

Missouri River between the city of Leavenworth, in the State of Kansas and Platte County, in the State of Missouri," approved March second, eighteen hundred and eighty-nine, and by an act of Congress entitled "An act to authorize the Leavenworth and Platte County Bridge Company to substitute a pivot drawbridge over the Missouri River in place of a pontoon bridge," approved July twenty-fifth, eighteen hundred and ninety; and any such transfer and conveyance as has been heretofore made is hereby consented to and confirmed: *Provided, however,* That the conditions, limitations, and restrictions imposed by existing law upon the said Leavenworth and Platte County Bridge Company shall continue in force as to the said Leavenworth Terminal Railway and Bridge Company.

Vol. 26, p. 291.

Proviso.
Conditions, etc.,
continued.

Approved, May 9, 1892.

CHAP. 62.—An act to provide for the permanent preservation and custody of the records of the volunteer armies, and for other purposes.

May 9, 1892.

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled, That the division organized by the Secretary of War in his office for the preservation and custody of the records of the volunteer armies under the name of the record and pension division is hereby established as now organized, and shall hereafter be known as the Record and Pension Office of the War Department; and the President is hereby authorized to select an officer of the Army whom he may consider to be especially well qualified for the performance of the duties hereinafter specified and, by and with the advice and consent of the Senate, to appoint him in the Army to be chief of said office, who shall have the rank, pay, and allowances of a colonel and shall, under the Secretary of War, have charge of the military and hospital records of the volunteer armies and the pension and other business of the War Department connected therewith; and all laws or parts of laws inconsistent with the terms of this act are hereby repealed.

Record and Pension
Office, War Department,
established.

Appointment of
chief of office.

Duties.

Approved, May 9, 1892.

CHAP. 63.—An act to encourage American shipbuilding.

May 10, 1892.

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled, That the Secretary of the Treasury is hereby authorized and directed to grant registers, as vessels of the United States, to such foreign-built steamships now engaged in freight and passenger business, and sailing in an established line from a port in the United States, as are of a tonnage of not less than eight thousand tons, and capable of a speed of not less than twenty knots per hour, according to the existing method of Government test for speed, of which not less than ninety per centum of the shares of the capital of the foreign corporation or association owning the same was owned January first, eighteen hundred and ninety, and has continued to be owned until the passage of this act by citizens of the United States, including as such citizens corporations created under the laws of any of the States thereof, upon the American owners of such majority interest obtaining a full and complete transfer and title to such steamships from the foreign corporations owning the same: *Provided,* That such American owners shall, subsequent to the date of this law, have built, or have contracted to build, in American shipyards, steamships of an aggregate tonnage of not less in amount than that of the steamships so admitted to registry. Each steamship so built or contracted for to be of a tonnage of not less than seven thousand tons

American registers
granted to certain
foreign-built steamships.

Tonnage and speed.

Ownership.

American owners to
obtain full title.

Proviso.
Owners to build
equal tonnage of ships
in American ship-
yards.

Minimum tonnage.

Record of transfer.

SEC. 2. That the Secretary of the Treasury, on being satisfied that such steamships so acquired by American citizens, or by such corporation

or corporations as above set forth, are such as come within the provisions of this act, and that the American owners of such steamships, for which an American registry is to be granted under the provisions hereof, have built or contracted to build in American shipyards steamships of an aggregate tonnage as set forth in the first section hereof, shall direct the bills of sale or transfer of the foreign-built steamships so acquired to be recorded in the office of the collector of customs of the proper collection district, and cause such steamships to be registered as vessels of the United States by said collector. After which, each of such vessels shall be entitled to all the rights and privileges of a vessel of the United States, except that it shall not be employed in the coastwise trade of the United States.

R. S., sec. 4155, p. 801.

Vessels to enjoy all privileges but coastwise trade.

Additional inspection not required.

Measurement, etc.

United States may take the vessels as cruisers.

Payment.

Appraisalment.

SEC. 3. That no further or other inspection shall be required for the said steamship or steamships than is now required for foreign steamships carrying passengers under the existing laws of the United States, and that a special certificate of inspection may be issued for each steamship registered under this act; and that before issuing the registry to any such steamship as a vessel of the United States the collector of customs of the proper collection district shall cause such steamship to be measured and described in accordance with the laws of the United States, which measurement and description shall be recited in the certificate of registry to be issued under this act.

SEC. 4. That any steamships so registered under the provisions of this act may be taken and used by the United States as cruisers or transports upon payment to the owners of the fair actual value of the same at the time of the taking, and if there shall be a disagreement as to the fair actual value at the time of taking between the United States and the owners, then the same shall be determined by two impartial appraisers, one to be appointed by each of said parties, who, in case of disagreement, shall select a third, the award of any two of the three so chosen to be final and conclusive.

Approved, May 10, 1892.

May 11, 1892.

CHAP. 64.—An act making appropriations for expenses that may be incurred under the treaties between the United States and Great Britain, concluded at Washington, February twenty-ninth and April eighteenth, eighteen hundred and ninety-two.

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled, That the sum of one hundred and fifty thousand dollars is hereby appropriated, out of any money in the Treasury not otherwise appropriated, to enable the President to fulfill the stipulations contained in the treaties between the United States and Great Britain signed on the twenty-ninth day of February and the eighteenth day of April, eighteen hundred and ninety-two, in relation to the tribunal of arbitration at Paris.

SEC. 2. That the sum hereby appropriated, or so much thereof as may be necessary, shall be expended under the direction of the Secretary of State, with the approval of the President of the United States.

Approved, May 11, 1892.

Appropriation for expenses of Bering Sea arbitration.

Post. pp. 947. 952.

To be expended by Secretary of State.

May 11, 1892.

CHAP. 65.—An act to punish false swearing before trial boards of the Metropolitan police force and fire department of the District of Columbia, and for other purposes.

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled, That hereafter any trial board of the Metropolitan police force and of the fire department of the District of Columbia shall have power to issue subpoenas, attested in the name of the president of the Board of Commissioners of the District of Columbia, to compel before it the attendance of witnesses upon any

District of Columbia.

Attendance of witnesses in police and fire department trials.