



# CONGRESS OF THE ES OF AMERICA,

## of Seamen, Merchants, &c.

he shall be liable to the collector, with the other persons composing the crew as aforesaid, on account of any such person dying or absconding, or being forcibly impressed into other service, of which satisfactory proof shall be made to the collector.

**Section 2.** And be it enacted, That it shall be the duty of every master or commander of a ship or vessel, belonging to the citizens of the United States, who shall sail from any port of the United States, after the first day of May next, on his arrival at a foreign port, to deposit his register, sea-letter, and Mediterranean passport, with the consul, vice-consul, or commercial agent, (if there be any at such port) and in case of refusal or neglect of the said master or commander to deposit the said papers as aforesaid, he shall forfeit and pay five hundred dollars, to be recovered by the said consul, vice-consul, commercial agent, or vice-commercial agent, in his own name, for the benefit of the United States, in any court of competent jurisdiction; and it shall be the duty of such consul, vice-consul, commercial agent, or vice-commercial agent, on such master or commander producing to him a clearance from the proper officer of the port, where his ship or vessel may be, to deliver to the said master or commander all of his said papers. *Provided,* That such master or commander shall have complied with the provisions contained in this Act, and those of the Act to which this is a supplement.

**Section 3.** And be it further enacted, That whenever a ship or vessel belonging to a citizen of the United States, shall be sold in a foreign country, and her company discharged, or when a seaman or mariner, a citizen of the United States, shall with his own consent, be discharged in a foreign country, it shall be the duty of the master or commander to produce to the consul, vice-consul, commercial agent, or vice-commercial agent, the list of his ship's company, certified as aforesaid; and to pay to such consul, vice-consul, commercial agent, or vice-commercial agent, for every seaman or mariner so discharged, being designated on such list as a citizen of the United States, three month's pay, over and above the wages which may then be due, to such mariner or seaman, two-thirds thereof to be paid by such consul or commercial agent, to each seaman or mariner so discharged, upon his engagement on board of any vessel to return to the United States, and the other remaining third to be retained for the purpose of creating a fund for the payment of the passages of seamen or mariners, citizens of the United States, who may be desirous of returning to the United States, and for the maintenance of American seamen who may be destitute, and may be in such foreign port, and the several sums retained for such fund shall be accounted for with the treasury every six months by the persons receiving the same.

**Section 4.** And be it further enacted, That it shall be the duty of the consuls, vice-consuls, commercial agents, and vice-commercial agents, of the United States, from time to time to provide for the mariners and seamen of the United States, who may be found destitute within their districts respectively, sufficient subsistence, and passages to some port in the United States, in the most reasonable manner, at the expense of the United States, subject to such instructions as the Secretary of State shall give; and that all masters and commanders of vessels belonging to citizens of the United States, and bound to some port of the same, are hereby required and enjoined to take such mariners or seamen on board of their ships or vessels at the request of the said consuls, vice-consuls, commercial agents, or vice-commercial agents, respectively, and to transport them to the port in the United States, to which such ships or vessels may be bound, on such terms not exceeding ten dollars for each person, as may be agreed between the said master and consul or commercial agent. And the said mariners or seamen shall, if able, be bound to do duty on board of such ships or vessels, according to their several abilities. *Provided,* That no master or captain of any ship or vessel shall be obliged to take a greater number than two men to every one hundred tons burthen of the said ship or vessel, on any one voyage, and if any such captain or master shall refuse the same on the request or order of the consul, vice-consul, commercial agent, or vice-commercial agent, such captain or master shall forfeit and pay the sum of one hundred dollars for each mariner or seaman so refused, to be recovered for the benefit of the United States, in any court of competent jurisdiction. And the certificate of any such consul, or commercial agent, given under his hand and official seal shall be *prima facie* evidence of such refusal in any court of law having jurisdiction for the recovery of the penalty aforesaid.

**Section 5.** And be it further enacted, That the seventh and eighth sections of the act entitled, "An act concerning consuls, and vice-consuls," be, and the same is hereby repealed; and the Secretary of State be authorized to reimburse the consuls, vice-consuls, commercial agents, or vice-commercial agents, such reasonable sums as they may heretofore have advanced for the relief of seamen, though the same should exceed the rate of twelve cents a man per diem.

**Section 6.** And be it further enacted, That it shall and may be lawful for every consul, vice-consul, commercial agent, or vice-commercial agent of the United States, to take and receive for every certificate of discharge of any seaman or mariner in a foreign port, fifty cents; and for commission on paying and receiving the amount of wages payable on the discharge of seamen in foreign ports, two and a half per centum.

**Section 7.** And be it further enacted, That if any consul, vice-consul

on board of any ship or vessel, the officers and at least three-fourths of the crews of which shall be proved, to the satisfaction of the collector of the district where such ship or vessel shall belong, to be citizens of the United States, or persons not the subjects of any foreign prince or state.

**Section 4.** And be it further enacted, That no goods, wares or merchandise shall be imported under penalty of forfeiture thereof, from one port of the United States to another port of the United States, in a vessel belonging wholly or in part to a subject of any foreign power; but this clause shall not be construed to prohibit the sailing of any foreign vessel from one to another port of the United States, provided no goods, wares, or merchandise, other than those imported in such vessel from some foreign port, and which shall not have been unladen, shall be carried from one port or place to another in the United States.

**Section 5.** And be it further enacted, That, after the thirtieth day of September next, there shall be paid a duty of fifty cents per ton, upon every ship or vessel of the United States, which shall be captured in a district in one state from a district in another state, except it be an adjoining state on the sea-coast, or on a navigable river or lake, and except, also, it be a coasting vessel going from Long Island in the state of New-York, to the state of Rhode Island, or from the state of Rhode Island to the said Long Island, having on board goods, wares and merchandise, taken in one state to be delivered in another state. *Provided,* That it shall not be paid on any ship or vessel having a license to trade between the different districts of the United States, or to carry on the bank or whale fisheries, more than once a year. And *provided also,* That if the owner of any such ship or vessel, or his agent, shall prove to the satisfaction of the collector, that *three-fourths* at least of the crew thereof are American citizens, or persons not the subjects of any foreign prince or state, the duty to be paid in such case shall be only at the rate of six cents per ton—but nothing in this section shall be construed to repeal or effect any exemption from tonnage duty, given by the eighth section of the act entitled, "An act to provide for the establishment of certain districts," and therein to amend an Act entitled, "An Act to regulate the collection of duties on imports and tonnage, and for other purposes."

**Section 6.** And be it further enacted, That after the thirtieth day of September next, there shall be paid upon every ship or vessel of the United States, which shall be entered in the United States, from any foreign port or place, unless the officers, and at least *two-thirds* of the crew thereof shall be proved citizens of the United States, or persons not the subjects of any foreign prince or state, to the satisfaction of the collector, fifty cents per ton. And *provided also,* That this section shall not extend to ships or vessels of the United States which are now on foreign voyages, or which depart from the United States prior to the first day of May next, until after their return to some port of the United States.

**Section 7.** And be it further enacted, That the several bounties and remissions or abatements of duty, allowed by this act, in the case of the vessels having a certain proportion of seamen who are American citizens, or persons not subjects of any foreign power, shall be allowed in the case of vessels having such proportion of American seamen during their whole voyage, unless in case of sickness, death or desertion, or where the whole or part of the crew shall have been taken prisoners in the voyage.

### An Act regulating Passenger Ships and Vessels, Passed March 2, 1819.

**Section 1.** Be it enacted by the Senate and House of Representatives of the United States of America, in Congress assembled, That if the master or other person on board of any ship or vessel, engaged in the whole or in part by a citizen or citizens of the United States, or the territories thereof, or by a subject or subjects, citizen or citizens of any foreign country, shall after the first day of January next, take on board of such ship or vessel, at any foreign port or place; or shall bring or convey into the United States, or the territories thereof, from any foreign port or place; or shall carry, convey, or transport, from the United States, or the territories thereof, to any foreign port or place, a greater number of passengers than two for every five tons of such ship or vessel, according to custom-house measurement, every such master, or other person so offending, and the owner or owners of such ship or vessel, shall severally forfeit and pay to the United States, the sum of one hundred and fifty dollars for each and every passenger so taken on board of such ship or vessel, over and above the aforesaid number of two to every five tons of such ship or vessel, to be recovered by suit in any circuit or district court of the United States, where the said vessel may arrive, or where the owner or owners aforesaid may reside. *Provided,* That nothing in this act shall be taken to apply to the complement of men usually and ordinarily employed in navigating such ship or vessel.

**Section 2.** And be it further enacted, That if the number of passengers so taken on board of any ship or vessel, as aforesaid, or conveyed or brought into the United States, or transported therefrom, as aforesaid, shall exceed the said proportion of two to every five tons of such ship or vessel, by the number of twenty passengers in the whole, every such ship or vessel shall be deemed and taken to be forfeited to the United States, and shall be prosecuted and distributed in the same manner in which the forfeitures and penalties are recovered and distributed under the provisions of the act entitled "An Act to regulate the collection of duties on imports and tonnage."

**Section 3.** And be it further enacted, That every ship or vessel bound on a voyage from the United States to any port on the continent of Europe, at the time of leaving the last port whence such ship or vessel shall sail, shall have on board, well secured under deck, at least sixty gallons of water, one hundred pounds salted provisions, one gallon of vinegar, and one hundred pounds of wholesome ship bread for each and every passenger on board such ship or vessel, over and above such other provisions, stores, and live stock, as may be put on board by such master or passengers for their own use, or that of the crew of such ship or vessel; and in like proportion for a longer or shorter voyage; and if the passengers on board of such ship or vessel, in which the proportion of provisions herein directed shall not have been provided, shall at any time be put on short allowance, in water, flesh, vinegar, or bread, during any voyage aforesaid, the master and owner of such ship or vessel shall severally pay to each and every passenger who shall have been put on short allowance as aforesaid, the sum of three dollars for each and every day they may have been on such short allowance, to be recovered in the same manner as seamen's wages are or may be recovered.

**Section 4.** And be it further enacted, That the captain or master of any ship or vessel arriving in the United States, or any of the territories thereof, from any foreign place whatever, at the same time that he delivers a manifest of the cargo, shall also, and he is hereby required, to deliver a manifest of the passengers, and of the crew, at the time of making report as aforesaid.