

by the usual methods and under the usual restrictions: *Provided*, That there shall be excluded from the operation of the release of the obligations as a land grant road herein provided, that part of the railroad between Poplar Bluff, Missouri and the Arkansas State line.

Approved, June 28, 1884.

June 28, 1884. **CHAP. 132.**—An act to authorize the National Bank of Middletown, Pennsylvania, to change its location and name.

National Bank of Middletown, Pa., authorized to change name and location.

How change may be effected.

Liabilities, etc., not released.

Change of name.

Rights and liabilities to continue under new name.

*Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled*, That the National Bank of Middletown, now located in the borough of Middletown and State of Pennsylvania, is hereby, authorized to change its location to the borough of Steelton, in said State, whenever the stockholders representing two thirds of the capital of said bank, at a meeting called for that purpose, determine to make such change, the president and cashier shall execute a certificate, under the corporate seal of the bank, specifying such determination, and shall cause the same to be recorded in the Office of the Comptroller of the Currency, and thereupon such change of location shall be effected, and the operations of discount and deposit of said bank shall be carried on in the borough of Steelton.

**SEC. 2.** That nothing in this act contained shall be so construed as in any manner to release the said bank from any liability or affect any action or proceeding in law in which the said bank may be a party or interested: and when such change shall have been determined upon as aforesaid, notice thereof and of such change shall be published in two weekly papers in the county of Dauphin and said State, not less than four weeks.

**SEC. 3.** That whenever the location of said bank shall have been changed from the borough of Middletown to the borough of Steelton, in accordance with the first section of this act, its name shall be changed to the National Bank of Steelton, if the board of directors of said bank shall accept the new name by resolution of the board, and cause a copy of such resolution, duly authenticated, to be filed with the Comptroller of the Currency.

**SEC. 4.** That all debts, demands, liabilities, rights, privileges, and powers of the National Bank of Middletown shall devolved upon the National Bank of Steelton whenever such change of name is effected.

**SEC. 5.** That this act shall take effect and be in force from and after its passage.

Approved, June 28, 1884.

June 30, 1884. **CHAP. 134.**—An act making an appropriation for the completion of the sewerage system of the District of Columbia.

Appropriation. Completion of sewers in District of Columbia.

Proposals, and contracts for construction, as in cases of new sewers.

*Proviso.*

*Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled*, That the sum of five hundred thousand dollars be, and the same is hereby, appropriated, out of any money in the Treasury not otherwise appropriated, for the purpose of completing the principal main drainage and the auxiliary sewers of Washington and Georgetown, in accordance with the plans on file in the office of the Engineer Commissioner of the District of Columbia.

**SEC. 2.** That notice for proposals shall be given and contracts for the construction of said sewers made in the manner now provided by law in cases of building new sewers in the District of Columbia: *Provided*, That notice for proposals shall be given for thirty days; and in addition to the newspapers in which notice is now required to be given, said notice shall also be given in one newspaper for thirty days in each of the cities of Chicago, Cincinnati, Saint Louis Louisville and Richmond.

SEC. 3. That the Secretary of the Treasury is hereby authorized and directed to pay, out of the aforesaid appropriation, for the construction of said sewers, in the manner now provided by law for similar work done in said District.

Manner of making payments.

SEC. 4. That fifty per centum of the amounts so paid by the Secretary of the Treasury upon the warrants of the Commissioners of the District shall be charged to the said District, in the same manner that the cost of similar work is now charged: *Provided*, That one half of any unexpended balances of appropriations heretofore made for the support of the Government of the District of Columbia, and any amounts of money in excess of appropriations which have been deposited by the District in the Treasury of the United States, may be applied by the Commissioners to the liquidation of the amounts so charged to the District, and any excess of money required to be charged to the District for the purposes of this act over the amounts so applied shall be advanced by the United States and be reimbursed with interest at the rate of four per cent per annum, to the United States by the District in annual instalments of not less than fifty thousand dollars, commencing with the fiscal year of eighteen hundred and eighty-five and eighteen hundred and eighty-six.

Proportion to be charged to District of Columbia.  
*Proviso.*

Approved, June 30, 1884.

CHAP. 142.—An act to amend an act entitled “An act to amend the Statutes in relation to immediate transportation of dutiable goods, and for other purposes,” approved June tenth eighteen hundred and eighty.

July 2, 1884.

*Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled*, That sections five and six of the act entitled, “An act to amend the statutes in relation to immediate transportation of dutiable goods, and for other purposes”, approved June tenth, eighteen hundred and eighty, be, and the same are hereby, amended so that they shall read as follows, namely:

Transportation of dutiable goods.  
21 Stat., 173.  
Sections 5 and 6 amended.

SEC. 5, That merchandise transported under the provisions of this act shall be conveyed in cars, vessels, or vehicles securely fastened with locks or seals, under the exclusive control of the officers of the customs; and merchandise may also be transported under the provisions of this act by express companies on passenger trains, in safes and trunks, which shall be of such size, character, and description, and secured in such manner as shall be from time to time prescribed by the Secretary; and in cases where merchandise shall be imported in boxes or packages too large to be included within the safes or trunks so prescribed, such merchandise may be transported under the provisions of this act by such express companies in a separate compartment of the car, secured in such manner as shall from time to time be prescribed by the Secretary of the Treasury; and merchandise such as pig-iron, speigle-iron, scrap-iron, iron-ore, railroad-iron, and similar articles commonly transported upon platform or flat cars, may be transported under the provisions of this act upon such platform or flat cars; and the weight of such merchandise so transported shall be ascertained in all cases before shipment, and ordinary railroad scales may be used for such purpose; and inspectors shall be stationed at proper points along the designated routes, or upon any car, vessel, vehicle, or train, at the discretion of the Secretary of the Treasury, and at the expense of the companies, respectively, Such merchandise shall not be unladen or transhipped between the ports of first arrival and final destination unless authorized by the regulations of the Secretary of the Treasury in cases which may arise from a difference in the gauge of railroads, or where the route is bonded for both land and water carriage, or from accidents, or from legal intervention, or when by reason of the length of the route the cars, after due inspection by customs officers, shall be considered unsafe or unsuitable to proceed further, or from low water, ice, or other una-

Transportation of merchandise under locks and seals; conditions.

No transshipment except in cases where the route is bonded for land and water carriage, etc.