

**CHAP. 190.**—An Act To provide an American register for the steamer *Oceano*, of New York, New York.

August 3, 1894.

*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 foreign-built steamer *Oceano*, purchased and owned by Alfred S. Lascelles of New York City, New York, and repaired in American ports, to be registered as a vessel of the United States.

"*Oceano.*"  
American register granted to foreign-built steamer.

**SEC. 2.** That the Secretary of the Treasury be, and hereby is, authorized and directed to authorize and direct the inspection of said vessel, steam boilers, steam pipes, and the appurtenances of said boilers, and cause to be granted the proper and usual certificate issued to steam vessels of the merchant marine, without reference to the fact that said steam boilers, steam pipes, and appurtenances were not constructed pursuant to the laws of the United States, and were not constructed of iron stamped pursuant to said laws; and the tests to be applied in the inspection of said boilers, steam pipes, and appurtenances will be the same in all respects as to strength and safety as are required in the inspection of boilers constructed in the United States for marine purposes, save the fact that said boilers, steam pipes, and appurtenances not being constructed pursuant to the requirements of the laws of the United States and are of unstamped iron shall not be an obstacle to the granting of the usual certificate, if said boilers, steam pipes, and appurtenances are found to be of sufficient strength and safety.

Inspection.

Approved, August 3, 1894.

**CHAP. 191.**—An Act Granting jurisdiction and authority to the Court of Claims in the case of the towboat *Future City*, her barges, cargoes, and so forth.

August 3, 1894.

*Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled,* That the claims of the legal or equitable owners or claimants of the steam towboat *Future City*, her barges in tow, cargoes thereon, freight and personal effects contained in them, alleged to have been sunk, lost, or greatly damaged by collision with the United States vessels of war *Atlanta*, *Galena*, and *Richmond*, in the Mississippi River, at the city of New Orleans, on or about the seventh day of May, eighteen hundred and eighty-eight, be referred to the Court of Claims, with jurisdiction and authority to hear and determine the same to judgment, with the right of appeal, as in other cases: *Provided*, That no suit shall be brought under the provisions of this act after six months from the date of the passage thereof: *And provided further*, That no judgment shall be rendered against the Government unless it shall affirmatively appear, from the evidence adduced, that such collision was the result of negligence on the part of the officers in command of said vessels of war.

"*Future City.*"  
Claim of owners of sunken steamer, etc., referred to Court of Claims.

*Provisos.*  
Liwit.

Condition.

Approved, August 3, 1894.

**CHAP. 192.**—An Act To promote the efficiency of the naval militia.

August 3, 1894.

*Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled,* That the Secretary of the Navy be, and is hereby, authorized and empowered to loan temporarily to any State, upon the written application of the governor thereof, a vessel of the Navy, to be selected from such vessels as are not suitable or required for general service, together with such of her apparel, charts, books, and instruments of navigation as he may deem proper; said vessel to be used only by the regularly organized naval militia of the

Naval militia.  
Loan of vessels to States for drill, etc.

*Provisos.*  
Return if not used.

State for the purposes of drill and instruction: *Provided*, That when the organization of the naval militia of such State shall be abandoned, or when the interests of the naval service shall so require, such vessel, together with her apparel, charts, books, and instruments of navigation, shall be immediately restored to the custody of the Secretary of the Navy: *And provided further*, That when such loan is made to the governor of any State, the Secretary of the Navy is authorized to detail from the enlisted force of the Navy a sufficient number of men, not exceeding six for any vessel, as ship-keepers, the men so detailed to be additional to the number of enlisted men allowed by law for the naval establishment, and in making details for this service preference shall be given to those men who have served twenty years or more in the Navy.

Detail of ship keepers.

Approved, August 3, 1894.

August 3, 1894.

**CHAP. 193.**—An Act To prohibit the interment of bodies in Graceland Cemetery in the District of Columbia.

*Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled*, That from and after the date of the passage of this Act the charter of the Graceland Cemetery Association of the District of Columbia shall cease and determine except as to the members of the board of officers of said association, who, and their successors in office, are hereby continued as such corporation for the purposes hereinafter stated, with power, by unanimous vote, to fill any vacancies in said board until the distribution hereinafter directed shall have been effected; and after the said date of passage it shall be unlawful to inter any bodies in the cemetery known as the Graceland Cemetery in the District of Columbia; and any person or persons violating this Act, or aiding or abetting its violation, shall be subject to a fine of not less than one hundred dollars nor more than five hundred dollars, to be collected as other fines are collected in the District of Columbia.

*SEC. 2.* That the said board of officers of the Graceland Cemetery Association of the District of Columbia be, and they are hereby, authorized, empowered, and directed, under such regulations as the Commissioners of the District of Columbia may prescribe, to transfer the bodies interred in said cemetery to some other suitable public cemetery or cemeteries within the District of Columbia at the expense of said Graceland Cemetery Association. And said board of officers be, and they are hereby, authorized and empowered to subdivide, sell, and convey in fee simple the whole or any part of the tract of land known as Graceland Cemetery and the buildings thereon and apply the proceeds of such sales, together with all other moneys and assets of said association, as hereinafter directed. After paying all obligations and liabilities of said association, including a compensation to said board of officers of five per centum of the gross amount aforesaid, together with reasonable attorneys' fees and other necessary expenses in the discharge of the duties imposed upon them by this Act, the said board of officers shall distribute the remainder of such amount among the owners of lots in said burial ground as such ownership may be evidenced by certificates of ownership of record on the books of said association. Said distribution shall be pro rata according as the certificate value of each lot is to the total certificate value of all the lots in said cemetery. In cases where said board of officers shall be in doubt as to the ownership of any lot or of any claim against said association they shall pay into the registry of the supreme court of the District of Columbia, for distribution, the amount to which the owner or owners of such lot shall be entitled to as aforesaid, or the amount of such claim, as the case may be. When

Graceland Cemetery, D. C. Charter terminated.

Interments forbidden. Penalty.

Transfer of bodies.

Sale of land.

Distribution of proceeds.

Final settlement.