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# PUBLIC LAWS OF THE SIXTY-FOURTH CONGRESS

OF THE

# UNITED STATES

*Passed at the second session, which was begun and held at the city of Washington, in the District of Columbia, on Monday, the fourth day of December, 1916, and was adjourned without day on Sunday, the fourth day of March, 1917.*

WOODROW WILSON, President; THOMAS R. MARSHALL, Vice President; WILLARD SAULSBURY, President of the Senate *pro tempore;* CHAMP CLARK, Speaker of the House of Representatives.

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**CHAP. 2.**—Joint Resolution Authorizing and directing the Department of Labor to make an inquiry into the cost of living in the District of Columbia and to report thereon to Congress as early as practicable.

December 20, 1916.
[H. J. Res. 91.]
[Pub. Res., No. 39.]

*Resolved by the Senate and House of Representatives of the United States of America in Congress assembled,* That the Department of Labor be, and hereby is, authorized and directed to make an inquiry into the cost of living of wage earners in the District of Columbia, and to report thereon to Congress as early as practicable; and that there be appropriated for this purpose the sum of $6,000.

District of Columbia.
Appropriation for inquiry into cost of living in.

SEC. 2. That the special agents and clerks employed under this appropriation shall be selected from among the persons eligible on any civil-service register.

Employees from civil service eligibles.

Approved, December 20, 1916.

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**CHAP. 3.**—An Act Authorizing the Commissioner of Navigation to cause the sailing vessel Golden Gate to be registered as a vessel of the United States.

December 21, 1916.
[H. R. 8816.]
[Public, No. 286.]

*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 sailing vessel Golden Gate, rebuilt at San Francisco, California, from the wreck of the sailing vessel Golden Gate, wrecked near the harbor of Montevideo, Uruguay, and abandoned by her owners as a total wreck, to be registered as a vessel of the United States whenever it shall be shown to the Commissioner of Navigation that the cost of rebuilding said vessel in the United States amounted to three times the actual cost of said wreck and that the vessel is wholly owned by citizens of the United States.

"Golden Gate."
American register granted to foreign built sailing vessel.

Approved, December 21, 1916.

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**CHAP. 4.**—An Act Granting to the Saint Louis, Iron Mountain and Southern Railway Company, and to the Anheuser-Busch Brewing Association, and to the Manufacturers' Railway Company permission to transfer certain rights of easement for railway purposes heretofore granted by the United States to the Saint Louis and Iron Mountain Railroad Company and to the Anheuser-Busch Brewing Association, respectively.

December 21, 1916.
[H. R. 9856.]
[Public, No. 287.]

Whereas the United States of America, heretofore by Act of Congress, approved February fourteenth, eighteen hundred and fifty-three, granted to the Saint Louis and Iron Mountain Railroad Company a right of way, sixty feet wide, over and across land owned

Saint Louis, Mo., Arsenal.
Preamble.
Vol. 10, p. 754.