

Amendment, etc.
Assignment forbidden.

SEC. 11. That Congress may at any time amend, add to, or alter this Act; and the right of way herein and hereby granted shall not be assigned or transferred in any form whatever prior to the construction and completion of the railway except as to mortgages or other liens that may be given or secured thereon to aid in the construction thereof.

Received by the President, March 18, 1896.

[NOTE BY THE DEPARTMENT OF STATE.—The foregoing act having been presented to the President of the United States for his approval, and not having been returned by him to the house of Congress in which it originated within the time prescribed by the Constitution of the United States, has become a law without his approval.]

March 31, 1896.

CHAP. 83.—An Act To grant certain condemned cannon and cannon balls to the Thirteenth and Forty-third Separate Companies National Guard of State of New York.

Condemned cannon.
Donated to Thirteenth and Forty-third Separate Companies New York National Guard.

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled, That the Secretary of the Navy be, and he is hereby, authorized and directed to deliver to the Thirteenth Separate Company National Guard of the State of New York, for their armory at Jamestown, New York, two condemned cannon and sufficient cannon balls; and to the Forty-third Separate Company National Guard of State of New York, for their armory at Olean, New York, two pieces of condemned cannon and sufficient cannon balls for four pyramids: *Provided,* That the same can be spared without detriment to the service and that no expense is thereby incurred by the Government.

Proviso.
Conditions.

Approved, March 31, 1896.

March 31, 1896.

CHAP. 84.—An Act To repeal section twelve hundred and eighteen of the Revised Statutes of the United States, as amended by chapter forty-six of the laws of eighteen hundred and eighty-four, relating to appointment of officers in the Army or Navy of the United States.

Army and Navy.
Removal of ineligibility on account of service in Confederate States.
R. S., sec. 1218, p. 215, repealed.
Vol. 23, p. 21.

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled, That section twelve hundred and eighteen of the Revised Statutes of the United States, as amended by chapter forty-six of the laws of eighteen hundred and eighty-four, which section is as follows: "No person who held a commission in the Army or Navy of the United States at the beginning of the late rebellion, and afterwards served in any capacity in the military, naval, or civil service of the so-called Confederate States, or of either of the States in insurrection during the late rebellion, shall be appointed to any position in the Army or Navy of the United States," be, and the same is hereby, repealed.

Approved, March 31, 1896.

March 31, 1896.

CHAP. 85.—An Act Providing for disposal of lands lying within the Fort Klamath Hay Reservation, not included in the Klamath Indian Reservation, in Oregon.

Fort Klamath Hay Reservation, Oreg.
Opened to homestead entry.

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled, That all lands lying within the boundaries of the Fort Klamath Hay Reservation, not included in the Klamath Indian Reservation, in the State of Oregon, shall be open to the operation of the laws regulating homestead entry: *Provided,* That the disposal of said lands shall be made in tracts not exceeding eighty acres to any one bona fide settler thereon.

Proviso.
Limit to settlers.

Approved, March 31, 1896.

CHAP. 87.—An Act To amend an Act entitled “An Act to promote the safety of employees and travelers,” and so forth, approved March second, eighteen hundred and ninety-three.

April 1, 1896.

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled, That section six of an Act entitled “An Act to promote the safety of employees and travelers upon railroads by compelling common carriers engaged in interstate commerce to equip their cars with automatic couplers and continuous brakes, and their locomotives with driving-wheel brakes, and for other purposes,” approved March second, eighteen hundred and ninety-three, be amended so as to read as follows:

Railroads.
Required to use
train brakes, couplers,
etc.
Vol. 27, p. 532.

“**SEC. 6.** That any such common carrier using any locomotive engine, running any train, or hauling or permitting to be hauled or used on its line any car in violation of any of the provisions of this Act, shall be liable to a penalty of one hundred dollars for each and every such violation, to be recovered in a suit or suits to be brought by the United States district attorney in the district court of the United States having jurisdiction in the locality where such violation shall have been committed; and it shall be the duty of such district attorney to bring such suits upon duly verified information being lodged with him of such violation having occurred; and it shall also be the duty of the Interstate Commerce Commission to lodge with the proper district attorneys information of any such violations as may come to its knowledge: *Provided,* That nothing in this Act contained shall apply to trains composed of four-wheel cars or to trains composed of eight-wheel standard logging cars where the height of such car from top of rail to center of coupling does not exceed twenty-five inches, or to locomotives used in hauling such trains when such cars or locomotives are exclusively used for the transportation of logs.”

Penalty for viola-
tions.

Suits.

Proviso.
Not applicable to
four-wheel or logging
cars.

Approved, April 1, 1896.

CHAP. 88.—An Act To provide an American register for the steamer *Matteawan*.

April 4, 1896.

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled, That the Commissioner of Navigation is hereby authorized and directed to cause the foreign-built steamer *Asturian Prince*, owned by Charles W. Hogan, a citizen of the United States, to be registered as a vessel of the United States under the name of *Matteawan*.

“*Matteawan*.”
American register
granted steamer “*Asturian Prince*” and
name changed.

SEC. 2. That the Secretary of the Treasury is hereby authorized and directed to cause the inspection of said vessel, steam boilers, steam pipes, and their appurtenances, and cause to be granted the usual certificate issued to steam vessels of the merchant marine without reference to the fact that said steam boilers, steam pipes, and appurtenances were not constructed pursuant to the laws of the United States, and were not constructed of iron stamped pursuant to said laws; and the tests in the inspection of said boilers, steam pipes, and appurtenances shall be the same in all respects as to strength and safety as are required in the inspection of boilers constructed in the United States for marine purposes.

Inspection, etc.

Approved, April 4, 1896.

CHAP. 90.—An Act Constituting Stamford, Connecticut, a subport of entry.

April 6, 1896.

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled, That Stamford, Connecticut, be, and is hereby, constituted a subport of entry for the customs collection district of Fairfield, Connecticut.

Fairfield collection
district, Conn.
Stamford made a
subport of entry.
R. S., sec. 2532, p.
498, amended.

Approved, April 6, 1896.