

CHAPTER LXII.

AN ACT TO AMEND SECTION THREE, CHAPTER NINETY-ONE, SPECIAL LAWS EIGHTEEN HUNDRED AND SEVENTY-FOUR, RELATING TO COMPENSATION OF COMMISSIONERS, SURVEYORS, AXEMEN AND CHAINMEN IN LAYING OUT STATE ROAD FROM BENSON, VIA LAC QUI PARLE, TO A POINT ON WINONA AND ST. PETER RAILROAD, IN YELLOW MEDICINE COUNTY.

Be it enacted by the Legislature of the State of Minnesota :

SECTION 1. That section three, chapter ninety-one, special laws of eighteen hundred and seventy-four, be amended so as to read as follows: The said commissioners are hereby authorized to employ a surveyor, one axeman and two chainmen, to make a survey of such road. The compensation of the commissioners shall be three dollars each per day, and that of surveyor shall be four dollars per day, and the axemen and chainmen shall each receive two dollars per day, such compensation shall only be paid for the time the parties are actually engaged in making such survey. The damages incurred and the compensation to be paid by the counties through which the said road may pass, in proportion to the length of said road in each of the counties respectively, as certified to by the commissioners, and all damages awarded by said commission shall be paid by the counties in which the land is located, to which the damages pertain as certified to by the commissioners.

SEC. 2. This act shall take effect and be in force from and after its passage.

Approved February 27, 1875.

CHAPTER LXIII.

AN ACT AUTHORIZING THE MINNEAPOLIS AND SAINT LOUIS RAILWAY COMPANY TO EXTEND ITS BRANCH LINE.

Be it enacted by the Legislature of the State of Minnesota :

SECTION 1. The Minneapolis and Saint Louis railroad company is hereby authorized to construct a branch line of railroad, extending from Buffalo, or from some point of junction in Wright county with its branch line as now authorized by law, *via* Kingston, Forest

City and Manannah, in Mecker county, to Green Lake or New London, in Kandiyohi county, and the various provisions of the several acts of legislature relating to the said Minneapolis and Saint Louis railway and its branches, are hereby extended to the branch line hereby authorized, so far as the same are applicable; *Provided*, That passengers and freight shall always be carried over the line of railway hereby authorized, at such equitable and reasonable rates as may from time to time be fixed by law.

SEC. 2. This act shall take effect and be in force from and after its passage.

Approved February 27, 1875.

CHAPTER LXIV.

AN ACT TO AMEND SECTION ONE OF CHAPTER ONE HUNDRED AND TEN OF THE SPECIAL LAWS OF EIGHTEEN HUNDRED AND SEVENTY-THREE, RELATING TO THE CONSOLIDATION OF THE "CANNON RIVER IMPROVEMENT COMPANY" WITH THE "MINNESOTA CENTRAL RAILROAD COMPANY."

Be it enacted by the Legislature of the State of Minnesota:

SECTION 1. That section one of chapter one hundred and ten of the special laws of eighteen hundred and seventy-three, be amended by adding to said section as follows, viz.: And shall be located within a limit of two miles from said Cannon river until it reaches the east line of range twenty-three of the federal survey; thence shall be built *via* the village of Waterville and Elysian.

SEC. 2. This act shall take effect and be in force from and after its passage.

Approved March 5, 1875.

CHAPTER LXV.

AN ACT TO AMEND AN "ACT TO INCORPORATE THE MONTICELLO ACADEMY AT MONTICELLO," PASSED MARCH SECOND, EIGHTEEN HUNDRED AND FIFTY-FIVE.

Be it enacted by the Legislature of the State of Minnesota: