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eighteen hundred and sixty-six, shall be complied with so far as the same may be applicable, thereto; *And provided further*, That the sum to be paid to the Cherokees by the Pawnees for such quantity of the land herein described as may be within the limits of the Cherokee country west of the ninety-sixth meridian of west longitude shall not exceed seventy cents per acre: *And provided also*, That the portion of the reservation herein described lying within the territory ceded to the United States by the third article of the Creek treaty of June fourteenth, eighteen hundred and sixty-six, shall be paid for by said Pawnees at the rate of thirty cents per acre.

Payment to Cherokees.

14 Stat., 785.

Allotments to heads of families, etc.

SEC. 5. That the Secretary of the Interior shall cause to be made to each head of a family or single person over twenty-one years of age belonging to said Pawnee tribe, and residing upon said reserve, who shall so elect, an allotment within said reservation, of one hundred and sixty acres of land, as near as may be, to be governed by the lines of public survey; and upon the approval of the Secretary of the Interior of such allotments, certificates shall be issued therefor by the Commissioner of Indian Affairs: *Provided*, That whenever it shall be made to appear to the satisfaction of the Secretary of the Interior that any allottee has occupied and cultivated any portion of his or her allotment for the period of five successive years, and has at least twenty-five acres of the same fenced and in crop, such allottee shall be entitled to receive a patent for his or her allotment, with the condition that the same shall not be alienated or conveyed within fifteen years from the date thereof, and then only with the consent of the Secretary of the Interior and under such rules and regulations as he may prescribe.

Certificates.

Patents, when issued, and conditions of

Approved, April 10, 1876.

April 10, 1876.

CHAP. 52.—An act to incorporate the Georgetown and Tennallytown Railroad Company.

Corporators.

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled, That Richard W. Carter, Major A. Nicholson, B. K. Swart, A. P. Fardon, Lewis D. Means, Isaiah Shoemaker, Joseph Weaver, Morris Addler, Jacob H. Kengla, John T. Varnell, James Hoffman, Samuel D. Linn, Philip Brooke, Charles Becker, Josiah Dent, and their associates and assigns, are created a body corporate under the name of the Georgetown and Tennallytown Railroad company, with authority to construct and lay down a single railway-track, with the necessary switches, and turn-outs, in the city of Georgetown and the county of Washington, in the District of Columbia, commencing at the corner of High and Bridge streets, Georgetown, along High street to Fourth street, along Fourth street to Fayette street, along Fayette street to High street, and to its intersection with the Georgetown and Rockville turnpike road, and along said road to Tennallytown, with the privilege of extending the said railroad from Tennallytown (along the public road leading to Rockville) as far as the northern boundary line of the District of Columbia. The track shall be laid in the best manner, to be approved by the Secretary of the Interior, and shall be laid on the west side of the turnpike road leading from Georgetown to Tennallytown, so as not to interfere with the centre, or travel, of said road used by the turnpike company, with the right to run public carriages on the road hereby authorized, drawn by horse-power, receiving therefor a rate of fare not exceeding ten cents per passenger for any distance between the termini of said railroad.

Name.

Route.

Extension.

Track.

Horse-power.

Fares.

Road to be real estate.

SEC. 2. That the said road shall be deemed real estate, and, together with the other real estate and personal property of said company, shall be liable to taxation.

Taxation.

Grade; repairs.

SEC. 3. That the said company shall conform to the grade of the streets and roads in laying rails thereon; and the said company shall keeps its track well paved and in good repair. Nothing in this act shall

prevent the Government or other competent authority from at any time altering the grade, or otherwise improving all streets and roads occupied by said railway; and, in such event, it shall be the duty of said company to change said railway so as to conform to such grade and pavement.

Change of grade.

SEC. 4. That each of the stockholders in the said railway company shall be liable individually for all the debts and liabilities of the said company to an amount equal to the value of stock held by such stockholder.

Liability of stockholders.

SEC. 5. That the said railroad company shall, by the fifteenth of January, after the completion of said road, and annually on or before that day thereafter, transmit to Congress a full report of the affairs, business and condition of the said company for the year terminating December thirty-first preceding such report; and such report shall be signed and sworn to by the President and the treasurer of the company, and by a majority of the directors.

Annual report.

SEC. 6. That all articles of value that may be inadvertently left in any of the cars or or other vehicles of said company shall be taken to its principal depot, and entered in a book of record of unclaimed goods, which book shall be open to the inspection of the public at all reasonable hours.

Unclaimed goods left in cars.

SEC. 7. That this act may be altered, amended, or repealed by the Congress of the United States at any time; and the said company is not authorized to issue any note, token, device, or scrip, or other evidence of debt, to be used as a currency.

Amendment and repeal.
Issue of currency, notes, etc., forbidden.

SEC. 8. That the capital stock of said company shall be not less than twenty-five thousand dollars nor more than fifty thousand dollars, and shall be divided into shares of twenty-five dollars each, and shall be deemed personal property, transferable in such manner as the by-laws of said company may direct.

Capital stock.

SEC. 9. That the company shall place first-class cars on said railway for the convenience and comfort of passengers, and shall run cars thereon as often as every thirty minutes during the day; and the company shall procure such ticket-offices, stables, and depot's at such points as the business of the railroad and the convenience of the public may require; and the said company is hereby authorized to purchase or lease such lands or buildings as may be necessary for the ticket-offices, stables, and depots above-mentioned.

Passenger-cars.
Trips.
Offices, stables, &c.
Purchase or lease of lands.

SEC. 10. That the stockholders of the said company shall annually elect seven directors, who shall have full power to make and prescribe such by-laws, rules, and regulations, and create such offices, as they shall deem needful and proper, touching the disposition and management of the stock, property, estate, and effects of the company, not contrary to the charter or to the laws of the United States, and the ordinances of the District of Columbia; and there shall be no regulation excluding any person from any car on account of color.

Board of directors.
By-laws.
No distinction on account of color.

SEC. 11. That the incorporators of said road shall, within thirty days after the passage of this act, meet and organize and open books of subscription, at some place made known by advertisement in at least one daily paper published in the District of Columbia, to the capital stock of said company; and the said company shall organize and complete the line of said road within one year from the passage of this act, otherwise no right shall be acquired under this act.

Organization.
Time for completing road.

Approved, April 10, 1876.

CHAP. 53.—An act donating the military road running from Astoria, Oregon, to Salem, in that State, to the several counties through which it passes.

April 11, 1876.

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled, That the military road from Astoria to Salem, in the State of Oregon, constructed under the following acts of Congress, to wit, acts approved February seventeenth, eight-

Military road from Astoria to Salem, Oregon, donated to counties.