

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. 2533, p.
498, amended.

Approved, April 6, 1896.