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the certificate, if preserved, shall be delivered up within eight days after the arrival of the master or person having the charge or command of such vessel within any district of the United States, to the collector of such district; and if any foreigner, or any person for the use and benefit of such foreigner, shall purchase or otherwise become entitled to the whole, or any part or share of, or interest in such vessel, the same being within a district of the United States, the certificate shall, within seven days after such purchase, change, or transfer of property, be delivered up to the collector of the district; and if any such purchase, change, or transfer of property shall happen when such vessel shall be at any foreign port or place, or at sea, then the master or person having the charge or command thereof shall, within eight days after his arrival within any district of the United States, deliver up the certificate to the collector of such district. Any master or owner violating the provisions of this section shall be liable to a penalty of not exceeding five hundred dollars, and the certificate of registry shall be thenceforth void. The Secretary of the Treasury shall have the power to remit or mitigate such penalty if in his opinion it was incurred without willful negligence or intention of fraud."

Penalty for not delivering certificate.

SEC. 3. That section forty-three hundred and twenty, Revised Statutes, is hereby amended so as to read:

Repeal of bond for licensed vessels.
R. S., sec. 4320, p. 835, amended.

"SEC. 4320. No licensed vessel shall be employed in any trade whereby the revenue laws of the United States shall be defrauded. The master of every such vessel shall swear that he is a citizen of the United States, and that such license shall not be used for any other vessel or any other employment than that for which it was specially granted, or in any trade or business whereby the revenue of the United States may be defrauded; and if such vessels be less than twenty tons burden, the husband or managing owner shall swear that she is wholly the property of citizens of the United States; whereupon it shall be the duty of the collector of the district comprehending the port whereto such vessel may belong to grant a license."

Licensed vessels, oath of master.

SEC. 4. That no bond shall be required on the licensing of yachts; no licensed yacht shall engage in any trade, nor in any way violate the revenue laws of the United States; and every such yacht shall comply with the laws in all respects. Section one of the Act approved March third, eighteen hundred and eighty-three, amending section forty-two hundred and fourteen, Revised Statutes, and so forth, is amended accordingly.

Yachts.
Bonds not required.

Vol. 22, p. 566.
R. S., sec. 4214, p. 812, amended.

SEC. 5. That any master or owner violating the provisions of this or the preceding section shall be liable to the penalty of two hundred dollars, in addition to any other penalty imposed by law. The Secretary of the Treasury shall have power to remit or mitigate any such penalty if in his opinion it was incurred without negligence or intention of fraud.

Penalty.

Remission.

SEC. 6. That this Act shall not invalidate the bonds heretofore given under the requirements of law.

Bonds in force.

Approved, January 16, 1895.

CHAP. 25.—An Act To provide registers for the steamers Claribel and Athos.

January 16, 1895.

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 steamers Claribel and Athos, purchased and owned by a corporation created under the laws of New Jersey, and repaired in American ports, to be registered as vessels of the United States.

"Claribel" and "Athos."
American registers granted.

SEC. 2. That the Secretary of the Treasury is hereby authorized and directed to cause the inspection of said vessels, steam boilers, steam

Inspection.

pipes, and their appurtenances, and cause to be granted the 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 in the inspection of said boilers, steam pipes, and appurtenances shall 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.

Approved, January 16, 1895.

January 16, 1895.

CHAP. 26.—An Act To provide an American register for the steamer Empress.

"Empress." American register granted and name changed to "Laurada."

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 Empress, owned by John D. Hart, a citizen of the United States, residing at Philadelphia, Pennsylvania, to be registered as a vessel of the United States under the name of Laurada.

Inspection.

SEC. 2. That the Secretary of the Treasury is hereby authorized and directed to cause the inspection of said vessel, steam boilers, steam pipes, and their appurtenances, and cause to be granted the 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 in the inspection of said boilers, steam pipes, and appurtenances shall 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.

Approved, January 16, 1895.

January 16, 1895.

CHAP. 27.—An Act To establish a light-house at the entrance to Galveston Harbor, in the county of Galveston, in the State of Texas.

Galveston, Tex. Light-house established at harbor entrance.

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled, That a light-house be established at the entrance to Galveston Harbor, at or near the outer end of the south jetty, in the county of Galveston, in the State of Texas, at a cost not to exceed thirty-five thousand dollars.

Approved, January 16, 1895.

January 16, 1895.

CHAP. 28.—An Act To provide American registers for the barks Linda and Archer.

"Linda" and "Archer." American registers granted.

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 vessels Linda, of Wilmington, North Carolina, and Archer, of the State of Washington, owned by citizens of the United States, to be registered as vessels of the United States.

Approved, January 16, 1895.