

Sec. 5. That an American citizen serving as a member of a necessary and proper crew of an American vessel licensed for and engaged in deep-sea fisheries for three months or more during twelve consecutive months shall receive a bounty from any money in the Treasury not otherwise appropriated of one dollar per month during the time necessarily employed in the voyages of such vessel.

Sec. 6. That no compensation shall be allowed in respect of any of the following-named vessels:—

- (a.) A vessel not engaged in trade.
- (b.) A vessel trading wholly upon interior waters not tidal between a port in the United States and a foreign port.
- (c.) A vessel of the United States employed in the coasting trade or in the fisheries, except as provided in sections one, four, seven, and eight of this Act.
- (d.) A vessel owned by a citizen of the United States which shall not be entitled, under the provisions of section forty-one hundred and thirty-one of the Revised Statutes or any amendments or supplements thereto, or under this Act, to the benefits and privileges of a vessel of the United States.
- (e.) A vessel on a voyage extending only to a foreign port less than one hundred and fifty nautical miles from her last port of departure in the United States at which cargo, passengers, or mails shall have been taken, or from a foreign port less than one hundred and fifty nautical miles from her first port of arrival in the United States at which cargo, passengers, or mails shall have been discharged.

Sec. 7. That the Secretary of the Treasury is hereby authorised and directed, on the application of the owners of such vessels, to grant registers as vessels of the United States, under the conditions hereinafter stated, to the following-described vessels:—

(a.) To such foreign-built steamships as were on the first day of December, *anno Domini* eighteen hundred and ninety-eight, engaged in an established freight or passenger business, or both, from a port of the United States, and as were on that date classed or fit to be classed in the Record of American and Foreign Shipping, or Lloyd's Register of British and Foreign Shipping, or the Bureau Veritas, and as were also on the said first day of December, *anno Domini* eighteen hundred and ninety-eight, actually owned by, and then really representing the capital of, a citizen or citizens of the United States (including, as such citizens, corporations created under the laws of the United States or any of the States thereof), or a foreign corporation or association of which not less than ninety per centum of the capital stock thereof was on the first day of December, *anno Domini* eighteen hundred and ninety-eight, actually owned by, and really representing the capital of, a citizen or citizens of the United States (including, as such citizens, corporations created under the laws of the United States or any of the States thereof), upon such American owner or owners of such majority interest obtaining a full and complete transfer of and title to such steamships from the foreign corporation or association owning the same, and proving to the satisfaction of the Secretary of the Treasury that all the foregoing-stated requirements have been complied with.

(b.) To such foreign-built steamships as shall have been under contract for construction, and duly authenticated copies of the contract or contracts therefor filed with the Secretary of the Treasury on or before the first day of February, *anno Domini* eighteen hundred and ninety-nine, and which shall, when built as provided for in this Act, and the registry thereof requested, be classed or fit to be classed in the Record of American and Foreign Shipping, or Lloyd's Register of British and Foreign Shipping, or the Bureau Veritas, such vessels being actually contracted for by an American citizen or citizens (including, as such citizens, corporations created under the laws of the United States or any of the States thereof) who shall have been such since the first day of December, *anno Domini* eighteen hundred and ninety-eight, or by a foreign corporation or association of which not less than ninety per centum of the shares of the capital thereof shall have been actually owned by a citizen or citizens of the United States (including, as such citizens, corporations created under the laws of the United States or any of the States thereof), and really representing American capital, on the said first day of December, *anno Domini* eighteen hundred and ninety-eight, and shall have continued to be so owned until the passage of this Act, and upon such American owner or owners of such majority interest obtaining a full and complete transfer of and title to such steamships from the foreign corporation or association owning the same, and proving to the satisfaction of the Secretary of the Treasury that all the foregoing-stated requirements have been complied with:

Provided that such American owners shall, before the first registry of the foreign-built vessels before mentioned in clauses (a) and (b) of this section shall be had, give a bond to the United States in the penal sum of fifty thousand dollars, with sufficient surety to be approved by the Secretary of the Treasury, conditioned that such owner or owners of such vessel or vessels will build, or shall have built after the passage of this Act in the United States, and shall duly make written application to the Secretary of the Treasury to have registered in the United States, within five years next after the time of the registry of any such foreign-built vessel or vessels, a new vessel or vessels, respectively, of an aggregate gross tonnage equal to at least fifty per centum of the aggregate gross tonnage of such foreign-built vessel or vessels so registered, which new vessel or vessels shall be capable of receiving the highest classification in the Record of American and Foreign Shipping, or Lloyd's Register of British and Foreign Shipping, or the Bureau Veritas; and when any such new vessel or vessels shall have been so built notice thereof may be given to the Secretary of the Treasury, who shall, upon the production of the builders' sworn and satisfactory certificate, certify that the said vessel has been built in compliance with the conditions of the said bond; but the new vessel or vessels so built shall be subject to the same provisions and restrictions as the foreign-built vessel in respect of the coasting and other trade as in this Act provided. If the conditions of the bond in this section mentioned shall fail to be wholly performed as herein provided, the registry of any such foreign-built vessel or vessels, in relation to which said bond