

Examination of system directed.

any system presented for the propulsion of vessels by direct action against the water without the use of screws, in comparison with the steam engine and the propeller, and into the relative efficiency of the two methods as to displacement, waste of fuel, liability to accidents, and speed endurance, and also into the applicability and special advantages of the direct system in connection with torpedo boats and coast-defense vessels.

Approved, June 10, 1896.

June 10, 1896.

**CHAP. 400.**—An Act To establish a site for the erection of a penitentiary on the military reservation at Fort Leavenworth, Kansas, and for other purposes.

United States penitentiary, Leavenworth, Kans.  
Selection of site for new buildings on military reservation.

*Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled,* That the Attorney-General is hereby authorized and directed to select on the military reservation at Leavenworth, Kansas, within limits hereinafter described, a site for the erection of a penitentiary and other buildings, wall, and workshops for the employment of United States prisoners, with such improvements as he may direct in connection with the completion of the several buildings; said penitentiary to be of a capacity to accommodate at least one thousand two hundred convicts, and to be situated on said grounds and within the following boundary lines: Beginning at a point at the northwestern intersection of Grant and Logan avenues, thence north seventy-two degrees west more or less, forty-five hundred feet more or less to a stone in the field north of the Government farm barn, thence due west fifteen hundred feet more or less to the north side of Logan Avenue; thence along said avenue and its prolongation to the western boundary of the Military Reservation; thence south along said line to the southwest corner of said reservation, thence east along the south line of said reservation to the pike leading north from the city of Leavenworth to the post of Fort Leavenworth; thence north along said pike to the point of beginning; and that these grounds thus described shall be, and hereby are, set apart from the contiguous military reservation for United States penitentiary purposes, and assigned to and placed under the care and control of the Attorney-General as a United States penitentiary reservation: *Provided*, That when the United States Penitentiary shall be occupied and applied to the purposes contemplated by this Act, the buildings and grounds within the said Military Reservation of Fort Leavenworth that were transferred from the Department of War to the Department of Justice, in accordance with the provisions of the Act of Congress approved March second, eighteen hundred and ninety-five, shall be restored to the control of the said Department of War: *And provided further*, That this prison reservation shall be open for military tactical purposes, when such purposes do not interfere with the discipline of said prison.

*Provisos.*  
Return of present buildings, etc., to War Department.  
Vol. 28, p. 957.

Plans, etc.

**SEC. 2.** That the Attorney-General shall employ an architect skilled in the construction of penitentiary buildings, who, with the warden of the existing penitentiary, shall prepare plans, specifications, and estimates, and submit them to the Attorney-General for approval.

Construction by convicts.

**SEC. 3.** That upon the approval of plans and estimates the Attorney-General is authorized to incur the expense necessary to construct the penitentiary buildings thus approved, and for this purpose shall employ the labor of the convicts in the present United States penitentiary at Fort Leavenworth that can, under proper guards, be used on the necessary stone, brick, and wood work, in the manufacture of lime on the reservation, until the completion of the same, and shall use all the equipments for carrying on the work that are in the possession of the present United States Penitentiary building, including the sawmill and shops equipped for working in iron, stone, brass, and wood, with the use of the animals and wagons there belonging to the United States for hauling material, and other necessary transportation, and said prison shall have the right to quarry stone for prison purposes in any of the

Use of shops, etc.

quarries on the Fort Leavenworth Reservation: *Provided*, That no expense shall be incurred under this Act until an appropriation is made with which to commence the buildings.

*Proviso.*  
No expense before appropriation.

SEC. 4. That the cost of employing an architect and of building said penitentiary, workshops, and improvements shall not, exclusive of the prison labor, exceed the sum of one hundred and fifty thousand dollars, of which no more than fifty thousand dollars, or so much thereof as may be necessary, shall be expended in a fiscal year.

Limit of cost.

Approved, June 10, 1896.

CHAP. 401.—An Act To amend an Act approved August nineteenth, eighteen hundred and ninety, entitled “An Act to adopt regulations for preventing collisions at sea.”

June 10, 1896.

*Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled*, That article fifteen of the Act approved August nineteenth, eighteen hundred and ninety, entitled “An Act to adopt regulations for preventing collisions at sea,” be amended to read as follows:

Collisions at sea. Regulations to prevent, amended. Vol. 26, p. 325.

“ART. 15. All signals prescribed by this article for vessels under way shall be given:

Fog signals.

“First. By ‘steam vessels’ on the whistle or siren.

Steam vessels.

“Second. By ‘sailing vessels’ and ‘vessels towed’ on the fog horn.

Sailing vessels.

“The words ‘prolonged blast’ used in this article shall mean a blast of from four to six seconds duration.

Meaning of prolonged blast.

“A steam vessel shall be provided with an efficient whistle or siren, sounded by steam or by some substitute for steam, so placed that the sound may not be intercepted by any obstruction, and with an efficient fog horn, to be sounded by mechanical means, and also with an efficient bell. (In all cases where the rules require a bell to be used a drum may be substituted on board Turkish vessels, or a gong where such articles are used on board small seagoing vessels.) A sailing vessel of twenty tons gross tonnage or upward shall be provided with a similar fog horn and bell.

Instruments to be used by steam vessels.

Substitutes on Turkish and small vessels. Sailing vessels.

“In fog, mist, falling snow, or heavy rainstorms, whether by day or night, the signals described in this article shall be used as follows, namely:

Day and night signals.

“(a) A steam vessel having way upon her shall sound, at intervals of not more than two minutes, a prolonged blast.

Steamers under way.

“(b) A steam vessel under way, but stopped, and having no way upon her, shall sound, at intervals of not more than two minutes, two prolonged blasts, with an interval of about one second between.

Steamers stopped.

“(c) A sailing vessel under way shall sound, at intervals of not more than one minute, when on the starboard tack, one blast; when on the port tack, two blasts in succession, and when with the wind abaft the beam, three blasts in succession.

Sailing vessels under way.

“(d) A vessel when at anchor shall, at intervals of not more than one minute, ring the bell rapidly for about five seconds.

Vessels at anchor.

“(e) A vessel when towing, a vessel employed in laying or in picking up a telegraph cable, and a vessel under way, which is unable to get out of the way of an approaching vessel through being not under command, or unable to maneuver as required by the rules, shall, instead of the signals prescribed in subdivisions (a) and (c) of this article, at intervals of not more than two minutes, sound three blasts in succession, namely: One prolonged blast followed by two short blasts. A vessel towed may give this signal and she shall not give any other.

Vessels towing, laying cables, or not under control.

“Sailing vessels and boats of less than twenty tons gross tonnage shall not be obliged to give the above-mentioned signals, but, if they do not, they shall make some other efficient sound signal at intervals of not more than one minute.”

Sound signals by small vessels.