

however, That nothing in this section contained shall prevent the said bridge building company from mortgaging said charter and franchises held by it by assignment from the said railroad company, with the bridge constructed or to be constructed thereunder, in the manner and for the purposes in and for which the said bridge building company is or may be authorized by or under the laws of the State of Missouri to mortgage its property.

Charter and franchises may be mortgaged.

APPROVED, May 1, 1872.

CHAP. CXXXI.—*An Act repealing the Duty on Tea and Coffee.*

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled, That on and after the first day of July next tea and coffee shall be placed on the free list, and no further import duties shall be collected upon the same. And all tea and coffee which may be in the public stores or bonded warehouses on said first day of July shall be subject to no duty upon the entry thereof for consumption, and all tea and coffee remaining in bonded warehouses on said first day of July, upon which the duties shall have been paid, shall be entitled to a refund of the duties paid.

May 1, 1872.

Tea and coffee to be free from import duty. July 1, 1872.

Provision for what is in public stores, &c., on that day.

APPROVED, May 1, 1872.

CHAP. CXXXII.—*An Act supplementary to an Act entitled "An Act to incorporate the Texas Pacific Railroad Company, and to aid in the Construction of its Road, and for other Purposes," approved March third, eighteen hundred and seventy-one.*

May 2, 1872.

1871, ch. 122. Vol. xvi. p. 573.

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled, That the name, style, and title of the Texas Pacific Railroad Company shall hereafter be "The Texas and Pacific Railway Company;" and the said The Texas and Pacific Railway Company shall have, possess, and enjoy all the rights, privileges, and franchises heretofore conferred upon the said Texas Pacific Railroad Company.

The Texas and Pacific railway company to have all the rights, &c., of the Texas Pacific railroad company;

may issue construction and land bonds not exceeding, &c.

SEC. 2. That the said The Texas and Pacific Railway Company shall have power and authority to issue the construction and land bonds authorized by the eleventh section of said act of incorporation, for such amounts, not exceeding forty thousand dollars per mile of said road, of construction bonds, as said company may deem needful to provide for the construction and equipment of its line, and to include in the mortgage or mortgages to secure said construction bonds all or any portion of the lands granted in aid of the construction of said railroad; and in the mortgage or mortgages to secure said land bonds, any portion of said lands not so used to secure the construction bonds aforesaid; and all or any portion of the lands acquired by the terms of consolidation lawfully authorized by the fourth section of said act of March third, eighteen hundred and seventy-one, with any railroad company or companies to whom grants of land may have been made, or may hereafter be made, by any congressional, State, or territorial authority, or who may have purchased the same previous to any such arrangement or consolidation, and within the time limited for the completion of the road, and all such lands of every description shall be subject to all limitations and conditions now by law existing in relation thereto, and as modified by this act; and this act shall not be construed to revive, enlarge, extend, or create any land grant whatever, beyond that heretofore granted by Congress, and which shall duly inure to said company upon compliance with the terms of this act in relation to the times fixed for completion of said railway, and all such mortgages shall be subject to all the conditions and limitations by law existing under this act and the acts to which it is supplementary in respect to such lands, and shall not be held to vest any title in the mortgage or create any lien on such lands, other than such company is or may become lawfully entitled to vest or create thereunder; but the amount of said land bonds shall not exceed two and a half dollars per acre for all lands covered by the mortgage or mortgages securing the same.

Mortgage may include what, and to be subject to what conditions.

No land grant revived, &c., by this act.

Amount of land bonds not to exceed, &c.

Mortgages to be filed, &c., in the Department of the Interior, and this to be evidence of their execution.

Proceeds of bonds and stock, how only to be applied.

Standard of road and equipment

Existing liens not affected.

The iron or steel rails to be made from American ore.

Construction of road to be commenced where, and to be continued in what direction.

200 miles to be in running order in two years, and not less than 100 miles a year afterwards.

Time of completion.

Gauge.

Road from San Diego eastward, when and how to be built.

Road between Marshall and Shreveport, &c.

SEC. 3. That all the mortgages made and executed by said railroad company shall be filed and recorded in the Department of the Interior, which shall be a sufficient evidence of their legal execution: *Provided*, That the aforesaid bonds and the authorized capital stock, or the proceeds thereof, shall be applied only for the purpose of securing the construction, operation, and equipment of the contemplated railroad line, under lawful contracts with such parties, and on such terms and conditions as said company may deem needful, and for the further purpose of purchase, consolidation, completion, equipment, and operating of the other roads, as contemplated by said act and specified therein, being a part of the aforesaid railroad line, and for the expenses necessary and incident to the works authorized thereby: *Provided, however*, That said road and its equipment shall be of the standard heretofore required by the United States government for the existing Pacific railway lines: *And provided further*, That said mortgage or mortgages shall in nowise impair or affect any lien existing on the property of said company or companies at or before the time of such consolidation.

SEC. 4. That said road shall be constructed of iron or steel rails manufactured from American ore, except such as may have been contracted for before consolidation by any railroad company which may be purchased by or consolidated with this company.

SEC. 5. That the said Texas and Pacific Railway Company shall commence the construction of its road at or near Marshall, Texas, and proceed with its construction, under the original act and this supplement, or in pursuance of the authority derived from any consolidation as aforesaid, westerly from a point near Marshall, and towards San Diego, in the State of California, on the line authorized by the original act, and so prosecute the same as to have at least one hundred consecutive miles of railroad from said point complete and in running order within two years after the passage of this act; and so continue to construct, each year thereafter, a sufficient number of miles, not less than one hundred, to secure the completion of the whole line, from the aforesaid point on the eastern boundary of the State of Texas to the bay of San Diego, in the State of California, as aforesaid, within ten years after the passage of this act; and said road from Marshall, Texas, throughout the length thereof, shall be of uniform gauge: *Provided, however*, That the said company shall commence the construction of said road from San Diego eastward within one year from the passage of this act, and construct not less than ten miles before the expiration of the second year, and, after the second year, not less than twenty-five miles per annum in continuous line thereafter between San Diego and the Colorado river until the junction is formed with the line from the east at the latter point or east thereof; and upon failure to so complete it, Congress may adopt such measures as it may deem necessary and proper to secure its speedy completion; and it shall also be lawful for said company to commence and prosecute the construction of its line from any other point or points on its line; but nothing in this act contained shall be so construed as to authorize the grant of any additional lands or subsidy, of any nature or kind whatsoever, on the part of the government of the United States: *Provided*, That said Texas and Pacific Railway Company shall be, and it is hereby, authorized and required to construct, maintain, control, and operate a road between Marshall, Texas, and Shreveport, Louisiana, or control and operate any existing road between said points, of the same gauge as the said Texas and Pacific railroad; and that all roads terminating at Shreveport shall have the right to make the same running connections, and shall be entitled to the same privileges, for the transaction of business in connection with the said Texas and Pacific railway, as are granted to roads intersecting therewith: *Provided further*, That nothing herein shall be construed as changing the terminus of said Texas and Pacific railway from Marshall as provided in the original act.

SEC. 6. That all acts or parts of acts inconsistent with this supplement be, and the same are hereby, repealed. Repealing clause.

APPROVED, May 2, 1872.

CHAP. CXXXIX. — *An Act to amend an Act approved February twenty-eighth, eighteen hundred and seventy-one, amending an Act approved May thirty-one, eighteen hundred and seventy, entitled "An Act to enforce the Rights of Citizens of the United States to vote in the several States of this Union, and for other Purposes."* May 3, 1872.  
1870, ch. 114.  
Vol. xvi. p. 145.  
1871, ch. 99.  
Vol. xvi. p. 433.

*Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled,* That section nineteen of an act to amend an act approved May thirty-first, eighteen hundred and seventy, entitled "An act to enforce the rights of citizens of the United States to vote in the several States of this Union, and for other purposes," and amended act approved February twenty-eighth, eighteen hundred and seventy-one, shall be, and hereby is, amended so as to read as follows: "Sec. 19. That all votes for Representatives in Congress shall hereafter be by written or printed ballot, any law of any State to the contrary notwithstanding; and all votes received or recorded contrary to the provisions of this section shall be of none effect:" *Provided*, That this section shall not apply to any State voting otherwise whose elections for said Representatives shall occur previous to the regular meeting of its legislature next after the approval of said act. Votes for representatives in Congress to be only by written or printed ballot; [Amended. 1872, ch. 415. Post, p. 348.]

this not to apply to certain States.

APPROVED, May 3, 1872.

CHAP. CXL. — *An Act making Appropriations for the legislative, executive, and judicial Expenses of the Government for the Year ending June thirtieth, eighteen hundred and seventy-three, and for other Purposes.* May 8, 1872.

*Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled,* That the following sums be, and the same are hereby, appropriated, out of any money in the treasury not otherwise appropriated, for the service of the fiscal year ending June thirtieth, eighteen hundred and seventy-three, for the objects hereinafter expressed, namely: Legislative, executive, and judicial expense appropriations for the year ending June 30, 1873.

LEGISLATIVE.

Legislative.

*Senate.* — For compensation and mileage of Senators, four hundred thousand dollars. And the proper accounting officers of the Treasury Department be, and they are hereby, authorized to settle and adjust the accounts of the secretary of the Senate for compensation and mileage of Senators up to and including the third day of March, eighteen hundred and seventy-two; and that hereafter the fiscal year for the adjustment of such accounts shall extend to and include the third day of July. Pay and mileage of senators. Accounts of secretary of Senate for, &c., to be adjusted.

For compensation of the officers, clerks, messengers, and others receiving an annual salary in the service of the Senate, viz.: secretary of the Senate, four thousand three hundred and twenty dollars; officer charged with disbursements of the Senate, five hundred and seventy-six dollars; chief clerk, three thousand dollars, and the additional sum of one thousand dollars while the said office is held by the present incumbent, and no longer; principal clerk, principal executive clerk, minute and journal clerk, and financial clerk, in the office of the secretary of the Senate, at two thousand five hundred and ninety-two dollars each; librarian and six clerks in the office of the secretary of the Senate, at two thousand two hundred and twenty dollars each; keeper of the stationery, two thousand one hundred and two dollars and forty cents; two messengers, at one thousand two hundred and ninety-six dollars each; one page at seven hundred and twenty dollars; sergeant-at-arms and doorkeeper, four thousand three hundred and twenty dollars: *Provided*, That hereafter he shall receive, directly or indirectly, no fees or other compensation or emolument Fiscal year for such accounts, when to begin. Pay of officers, clerks, &c., of Senate. Sergeant-at-arms, &c., to re-