. 1/4 and NW. 1/4 of SW. 1/4	2	20	17	80.00
NW. 1/4 of NE. 1/4	6	20	17	40.00
NW. 1/4 of SW. 1/4	8	20	17	40.00
NE. 1/4 of NW. 1/4	10	20	17	40.00
NE. 1/4 of NW. 1/4	12	20	17	40.00
NW. 1/4 of SE. 1/4	14	20	17	40.00
SW. 1/4 of NW. 1/4	18	20	17	40.00
SW. 1/4 of SE. 1/4	28	20	17	40.00
N. 1/2 of NW. 1/4, SE. 1/4 of NW. 1/4	4	21	17	143.57
E. 1/2 of NW. 1/4	14	21	17	80.00
SW. 1/4 of NE. 1/4	24	21	17	40.00
SW. 1/4, NE. 1/4, and S. 1/4 sec	34	21	17	380.00
N. 1/2 of NW. 1/4, NE. 1/4 of SW. 1/4, S. 1/4 of SW. 1/4, and E. 1/2 sec	2	22	17	537.71
NW. 1/4 of NE. 1/4, and N. 1/2 of NW. 1/4	4	20	18	114.76
SE. 1/4 of NW. 1/4 and SE. 1/4 of SE. 1/4	18	20	18	80.00
NE. 1/4 of NW. 1/4	32	20	18	40.00
NE. 1/4 of NE. 1/4 and SW. 1/4 of NW. 1/4	6	21	18	108.99
NE. 1/4 of SE. 1/4	12	21	18	40.00
SW. 1/4 of NE. 1/4	14	21	18	40.00
E. 1/2 of SE. 1/4	28	21	18	80.00
W. 1/2 of SW. 1/4 and SW. 1/4 of SE. 1/4	2	22	18	120.00
W. 1/2 sec	4	22	18	322.30
All of	6	22	18	633.60
All of	8	22	18	640.00
W. 1/2 of	12	22	18	320.00
All of	18	22	18	640.04
All of	22	22	18	640.00
All of	24	22	18	640.00
All of	26	22	18	640.00
NW. 1/4 and E. 1/2 sec	34	22	18	480.00
N. 1/2 of SW. 1/4	22	21	19	80.00
N. 1/2 of NE. 1/4	28	21	19	80.00
N. 1/2 of NW. 1/4, SW. 1/4 of NW. 1/4, and SW. 1/4 of SE. 1/4	34	21	19	160.00
NW. 1/4 and S. 1/4 sec	2	22	19	479.86
NE. 1/4 and W. 1/2 sec	4	22	19	480.72
SW. 1/4	6	22	19	143.18
All of	10	22	19	640.00
All of	12	22	19	640.00
All of	14	22	19	640.00
All of	18	22	19	602.28
All of	26	22	19	640.00
E. 1/2 sec	32	22	19	320.00
N. 1/2 of SE. 1/4 and SE. 1/4 of SE. 1/4	34	22	19	120.00
NW. 1/4 of NE. 1/4, S. 1/4 of NE. 1/4, and NW. 1/4	18	22	20	298.85
N. 1/2 of NW. 1/4, SW. 1/4 of NW. 1/4, and S. 1/4 of SE. 1/4	30	22	20	216.58
NE. 1/4 of SW. 1/4 and S. 1/4 of SW. 1/4	32	22	20	120.00

17,589.52

RECAPITULATION.

	Acres.
Topeka district, 10-miles limits	480.30
Independence district, 10-miles limits	606.75
Topeka district (odd sections), 20-miles limits	1,228.15
Topeka district (even sections), 20-miles limits	17,589.52

19,904.72



Now, therefore, as it has been found, on a careful examination of the foregoing selections, in connection with the authenticated map on file in the General Land Office of the survey of the Missouri, Kansas and Texas Railway route, that the foregoing lands fall within the 10 and 20 miles limits of said route, and that the said selections, so far as the returns to the General Land Office show, are free from conflict, it is hereby recommended that the tracts in the foregoing be approved and carried into patent as the lands falling within the grant by the act aforesaid to the said Missouri, Kansas and Texas Railway Company of Kansas.

Hon. Z. CHANDLER,  
*Secretary of the Interior.*

U. J. BAXTER,  
*Acting Commissioner.*

DEPARTMENT OF THE INTERIOR,  
*Washington City, D. C., April 1, 1876.*

Approved,

Z. CHANDLER,  
*Secretary.*

DEPARTMENT OF THE INTERIOR,  
GENERAL LAND OFFICE,  
*August 9, 1876.*

Whereas by the act of Congress approved July 26, 1866, entitled "An act granting lands to the State of Kansas to aid in the construction of a southern branch of the Union Pacific Railway and Telegraph from Fort Riley, Kans., to Fort Smith, Ark.," authority is given to the Union Pacific Railway Company, South Branch, now known as "the Missouri, Kansas and Texas Railway Company of Kansas," a corporation existing under the laws of said State, to construct a railroad and telegraph line under certain conditions and stipulations as expressed in said act, and provision is made for granting to the State of Kansas, for "the use and benefit of said railroad company, every alternate section of land or parts thereof, designated by odd numbers to the extent of five alternate sections per mile on each side of said road, and not exceeding in all ten sections per mile;"

And whereas it is further enacted that "in case it shall appear that the United States have, when the line of said road is definitely located, sold any sections, or any parts thereof, granted as aforesaid, or that the right of pre-emption or homestead settlement has attached to the same, then so much land is set apart to be selected for the purposes aforesaid, nearest to the sections above specified, provided that said lands hereby granted 'as indemnity' shall not be selected beyond 20 miles from the line of said road;"

And whereas it is further enacted by the third section of the aforesaid act that "when the governor of the State of Kansas shall certify that any section of 10 consecutive miles of said road is completed in a good, substantial, and workmanlike manner, as a first-class railroad, patents shall issue to said company" for the lands thereby granted;

And whereas it is indicated by letter of the Secretary of the Interior to the Commissioner of the General Land Office, dated July 25, 1870, and map therewith duly certified by the governor of Kansas, that the said Missouri, Kansas and Texas Railway Company has fully completed and equipped, as required by the act, the said railroad from Junction City to the southern boundary of the State of Kansas;

And whereas certain tracts have been selected under the act aforesaid by N. S. Goes, land attorney for receiver of the said Missouri, Kansas and Texas Railway Company, as shown by the original lists of selections, dated May 10, 1876, and certified under same date by the register and receiver at Independence, Kans., the said tracts being described as follows, to wit:

*Missouri, Kansas and Texas Railway list.*

[South of base line and east of sixth principal meridian, Kansas. Twenty-mile limits. Independence district.]

Parts of section.	Section.	Town-ship.	Range.	Acres.
NW $\frac{1}{4}$ .....	17	24	13	160.00
SW $\frac{1}{4}$ .....	7	26	15	148.53
S $\frac{1}{2}$ of NE $\frac{1}{4}$ .....	9	35	23	80.00
Lot 1.....	9	35	23	55.39
N $\frac{1}{4}$ of NE $\frac{1}{4}$ .....	11	35	23	80.00
Lot 5.....	7	35	24	54.57
				578.49

Missouri, Kansas and Texas Railway list—Continued.

[Even sections. Twenty-mile limits.]

Parts of section.	Section.	Town-ship.	Range.	Acres.
NW. $\frac{1}{4}$ of NW. $\frac{1}{4}$ .....	8	24	13	40.00
NW. $\frac{1}{4}$ of NE. $\frac{1}{4}$ .....	8	25	15	40.00
W. $\frac{1}{2}$ of SW. $\frac{1}{4}$ .....	32	25	16	80.00
NW. of NE. and NE. $\frac{1}{4}$ of NW. $\frac{1}{4}$ .....	26	23	19	80.00
SE. $\frac{1}{4}$ .....	4	24	19	160.00
E. $\frac{1}{2}$ of NW. $\frac{1}{4}$ .....	8	24	19	80.00
NE. $\frac{1}{4}$ of SW. $\frac{1}{4}$ and NW. $\frac{1}{4}$ of SE. $\frac{1}{4}$ .....	12	25	19	80.00
S. $\frac{1}{2}$ of SE. $\frac{1}{4}$ .....	2	35	23	80.00
Lot 2.....	10	35	23	55.50
NW. $\frac{1}{4}$ .....	8	35	24	160.00
				855.50

RECAPITULATION.

	Acres.
Ten-miles limits.....	871.38
Twenty-miles limits (odd sections).....	578.49
Twenty-miles limits (even sections).....	855.50
Total.....	2,305.37

Now, therefore, as it has been found on a careful examination of the foregoing selections in connection with the authenticated map on file in the General Land Office of the survey of the Missouri, Kansas and Texas Railway route, that the foregoing lands fall within the 10 and 20 miles limits of said route, and that the said selections, so far as the returns to the General Land Office show, are free from conflict, it is hereby recommended that the tracts in the foregoing be approved and carried into patent as the lands falling within the grant by the act aforesaid to the said Missouri, Kansas and Texas Railway Company of Kansas.

J. A. WILLIAMSON,  
*Commissioner.*

Hon. Z. CHANDLER,  
*Secretary of the Interior.*

DEPARTMENT OF THE INTERIOR,  
*Washington City, D. C., August 12, 1876.*

Approved.

Z. CHANDLER,  
*Secretary.*

MISSOURI, KANSAS AND TEXAS RAILWAY.

List of lands in the district of lands subject to sale at Independence, within the 20 mile limits, granted to the State of Kansas by the act of Congress approved the 3d of March, 1863, entitled "An act for a grant of lands to the State of Kansas in alternate sections, to aid in the construction of certain railroads and telegraphs in said State; being the vacant and unappropriated lands in the alternate sections designated by odd numbers, for twenty sections in width on each side of the railroad from Junction City to the southern boundary of the State of Kansas."

Missouri, Kansas and Texas Railroad list.

[South of base line and east of sixth principal meridian, Kansas. Twenty-mile limits. Independence district.]

Parts of section.	Section.	Town-ship.	Range.	Acres.
S. $\frac{1}{4}$ of SW. $\frac{1}{4}$ .....	11	23	12	80.00
SW. $\frac{1}{4}$ of SE. $\frac{1}{4}$ .....	11	23	12	40.00
S. $\frac{1}{2}$ of SE. $\frac{1}{4}$ .....	31	25	15	80.00
Total.....				200.00

[Within the 20-miles limits.]

DEPARTMENT OF THE INTERIOR,  
GENERAL LAND OFFICE,  
*April 12, 1877.*

I, J. A. Williamson, Commissioner of the General Land Office, do hereby certify that the foregoing, on page 1, is a true and correct list of the tracts of land within the 20 mile limits granted to the State of Kansas by the act of Congress approved March 3, 1863, entitled "An act for a grant of lands to the State of Kansas, in alternate sections, to aid in the construction of certain railroads and telegraphs in said State," being the vacant and unappropriated lands in the alternate sections designated by odd numbers, for twenty sections in width on each side of the railroad, from Junction City, to southern boundary of the State of Kansas, and known as the "Missouri, Kansas and Texas Railway," and they are now submitted for the approval of the Secretary of the Interior, in accordance with the requirements of said act of March 3, 1863, 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.

[SEAL.]

J. A. WILLIAMSON,  
*Commissioner.*

DEPARTMENT OF THE INTERIOR,  
*Washington City, D. C., April 19, 1877.*

Approved, subject to the conditions and rights above mentioned.

C. SCHURZ,  
*Secretary.*

DEPARTMENT OF THE INTERIOR,  
GENERAL LAND OFFICE,  
*April 12, 1877.*

Whereas by the act of Congress approved July 26, 1866, entitled "An act granting lands to the State of Kansas to aid in the construction of a southern branch of the Union Pacific Railway and Telegraph from Fort Riley, Kans., to Fort Smith, Ark.," authority is given to the Union Pacific Railway Company, South Branch, now known as the Missouri, Kansas and Texas Railway Company of Kansas, a corporation existing under the laws of said State, to construct a railroad and telegraph line under certain conditions and stipulations as expressed in said act, and provision is made for granting to the State of Kansas, for "the use and benefit of said railroad company, every alternate section of land, or parts thereof, designated by odd numbers, to the extent of five alternate sections per mile on each side of said road, and not exceeding in all ten sections per mile;"

And whereas it is further enacted that "in case it shall appear that the United States have, when the line of said road is definitely located, sold any sections or any parts thereof, granted as aforesaid, or that the right of pre-emption or homestead settlement has attached to the same," then "so much land is set apart, to be selected for the purpose aforesaid, nearest to the sections above specified, provided that said lands hereby granted 'as indemnity' shall not be selected beyond 20 miles from the line of said road;"

And whereas it is further enacted by the third section of the aforesaid act that "when the governor of the State of Kansas shall certify that any section of 10 consecutive miles of said road is completed in a good, substantial, and workmanlike manner, as a first-class railroad, patents shall issue to said company" for the lands thereby granted;

And whereas it is indicated by letter of the Secretary of the Interior to the Commissioner of the General Land Office, dated July 25, 1870, and map therewith duly certified by the governor of the State of Kansas, that the said Missouri, Kansas and Texas Railway Company has fully completed and equipped, as required by the act, the said railroad from Junction City to the southern boundary of the State of Kansas;

And whereas certain tracts have been selected under the act aforesaid by N. S. Goss, land attorney of the Missouri, Kansas and Texas Railway Company, as shown by the original lists of selections, dated July 12, November 7, and December 6, 1876, and certified under dates of November 1 and 7, and December 6, 1876, by the registers and receivers at Concordia, Independence, and Salina, Kans., the said tracts being described as follows, to wit:

*Missouri, Kansas and Texas Railway list.*

[South of base line and east of sixth principal meridian, Kansas. Twenty-mile limits, Concordia district.]

Parts of section.	Section.	Township.	Range.	Acres.
NE. $\frac{1}{4}$ of SW. $\frac{1}{4}$ .....	20	10	8	40.00
SE. $\frac{1}{4}$ of NE. $\frac{1}{4}$ and NE. $\frac{1}{4}$ of SE. $\frac{1}{4}$ .....	28	10	8	80.00
Lots 21 and 22.....	30	10	8	26.20
				146.20

[Twenty-mile limits, Independence-district.]

NW. $\frac{1}{4}$ of NE. $\frac{1}{4}$ .....	14	23	12	40.00
W. $\frac{1}{4}$ of SW. $\frac{1}{4}$ .....	32	25	15	80.00
SE. $\frac{1}{4}$ of NE. $\frac{1}{4}$ .....	20	23	19	40.00
N. $\frac{1}{4}$ of NW. $\frac{1}{4}$ .....	34	23	19	80.00
N. $\frac{1}{4}$ of NW. $\frac{1}{4}$ .....	10	25	19	80.00
W. $\frac{1}{4}$ of SW. $\frac{1}{4}$ .....	2	26	19	80.00
E. $\frac{1}{4}$ of SE. $\frac{1}{4}$ .....	2	26	19	80.00
E. $\frac{1}{4}$ of SE. $\frac{1}{4}$ .....	26	25	20	80.00
E. $\frac{1}{4}$ of SW. $\frac{1}{4}$ .....	34	25	20	80.00
SW. $\frac{1}{4}$ of NE. $\frac{1}{4}$ and SE. $\frac{1}{4}$ of NW. $\frac{1}{4}$ .....	2	26	20	80.00
E. $\frac{1}{4}$ of SW. $\frac{1}{4}$ .....	20	26	20	80.00
				800.00

[Twenty-mile limits, Salina-district.]

E. $\frac{1}{4}$ of NE. $\frac{1}{4}$ .....	2	16	4	76.28
E. $\frac{1}{4}$ of NW. $\frac{1}{4}$ and E. $\frac{1}{4}$ of SW. $\frac{1}{4}$ .....	14	17	6	160.00
NE. $\frac{1}{4}$ .....	18	18	6	160.00
E. $\frac{1}{4}$ of NW. $\frac{1}{4}$ .....	18	18	6	80.00
SE. $\frac{1}{4}$ of NW. $\frac{1}{4}$ .....	26	19	7	40.00
NE. $\frac{1}{4}$ of SW. $\frac{1}{4}$ .....	26	19	7	40.00
E. $\frac{1}{4}$ of SW. $\frac{1}{4}$ .....	26	18	8	80.00
				636.28

## RECAPITULATION.

Concordia district.....	146.20
Independence district.....	800.00
Salina district.....	636.28
Total.....	1,582.48

Now, therefore, as it has been found on a careful examination of the foregoing selections, in connection with the authenticated map on file in the General Land Office, of the survey of the Missouri, Kansas and Texas Railway route, that the foregoing lands fall within the 20-mile limit of said route, and that the said selections, so far as the returns to the General Land Office show, are free from conflict, it is hereby recommended that the tracts in the foregoing be approved and carried into patent as the lands falling within the grant by the act aforesaid to the said Missouri, Kansas and Texas Railway Company of Kansas.

J. A. WILLIAMSON,  
Commissioner.

Hon. C. SCHURZ,  
Secretary of the Interior.

DEPARTMENT OF THE INTERIOR,  
Washington City, D. C., April 19, 1877.

Approved:

C. SCHURZ,  
Secretary.

List of lands within the granted limits of the grant for the Leavenworth, Lawrence and Galveston Railroad Company, selected by the Missouri, Kansas and Texas Railway Company as indemnity (even sections).

## ANDERSON COUNTY.

Parts of section.	Section.	Township.	Range.	Acres.
NW. $\frac{1}{4}$ of NE. $\frac{1}{4}$ and N. $\frac{1}{4}$ of NW. $\frac{1}{4}$ .....	4	20	18	114.76
NE. $\frac{1}{4}$ of NW. $\frac{1}{4}$ .....	32	20	18	40.00
NE. $\frac{1}{4}$ of SE. $\frac{1}{4}$ .....	12	21	18	40.00
SW. $\frac{1}{4}$ of NE. $\frac{1}{4}$ .....	14	21	18	40.00
E. $\frac{1}{4}$ of SE. $\frac{1}{4}$ .....	28	21	18	80.00
W. $\frac{1}{4}$ of SW. $\frac{1}{4}$ and SW. $\frac{1}{4}$ of SE.....	2	22	18	120.00
S. $\frac{1}{4}$ NW. $\frac{1}{4}$ and SW. $\frac{1}{4}$ .....	4	22	18	240.00
All of.....	6	22	18	633.60
All of.....	8	22	18	640.00
W. $\frac{1}{4}$ of.....	12	22	18	320.00
All of.....	18	22	18	640.04
All of.....	22	22	18	640.00
All of.....	24	22	18	640.00
All of.....	26	22	18	640.00
NW. $\frac{1}{4}$ and E. $\frac{1}{4}$ .....	34	22	18	480.00
N. $\frac{1}{4}$ of SW. $\frac{1}{4}$ .....	22	21	19	80.00
N. $\frac{1}{4}$ of NE. $\frac{1}{4}$ .....	28	21	19	80.00
N. $\frac{1}{4}$ of NW. $\frac{1}{4}$ , SW. $\frac{1}{4}$ of NW. $\frac{1}{4}$ , and SW. $\frac{1}{4}$ of SE. $\frac{1}{4}$ .....	34	21	19	160.00
NW. $\frac{1}{4}$ and S. $\frac{1}{4}$ .....	2	22	19	479.86
NE. $\frac{1}{4}$ and W. $\frac{1}{4}$ .....	4	22	19	480.72
SW. $\frac{1}{4}$ .....	6	22	19	143.18
All of.....	10	22	19	640.00
All of.....	12	22	19	640.00
All of.....	14	22	19	640.00
All of.....	18	22	19	602.28
All of.....	26	22	19	640.00
E. $\frac{1}{4}$ .....	32	22	19	320.00
N. $\frac{1}{4}$ of SE. $\frac{1}{4}$ and SE. $\frac{1}{4}$ of SE. $\frac{1}{4}$ .....	34	22	19	120.00
NW. $\frac{1}{4}$ of NE. $\frac{1}{4}$ , S. $\frac{1}{4}$ of NE. $\frac{1}{4}$ , and NW. $\frac{1}{4}$ .....	18	22	20	298.85
N. $\frac{1}{4}$ of NW. $\frac{1}{4}$ , SW. $\frac{1}{4}$ of NW. $\frac{1}{4}$ , and S. $\frac{1}{4}$ of SE. $\frac{1}{4}$ .....	30	22	20	216.58
NE. $\frac{1}{4}$ of SW. $\frac{1}{4}$ and S. $\frac{1}{4}$ of SW. $\frac{1}{4}$ .....	32	22	20	120.00
E. $\frac{1}{4}$ .....	12	23	18	320.00
S. $\frac{1}{4}$ NW. $\frac{1}{4}$ .....	2	23	19	80.00
NW. $\frac{1}{4}$ .....	4	23	19	168.05
W. $\frac{1}{4}$ SW. $\frac{1}{4}$ .....	4	23	19	80.00
E. $\frac{1}{4}$ .....	8	23	19	320.00
E. $\frac{1}{4}$ SE. $\frac{1}{4}$ .....	10	23	19	80.00
S. $\frac{1}{4}$ SE. $\frac{1}{4}$ and lots 7 and 8.....	14	23	19	81.53
E. $\frac{1}{4}$ NE. $\frac{1}{4}$ .....	18	23	19	80.00
SW. $\frac{1}{4}$ .....	18	23	19	148.06
E. $\frac{1}{4}$ .....	18	23	20	310.71
N. $\frac{1}{4}$ NW. $\frac{1}{4}$ .....	4	22	18	82.30

## ALLEN COUNTY.

SW. $\frac{1}{4}$ NE. $\frac{1}{4}$ .....	24	23	18	40.00
NW. $\frac{1}{4}$ SE. $\frac{1}{4}$ .....	24	23	18	40.00
W. $\frac{1}{4}$ NW. $\frac{1}{4}$ .....	20	23	19	80.00
E. $\frac{1}{4}$ SE. $\frac{1}{4}$ .....	22	23	19	80.00
E. $\frac{1}{4}$ NE. $\frac{1}{4}$ .....	26	23	19	80.00
SW. $\frac{1}{4}$ NE. $\frac{1}{4}$ .....	26	23	19	40.00
NW. $\frac{1}{4}$ NW. $\frac{1}{4}$ .....	26	23	19	40.00
SE. $\frac{1}{4}$ NW. $\frac{1}{4}$ .....	26	23	19	40.00
SE. $\frac{1}{4}$ NE. $\frac{1}{4}$ .....	28	23	19	40.00
SW. $\frac{1}{4}$ NE. $\frac{1}{4}$ .....	30	23	19	40.00
S. $\frac{1}{4}$ NE. $\frac{1}{4}$ .....	30	23	19	74.37
NE. $\frac{1}{4}$ .....	34	23	19	160.00
S. $\frac{1}{4}$ SW. $\frac{1}{4}$ .....	34	23	19	80.00
S. $\frac{1}{4}$ .....	34	23	19	320.00
All.....	2	24	19	632.72
NE. $\frac{1}{4}$ .....	4	24	19	158.82
SE. $\frac{1}{4}$ NW. $\frac{1}{4}$ .....	4	24	19	40.00
N. $\frac{1}{4}$ NE. $\frac{1}{4}$ .....	8	24	19	80.00
S. $\frac{1}{4}$ SE. $\frac{1}{4}$ .....	8	24	19	80.00
N. $\frac{1}{4}$ .....	14	24	19	320.00
W. $\frac{1}{4}$ SW. $\frac{1}{4}$ .....	14	24	19	80.00
SE. $\frac{1}{4}$ .....	14	24	19	160.00
N. $\frac{1}{4}$ .....	22	24	19	320.00
All.....	24	24	19	640.00
SE. $\frac{1}{4}$ .....	28	24	19	100.00
NW. $\frac{1}{4}$ NW. $\frac{1}{4}$ .....	34	24	19	40.00
SW. $\frac{1}{4}$ NW. $\frac{1}{4}$ .....	34	24	19	40.00



List of lands within the granted limits of the grant for the Leavenworth, Lawrence and Galveston Railroad Company, etc.—Continued.

ALLEN COUNTY—Continued.

Parts of section.	Section.	Town-ship.	Range.	Acres.
NE. $\frac{1}{2}$ SW. $\frac{1}{2}$ .....	34	24	19	40.00
E. $\frac{1}{2}$ SE. $\frac{1}{2}$ .....	2	25	19	80.00
E. $\frac{1}{2}$ SE. $\frac{1}{2}$ .....	12	25	19	80.00
W. $\frac{1}{2}$ NE. $\frac{1}{2}$ .....	14	25	19	80.00
S. $\frac{1}{2}$ NW. $\frac{1}{2}$ .....	14	25	19	80.00
E. $\frac{1}{2}$ SW. $\frac{1}{2}$ .....	14	25	19	80.00
SE. $\frac{1}{2}$ .....	14	25	19	160.00
N. $\frac{1}{2}$ .....	22	25	19	320.00
W. $\frac{1}{2}$ SW. $\frac{1}{2}$ .....	22	25	19	80.00
E. $\frac{1}{2}$ SW. $\frac{1}{2}$ .....	22	25	19	80.00
SE. $\frac{1}{2}$ .....	22	25	19	160.00
All .....	24	25	19	640.00
All .....	26	25	19	640.00
E. $\frac{1}{2}$ SW. $\frac{1}{2}$ .....	2	26	19	80.00
W. $\frac{1}{2}$ SE. $\frac{1}{2}$ .....	2	26	19	80.00
NE. $\frac{1}{2}$ .....	10	26	19	160.00
E. $\frac{1}{2}$ SE. $\frac{1}{2}$ .....	10	26	19	80.00
All .....	12	26	19	640.00
All .....	14	26	19	640.00
E. $\frac{1}{2}$ NE. $\frac{1}{2}$ .....	22	26	19	80.00
E. $\frac{1}{2}$ SE. $\frac{1}{2}$ .....	22	26	19	80.00
NE. $\frac{1}{2}$ .....	24	26	19	160.00
W. $\frac{1}{2}$ .....	24	26	19	320.00
Lot 1 .....	26	26	19	32.63
Lot 2 .....	26	26	19	32.29
Lot 3 .....	26	26	19	31.89
Lot 4 .....	26	26	19	31.50
All .....	20	23	20	640.00
N. $\frac{1}{2}$ NW. $\frac{1}{2}$ and SW. $\frac{1}{2}$ NW. $\frac{1}{2}$ .....	26	23	20	120.00
W. $\frac{1}{2}$ SW. $\frac{1}{2}$ and SE. $\frac{1}{2}$ SW. $\frac{1}{2}$ .....	26	23	20	120.00
SW. $\frac{1}{2}$ SE. $\frac{1}{2}$ .....	26	23	20	40.00
All .....	23	23	20	640.00
NW. $\frac{1}{2}$ .....	30	23	20	166.42
All .....	32	23	20	640.00
All .....	34	23	20	640.00
All .....	4	24	20	639.23
S. $\frac{1}{2}$ NE. $\frac{1}{2}$ .....	6	24	20	80.00
W. $\frac{1}{2}$ .....	6	24	20	319.62
SE. $\frac{1}{2}$ .....	6	24	20	160.00
All .....	8	24	20	640.00
All .....	10	24	20	640.00
SW. $\frac{1}{2}$ NE. $\frac{1}{2}$ and SE. $\frac{1}{2}$ NW. $\frac{1}{2}$ .....	14	24	20	40.00
W. $\frac{1}{2}$ NW. $\frac{1}{2}$ and SE. $\frac{1}{2}$ NW. $\frac{1}{2}$ .....	14	24	20	120.00
SW. $\frac{1}{2}$ .....	14	24	20	160.00
W. $\frac{1}{2}$ SE. $\frac{1}{2}$ .....	14	24	20	80.00
All .....	18	24	20	650.20
All .....	20	24	20	640.00
All .....	22	24	20	640.00
All .....	28	24	20	640.00
All .....	30	24	20	658.50
All .....	32	24	20	640.06
W. $\frac{1}{2}$ NE. $\frac{1}{2}$ , W. $\frac{1}{2}$ SW. $\frac{1}{2}$ and NW. $\frac{1}{2}$ .....	34	24	20	320.00
W. $\frac{1}{2}$ SE. $\frac{1}{2}$ , SW. $\frac{1}{2}$ and N. $\frac{1}{2}$ .....	4	25	20	559.16
SW. $\frac{1}{2}$ .....	6	25	20	166.09
NE. $\frac{1}{2}$ NE. $\frac{1}{2}$ .....	8	25	20	40.00
W. $\frac{1}{2}$ .....	8	25	20	320.00
SE. $\frac{1}{2}$ .....	8	25	20	160.00
All .....	18	25	20	650.18
SW. $\frac{1}{2}$ SW. $\frac{1}{2}$ , N. $\frac{1}{2}$ SW. $\frac{1}{2}$ and NW. $\frac{1}{2}$ .....	20	25	20	280.00
All .....	30	25	20	644.56
All .....	6	25	20	615.32
NW. $\frac{1}{2}$ NE. $\frac{1}{2}$ and NE. $\frac{1}{2}$ NW. $\frac{1}{2}$ .....	26	23	19	80.00
SE. $\frac{1}{2}$ .....	4	24	19	160.00
E. $\frac{1}{2}$ NW. $\frac{1}{2}$ .....	8	24	19	80.00
NE. $\frac{1}{2}$ SW. $\frac{1}{2}$ and NW. $\frac{1}{2}$ SE. $\frac{1}{2}$ .....	12	25	19	80.00
SE. $\frac{1}{2}$ NE. $\frac{1}{2}$ .....	20	23	19	40.00
N. $\frac{1}{2}$ NW. $\frac{1}{2}$ .....	34	23	19	80.00
N. $\frac{1}{2}$ NW. $\frac{1}{2}$ .....	10	25	19	80.00
W. $\frac{1}{2}$ SW. $\frac{1}{2}$ and E. $\frac{1}{2}$ SE. $\frac{1}{2}$ .....	2	26	19	160.00
N. of NE. $\frac{1}{2}$ .....	28	23	19	160.00
SE. $\frac{1}{2}$ of SE. $\frac{1}{2}$ .....	30	23	19	40.00
NE. $\frac{1}{2}$ .....	34	24	19	160.00
SE. $\frac{1}{2}$ .....	34	24	19	160.00
E. $\frac{1}{2}$ of NW. $\frac{1}{2}$ .....	34	24	19	80.00
SE. $\frac{1}{2}$ of SW. $\frac{1}{2}$ and SW. $\frac{1}{2}$ of SE. $\frac{1}{2}$ .....	12	25	19	80.00
SW. $\frac{1}{2}$ of SW. $\frac{1}{2}$ .....	12	25	19	40.00
N. of NE. $\frac{1}{2}$ .....	6	24	20	80.00
W. $\frac{1}{2}$ NE. $\frac{1}{2}$ , W. $\frac{1}{2}$ SE. $\frac{1}{2}$ and W. $\frac{1}{2}$ .....	18	26	20	444.80

List of lands within the indemnity limits of the grant for the Leavenworth, Lawrence and Galveston Railroad Company selected by the Missouri, Kansas and Texas Railway Company as indemnity (even sections).

## COFFEE AND ANDERSON COUNTIES.

Parts of section.	Section.	Township.	Range.	Acres.
E. $\frac{1}{2}$ of NE. $\frac{1}{2}$ .....	12	20	16	80.00
W. $\frac{1}{2}$ of NE. $\frac{1}{2}$ , SE. $\frac{1}{2}$ of SW. $\frac{1}{2}$ , and SE. $\frac{1}{2}$ .....	24	20	16	280.00
N. $\frac{1}{2}$ of SW. $\frac{1}{2}$ .....	10	19	17	64.76
SW. $\frac{1}{4}$ of NE. $\frac{1}{2}$ .....	22	19	17	40.00
N. $\frac{1}{2}$ of NW. $\frac{1}{2}$ , SW. $\frac{1}{4}$ of NW. $\frac{1}{2}$ , and W. $\frac{1}{2}$ of SW. $\frac{1}{2}$ .....	30	19	17	197.28
SW. $\frac{1}{4}$ of NW. $\frac{1}{2}$ , and NW. $\frac{1}{2}$ of SW. $\frac{1}{2}$ .....	2	20	17	80.00
NW. $\frac{1}{4}$ of NE. $\frac{1}{2}$ .....	6	20	17	40.00
NW. $\frac{1}{4}$ of SW. $\frac{1}{2}$ .....	8	20	17	40.00
NE. $\frac{1}{4}$ of NW. $\frac{1}{2}$ .....	10	20	17	40.00
NE. $\frac{1}{4}$ of NW. $\frac{1}{2}$ .....	12	20	17	40.00
NW. $\frac{1}{4}$ of SE. $\frac{1}{2}$ .....	14	20	17	40.00
SW. $\frac{1}{4}$ of NW. $\frac{1}{2}$ .....	18	20	17	40.00
SW. $\frac{1}{4}$ of SE. $\frac{1}{2}$ .....	28	20	17	40.00
N. $\frac{1}{2}$ of NW. $\frac{1}{2}$ .....	4	21	17	143.57
SE. $\frac{1}{2}$ of NW. $\frac{1}{2}$ .....	4	21	17	40.00
E. $\frac{1}{2}$ of NW. $\frac{1}{2}$ .....	14	21	17	80.00
SW. $\frac{1}{4}$ of NE. $\frac{1}{2}$ .....	24	21	17	40.00
SW. $\frac{1}{4}$ NE. $\frac{1}{2}$ and S. $\frac{1}{2}$ .....	34	21	17	360.00
N. $\frac{1}{2}$ of NW. $\frac{1}{2}$ , NE. $\frac{1}{2}$ of SW. $\frac{1}{2}$ , S. $\frac{1}{2}$ of SW. $\frac{1}{2}$ , and E. $\frac{1}{2}$ .....	2	22	17	537.71
SE. $\frac{1}{4}$ of NW. $\frac{1}{2}$ , and SE. $\frac{1}{4}$ of SE. $\frac{1}{2}$ .....	18	20	18	80.00
NE. $\frac{1}{4}$ of NE. $\frac{1}{2}$ , and SW. $\frac{1}{4}$ of NW. $\frac{1}{2}$ .....	6	21	18	108.99

## WOODSON COUNTY.

E. $\frac{1}{2}$ SE. $\frac{1}{2}$ .....	28	24	15	80.00
W. $\frac{1}{2}$ NE. $\frac{1}{2}$ , NW. $\frac{1}{2}$ and S. $\frac{1}{2}$ .....	34	24	15	560.00
SW. $\frac{1}{4}$ SW. $\frac{1}{2}$ .....	2	25	15	40.00
N. $\frac{1}{2}$ SE. $\frac{1}{2}$ .....	2	25	15	80.00
SE. $\frac{1}{2}$ NE. $\frac{1}{2}$ .....	8	25	15	40.00
SE. $\frac{1}{2}$ NE. $\frac{1}{2}$ .....	10	25	15	40.00
E. $\frac{1}{2}$ NW. $\frac{1}{2}$ and SW. $\frac{1}{2}$ NW. $\frac{1}{2}$ .....	10	25	15	120.00
NW. $\frac{1}{2}$ .....	12	25	15	160.00
W. $\frac{1}{2}$ SW. $\frac{1}{2}$ .....	12	25	15	80.00
S. $\frac{1}{2}$ .....	14	25	15	320.00
SE. $\frac{1}{2}$ .....	20	25	15	160.00
NW. $\frac{1}{2}$ .....	22	25	15	160.00
SE. $\frac{1}{2}$ .....	22	25	15	160.00
N. $\frac{1}{2}$ NW. $\frac{1}{2}$ .....	24	25	15	80.00
NW. $\frac{1}{2}$ .....	26	25	15	160.00
N. $\frac{1}{2}$ NE. $\frac{1}{2}$ and SW. $\frac{1}{2}$ NE. $\frac{1}{2}$ .....	2	26	15	120.00
SW. $\frac{1}{2}$ NE. $\frac{1}{2}$ .....	4	26	15	40.00
W. $\frac{1}{2}$ NW. $\frac{1}{2}$ .....	4	26	15	80.00
SW. $\frac{1}{2}$ .....	4	26	15	160.00
NW. $\frac{1}{2}$ NE. $\frac{1}{2}$ .....	8	26	15	40.00
NE. $\frac{1}{2}$ NW. $\frac{1}{2}$ .....	8	26	15	40.00
E. $\frac{1}{2}$ SW. $\frac{1}{2}$ .....	8	26	15	80.00
W. $\frac{1}{2}$ SE. $\frac{1}{2}$ .....	8	26	15	80.00
NE. $\frac{1}{2}$ .....	14	26	15	160.00
W. $\frac{1}{2}$ .....	14	26	15	320.00
N. $\frac{1}{2}$ SE. $\frac{1}{2}$ and SW. $\frac{1}{2}$ SE. $\frac{1}{2}$ .....	14	26	15	120.00
SE. $\frac{1}{2}$ .....	20	26	15	40.00
E. $\frac{1}{2}$ NW. $\frac{1}{2}$ .....	24	26	15	80.00
Lot 2.....	26	26	15	29.09
Lot 3.....	26	26	15	29.45
Lot 4.....	26	26	15	29.82
Lot 1.....	28	26	15	30.82
Lot 2.....	28	26	15	30.84
Lot 3.....	28	26	15	30.88
E. $\frac{1}{2}$ SW. $\frac{1}{2}$ .....	30	25	16	80.00
S. $\frac{1}{2}$ SW. $\frac{1}{2}$ .....	6	26	16	74.80
SW. $\frac{1}{2}$ .....	18	26	16	149.92
Lot 1.....	30	26	16	29.33
Lot 2.....	30	26	16	29.39
Lot 3.....	30	26	16	25.45
Lot 4.....	30	26	16	25.99
W. $\frac{1}{2}$ SW. $\frac{1}{2}$ .....	32	25	16	80.00
W. $\frac{1}{2}$ SW. $\frac{1}{2}$ .....	32	25	15	80.00
SE. $\frac{1}{2}$ .....	4	26	15	160.00
W. $\frac{1}{2}$ of SW. $\frac{1}{2}$ .....	30	25	16	80.00
SE. $\frac{1}{2}$ .....	6	26	16	160.00
W. $\frac{1}{2}$ of NW. $\frac{1}{2}$ .....	8	26	16	80.00
E. $\frac{1}{2}$ .....	18	26	16	320.00

List of lands within the indemnity limits of the grant for the Leavenworth, Lawrence and Galveston Railroad Company, etc.—Continued.

## ALLEN COUNTY.

Parts of section.	Section.	Town-ship.	Range.	Acres.
W. $\frac{1}{2}$	12	24	20	320.00
NE. $\frac{1}{4}$ NE. $\frac{1}{4}$	14	24	20	40.00
SW. $\frac{1}{4}$	24	24	20	160.00
E. $\frac{1}{2}$ NE. $\frac{1}{2}$ , E. $\frac{1}{2}$ SW. $\frac{1}{2}$ and SE. $\frac{1}{2}$	34	24	20	320.00
E. $\frac{1}{2}$ SE. $\frac{1}{2}$	4	25	20	80.00
W. $\frac{1}{2}$	12	25	20	320.00
All	14	25	20	640.00
E. $\frac{1}{2}$ and SE. $\frac{1}{2}$ SW. $\frac{1}{2}$	26	25	20	360.00
N. $\frac{1}{2}$ NE. $\frac{1}{2}$	26	25	20	80.00
W. $\frac{1}{2}$	26	25	20	320.00
W. $\frac{1}{2}$ SE. $\frac{1}{2}$	26	25	20	80.00
All	28	25	20	640.00
N. $\frac{1}{2}$	32	25	20	320.00
NE. $\frac{1}{2}$ NE. $\frac{1}{2}$	34	25	20	40.00
W. $\frac{1}{2}$ NW. $\frac{1}{2}$	34	25	20	80.00
SE. $\frac{1}{2}$ NE. $\frac{1}{2}$	2	26	20	40.00
E. $\frac{1}{2}$ SE. $\frac{1}{2}$	2	26	20	80.00
SE. $\frac{1}{2}$	2	26	20	160.00
All	6	26	20	640.00
W. $\frac{1}{2}$ NW. $\frac{1}{2}$	10	26	20	80.00
SE. $\frac{1}{2}$ SE. $\frac{1}{2}$	10	26	20	40.00
E. $\frac{1}{2}$	12	26	20	320.00
N. $\frac{1}{2}$ NW. $\frac{1}{2}$	12	26	20	80.00
S. $\frac{1}{2}$ NW. $\frac{1}{2}$	12	26	20	80.00
SW. $\frac{1}{2}$	12	26	20	160.00
All	14	26	20	640.00
NW. $\frac{1}{2}$	20	26	20	160.00
All	22	26	20	640.00
All	24	26	20	640.00
Lot 1	26	26	20	43.58
Lot 2	26	26	20	49.74
Lot 1	28	26	20	49.52
Lot 2	28	26	20	51.76
W. $\frac{1}{2}$ SW. $\frac{1}{2}$	30	24	21	66.10
W. $\frac{1}{2}$	6	25	21	290.51
All	30	25	21	632.00
NW. $\frac{1}{2}$	32	25	21	160.00
E. $\frac{1}{2}$ NE. $\frac{1}{2}$ and E. $\frac{1}{2}$ SE. $\frac{1}{2}$	18	26	20	160.00
E. $\frac{1}{2}$ NE. $\frac{1}{2}$	6	26	21	80.00
W. $\frac{1}{2}$ NW. $\frac{1}{2}$	6	26	21	83.68
S. $\frac{1}{2}$	6	26	21	308.36
W. $\frac{1}{2}$ NE. $\frac{1}{2}$	18	26	21	80.00
NW. $\frac{1}{2}$	18	26	21	148.76
SW. $\frac{1}{2}$	18	26	21	149.40
W. $\frac{1}{2}$ SE. $\frac{1}{2}$	18	26	21	80.00
E. $\frac{1}{2}$ SE. $\frac{1}{2}$	26	25	20	80.00
E. $\frac{1}{2}$ SW. $\frac{1}{2}$	34	25	20	80.00
SW. $\frac{1}{2}$ NE. $\frac{1}{2}$ and SE. $\frac{1}{2}$ NW. $\frac{1}{2}$	2	26	20	80.00
E. $\frac{1}{2}$ SW. $\frac{1}{2}$	20	26	20	80.00
S. $\frac{1}{2}$ of NE. $\frac{1}{2}$	4	26	20	80.00
NW. $\frac{1}{2}$	4	26	20	160.00
N. $\frac{1}{2}$ of SW. $\frac{1}{2}$	4	26	20	80.00
SE. $\frac{1}{2}$	4	26	20	160.00
W. $\frac{1}{2}$ of NE. $\frac{1}{2}$ and E. $\frac{1}{2}$ of NW. $\frac{1}{2}$	6	26	21	160.00
W. $\frac{1}{2}$ of NE. $\frac{1}{2}$ and NW. $\frac{1}{2}$	8	26	21	240.00
W. $\frac{1}{2}$ of SE. $\frac{1}{2}$ and SW. $\frac{1}{2}$	8	26	21	240.00
E. $\frac{1}{2}$ of NE. $\frac{1}{2}$ and E. $\frac{1}{2}$ of SE.	18	26	21	160.00
All	20	26	21	640.00
Lots 1 and 2	30	26	21	72.08
All	2	25	20	637.09
All	22	25	20	664.00
All	24	25	20	402.00

List of lands within the granted limits of the grant for the Leavenworth, Lawrence, and Galveston Railroad Company, selected by the Missouri, Kansas and Texas Railway Company as indemnity (odd sections).

## ANDERSON COUNTY.

Parts of section.	Section.	Town-ship.	Range.	Acres.
NW. $\frac{1}{2}$ and lots 1, 2, 3, 4, 5, 6, and 7	13	23	18	448.73

## RAILROAD LAND GRANTS IN KANSAS.

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List of lands within the indemnity limits of the grant for the Leavenworth, Lawrence and Galveston Railroad Company, selected by the Missouri, Kansas and Texas Railway Company as indemnity (odd sections).

## COFFEE AND ANDERSON COUNTIES.

Parts of section.	Section.	Town-ship.	Range.	Acres.
NW. $\frac{1}{2}$ SE. $\frac{1}{2}$ .....	1	20	16	40.00
NE. $\frac{1}{2}$ NE. $\frac{1}{2}$ .....	3	20	16	40.83
Lots 1, 2, 3, 4, 5, 6, and 7.....	7	19	17	281.21
Lots 3, 4, and 5.....	9	19	17	143.23
S. $\frac{1}{2}$ SW. $\frac{1}{2}$ .....	15	19	17	80.00
NE. $\frac{1}{2}$ NE. $\frac{1}{2}$ .....	25	19	17	40.00
SW. $\frac{1}{2}$ SW. $\frac{1}{2}$ .....	33	19	17	40.00
S. $\frac{1}{2}$ NE. $\frac{1}{2}$ .....	35	19	17	80.00
E. $\frac{1}{2}$ SW. $\frac{1}{2}$ .....	3	20	17	80.00
NW. $\frac{1}{2}$ NW. $\frac{1}{2}$ .....	7	20	17	42.96
NE. $\frac{1}{2}$ SW. $\frac{1}{2}$ .....	11	20	17	40.00
S. $\frac{1}{2}$ SW. $\frac{1}{2}$ .....	17	20	17	80.00
SW. $\frac{1}{2}$ SW. $\frac{1}{2}$ .....	19	20	17	41.69
NE. $\frac{1}{2}$ SW. $\frac{1}{2}$ .....	33	20	17	40.00
NW. $\frac{1}{2}$ NW. $\frac{1}{2}$ .....	1	21	17	40.00
N. $\frac{1}{2}$ NE. $\frac{1}{2}$ , N. $\frac{1}{2}$ NW. $\frac{1}{2}$ , and SW. $\frac{1}{2}$ NW. $\frac{1}{2}$ .....	5	21	17	323.37
SW. $\frac{1}{2}$ SW. $\frac{1}{2}$ .....	9	21	17	40.00
NW. $\frac{1}{2}$ SE. $\frac{1}{2}$ .....	11	21	17	40.00
E. $\frac{1}{2}$ .....	15	21	17	320.00
NE. $\frac{1}{2}$ SE. $\frac{1}{2}$ .....	17	21	17	40.00
NW. $\frac{1}{2}$ SW. $\frac{1}{2}$ .....	25	21	17	40.00
NE. $\frac{1}{2}$ NE. $\frac{1}{2}$ , NW. $\frac{1}{2}$ , SE. $\frac{1}{2}$ , and SE. $\frac{1}{2}$ SW. $\frac{1}{2}$ .....	27	21	17	400.00
AH.....	35	21	17	640.00
SW. $\frac{1}{2}$ NE. $\frac{1}{2}$ and N. $\frac{1}{2}$ NE. $\frac{1}{2}$ .....	1	22	17	122.25
NW. $\frac{1}{2}$ SW. $\frac{1}{2}$ and NW. $\frac{1}{2}$ .....	11	22	17	200.00
W. $\frac{1}{2}$ NW. $\frac{1}{2}$ .....	19	22	18	79.43

## WOODSON COUNTY.

SW. $\frac{1}{2}$ .....	27	24	15	160.00
W. $\frac{1}{2}$ SE. $\frac{1}{2}$ .....	27	24	15	80.00
NE. $\frac{1}{2}$ .....	33	24	15	160.00
E. $\frac{1}{2}$ NW. $\frac{1}{2}$ .....	33	24	15	80.00
E. $\frac{1}{2}$ SW. $\frac{1}{2}$ .....	33	24	15	80.00
SE. $\frac{1}{2}$ .....	33	24	15	160.00
SW. $\frac{1}{2}$ .....	35	24	15	160.00
W. $\frac{1}{2}$ SE. $\frac{1}{2}$ .....	35	24	15	80.00
W. $\frac{1}{2}$ SW. $\frac{1}{2}$ .....	1	25	15	80.00
SE. $\frac{1}{2}$ SW. $\frac{1}{2}$ .....	1	25	15	40.00
NE. $\frac{1}{2}$ SE. $\frac{1}{2}$ .....	5	25	15	40.00
W. $\frac{1}{2}$ NE. $\frac{1}{2}$ .....	9	25	15	80.00
W. $\frac{1}{2}$ NW. $\frac{1}{2}$ .....	11	25	15	80.00
NW. $\frac{1}{2}$ SE. $\frac{1}{2}$ .....	11	25	15	40.00
E. $\frac{1}{2}$ SE. $\frac{1}{2}$ .....	11	25	15	80.00
NW. $\frac{1}{2}$ .....	15	25	15	160.00
NE. $\frac{1}{2}$ NE. $\frac{1}{2}$ .....	23	25	15	40.00
NW. $\frac{1}{2}$ NE. $\frac{1}{2}$ .....	23	25	15	40.00
SW. $\frac{1}{2}$ NW. $\frac{1}{2}$ .....	23	25	15	40.00
SW. $\frac{1}{2}$ .....	23	25	15	160.00
W. $\frac{1}{2}$ SE. $\frac{1}{2}$ .....	23	25	15	80.00
W. $\frac{1}{2}$ NE. $\frac{1}{2}$ .....	25	25	15	80.00
NW. $\frac{1}{2}$ NE. $\frac{1}{2}$ .....	29	25	15	40.00
S. $\frac{1}{2}$ NE. $\frac{1}{2}$ .....	29	25	15	80.00
E. $\frac{1}{2}$ SW. $\frac{1}{2}$ .....	29	25	15	80.00
E. $\frac{1}{2}$ SW. $\frac{1}{2}$ .....	33	25	15	80.00
SE. $\frac{1}{2}$ .....	33	25	15	160.00
N. $\frac{1}{2}$ NW. $\frac{1}{2}$ .....	1	26	15	80.00
NW. $\frac{1}{2}$ SE. $\frac{1}{2}$ .....	3	26	15	40.00
E. $\frac{1}{2}$ SE. $\frac{1}{2}$ .....	3	26	15	80.00
NE. $\frac{1}{2}$ .....	5	26	15	160.00
E. $\frac{1}{2}$ NW. $\frac{1}{2}$ .....	5	26	15	80.00
E. $\frac{1}{2}$ SW. $\frac{1}{2}$ .....	5	26	15	80.00
SE. $\frac{1}{2}$ .....	5	26	15	160.00
E. $\frac{1}{2}$ SW. $\frac{1}{2}$ .....	9	26	15	80.00
SE. $\frac{1}{2}$ .....	9	26	15	160.00
NE. $\frac{1}{2}$ .....	15	26	15	160.00
NW. $\frac{1}{2}$ .....	15	26	15	160.00
SW. $\frac{1}{2}$ .....	15	26	15	160.00
SE. $\frac{1}{2}$ .....	15	26	15	160.00
E. $\frac{1}{2}$ NE. $\frac{1}{2}$ .....	17	26	15	80.00
NW. $\frac{1}{2}$ NE. $\frac{1}{2}$ .....	17	26	15	40.00
NE. $\frac{1}{2}$ NW. $\frac{1}{2}$ .....	17	26	15	40.00

List of lands within the indemnity limits of the grant for the Leavenworth, Lawrence and Galveston Railroad Company, etc.—Continued.

WOODSON COUNTY—Continued.

Parts of section.	Section.	Township.	Range.	Acres.
NE $\frac{1}{4}$	21	26	15	160.00
NW $\frac{1}{4}$	21	26	15	160.00
SW $\frac{1}{4}$	21	26	15	160.00
SE $\frac{1}{4}$	21	26	15	160.00
S $\frac{1}{2}$ NE $\frac{1}{4}$	23	26	15	80.00
SE $\frac{1}{4}$	23	26	15	160.00
Lot No. 1	25	26	15	29.41
Lot No. 2	25	26	15	29.17
Lot No. 3	25	26	15	28.91
Lot No. 1	27	26	15	80.10
Lot No. 2	27	26	15	80.30
Lot No. 3	27	26	15	80.50
Lot No. 4	27	26	15	80.70
Lot No. 1	29	26	15	80.86
Lot No. 2	29	26	15	80.44
Lot No. 3	29	26	15	80.62
NW $\frac{1}{4}$	19	25	16	158.88
SW $\frac{1}{4}$	19	25	16	157.82
NW $\frac{1}{4}$	31	25	16	159.37
SW $\frac{1}{4}$	31	25	16	159.79
SE $\frac{1}{4}$	31	25	16	160.00
NW $\frac{1}{4}$	7	26	16	149.65
NE $\frac{1}{4}$ NW $\frac{1}{4}$	19	26	16	40.00
W $\frac{1}{2}$ NW $\frac{1}{4}$	19	26	16	70.19
NW $\frac{1}{4}$ SW $\frac{1}{4}$	19	26	16	35.20
S $\frac{1}{2}$ SE $\frac{1}{4}$	19	26	16	80.00
Lot No. 2	29	26	16	29.69
Lot No. 3	29	26	16	29.53
Lot No. 4	29	26	16	29.38
S $\frac{1}{2}$ NE $\frac{1}{4}$	3	25	15	80.00
SW $\frac{1}{4}$	9	25	15	160.00
E $\frac{1}{2}$ SW $\frac{1}{4}$	17	26	15	80.00
NE $\frac{1}{4}$	7	26	16	160.00

ALLEN COUNTY.

SE $\frac{1}{4}$ NW $\frac{1}{4}$	13	24	20	40.00
W $\frac{1}{2}$ SE $\frac{1}{4}$	13	24	20	80.00
SE $\frac{1}{4}$ NE $\frac{1}{4}$	27	24	20	40.00
E $\frac{1}{2}$ SE $\frac{1}{4}$	27	24	20	80.00
NE $\frac{1}{4}$	35	24	20	160.00
NW $\frac{1}{4}$	35	24	20	160.00
SW $\frac{1}{4}$	35	24	20	160.00
SE $\frac{1}{4}$	35	24	20	160.00
NE $\frac{1}{4}$	1	25	20	159.71
SE $\frac{1}{4}$	1	25	20	160.00
NE $\frac{1}{4}$	3	25	20	159.03
NW $\frac{1}{4}$	3	25	20	158.93
SW $\frac{1}{4}$	3	25	20	160.00
SE $\frac{1}{4}$	3	25	20	160.00
NE $\frac{1}{4}$	3	25	20	160.00
NE $\frac{1}{4}$	13	25	20	160.00
NW $\frac{1}{4}$	13	25	20	160.00
SW $\frac{1}{4}$	13	25	20	160.00
SE $\frac{1}{4}$	13	25	20	160.00
NE $\frac{1}{4}$	15	25	20	160.00
NW $\frac{1}{4}$	15	25	20	160.00
SW $\frac{1}{4}$	15	25	20	160.00
SE $\frac{1}{4}$	15	25	20	160.00
E $\frac{1}{2}$ NE $\frac{1}{4}$	17	25	20	80.00
E $\frac{1}{2}$ SE $\frac{1}{4}$	17	25	20	80.00
NE $\frac{1}{4}$	21	25	20	160.00
NW $\frac{1}{4}$	21	25	20	160.00
SW $\frac{1}{4}$	21	25	20	160.00
SE $\frac{1}{4}$	21	25	20	160.00
NE $\frac{1}{4}$	23	25	20	160.00
NW $\frac{1}{4}$	23	25	20	160.00
SW $\frac{1}{4}$	23	25	20	160.00
SE $\frac{1}{4}$	23	25	20	160.00
NE $\frac{1}{4}$	25	25	20	160.00
NW $\frac{1}{4}$	25	25	20	160.00
SW $\frac{1}{4}$	25	25	20	160.00
SE $\frac{1}{4}$	25	25	20	160.00
NE $\frac{1}{4}$	27	25	20	160.00
NW $\frac{1}{4}$	27	25	20	160.00



List of lands within the indemnity limits of the grant for the Leavenworth, Lawrence and Galveston Railroad Company, etc.—Continued.

## ALLEN COUNTY—Continued.

Parts of section.	Section.	Town-ship.	Range.	Acres.
SW. $\frac{1}{4}$	27	25	20	160.00
SE. $\frac{1}{4}$	27	25	20	160.00
NE. $\frac{1}{4}$	29	25	20	160.00
E. $\frac{1}{2}$ NW. $\frac{1}{4}$	29	25	20	80.00
SW. $\frac{1}{4}$	29	25	20	160.00
SE. $\frac{1}{4}$	29	25	20	160.00
SE. $\frac{1}{4}$ NE. $\frac{1}{4}$	31	25	20	40.00
E. $\frac{1}{2}$ SE. $\frac{1}{4}$	31	25	20	80.00
NE. $\frac{1}{4}$	33	25	20	160.00
NW. $\frac{1}{4}$	33	25	20	160.00
SW. $\frac{1}{4}$	33	25	20	160.00
SE. $\frac{1}{4}$	33	25	20	160.00
NW. $\frac{1}{4}$	35	25	20	160.00
SW. $\frac{1}{4}$	35	25	20	160.00
NW. $\frac{1}{4}$ SE. $\frac{1}{4}$	35	25	20	40.00
E. $\frac{1}{2}$ SE. $\frac{1}{4}$	35	25	20	80.00
NE. $\frac{1}{4}$	1	26	20	160.00
NW. $\frac{1}{4}$	1	26	20	160.00
SW. $\frac{1}{4}$	1	26	20	160.00
SE. $\frac{1}{4}$	1	26	20	160.00
NE. $\frac{1}{4}$	3	26	20	160.00
NW. $\frac{1}{4}$	2	26	20	160.00
SW. $\frac{1}{4}$	2	26	20	160.00
W. $\frac{1}{2}$ SE. $\frac{1}{4}$	3	26	20	80.00
NE. $\frac{1}{4}$ SE. $\frac{1}{4}$	3	26	20	40.00
NE. $\frac{1}{4}$	5	26	20	160.00
NW. $\frac{1}{4}$	5	26	20	160.00
SW. $\frac{1}{4}$	5	26	20	160.00
SE. $\frac{1}{4}$	5	26	20	160.00
E. $\frac{1}{2}$ NE. $\frac{1}{4}$	7	26	20	80.00
E. $\frac{1}{2}$ SE. $\frac{1}{4}$	7	26	20	80.00
NE. $\frac{1}{4}$	9	26	20	160.00
NW. $\frac{1}{4}$	9	26	20	160.00
SW. $\frac{1}{4}$	9	26	20	160.00
SE. $\frac{1}{4}$	9	26	20	160.00
NE. $\frac{1}{4}$	11	26	20	160.00
NW. $\frac{1}{4}$	11	26	20	160.00
SW. $\frac{1}{4}$	11	26	20	160.00
SE. $\frac{1}{4}$	11	26	20	160.00
NE. $\frac{1}{4}$	13	26	20	160.00
NW. $\frac{1}{4}$	13	26	20	160.00
SW. $\frac{1}{4}$	13	26	20	160.00
SE. $\frac{1}{4}$	13	26	20	160.00
NE. $\frac{1}{4}$	15	26	20	160.00
NW. $\frac{1}{4}$	15	26	20	160.00
SW. $\frac{1}{4}$	15	26	20	160.00
SE. $\frac{1}{4}$	15	26	20	160.00
NE. $\frac{1}{4}$	17	26	20	160.00
NW. $\frac{1}{4}$	17	26	20	160.00
SW. $\frac{1}{4}$	17	26	20	160.00
SE. $\frac{1}{4}$	17	26	20	160.00
E. $\frac{1}{2}$ NE. $\frac{1}{4}$	19	26	20	80.00
E. $\frac{1}{2}$ SE. $\frac{1}{4}$	19	26	20	80.00
NE. $\frac{1}{4}$	21	26	20	160.00
SW. $\frac{1}{4}$ SW. $\frac{1}{4}$	21	26	20	40.00
E. $\frac{1}{2}$ SW. $\frac{1}{4}$	21	26	20	80.00
SE. $\frac{1}{4}$	21	26	20	160.00
NE. $\frac{1}{4}$	23	20	20	160.00
NW. $\frac{1}{4}$	23	26	20	160.00
SW. $\frac{1}{4}$	23	26	20	160.00
SE. $\frac{1}{4}$	23	26	20	160.00
Lot No. 1	25	26	20	41.25
Lot No. 2	25	26	20	45.84
Lot No. 1	27	26	20	49.84
Lot No. 2	27	26	20	48.88
Lot No. 1	29	26	20	53.66
Lot No. 2	29	26	20	55.22
SW. $\frac{1}{4}$	19	25	21	154.05
SE. $\frac{1}{4}$	19	25	21	160.00
NW. $\frac{1}{4}$	29	25	21	160.00
SW. $\frac{1}{4}$	29	25	21	160.00
NE. $\frac{1}{4}$	31	25	21	160.00
NW. $\frac{1}{4}$	31	25	21	157.85
SW. $\frac{1}{4}$	31	25	21	159.30
SE. $\frac{1}{4}$	31	25	21	160.00
NW. $\frac{1}{4}$	5	26	21	160.00
SW. $\frac{1}{4}$	5	26	21	160.00
NE. $\frac{1}{4}$	7	26	21	160.00
NW. $\frac{1}{4}$	7	26	21	148.20

List of lands within the indemnity limits of the grant for the Leavenworth, Lawrence and Galveston Railroad Company, etc.—Continued.

## ALLEN COUNTY—Continued.

Parts of section.	Section.	Township.	Range.	Acres.
SW $\frac{1}{4}$ .....	7	26	21	148.30
SE $\frac{1}{4}$ .....	7	26	21	160.00
W $\frac{1}{2}$ NE $\frac{1}{4}$ .....	17	26	21	80.00
NW $\frac{1}{2}$ .....	17	26	21	160.00
SW $\frac{1}{2}$ .....	17	26	21	160.00
W $\frac{1}{2}$ SE $\frac{1}{4}$ .....	17	26	21	80.00
NE $\frac{1}{2}$ .....	19	26	21	160.00
NW $\frac{1}{2}$ .....	19	26	21	149.85
SW $\frac{1}{2}$ .....	19	26	21	150.11
SE $\frac{1}{2}$ .....	19	26	21	160.00
Lot No. 1 .....	29	26	21	31.62
Lot No. 2 .....	29	26	21	33.84

DEPARTMENT OF THE INTERIOR,  
Washington, D. C., October 15, 1866.

SIR: I have the honor to submit herewith for your action the report dated 9th instant, of the commissioners, Bvt. Brig. Gen. J. H. Simpson, U. S. Army, Hon. Samuel R. Curtis, and Hon. William M. White, appointed by you to examine and report upon the fifth section of 25 miles of the Union Pacific Railway, Eastern Division, extending from the one hundred and fifth and terminating at the one hundred and thirtieth mile post, west from the initial point on the boundary line between the States of Missouri and Kansas.

The commissioners in their report representing the said fifth section of 25 miles ready for present service, and completed and equipped as a first-class railroad, I respectfully recommend the acceptance of the same, and the issue of the bonds and patents for land due the company on account of said section agreeably to law.

I am, sir, with great respect, your obedient servant,

O. H. BROWNING,  
Secretary.

The PRESIDENT OF THE UNITED STATES.

[Indorsements.]

DEPARTMENT OF THE INTERIOR,  
October 15, 1866.

Hon. O. H. Browning, Secretary, submits to the President of the United States report dated 9th instant, of commissioners appointed to examine fifth section of 25 miles of Union Pacific Railway, Eastern Division, with recommendations on the subject.

EXECUTIVE MANSION,  
October 15, 1866.

The within recommendations of the Secretary of the Interior are approved, and the Secretary of the Treasury and himself are hereby directed to carry the same into effect.

ANDREW JOHNSON,  
President of the United States.

DEPARTMENT OF THE INTERIOR,  
Washington, D. C., January 22, 1867.

SIR: I have the honor to submit herewith for your action the report dated 17th instant, of the commissioners, Bvt. Brig. Gen. J. H. Simpson, U. S. Army, Hon. William M. White, and General F. P. Blair, jr., appointed by you to examine and report upon the sixth section of 25 miles of the Union Pacific Railway, Eastern Division, commencing at the one hundred and thirtieth and terminating at the one hundred and fifty-fifth mile station west from the initial point on the State line dividing the States of Missouri and Kansas.

The commissioners in their report representing the said sixth section of 25 miles ready for present service and completed and equipped as a first-class railroad, I respectfully recommend the acceptance of the same and the issue of the bonds and patents for land due the company on account of said section agreeably to law.

I am, sir, with great respect, your obedient servant,

O. H. BROWNING,  
Secretary.

The PRESIDENT OF THE UNITED STATES.

[Indorsements.]

DEPARTMENT OF THE INTERIOR,  
January 22, 1867.

Hon. O. H. Browning, Secretary, submits to the President of the United States report dated 17th instant, of commissioners appointed to examine sixth section of 25 miles of Union Pacific Railway, Eastern Division, with recommendations on the subject.

EXECUTIVE MANSION,  
January 22, 1867.

The within recommendations of the Secretary of the Interior are approved, and the Secretary of the Treasury and himself are hereby directed to carry the same into effect.

ANDREW JOHNSON,  
President of the United States.

List of homestead and pre-emption entries of lands in Allen County, Kans., subsisting July 26, 1866, within the granted limits of the grant to the Missouri, Kansas and Texas Railway Company by act of that date, and since canceled, with the disposition since made of such lands.

Parts of sections.	Section.	Town-ship.	Range.	Acres.	Remarks.
E. $\frac{1}{2}$ SE. $\frac{1}{4}$ .....	23	23	17	80.00	Home 662.—Jonathan H. Spicer, Mar. 13, 1865; canceled Apr. 17, 1871; approved to M., K. and T. Rwy. Co. and L., L. and G. R. R. Co. Feb. 11, 1875, under act of 1863. Spicer's entry reinstated June 3, 1882, under act of April 21, 1876, and patent issued.
NW. $\frac{1}{4}$ .....	1	24	17	160.57	Home 617.—Anthony Fitzpatrick, Jan. 17, 1865; canceled July 22, 1872; approved to L., L. and G. R. R. Co. and M., K. and T. Rwy. Co. Feb. 11, 1875, under act of 1863; entry reinstated Oct 15, 1879, under act of Apr. 21, 1876, and patent issued.
SE. $\frac{1}{4}$ .....	25	24	17	160.00	Home 677.—Jos. W. Arnold, Apr. 7, 1865; canceled May 16, 1872; approved to L., L. and G. and M., K. and T. R. R's. Feb. 11, 1875, under act of 1863.
NE. $\frac{1}{4}$ .....	35	24	17	160.00	Home 673.—Geo. Eldridge, Apr. 4, 1865; canceled Dec. 12, 1872; approved to L., L. and G. and M., K. and T. R. R's. Feb. 11, 1875, under act of 1863.
NW. $\frac{1}{4}$ .....	25	25	17	160.00	Home 103.—F. M. Tibbetts, Feb. 3, 1863; canceled Oct. 23, 1871; re-entered by Jos. P. Turner Apr. 10, 1872, pre-emption 2,923; selected by L., L. and G. and M., K. and T. R. R's. Aug. 8, 1872, but not approved.
E. $\frac{1}{2}$ NE. $\frac{1}{4}$ .....	27	23	18	80.00	Home 658.—Peter W. Carmine, Mar. 6, 1865; canceled May 11, 1875; selected by L., L. and G. and M., K. and T. R. R's. June 29, 1874, under act of 1863, but not approved.
S. $\frac{1}{2}$ SW. $\frac{1}{4}$ .....	27	23	18	80.00	Home 665.—Jno. Gilkerson, Mar. 6, 1865; canceled Apr. 25, 1870; approved to L., L. and G. and M., K. and T. R. R's. Feb. 11, 1875, under act of 1863.
NW. $\frac{1}{4}$ .....	29	23	18	160.00	Home 627.—John P. Dickey, Feb. 1, 1865; canceled July 8, 1875; approved to L. L. and G. and M. K. and T. R. R's. July 17, 1875, under act of 1863.

List of homestead and pre-emption entries of lands in Allen County, Kans., etc.—Continued.

Parts of sections.	Section.	Township.	Range.	Acres.	Remarks.
NE. $\frac{1}{4}$ .....	8	24	18	161.89	Home 636.—Thos. A. McLeland, Feb. 17, 1865; canceled Apr. 29, 1870; approved to L. L. and G. and M. K. and T. R. R.'s., July 17, 1875, under act of 1863, entry reinstated July 9, 1887, R. R. Co's having relinquished.
SE. $\frac{1}{4}$ .....	13	24	18	160.00	Home 604.—Thos. J. Rutledge, Nov. 29, 1864; canceled Apr. 3, 1879; selected by L. L. and G. and M. K. and T. R. R.'s. June 26, 1879, under act of 1863.
NE. $\frac{1}{4}$ .....	11	25	18	160.00	Home 793.—Seth Rhodes, Oct. 28, 1865; canceled Oct. 19, 1871; approved to L. L. and G. and M. K. and T. R. R. Co's, Feb. 11, 1875, under act of 1863.
NW. $\frac{1}{4}$ .....	19	24	19	159.24	Home 315.—John Rutledge, June 11, 1863; canceled May 1, 1874; selected by L. L. and G. and M. K. and T. R. R. Co's, June 26, 1879, under act of 1863; selection canceled and entry reinstated March 13, 1884.
NE. $\frac{1}{4}$ .....	11	26	17	160.00	Home 234.—C. R. Springer, May 21, 1863; canceled Nov. 1, 1871. Preemption 1583, J. L. Summit, Apr. 11, 1872.
E. $\frac{1}{2}$ NE. $\frac{1}{4}$ .....	1	26	18	80.00	Home 285.—Frederick Johannea, June 3, 1863; canceled Nov. 1, 1871. Home 2074.—Wm. H. Shigley, Nov. 20, 1871; commuted to cash entry 1651, Apr. 23, 1873; canceled Apr. 22, 1879; selected by M. K. and T. and L. L. and G. R. R.'s, June 26, 1879, under act of 1863; selection canceled Oct. 13, 1887.
SW. $\frac{1}{4}$ .....	7	26	19	149.84	Home 428.—Christopher Knowler, July 20, 1863; canceled Nov. 1, 1871. Home 3125.—Alexander Cameron, Mar. 16, 1872; final certificate, 1011.

## EVEN SECTIONS.

List of homestead and pre-emption entries of lands in Allen County, Kans., subsisting July 26, 1866, within the indemnity limits of the grant to the Missouri, Kansas and Texas Railway Company by act of that date, and since canceled, with the disposition since made of such lands.

Parts of sections.	Section.	Township.	Range.	Acres.	Remarks.
S. $\frac{1}{2}$ NE. $\frac{1}{4}$ and N. $\frac{1}{2}$ SE. $\frac{1}{4}$ .....	24	23	18	160.00	Home. 668.—Benajah Payne, Mar. 22, 1865; canceled Nov. 24, 1866. SE. $\frac{1}{4}$ NE. $\frac{1}{4}$ and NE. $\frac{1}{4}$ SE. $\frac{1}{4}$ , entered by L. W. Brenerman, Apr. 29, 1868; pre-emption entry 844 SW. $\frac{1}{4}$ NE. $\frac{1}{4}$ and NW. $\frac{1}{4}$ SE. $\frac{1}{4}$ , patented to M., K. and T. Ry. Co., Nov. 3, 1873 under act of 1866.
SE. $\frac{1}{4}$ NE. $\frac{1}{4}$ .....	20	23	19	40.00	Home 499.—Ezra Wilson, Feb. 5, 1864; canceled June 6, 1876. Home—3310, David Orrinduff, June 15, 1874; canceled Sept. 7, 1876. Patented to M., K. and T. Ry. Co. Apr. 23, 1877, under act of 1866.
NW. $\frac{1}{4}$ NE. $\frac{1}{4}$ and NE. $\frac{1}{4}$ NW. $\frac{1}{4}$ ..	26	23	19	80.00	Home 866.—John J. Martin, Jan'y 6, 1866; canceled May 27, 1875. Patented to M., K. and T. Ry. Co. Aug. 17, 1876, under act of 1866.
SE. $\frac{1}{4}$ SE. $\frac{1}{4}$ .....	30	23	19	40.00	Home 716.—Wm. Doran, June 7, 1865; canceled Mar. 23, 1867. Patented to M., K. and T. Ry. Co. March 19, 1875, under act of 1866.
SE. $\frac{1}{4}$ .....	4	24	19	160.00	Home. 312.—Richard Christ, June 10, 1863; canceled Nov. 1, 1871. Patented to M., K. and T. Ry. Co. Aug. 17, 1876, under act of 1866.

## EVEN SECTIONS—Continued.

List of homestead and pre-emption entries of lands in Allen County, Kans., etc.—Continued.

Parts of section.	Section.	Town- ship.	Range.	Acres.	Remarks.
W. $\frac{1}{2}$ SE. $\frac{1}{2}$ .....	2	25	19	80.00	Home 844.—Jno. B. Arnett, Dec. 19, 1865; canceled Jan'y, 1867. Home 8346.—Clans Bornholt, Feb. 23, 1875; canceled Nov. 17, 1876. Reinstated Jan'y 26, 1887. Selected by M. K. and T. R'y Co., Oct. 11, 1877, under act of 1866. Selection canceled Jan'y 26, 1887.
SE. $\frac{1}{2}$ .....	10	25	19	160.00	Home 838.—Wm. H. Willey, Dec. 7, 1865; canceled May 27, 1872. Home 3241.—Reuben D. Jones, Feb. 26, 1873; canceled as to W. $\frac{1}{2}$ ; SE. $\frac{1}{2}$ , Aug. 30, 1878. W. $\frac{1}{2}$ , SE. $\frac{1}{2}$ selected by M. K. and T. R'y Co., June 26, 1879, under act of 1866.
NW. $\frac{1}{2}$ SE. $\frac{1}{2}$ and NE. $\frac{1}{2}$ SW. $\frac{1}{2}$ ..	12	25	19	80.00	Home 849.—R. F. Eagle, Dec. 21, 1865; canceled May 27, 1872. Home 3182.—G. H. Taylor, June 29, 1872; canceled July 22, 1875; patented to M. K. and T. R'y Co., Aug. 17, 1876, under act of 1866.
N. $\frac{1}{2}$ NE. $\frac{1}{2}$ .....	6	24	20	80.00	Home 424.—Louisiana Done, July 15, 1863; canceled Nov. 1, 1871; patented to M. K. and T. R'y Co., July 15, 1873, under act of 1866.

## ODD SECTIONS.

SW. $\frac{1}{2}$ .....	15	24	19	160.00	Home 834.—Abraham Welch, June 13, 1863; canceled Oct. 18, 1871; approved to L. L. and G. R. R. Co., Feb. 11, 1875, under act of 1863.
NE. $\frac{1}{2}$ .....	9	25	29	160.00	Home 731.—Jacob Zike, July 7, 1865; canceled Dec. 12, 1872; reinstated May 16, 1882; approved to L. L. and G. R. R. Co., Feb. 11, 1875, under act of 1863.
NW. $\frac{1}{2}$ .....	15	25	19	160.00	Home 859.—P. D. Hopkinson, Jan. 1, 1866; canceled May 27, 1872; selected by M. and T. & L. L. and G. B. R's., June 26, 1876, under act of 1863; selection canceled July 7, 1887.
S. $\frac{1}{2}$ SE. $\frac{1}{2}$ .....	31	23	20	80.00	Home 424.—Louisiana Done, July 15, 1863; canceled Nov. 1, 1871; approved to L. L. and G. R. R. Co., Feb. 11, 1875, under act of 1863.