

UNITED STATES
DEPARTMENT OF THE INTERIOR
HAROLD L. ICKES, Secretary
GENERAL LAND OFFICE
FRED W. JOHNSON, Commissioner

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TRANSPORTATION
INFORMATION CONCERNING LAND GRANTS
FOR
ROADS, CANALS, RIVER IMPROVEMENTS
AND RAILROADS



Information Bulletin, 1939 Series

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PREFACE

Development of transportation facilities across its broad expanse of territory was recognized as one of the primary needs of the United States in the earliest days of its history.

This development followed the adoption of a new policy in a new world; grants of public land for the purpose of providing transportation by road, water, or rail were made for the first time on a large scale in this country.

Seemingly founded upon prophetic vision, a series of laws enacted by Congress more than a century ago led to the establishment of travel routes aiding first, the intrepid solitary explorer, then the covered-wagon pioneers, and, today, the speeding streamliner passengers in their journeys across a continent.

Incidentally, the series of transportation grant statutes significantly registered the progress in methods of travel in the Nation, dealing first with wagon-road development, followed by canal and river improvement, and, lastly, with railroad construction.

Authentic information concerning this important factor in national advancement is contained in this bulletin, prepared by the General Land Office.

Lred W. Johnson

Commissioner.

DECEMBER 31, 1939.

III

LAND GRANTS

Each ○ represents 500,000 acres

IN AID OF		WAGON ROADS
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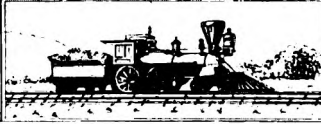
INDIANA	170,580.24	●
MICHIGAN	221,013.35	●
OHIO	80,773.54	●
OREGON	2,308,666.45	●●●●●●●●
WISCONSIN	302,930.96	●

IN AID OF		CANALS
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ILLINOIS	324,282.74	●
INDIANA	1,480,418.77	●●●●
MICHIGAN	1,250,234.85	●●●●
OHIO	1,204,113.89	●●●●
WISCONSIN	338,626.97	●

IN AID OF		RIVER IMPROVEMENTS
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ALABAMA	400,018.13	●
IOWA	1,161,593.69	●●●●
WISCONSIN	685,722.43	●●

IN
AID
OF

RAILROADS

ALABAMA	2,850,555 19	●●●●●●●●
ARIZONA	8,369,421 49	●●●●●●●●●●
ARKANSAS	2,620,010 94	●●●●●●●●
CALIFORNIA	11,458,211 54	●●●●●●●●●●●●●●
COLORADO	4,150,460 71	●●●●●●●●●●
FLORIDA	2,226,266 80	●●●●●●●
IDAHO	1,389,668 02	●●●●
ILLINOIS	2,595,133 00	●●●●●●●●
IOWA	4,021,105 06	●●●●●●●●●●●●
KANSAS	8,244,469 32	●●●●●●●●●●●●●●
LOUISIANA	1,328,133 84	●●●●
MICHIGAN	3,129,297 28	●●●●●●●●●●
MINNESOTA	9,977,188 84	●●●●●●●●●●●●●●
MISSISSIPPI	1,075,345 12	●●●●
MISSOURI	2,299,540 36	●●●●●●●●
MONTANA	15,160,787 43	●●●●●●●●●●●●●●●●●●
NEBRASKA	7,343,900 23	●●●●●●●●●●●●●●●●
NEVADA	5,049,914 06	●●●●●●●●●●●●●●
NEW MEXICO	3,514,131 79	●●●●●●●●●●●●●●
N. DAKOTA	11,036,174 04	●●●●●●●●●●●●●●●●●●
OREGON	3,611,751 43	●●●●●●●●●●●●●●
UTAH	2,195,729 44	●●●●●●●●
WASHINGTON	8,264,239 44	●●●●●●●●●●●●●●●●
WISCONSIN	3,707,504 34	●●●●●●●●●●●●●●
WYOMING	4,845,052 22	●●●●●●●●●●●●●●●●

TRANSPORTATION

WAGON ROAD LAND GRANTS

The policy of land grants in aid of transportation was inaugurated by Congress 116 years ago in the act of February 28, 1823, which awarded land to the State of Ohio for the construction of a wagon road from "the lower rapids of the Miami of Lake Erie to the western boundary of the Connecticut Western Reserve." Calling for the building of a road 120 feet wide, the law granted land for "one mile on each side" to aid the State in defraying the cost of construction.

Altogether, 12 wagon-road land grants, described in detail in the accompanying table, were authorized by Congress, the last being made on March 3, 1869.

CANAL AND RIVER IMPROVEMENTS

On March 2, 1827, grants of land to Indiana and Ohio, for the construction of a canal on the Wabash River to Lake Erie, set under way this phase of transportation development.

Subsequently, nine other grants, outlined in the tables, were made to various States for the same purpose, the last being awarded on July 3, 1866.

Four grants for river improvements also were made, Alabama being awarded land on May 22, 1828, Wisconsin on August 8, 1846, and Iowa on August 8, 1846, and July 12, 1862.

RAILROADS AIDED NATION'S GROWTH

The effect of gleaming lines of railroads constructed through grants of public land upon economic and sociological conditions in the United States constitutes an interesting chapter in the westward development of the Nation. Not only did the far-flung transcontinental routes play their part in the advancement of civilization, but the network of land-grant construction around the Great Lakes proved an important factor in the development of the Middle West, particularly in Illinois, Michigan, Wisconsin, and Minnesota.

Voluminous records, including reports of the Interstate Commerce Commission, tell the fascinating story of the railroads' place in the Nation's scheme of development. Summarized, they show that while historians agree these roads probably would have been constructed, sooner or later, without Federal aid, they also are of the opinion that, on the average, the land-grant lines were extended into or through undeveloped sections of the country at least 10 and possibly as much as 15 years earlier than otherwise would have been the case.

Viewed from its broad national aspect, the principal indirect benefits from the construction of these lines may be summarized to include (1) the acceleration of the settlement of the country and the development of its natural resources; (2) safer and more expeditious and comfortable

travel: (3) the enhancement in value of adjacent Government and private lands, and the increase of taxable wealth generally, and (4) the strengthening of the national defense.

The population of the United States in 1830 was to be found very largely along the Atlantic and Gulf coasts, the rivers, and the Great Lakes. Sections distant from navigation facilities were very thinly populated, especially in the great prairie areas, which were without timber for the construction of homes. Wagon roads were provided to some extent into the areas inaccessible by water, but the transportation of freight over these primitive roads was economically feasible for only very short distances.

The advent of the railroad relieved this transportation handicap and enabled the settlement of sections inaccessible by water. Moreover, in Illinois and the sections west of the Mississippi River the impetus to settlement resulting from the construction of railroads was not confined to the ordinary flow of immigration consequent upon the establishment of transportation facilities.

Increased tonnage was necessary to make the rail ventures profitable, and increased tonnage could come only with increase of population. Furthermore, the railroads which had received land grants desired to convert them into cash. Consequently, the early railroads in these sections fostered immigration as much as possible, in many instances through the dissemination of information at home and abroad. As a result of these efforts there was a large immigration to these sections from foreign countries as well as from the eastern portion of the United States. Moreover, many of those who came to these sections as laborers in connection with the construction of the railroads later became settlers.

Some idea of the influence of the construction of the early railroads in Illinois and the portion of the United States west of the Mississippi may be gathered from the increase in the population of Illinois which followed the construction of the original lines of the Illinois Central. Construction of these lines began in 1851, and they were all in operation in 1856. The population of Illinois increased from 851,470 in 1850 to 1,711,951 in 1860. In 1850, there were only 10 towns in the vicinity of the Illinois Central's route, as compared with 47 in 1860 and 81 in 1870. At the close of 1857, a total of 1,321 homes had been built on grant lands between Richton and Mattoon, Ill., a distance of approximately 150 miles.

Large quantities of timber and minerals were to be found in many of the sections inaccessible by water, but they were of little or no value for want of transportation facilities; here again the construction of the railroads made an important contribution to the development of the country, although there is also a dark side here, as was revealed later in efforts to overcome the effects of a wasteful exploitation of our natural resources.

Reduction in travel costs between sections of the country was another benefit derived from the construction of the land grant railroads. For example, in the days of stagecoach transportation, it cost \$20 to travel from Philadelphia to Pittsburgh, a distance of 297 miles, while the slow progress of the trip brought added expenses of food and lodging en route; today the journey costs only \$8.69 by railroad.

The time consumed in travel also was materially reduced by the construction of the railroads. In 1812, it took 6 days to go from

First Conveyance of Lands Under a Railroad Grant (Illinois Central Railroad)

Railroad grant in
Illinois referred to
in this conveyance



General Land Office,
March 12th 1852.

I certify that the foregoing on pages 1 to 264, in
hereto are substitutes of the lands remaining unsold
and undisposed of, on the alternate sections designated
by even numbers for six sections in width on each side
of the rail road from the southern terminus of the Illinois
and Michigan Canal to a point near the junction of
the Ohio and Mississippi Rivers, and the branches
of the same to Chicago in Lake Michigan, and near
the town of Galena to a point in said State opposite
Dubuque in the State of Iowa, as located under the
authority of the Legislature of the State of Illinois,
being the lands granted to the State of Illinois by
the Act of Congress granting the right of way, and
making a grant of land to the States of Illinois,
Mississippi and Alabama in aid of the construction
of a Railroad from Chicago to Mexico.

Approved September 20th 1850.

And I respectfully recommend that
said lands be approved to the State of Illinois
subject to any valid interfering rights.

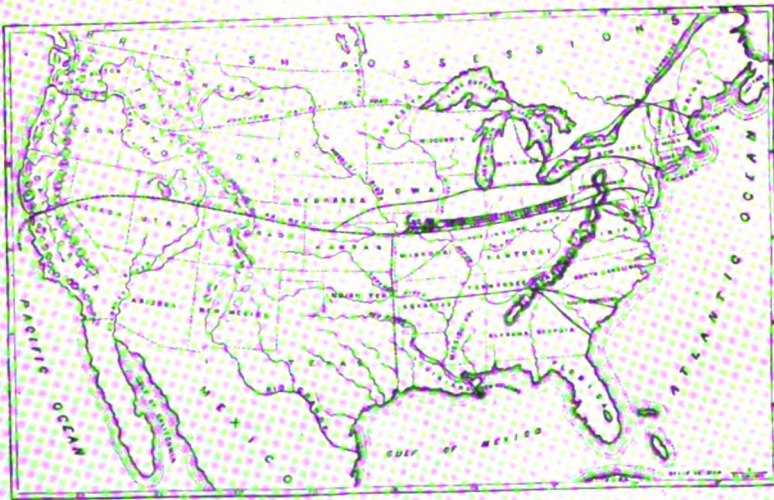
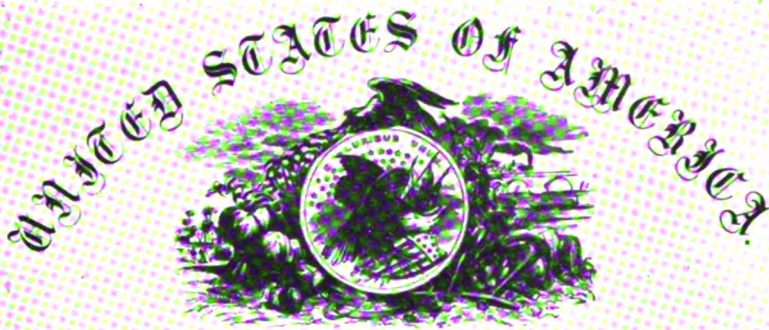
J. B. Estlin,
Commissioner

March 18th 1852. Approved, subject to any
valid interfering rights

Alex. H. Stewart
Secretary of the Interior

For approved by the
Hon. A. A. Moore
Secy of the Interior
of the Illinois Central
Rail Road Co.

Federal Land Grant to the First Transcontinental Railroad



No. 1 To all to whom these presents shall come, greeting:

Whereas, by the act of Congress approved July 1, 1862, as amended by the act of July 6, 1864, to aid in the construction of a railroad and telegraph line from the Missouri River to the Pacific Ocean, and to secure to the Government the use of the same for postal, military, and other purposes; Authority is given to the Central Branch, Union Pacific Railroad Company of Kansas, a corporation existing under the laws of the State, to construct a railroad and telegraph line, under certain conditions and stipulations as expressed in said acts; and provision is made for granting to the said Company "every alternate section of public lands designated by odd numbers to the amount of 'ten alternate sections per mile on each side of the said railroad, in the line thereof, and within the limits of twenty miles on each side of said road,' not yet reserved or otherwise disposed of by the United States and to which a Preemption or Homestead claim may not have attached at the time the line of said road is definitely fixed."

Philadelphia to Pittsburgh by stagecoach, a journey which today requires only 8 hours by rail. In 1837, it took 46 hours to travel the 128 miles from Pittsburgh to Erie which now can be traversed by rail in 4½ hours. The stagecoach trip from Omaha, Nebr., to Virginia City, Nev., required continuous travel for 17 days and nights, in 1865; today it can be made in 41 hours, or less than 2 days and nights.

Finally, the construction of the railroads enabled safer and more expeditious and comfortable travel at an earlier date than would otherwise have been possible. Travelers by stagecoach and by private conveyance were preyed upon by bandits and in the West by Indians also. Travelers by rail, owing to the greater speed of the trains and the larger number of persons carried at one time, were much less susceptible to bandit or Indian attack.

RAILROAD LAND GRANTS

Development of railroads through grants of public domain was begun on September 20, 1850, when the Illinois Central, the Mobile & Ohio in Mississippi, and the same railroad in Alabama were granted tracts of land for construction purposes.

Extending through March 3, 1871, this period of transportation development activities resulted in the issuance of 89 such grants, 17 of which later were forfeited by Congress for failure to carry on the construction work.

Although varying in some details in each of the grants, the basic policy for the allotment of Federal public land for the development of railroads in the Nation forms an interesting chapter in the history of the United States.

Briefly, this basic policy was this:

Grant was given for the right-of-way of the railroad, and on either side of this strip of territory alternate sections of land were awarded to defray the cost of construction. It was discovered that many of these construction sections—designated primary grants—already had been disposed of to settlers, or reserved for specific purposes under other land laws, or were mineral in character. As a consequence, other tracts of land beyond the primary grants were made available to the roads in what were known as indemnity grants, designed to compensate for lands already taken or found to be mineral in character. Later, it was found necessary to enact remedial legislation to adjust controversies between the grantees and settlers, generally permitting the grantees to take other land in lieu of settlement claims, and in some instances allowing the settlers to transfer their claims elsewhere.

Of the 72 unforfeited grants, the area of which was 152,961,568 acres, 65 have been adjusted and closed, the grantees having received all the land to which they were entitled, or as much thereof as it was possible to give them. There still remain seven open grants, final figures on which obviously cannot be given in the accompanying tables.

TRANSPORTATION GRANT STATISTICS

Details of the grants of Federal public domain for the development of wagon roads, canals, rivers, and railroads in the United States are shown in the following tables:

TRANSPORTATION

Wagon roads

Route of road	Date of grant	Grantee	Area of grant in acres	Number of acres certified or patented
From Lake Erie to Connecticut Western Reserve.	Feb. 28, 1823 (3 Stat. 727); Mar. 2, 1827 (4 Stat. 242).	State of Ohio	80, 773. 54	80, 773. 54
From Lake Michigan to Ohio River.	Mar. 2, 1827 (4 Stat. 234)	State of Indiana	170, 580. 24	170, 580. 24
From Fort Wilkins, Copper Harbor, Mich., to Green Bay, Wis.	Mar. 3, 1863 (12 Stat. 797)	State of Wisconsin	302, 930. 96	302, 930. 96
From Fort Wilkins, Copper Harbor, Mich., to Wisconsin State line.	do	State of Michigan	221, 013. 35	221, 013. 35
From Saginaw to the Straits of Mackinaw.	June 20, 1864 (13 Stat. 140)	do	(1)	-----
From Grand Rapids to the Straits of Mackinaw.	do	do	(1)	-----
From Wausaw to Lake Superior.	June 25, 1864 (13 Stat. 183)	State of Wisconsin	(1)	-----
From Eugene City, Oreg., to eastern boundary of State.	July 2, 1864 (13 Stat. 355)	State of Oregon	859, 585. 52	859, 585. 52
From Corvallis to Yaquina Bay.	July 4, 1866 (14 Stat. 86)	do	90, 240. 00	83, 716. 76
From Albany, Oreg., to eastern boundary of State.	July 5, 1866 (14 Stat. 89)	do	861, 504. 00	861, 511. 86
From Dalles City to Fort Boise.	Feb. 25, 1876 (14 Stat. 409)	do	591, 608. 75	591, 612. 20
From Coos Bay to Roseburg.	Mar. 3, 1869 (15 Stat. 340)	do	99, 819. 35	105, 240. 11
Total			3, 278, 055. 71	3, 276, 964. 54

¹ State never availed itself of benefit of this grant.

Canal grants

Name of canal	Date of grant	Grantee	Number of acres certified in satisfaction of the grant
Wabash and Erie	Mar. 2, 1827 (4 Stat. 236)	State of Indiana	1, 480, 418. 77
Do	do	State of Ohio	265, 815. 45
Illinois and Lake Michigan	Mar. 2, 1827 (4 Stat. 234)	State of Illinois	324, 282. 74
Miami and Dayton	May 24, 1828 (4 Stat. 305)	State of Ohio	438, 301. 32
General	do	do	499, 997. 12
Milwaukee and Rock River	June 18, 1838 (5 Stat. 245)	State of Wisconsin	138, 995. 99
St. Mary's	Aug. 26, 1852 (10 Stat. 35)	State of Michigan	750, 143. 03
Portage Lake and Lake Superior	Mar. 3, 1865 (13 Stat. 519)	do	400, 081. 15
Sturgeon Bay and Lake Michigan	Apr. 10, 1866 (14 Stat. 30)	State of Wisconsin	199, 630. 98
Lac La Belle	July 3, 1866 (14 Stat. 80)	State of Michigan	100, 011. 67
Total			4, 597, 678. 22

River-improvement grants

Object of grant	Date of grant	Grantee	Number of acres certified or patented in satisfaction of grant
To aid in the improvement of the Tennessee, Coosa, Cahawba, and Black Warrior Rivers.	May 23, 1828 (4 Stat. 290)	State of Alabama	400, 018. 13
To aid in improving the navigation of Fox and Wisconsin Rivers.	Aug. 8, 1846 (9 Stat. 83)	State of Wisconsin	683, 722. 43
The improvement of the navigation of the Des Moines River.	Aug. 8, 1846 (9 Stat. 77); July 12, 1862 (12 Stat. 543).	State of Iowa	1, 161, 593. 69
Total			2, 245, 334. 25

Statement showing area of the grant and the amount of land certified and patented under grants made by acts of Congress to aid in the construction of railroads

GRANTS ADJUSTED AND CLOSED

Name of railroad	Date of grant	Area of grants in acres	Acres patented	Deficiency
Illinois Central R. R. Co	Sept. 20, 1850 (9 Stat. 466)	2,595,133.00	2,595,133.00	-----
Mobile & Ohio (Mississippi)	do	737,130.29	737,130.29	-----
Mobile & Ohio (Alabama)	do	419,528.44	419,528.44	-----
Hannibal & St. Joseph R. R. Co	June 10, 1852 (10 Stat. 8)	778,550.04	611,323.35	167,226.69
Pacific Railroad Co. now St. Louis & San Francisco Ry. Co.	do	1,159,080.33	1,161,284.51	-----
Little Rock & Fort Smith Ry. Co	Feb. 9, 1853 (10 Stat. 155)	1,057,024.00	1,052,082.51	4,941.49
St. Louis, Iron Mountain & Southern R. R. Co. (Missouri)	do	574,400.00	41,652.47	532,747.53
St. Louis, Iron Mountain & Southern R. R. Co. (Arkansas)	do	1,946,112.00	1,356,298.00	589,814.00
Memphis & Little Rock R. R. Co	do	838,400.00	188,380.49	650,019.51
Chicago, Burlington & Quincy R. R. Co.	May 15, 1856 (11 Stat. 9)	1,046,062.73	389,990.11	656,072.62
Chicago, Rock Island & Pacific Ry. Co.	do	1,228,526.96	644,747.17	583,779.79
Cedar Rapids & Missouri River R. R. Co.	do	1,024,895.66	1,023,755.08	1,140.58
Dubuque & Sioux City R. R. Co	do	1,207,145.51	1,239,464.08	-----
Iowa Falls & Sioux City R. R. Co	do	1,207,145.51	1,239,464.08	-----
Florida, Atlantic & Gulf Central R. R. Co.	May 17, 1856 (11 Stat. 15)	1,315,496.22	1,308,620.88	6,875.34
Pensacola & Georgia R. R. Co	do	1,049,744.69	750,958.84	298,785.85
Florida Central & Peninsula R. R. Co.	do	147,942.81	166,691.08	-----
Alabama & Florida R. R. Co	do	439,972.58	399,022.84	40,949.74
Tennessee & Coosa R. R. Co	do	88,935.81	84,545.01	4,390.80
Alabama & Chattanooga R. R. Co	June 3, 1856 (11 Stat. 17)	662,349.00	463,253.35	199,095.65
Wills Valley R. R. Co	do	168,572.03	240,106.45	-----
Mobile & Girard R. R. Co	do	302,181.16	302,181.16	-----
South & North Alabama R. R. Co	do	595,874.38	522,218.75	73,655.63
Selma, Rome & Dalton R. R. Co	do	507,313.07	419,699.19	87,613.88
Bay de Noquet & Marquette R. R. Co.	June 3, 1856 (11 Stat. 21)	128,000.00	128,301.05	-----
Marquette, Houghton & Ontonagon R. R. Co.	Mar. 3, 1865 (13 Stat. 520)	304,367.64	310,023.67	-----
Ontonagon & Brule R. R. Co	June 3, 1856 (11 Stat. 21)	35,679.79	34,227.08	1,452.71
Chicago & Northwestern Ry. Co.	Mar. 3, 1865 (13 Stat. 520)	702,608.75	518,014.51	184,594.24
Jackson, Lansing & Saginaw R. R. Co.	June 3, 1856 (11 Stat. 21)	746,378.35	740,299.41	6,078.94
Northern Central Michigan R. R. Co.	do	220,924.37	1,132.30	219,792.07
Grand Rapids & Indiana R. R. Co.	do	947,699.92	846,679.45	101,020.47
Port Huron & Lake Michigan R. R. Co.	do	37,467.44	37,467.44	-----
Flint & Pere Marquette R. R. Co	do	590,811.79	513,152.37	77,659.42
Madison & Portage R. R. Co	June 3, 1856 (11 Stat. 20)	120,765.88	915.38	119,850.50
Wisconsin Railroad Farm Mortgage Co.	do	240,649.03	243,288.77	-----
Chicago, St. Paul, Minneapolis & Omaha R. R. Co, successor to West Wisconsin Ry. Co.	May 5, 1864 (13 Stat. 66)	922,834.10	773,874.00	148,960.10
Chicago, St. Paul, Minneapolis & Omaha R. R. Co., successor to St. Croix & Lake Superior R. R. Co.	do	1,288,208.90	1,288,208.90	-----
Chicago & Northwestern R. R., successor to Chicago, St. Paul & Fond du Lac R. R. Co.	June 3, 1856 (11 Stat. 20)	561,937.93	555,140.15	6,797.78
Vicksburg, Shreveport & Pacific R. R. Co.	June 3, 1856 (11 Stat. 18)	702,137.68	373,175.95	328,961.73
Vicksburg & Meridian R. R. Co	Aug. 11, 1856 (11 Stat. 30)	409,499.81	199,101.51	201,398.30
Gulf & Ship Island R. R. Co	do	146,222.67	139,113.22	7,109.45
St. Paul & Sioux City R. R. Co	Mar. 3, 1857 (11 Stat. 195); May 12, 1864 (13 Stat. 72)	1,126,578.55	1,126,618.55	-----
Minnesota Central R. R. Co.	Mar. 3, 1857 (11 Stat. 195); Mar. 3, 1865 (13 Stat. 526)	599,065.72	176,289.78	422,775.94
Winona & St. Peter R. R. Co.	Mar. 3, 1857 (11 Stat. 195)	1,680,143.09	1,749,209.16	-----
Southern Minnesota R. R. Co.	Mar. 3, 1857 (11 Stat. 195); Mar. 3, 1865 (13 Stat. 526)	91,241.32	56,843.92	34,397.40
Leavenworth, Pawnee & Western R. R. Co., now Union Pacific R. R. Co.	July 1, 1862 (12 Stat. 489); July 2, 1864 (13 Stat. 356)	7,089,242.87	7,091,674.37	-----
Union Pacific R. R. Co.	July 1, 1862 (12 Stat. 489); July 2, 1864 (13 Stat. 356)	11,401,296.15	11,401,175.51	120.64

Statement showing area of the grant and the amount of land certified and patented under grants made by acts of Congress to aid in the construction of railroads—Con.

GRANTS ADJUSTED AND CLOSED—Continued

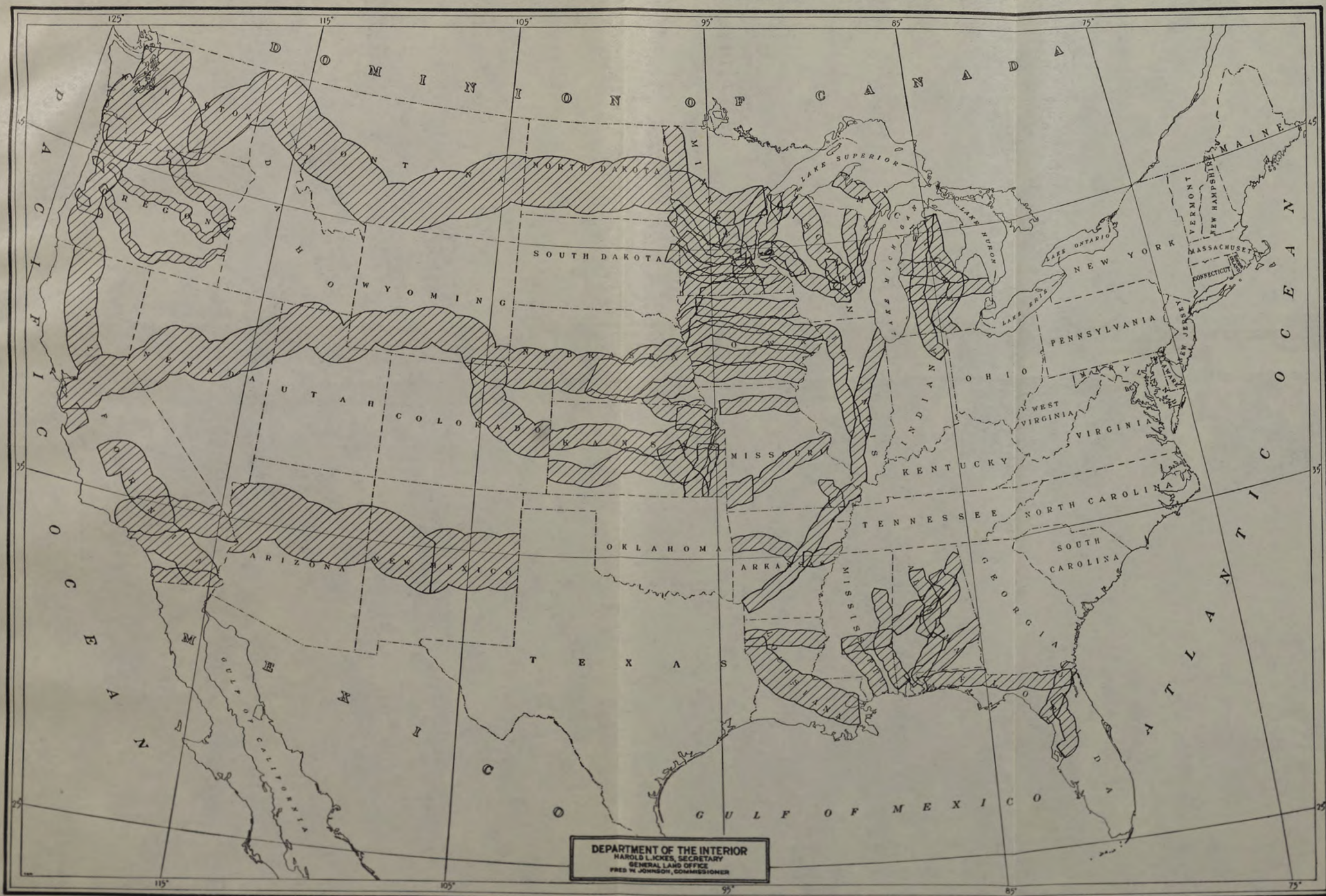
Name of railroad	Date of grant	Area of grants in acres	Acres patented	Deficiency
Union Pacific R. R. Co. (central branch).	July 1, 1862 (12 Stat. 489); July 2, 1864 (13 Stat. 356).	222,639.57	223,034.53	.....
Sioux City & Pacific R. R. Co.	July 1, 1862 (12 Stat. 489)	45,413.50	41,313.83	4,099.67
Leavenworth, Lawrence & Galveston R. R. Co.	Mar. 3, 1863 (12 Stat. 772)	658,857.76	73,893.93	614,963.83
Atchison, Topeka & Santa Fe R. R. Co.	.....do.....	2,878,020.39	2,929,348.08	.....
Missouri, Kansas & Texas R. R. Co.	Mar. 3, 1863 (12 Stat. 772); July 1, 1864 (13 Stat. 339); July 26, 1866 (14 Stat. 289).	889,757.94	609,057.63	280,700.31
Wisconsin Central R. R. Co.	May 5, 1864 (13 Stat. 66)	1,277,188.56	835,635.34	441,550.22
St. Paul & Duluth R. R. Co.	May 5, 1864 (13 Stat. 64)	870,376.71	822,657.41	47,719.30
Sioux City & St. Paul R. R. Co.	May 12, 1864 (13 Stat. 72)	279,437.16	322,412.81	.....
Chicago, Milwaukee & St. Paul R. R. Co., successor to McGregor & Missouri River R. R. Co.	.....do.....	1,284,492.15	396,392.70	888,099.45
Chicago, Burlington & Quincy R. R. Co., successor to Burlington & Missouri River R. R. Co.	July 2, 1864 (13 Stat. 356)	2,361,984.00	2,374,090.77	.....
Southern Minnesota Railway Extension Co.	July 4, 1866 (14 Stat. 87)	1,602,931.34	451,626.21	1,151,305.13
Hastings & Dakota R. R. Co.	.....do.....	1,229,064.41	374,522.55	854,541.86
St. Joseph & Denver City R. R. Co.	July 23, 1866 (14 Stat. 210)	1,238,087.80	486,808.87	751,278.93
Atlantic & Pacific R. R. Co. (Missouri Division).	July 27, 1866 (14 Stat. 292)	630,793.91	508,529.97	122,263.94
New Orleans Pacific R. R. Co.	Mar. 3, 1871 (16 Stat. 573)	2,750,053.52	954,957.89	1,795,095.63
Total	.....	68,213,231.18	55,826,276.02	12,709,697.06
Grants reverted by act of June 9, 1916 (39 Stat. 218):	.....	.....	.....	.....
Oregon & California R. R. Co.	July 25, 1866 (14 Stat. 239)	3,821,901.80	2,777,631.96	1,044,269.84
Do	May 4, 1870 (16 Stat. 94)	397,602.16	128,618.13	268,984.03
Total	.....	4,219,503.96	2,906,250.09	1,313,253.87
Grand total	.....	72,432,735.14	58,732,526.11	14,022,950.93

Statement showing area of the grant and the amount of land certified and patented under grants made by acts of Congress to aid in the construction of railroads as of June 30, 1938

GRANTS PRACTICALLY ADJUSTED, BUT NOT CLOSED

Name of railroad	Date of grant	Area of grants in acres	Acres patented	Amount due
St. Paul & Pacific R. R. Co.	Mar. 3, 1857 (11 Stat. 195); Mar. 3, 1865 (13 Stat. 526).	3,851,691.25	3,256,846.21	594,845.04
Central Pacific R. R. Co.	July 1, 1862 (12 Stat. 489); July 2, 1864 (13 Stat. 356).	8,056,581.46	7,920,255.69	136,325.77
Northern Pacific Ry. Co.	July 2, 1864 (13 Stat. 365); May 31, 1870 (16 Stat. 378).	43,150,330.39	38,591,614.78	4,558,715.61
California & Oregon R. R. Co.	July 25, 1866 (14 Stat. 239)	3,268,564.63	3,240,608.85	27,955.78
Atlantic & Pacific R. R. Co. (Western Division).	July 27, 1866 (14 Stat. 292)	13,423,237.02	11,917,309.83	1,505,927.19
Southern Pacific R. R. Co. (main line).	.....do.....	4,714,055.71	4,664,355.65	49,700.06
Southern Pacific R. R. Co. (branch line).	Mar. 3, 1871 (15 Stat. 573)	4,064,373.25	2,140,474.81	1,923,898.44
Total	80,528,833.71	71,731,465.82	8,797,367.89

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