

United States at the time said land was taken by the military authorities for a hay reserve as aforesaid.

APPROVED, April 29, 1872.

April 30, 1872.  
1852, ch. 96.  
Vol. x. p. 37.

CHAP. CXXIX. — *An Act to amend Section second, Act of August thirtieth, eighteen hundred and fifty-two, in Relation to the Transportation and Exportation of imported Goods, Wares, and Merchandise in Bond through certain Ports in the State of Texas.*

Certain imported merchandise withdrawn for exportation to certain places in Mexico, to pass through Indianola, &c.

*Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled,* That section second of the act of August thirtieth, eighteen hundred and fifty-two, entitled "An act authorizing imported goods, wares, and merchandise, entered and bonded for warehousing in pursuance of law, to be exported by certain routes to ports and places in Mexico," be so amended that imported merchandise, duly entered and bonded at a port of the United States, and withdrawn from warehouse in accordance with existing law, for exportation for San Fernando, Paso del Norte, and Chihuahua, in Mexico, shall pass through Indianola, the port of entry for the district of Saluria, in the State of Texas, under such regulations as the Secretary of the Treasury shall prescribe, as well as through the port of Lavaca, in said district, as required by said section.

APPROVED, April 30, 1872.

May 1, 1872.  
1872, ch. 28,  
Ante, p. 33

CHAP. CXXX. — *An Act to amend an Act entitled "An Act to authorize the Construction of a Bridge across the Missouri River at or near St. Joseph, Missouri," approved March fifth, eighteen hundred and seventy-two.*

St. Joseph bridge building company or its assigns may build bridge across the Missouri river at or near St. Joseph;

*Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled,* That the first section of the act entitled "An act to authorize the construction of a bridge across the Missouri river at or near St. Joseph, Missouri," approved March fifth, eighteen hundred and seventy-two, be, and the same is hereby, amended so as to read as follows: Section 1. That it shall be lawful for the St. Joseph Bridge Building Company, a corporation organized for that purpose under the general corporation laws of the State of Missouri, or its assigns, to construct a bridge across the Missouri river at or near St. Joseph, Missouri, and to lay on and over said bridge railway tracks for the more perfect connection of any and all railways that are now, or which may hereafter be, constructed to the Missouri river at or near St. Joseph, or to the river on the opposite side of the same, near St. Joseph; and build, erect, and lay on and over said bridge ways for wagons, vehicles of all kinds, and for the transit of animals, and to provide ways for foot-passengers, and to keep up, maintain, and operate said bridge for the purposes aforesaid; and that when said bridge is constructed, all trains of all railroads terminating at said river, and on the opposite side thereof, at or near St. Joseph, Missouri, shall be allowed to cross said bridge for reasonable compensation, to be made to the owners of the same, under the limitations and conditions hereafter named. The owners of said bridge may also charge and receive reasonable compensation or tolls for the transit over the said bridge of all wagons, carriages, vehicles, animals, and foot-passengers.

railway tracks;

ways for foot-passengers, wagons, &c.;

all trains of all railroads may use the bridge.

Tolls.

St. Joseph bridge building company not to assign its charter. 1870, ch. 260. Vol. xvi. p. 275.

SEC. 2. That the fifth section of the act of which this is amendatory be, and the same is hereby, amended so as to read as follows: Section 5. That the St. Joseph Bridge Building Company, after the passage of this act, shall not have the right to assign the charter which said company now holds by assignment from the St. Joseph and Denver City Railroad Company, and which was granted to said last-named company by virtue of an act of Congress, approved July fourteenth, eighteen hundred and seventy, to any other company, person, or persons; nor shall said bridge building company be permitted, under the said charter so obtained as aforesaid, from the St. Joseph and Denver City Railroad Company to construct any other bridge than the one now being constructed at St. Joseph, Missouri: *Provided,*

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.