

whether classified as grazing, agricultural, or timber lands, and may sell same to the highest bidder at public sale subject to the right to reject any and all bids. The proceeds from the sale of said lands, after deducting the expense of the survey and sale thereof, shall be paid into the Treasury and expended as heretofore provided in section fourteen as amended by the Act of May twenty-ninth, nineteen hundred and eight.

Proceeds.
Vol. 35, p. 305.

Vol. 35, p. 450.

"SEC. 24. That where allotments of lands have been made in severalty to said Indians from the lands embraced within the area of said Flathead Indian Reservation, which are or may be irrigable lands, the Secretary of the Interior may, upon application of the Indian allottee, sell and dispose of not to exceed sixty acres of such individual allotment of land under such terms and conditions of sale as the Secretary of the Interior may prescribe, one-half of the proceeds of the sale of said individual allotment to be paid to the Indian allottee and the remaining half of the proceeds of sale to be held in trust for the said Indian allottee, upon which he shall be paid annually not less than three per centum interest, the remaining principal sum to be paid to said allottee or his heirs when the full period of his trust patent for the remaining lands covered by his allotment shall have expired, or sooner, should the Secretary of the Interior, in his judgment, deem it best for said Indian allottee.

Irrigable lands.
Sale of allotments on.

Proceeds.

"SEC. 25. That the Secretary of the Interior is hereby authorized to set aside and reserve so much of the surplus unallotted and otherwise unreserved lands of the Flathead Indian Reservation as may be necessary to provide an allotment to each Indian having an allotment on any of the lands set aside and reserved for power or reservoir sites, as authorized by section twenty-two of the Act of March third, nineteen hundred and nine (Thirty-fifth Statutes at Large, page seven hundred and ninety-six), who may relinquish his allotment within such power or reservoir sites.

Reservations, to exchange for relinquished allotments on power, etc., sites.

Vol. 35, p. 796.

"And in the event of the failure, neglect, or refusal of any such allottee to relinquish any allotment made to him on any land reserved or necessary for reservoir sites, as aforesaid, the Secretary of the Interior is authorized to bring action under the provision of the laws of the State of Montana to condemn and acquire title to any and all lands necessary or useful for said reservoir sites that have heretofore been allotted on said Flathead Indian Reservation lands."

Condemnation of allotments on reservoir sites.

Approved, April 12, 1910.

CHAP. 157.—An Act To reorganize and enlist the members of the United States Naval Academy Band.

April 12, 1910.
[H. R. 89.]

[Public, No. 181.]

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled, That the Naval Academy Band shall consist of one leader, who shall have the pay and allowance of a second lieutenant in the Marine Corps; one second leader, with pay at the rate of fifty dollars per month; twenty-nine musicians, first class, and eleven musicians, second class; and shall be paid from "Pay of the navy."

Naval Academy.
Band reorganized.
Pay, etc.

SEC. 2. That the members of the Naval Academy Band as now organized shall be enlisted in the navy and credited with all prior service of whatever nature as members of said band, as shown by the records of the Naval Academy and the pay rolls of the ships and academy; and the said leader and the enlisted musicians of the band shall be entitled to the same benefits in respect to pay, emoluments, and retirement arising from longevity, reenlistment, and length of service as are, or may hereafter become, applicable to other enlisted men of the navy: *Provided*, That no back pay shall be allowed to the leader or to any member of the said band by reason of the passage of this act.

Enlistment, etc.

Proviso.
No back pay, etc.

Approved, April 12, 1910.

April 12, 1910.
[S. 7246.]
[Public, No. 132.]

CHAP. 158.—An Act Granting a right of way to the Milwaukee, Sparta and Northwestern Railway Company, a subsidiary company of the Chicago and Northwestern Railway Company, across the military reservation (United States artillery target range and maneuver grounds) near Sparta, Monroe County, Wisconsin.

Sparta, Wis.
Milwaukee, Sparta
and Northwestern
Railway Company
granted right of way
across army target
range at.

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled, That the consent of the United States is hereby given to the Milwaukee, Sparta and Northwestern Railway Company, a subsidiary company of the Chicago and Northwestern Railway Company, to locate, construct, maintain, and operate a railroad upon and across the military reservation used for artillery target range and maneuver purposes, near Sparta, in Monroe County, Wisconsin, upon such location and under such regulations and conditions as shall be approved by the Secretary of War.

Amendment.

SEC. 2. The right to alter, amend, or repeal this Act is hereby expressly reserved.

Approved, April 12, 1910.

April 14, 1910.
[H. R. 5702.]
[Public, No. 133.]

CHAP. 160.—An Act To supplement "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," and other safety appliance Acts, and for other purposes.

Railway safety ap-
pliances.
Application of laws.
Vol. 27, p. 531; Vol.
29, p. 85; Vol. 32, p. 943.

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled, That the provisions of this Act shall apply to every common carrier and every vehicle subject to the Act of March second, eighteen hundred and ninety-three, as amended April first, eighteen hundred and ninety-six, and March second, nineteen hundred and three, commonly known as the "Safety Appliance Acts."

Common carriers.
Equipment requir-
ed after July 1, 1911,
on all cars hauled by.

Sill steps and hand
brakes.
Ladders and run-
ning board.

Hand holds or grab
irons.

Proviso.
Long commodities.

Standard equip-
ment required in six
months.

Vol. 27, p. 531.

Penalty.

Proviso.
Extension of period.
Post, p. 1397.

SEC. 2. That on and after July first, nineteen hundred and eleven, it shall be unlawful for any common carrier subject to the provisions of this Act to haul, or permit to be hauled or used on its line any car subject to the provisions of this Act not equipped with appliances provided for in this Act, to wit: All cars must be equipped with secure sill steps and efficient hand brakes; all cars requiring secure ladders and secure running boards shall be equipped with such ladders and running boards, and all cars having ladders shall also be equipped with secure hand holds or grab irons on their roofs at the tops of such ladders: *Provided*, That in the loading and hauling of long commodities, requiring more than one car, the hand brakes may be omitted on all save one of the cars while they are thus combined for such purpose.

SEC. 3. That within six months from the passage of this Act the Interstate Commerce Commission, after hearing, shall designate the number, dimensions, location, and manner of application of the appliances provided for by section two of this Act and section four of the Act of March second, eighteen hundred and ninety-three, and shall give notice of such designation to all common carriers subject to the provisions of this Act by such means as the commission may deem proper, and thereafter said number, location, dimensions, and manner of application as designated by said commission shall remain as the standards of equipment to be used on all cars subject to the provisions of this Act, unless changed by an order of said Interstate Commerce Commission, to be made after full hearing and for good cause shown; and failure to comply with any such requirement of the Interstate Commerce Commission shall be subject to a like penalty as failure to comply with any requirement of this Act: *Provided*, That the Interstate Commerce Commission may, upon full hearing and for good cause, extend the period within which any common carrier shall comply with the provisions of this section with respect to the equip-