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BOSTON, JANUARY 19.

The last Act of Slavery arrived.

THE NEW EMBARGO LAW.—No. 6.

BE it enacted by the Senate and House of Representatives of the United States of America, in Congress assembled, That if any person or persons, shall put, place, or load on board any ship, vessel, boat, or water craft, or into any cart, waggon, sled, or other carriage or vehicle, with or without wheels, any specie, goods, wares or merchandize, with intent to export, transport, or convey the same without the United States, or the territories thereof, to any foreign place, kingdom or country, or with intent to convey the same on board any foreign ship or vessel within or without the limits of the United States, or with the intent in any other manner, to evade the acts to which this act is a supplement, all such specie, goods, wares and merchandize, and also the ship, vessel, boat, water craft, cart, waggon, sled or other carriage or vehicle, on board of in which the same may be so put, placed, or loaded, as aforesaid, shall be forfeited, and the person or persons so putting, placing, or loading the same, as aforesaid, and also the aiders and abettors therein, shall upon conviction, be adjudged guilty of a high misdemeanor, and fined a sum, by the court before which the conviction is had, equal to four times the value of such specie, goods, wares and merchandize. *Provided however,* That this section shall not be construed to extend to any person or persons, not being the owner or owners of such specie, goods, wares or merchandize, who shall first inform and make complaint to the collector of the district of any such offence committed within the same district; and any informer or informers, not being the owner or owners as aforesaid, upon conviction of the offenders, shall be entitled to one half of the fine aforesaid, when the same shall be received by the United States, and shall be entitled to a certificate for that purpose from the court before whom the conviction shall be had.

Sec. 2. *And be it further enacted,* That it shall not be lawful to put on board any ship, vessel, or boat of any description whatever, any specie or goods, wares or merchandize, either of domestic or foreign growth, produce or manufacture, and the same is hereby prohibited unless a permit particularly stating the articles thus to be laden, shall have been previously obtained from the collector of the district in which such ship, vessel, or boat may then be, or from a revenue officer, specially authorized by the collector to grant such permits; nor unless the lading shall be made under the inspection of the proper revenue officers, nor unless the owner or owners, consignee or factor of such ship, vessel or boat shall, with the master, have given bond with one or more sureties to the United States in a sum six times the value of the vessel and cargo, that the vessel shall not leave the port without a clearance, nor shall, when leaving the port, proceed to a foreign port or place, nor shall put any article on board of any other vessel; and that the whole cargo shall be reloaded either in the port where the vessel may then be, or in such other port of the United States as shall be designated in the clearance. And it shall be lawful for the collectors of the customs to refuse permission to put any cargo on board any such ship, vessel, or boat, whenever in their opinion there is an intention to violate the embargo, or whenever they shall have received instructions to that effect by direction of the President of the United States: *Provided,* That nothing contained in this section shall be construed to extend to any ship, vessel, or boat, uniformly employed in the navigation only of bays, sounds, or rivers, and lakes within the jurisdiction of the United States, which shall have obtained a general permission, agreeably to the provisions in the fourth section of this act.

Sec. 3. *And be it further enacted,* That the owner or owners, consignee or factor, of any ship, vessel, or boat, as described in the preceding section, which may, at the time when notice of this act shall be received at the several custom houses respectively, be laden in whole or in part, shall, on notice given by the collector, either discharge such cargo or give bond for the same, in the manner and on the conditions mentioned in the preceding section, and if the cargo shall not be discharged within ten days or the bond given within three days after such notice, the ship, vessel or boat and cargo shall be wholly forfeited: But the collectors are hereby authorized to order or to cause the cargoes of such vessels to be discharged for the same causes as they may refuse permission to put any cargo on board of vessels not yet laden in whole or in part. And they are likewise authorized in the mean while, and until the cargoes shall have been discharged, or bonds given, as the case may be, to take possession of such vessels, and to take such other measures as may be necessary to prevent their departure.

Sec. 4. *And be it further enacted,* That the collectors of the customs be and they are hereby authorized to grant, under such general instructions as the President of the United States may give to that effect, a general permission to ships, vessels or boats, whose employment has uniformly been confined to the navigation of bays, sounds, rivers or lakes, within the jurisdiction of the United States, when it can be done without danger of the embargo being violated,

to take on board at any time such articles of domestic or foreign growth as may be designated in such general permission or permissions, bound with one or more sureties, being previously given to the United States by the owner, owners, consignee, or factors of such ship, vessel or boat, and by the master thereof, in an amount equal to three hundred dollars for each ton of the said vessel, that such vessel shall not, during the time limited in the condition of the bond, depart from any district of the United States without having previously obtained a clearance, nor until the master or commander shall have delivered to the collector or surveyor of the port of departure, a manifest of the whole cargo on board, that the said vessel shall not, during the time above mentioned, proceed to any other port than that mentioned in her clearance, or put any article on board of any other vessel, or be employed in any foreign trade; and that on every voyage or trip the whole of the cargo shall be landed in a port of the United States, within the bay, sound, rivers or lakes to which the navigation of such vessel is confined.

Sec. 5. *And be it further enacted,* That if any ship, vessel, or boat, not having received a general permission, and a general bond not having been first given in the manner provided for in the next preceding section, shall take on board any specie, or any goods, wares, or merchandize, either of foreign or domestic growth, produce or manufacture, contrary to the provisions of the second section of this act, such ship, vessel, or boat, together with the specie and goods, wares or merchandize, shall be wholly forfeited; and the owner or owners, agent, freighter, or factors, master or commander of such ship, vessel, or boat, shall moreover severally forfeit and pay a sum equal to the value of the ship, vessel, or boat, and of the cargo put on board the same.

Sec. 6. *And be it further enacted,* That the person or persons whose names do or may appear as owner or owners of any ship or vessel, either on the certificate of registry, enrollment, or licence of any such ship or vessel, or if neither registered or licensed, on the last clearance or custom-house document issued before the passing of this act for such ship or vessel, shall be reputed as the true owner or owners of such ship or vessel, and be liable to the payment of all penalties which may be incurred by the owners of such ship or vessel, by reason of any violation of any of the provisions of this act, or of the act laying an embargo on all ships and vessels in the ports and harbours of the United States, or of any of the acts supplementary thereto by such ship or vessel: *Provided always,* That nothing in this section contained shall be construed to release any other person or persons from the payment of any penalty incurred by virtue of any of the acts aforesaid. And in case of any new register or licence being granted during the continuance of said acts, or in case of the sale of any ship or vessel neither registered or licensed, a bond with one or more sureties to the United States shall, previous to the granting any such new register or licence, or to recognizing the sale of such vessel not registered or licensed, be required by the collector, in an amount equal to three hundred dollars for each ton of such ship or vessel, that such ship or vessel shall not, during the continuance of the acts laying an embargo on all ships and vessels in the ports and harbours of the United States, contravene or infringe any of the provisions of this said act: *Provided,* That nothing herein contained, shall be construed to extend to the owner or owners of any ship or vessel, who shall have made a bona fide sale of such ship or vessel, in any port or harbour of the United States, before notice of this act at such port or harbour, respectively; nor to the owner or owners of any ship or vessel, in any foreign port or place, who shall have made a bona fide sale thereof, before notice of this act: *And provided also,* That such bond shall not release the owners and master of such ship or vessel, or any other person from the obligation of giving every other bond required by this act or by any of the acts aforesaid.

Sec. 7. *And be it further enacted,* That in all cases where either under this act, or under the act laying an embargo on all ships or vessels in the ports and harbours of the United States, or under any of the acts supplementary thereto, a bond has been or shall be given to the United States with condition that certain goods, wares, and merchandize or the cargo of a vessel shall be reloaded in some port of the United States, the party or parties to such bond, shall within two months after the date of the same, (unless in the case of a voyage from New-Orleans to an Atlantic port, or from an Atlantic port to New-Orleans, in either of which cases, four months shall as heretofore be allowed,) produce to the collector of the port from which the vessel had been cleared with such goods, wares, merchandize, or cargo, a certificate of the reloading of the same from the collector of the proper port, on failure whereof, the bond shall be put in suit; and in every such suit, as well as in every suit instituted on a bond given for a voyage from or to New-Orleans, judgment shall be given against the defendant or defendants, unless proof shall be given of such reloading, or of loss of the vessel at sea. But neither capture, distress, or any other accident whatever shall be pleaded or given in evidence in any such suit, unless such capture shall be expressly proved

to have been hostile; and such distress or accident occasioned by no negligence or deviation; nor unless such vessel shall have been from the commencement of the voyage wholly navigated by a master, mate, or mates, mariners and crew, all of whom shall be citizens of the United States; nor unless such mate or mates, mariners and crew shall all, if living, and the proof of their death shall lie on the defendant, be produced on the trial; and sworn as competent witnesses; nor unless such master, mate or mates, mariners and crew, shall have signed a shipping paper, in due form of law, and a copy thereof designating specially the master, mate or mates, mariners and crew, and their permanent place of residence, shall have been lodged with the collector of the port, to whom the bond aforesaid shall have been given before the commencement of the voyage, and subscribed and sworn to by the master before such collector; and any master who shall falsely, wilfully, and corruptly swear as to the facts contained in such copy, shall on conviction suffer the pains and penalties of perjury. And in every suit instituted on a bond given as aforesaid, the defendants shall pay all costs, if they shall not within the limited time have produced the certificate of reloading to the collector of the proper port.

Sec. 8. *And be it further enacted,* That no registered or sea letter vessel, although in ballast, shall receive a clearance, or be permitted to depart from any port of the United States, unless the same bond shall have been previously given which is required from vessels licensed for the coasting trade, before they are allowed to depart. And if any such ship or vessel shall depart without bond having been given as aforesaid, the said ship or vessel shall be forfeited; and the owner, owners, agent, consignee, factor, and master or commander of such ship or vessel, as well as any other person concerned in such prohibited departure, shall be liable to the same penalties imposed by law in the case of vessels licensed for the coasting trade, departing without bond having been given, or without clearance, as aforesaid.

Sec. 9. *And be it further enacted,* That the collectors of all the districts of the United States, shall and they are hereby authorized to take into their custody specie or any articles of domestic growth, produce or manufacture, found on board of any ship or vessel, boat, or other water craft when there is reason to believe that they are intended for exportation, or when in vessels, carts, waggons, sleighs, or any other carriage, or in any manner apparently on their way towards the territories of a foreign nation, or the vicinity thereof, or towards a place whence such articles are intended to be exported; and not to permit such articles to be removed until bond with sufficient sureties shall have been given for the landing or delivery of the same in some place of the United States, whence, in the opinion of the collector there shall not be any danger of such articles being exported.

Sec. 10. *And be it further enacted,* That the powers given to the collectors, either by this, or any other act, respecting the Embargo, to refuse permission to put any cargo on board any vessel, boat, or other water craft, to detain any vessel, or to take into their custody any articles, for the purpose of preventing violations of the embargo, shall be exercised in conformity with such instructions, as the President may give, and such general rules as he may prescribe for that purpose, made in pursuance of the powers aforesaid; which instructions, and general rules the collectors shall be bound to obey; and if any action or suit be brought against any collector or other person acting under the directions of and in pursuance of this act, he may plead the general issue and give this act, and the instructions and regulations of the President in evidence for his justification and defence. And any person aggrieved by the acts of any collector, in either of the cases aforesaid, may file his petition before the district court of the district wherein the collector resides, stating the facts of his case, and thereupon, after due notice given to the district attorney and the collector, the said court may summarily hear and adjudge thereupon as law and justice may require, and the judgment of said court, and the reason and facts whereon it is grounded, shall be filed among the records of said court; and if restoration of the property detained or taken in custody, or permission to load as aforesaid, shall be decreed, it shall be upon the party's giving such bond with sureties as is or shall be required to be taken in similar cases by the collector, and not otherwise; but if the said court shall adjudge against such petition, the collector shall be entitled to treble costs, which shall be taxed for him, and execution awarded accordingly by the court.

Sec. 11. *And be it further enacted,* That it shall be lawful for the President of the United States, or such other person as he shall have empowered for that purpose, to employ such part of the land or naval forces or militia of the United States, or of the territories thereof, as may be judged necessary, in conformity with the provisions of this and other acts respecting the embargo, for the purpose of preventing the illegal departure of any ship or vessel, or of detaining, taking possession of, and keeping in custody any ship or vessel, or of taking into custody and guarding any specie or articles of domestic growth, produce, or manufac-