

utive Council, be renewed for periods not exceeding ten years for each renewal.

SEC. 4. The time when such buildings shall be commenced and the time within which the same shall be completed, shall be expressed in the lease, and any failure on the part of the Lessee to comply with any of the conditions named in this act or specified in said lease shall at the option of the Executive Council work a forfeiture of said lease, and entitle the Lessor, by the Governor, to oust the said Lessee and take possession of the premises aforesaid, but the Lessee shall be entitled to a full hearing before the Executive Council before any forfeiture is declared or enforced. Failure to comply with conditions.

SEC. 5. This act being deemed of immediate importance shall take effect from and after its publication in the Iowa State Register and Des Moines Leader, newspapers published in Des Moines, Iowa. Publication.

Approved March 10th, 1888.

I hereby certify that the foregoing act was published in the *Iowa State Register* and *Des Moines Leader* March 14, 1888.

FRANK D. JACKSON, *Secretary of State.*

## CHAPTER 186.

GRANTING TITLE IN CERTAIN LANDS TO THE C. B. & Q. R. R. CO.

AN ACT Granting to the Chicago, Burlington and Quincy Railroad Company All the Title and Interest of the State of Iowa, in and to Certain Grounds on the Des Moines River in the City of Ottumwa, Wapello County, Iowa. H. F. 11.

WHEREAS, The Chicago, Burlington and Quincy Railroad Company is now engaged in constructing a large passenger depot building between Washington and Marion streets extended southerly toward the Des Moines River, in the said city of Ottumwa; and, Preamble.

WHEREAS, In order to secure the necessary approaches to said depot, and the necessary trackage facilities, the said railroad company recently purchased from Geo. W. Devin and others, heirs of Thomas Devin, and devisees of Elizabeth Devin, deceased, and procured a referee's deed for all the right, title, and interest claimed by them in the following described real estate in the said city of Ottumwa, to-wit: Bounded on the north by the south line of the right of way of the Keokuk and Fort Des Moines Railroad Company, leased to the Chicago, Rock Island and Pacific Railway Company as the same may be made to appear; and, on the west, by the east line of Washington street extended from Main Street in a southerly direction toward the Des

Moines River; said east line of Washington Street being further indicated by a stone monument planted September third, 1887, in the center of the south main track of the Chicago, Burlington and Quincy Railroad Company, as now located between said streets; and bounded on the easterly side by the west line of Court street, extending from Main street in a southerly direction towards the Des Moines River; said westerly line of Court street being further indicated by a stone monument planted, September third, 1887, in the center of the south main track of the Chicago, Burlington and Quincy Railroad Company, as now located between said streets; and bounded on the south by a line parallel with and thirty five (35) feet south of the center line of the south main track of the Chicago, Burlington, and Quincy Railroad Company, as now located between said Court and Washington streets; said south boundary being further described as thirty-five (35) feet south of a line projected between the two stone monuments aforesaid, and,

Other tracts described.

WHEREAS, The said Chicago, Burlington and Quincy Railroad Company also in recent years purchased from the owners and claimants thereof the following other tracts of land in said city of Ottumwa, to-wit: Part of out lot thirteen (13) commencing at a point two hundred eighty-seven (287) feet south westerly from the east corner of Main and Marion streets, measured on the southeast line of Marion street, thence southeasterly (seventy feet southwest from and parallel to the center line of the Chicago, Rock Island and Pacific Railway) four hundred sixty two (462) feet to a point on the south-east line of Washington street produced, said point being two hundred ninety-four and one half (294½) feet south westerly from the east corner of Main and Washington streets, measured on the south east line of Washington street produced. Said last described bound being the south-west right of way line of said Chicago, Rock Island and Pacific Railway; thence south-westerly, along the south east line of Washington street produced, forty seven and six-tenths (47 6-10) feet to a point in said line which is north-east of and fifty (50) feet distant from (measured at right angles) the center line of the main track of the Chicago Burlington and Quincy Railroad Company; thence north-westerly fifty (50) feet from and parallel to the said last named center line, four hundred sixty-two feet to a point on the south-east line of Marion street which is three hundred twenty-six and four-tenths (326 4-10) south-westerly from the east corner of Main street and Marion St., measured on the south-east line of Marion street, said last described bound being the north east right of way line of said Chicago Burlington and Quincy Railroad Company; thence north-easterly along said south-east line of Marion street thirty-nine and four-tenths (39 4-10) feet to the place of beginning, containing about four hundred sixty-one, one thousandths (461-1000) acres; and also the south-west half (S. W. ½) of out lot fourteen (14) in the city of Ottumwa; all of which is required to secure the necessary track-age facilities and approaches to said depot building, and,

Description.

WHEREAS, Under certain recent decisions of the Supreme Court of Iowa, a question might arise as to whether the State of Iowa might not have some interest in a portion of the tracts of ground above described, now therefore;

Supreme Court  
decisions.

*Be it enacted by the General Assembly of the State of Iowa:*

SECTION 1. That any right, title or interest which the State of Iowa may have, or might assert, in or to the above described tracts of land, or any part thereof, be, and the same is hereby granted and released to the Chicago, Burlington and Quincy Railroad Company.

Right and title  
of State  
granted.

SEC. 2. This act being deemed of immediate importance shall be in force from and after its publication in Des Moines Leader and Iowa State Register, newspapers published in Des Moines, Iowa, said publication to be without expense to the State.

Publication.

Approved March 23d, 1888.

I hereby certify that the foregoing act was published in the *Des Moines Leader* and *Iowa State Register* March 24, 1888.

FRANK D. JACKSON, *Secretary of State.*

## CHAPTER 187.

### NAME OF BOONESBORO CHANGED TO BOONE.

AN ACT to Change the Name of the County Seat of Boone County Iowa, from Boonsboro to Boone. H. F. 483.

WHEREAS, An act of the legislature approved January 18, 1851, being chapter nineteen of the laws of A. D. 1851, was passed and provided that the county seat of Boone County Iowa be located by commissioners named therein; and

WHEREAS, David Sweem, Marion County, Iowa and S. K. Scovill of Dallas County, Iowa, being two of the three commissioners so appointed, did on the 9th day of July, A. D. 1851, locate said county seat of Boone county as by law required on the northwest quarter of section No. Twenty nine (29) Township 84, Range 26 west of 5th P. M. in said county, and

WHEREAS, The territory so designated came within the corporate limits of the incorporated town of Boonsboro Iowa as the same was incorporated June 4th 1865, and

WHEREAS, Said incorporated town of Boonsboro Iowa, became by proper proceedings, in March A. D. 1887, annexed to the city of Boone Iowa and no conditions were mentioned as to the name the county seat of Boone County should have after such annexation; therefore