

Vol. 24, p. 379.

No prosecution on account of testimony.

Proviso.
Perjury.

Penalty for refusal to testify.

such subpoena be signed or issued by one or more Commissioners, or in any cause or proceeding, criminal or otherwise, based upon or growing out of any alleged violation of the act of Congress, entitled, "An act to regulate commerce," approved February fourth, eighteen hundred and eighty-seven, or of any amendment thereof on the ground or for the reason that the testimony or evidence, documentary or otherwise, required of him, may tend to criminate him or subject him to a penalty or forfeiture. But no person shall be prosecuted or subjected to any penalty or forfeiture for or on account of any transaction, matter or thing, concerning which he may testify, or produce evidence, documentary or otherwise, before said Commission, or in obedience to its subpoena, or the subpoena of either of them, or in any such case or proceeding: *Provided*, That no person so testifying shall be exempt from prosecution and punishment for perjury committed in so testifying.

Any person who shall neglect or refuse to attend and testify, or to answer any lawful inquiry, or to produce books, papers, tariffs, contracts, agreements and documents, if in his power to do so, in obedience to the subpoena or lawful requirement of the Commission shall be guilty of an offense and upon conviction thereof by a court of competent jurisdiction shall be punished by fine not less than one hundred dollars nor more than five thousand dollars, or by imprisonment for not more than one year or by both such fine and imprisonment.

Approved, February 11, 1893.

February 13, 1893.

CHAP. 103.—An act to extend the provisions of section eight of the act entitled "An act to repeal timber culture laws and for other purposes," approved March third eighteen hundred and ninety-one, concerning prosecutions for cutting timber on public lands to Wyoming, New Mexico, and Arizona.

Timber cutting on public lands.

Vol. 26, pp. 1093, 1099.

Provisions extended to New Mexico and Arizona.

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled, That section eight of the act entitled "An act to repeal timber culture laws, and for other purposes," approved March third, eighteen hundred and ninety-one, as amended by an act approved March third, eighteen hundred and ninety-one, chapter five hundred and fifty-nine, page ten hundred and ninety-three, volume twenty-six, United States Statutes at Large, be, and the same is hereby, amended as follows: After the word "Wyoming" in said amended act insert the words "New Mexico and Arizona."

Approved, February 13, 1893.

February 13, 1893.

CHAP. 104.—An act to amend the charter of the Eckington and Soldier's Home Railway Company of the District of Columbia.

Eckington Railway, D. C.

May use overhead electric wires until 1895.

Vol. 26, p. 78.

Extension of branch track to Thirteenth street.

Aute, p. 65.

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled, That the act to amend the charter of the Eckington and Soldier's Home Railway Company, approved April thirtieth, anno Domini eighteen hundred and ninety, is hereby amended by substituting the word "five" for the word "three" in the last line of said act. And that the act to amend the charter of the Eckington and Soldier's Home Railroad Company, approved July fifth, eighteen hundred and ninety-two, be amended in the first proviso by striking out the word "twelfth" therein and inserting in place thereof the word "thirteenth," so that the proviso will read, "*Provided*, that until C and D streets shall have been paved and provided with sewers to Fifteenth street the company shall not be required to construct its road beyond Thirteenth street, and that said company shall have authority to make connection with D street from C. street through and along Thirteenth street northeast." And in the fourth proviso by

striking out the word "horse" and inserting in lieu thereof the word "steam," so that the proviso will read, *Provided*, That steam power shall not be used on said line for traction purposes, and that, if electric wires or cables are used to propel its cars over any of the routes hereby authorized within the limits of the city of Washington, the same shall be placed under ground."

Exclusion of steam instead of horse traction.

And in section three, by striking out the words "one year," and inserting in lieu thereof the words "two years," so that the section, as amended, will read "That, unless said extensions are commenced within three months, and the cars run thereon within two years from the passage of this act, except, as otherwise expressly provided for, the authority hereby granted shall be void: *Provided*, That said railroad shall be constructed on such grade and in such manner as shall be approved by the Commissioners of the District of Columbia"

Time for construction extended.

Ante, p. 66.

Approved, February 13, 1893.

CHAP. 105.—An act relating to navigation of vessels, bills of lading, and to certain obligations, duties, and rights in connection with the carriage of property.

February 13, 1893.

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled, That it shall not be lawful for the manager, agent, master, or owner of any vessel transporting merchandise or property from or between ports of the United States and foreign ports to insert in any bill of lading or shipping document any clause, covenant, or agreement whereby it, he, or they shall be relieved from liability for loss or damage arising from negligence, fault, or failure in proper loading, stowage, custody, care, or proper delivery of any and all lawful merchandise or property committed to its or their charge. Any and all words or clauses of such import inserted in bills of lading or shipping receipts shall be null and void and of no effect.

Bills of lading.

Stipulations for non-liability in certain cases prohibited.

SEC. 2. That it shall not be lawful for any vessel transporting merchandise or property from or between ports of the United States of America and foreign ports, her owner, master, agent, or manager, to insert in any bill of lading or shipping document any covenant or agreement whereby the obligations of the owner or owners of said vessel to exercise due diligence properly equip, man, provision, and outfit said vessel, and to make said vessel seaworthy and capable of performing her intended voyage, or whereby the obligations of the master, officers, agents, or servants to carefully handle and stow her cargo and to care for and properly deliver same, shall in any wise be lessened, weakened, or avoided.

Covenants avoiding exercise of due diligence, etc., void.

SEC. 3. That if the owner of any vessel transporting merchandise or property to or from any port in the United States of America shall exercise due diligence to make the said vessel in all respects seaworthy and properly manned, equipped, and supplied, neither the vessel, her owner or owners, agent, or charterers shall become or be held responsible for damage or loss resulting from faults or errors in navigation or in the management of said vessel nor shall the the vessel, her owner or owners, charterers, agent, or master be held liable for losses arising from dangers of the sea or other navigable waters, acts of God, or public enemies, or the inherent defect, quality, or vice of the thing carried, or from insufficiency of package, or seizure under legal process, or for loss resulting from any act or omission of the shipper or owner of the goods, his agent or representative, or from saving or attempting to save life or property at sea, or from any deviation in rendering such service.

Limitation of vessel owner's liability.

SEC. 4. That it shall be the duty of the owner or owners, masters, or agent of any vessel transporting merchandise or property from or between ports of the United States and foreign ports to issue to shippers of any lawful merchandise a bill of lading, or shipping document, stating, among other things, the marks necessary for identification, number of

Bills of lading to be issued.

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