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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.* Limit. 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.