

**YEARBOOK OF GERMAN-AMERICAN STUDIES**

Supplemental Issue

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# YEARBOOK OF GERMAN-AMERICAN STUDIES

Supplemental Issues

William D. Keel, Editor

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**Fleeing Europe, Finding Philadelphia:  
Integration, Crisis, and the Migration of  
1816–17**

James D. Boyd, Editor

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The *Yearbook* is published annually. The editor welcomes contributions in English, preferably, or German on all aspects of German-Americana from members of the Society. The manuscript should be prepared following the University of Chicago Press *Manual of Style* and be submitted electronically, without the author's name in the document so that it can be reviewed anonymously by members of the Editorial Board. All correspondence regarding the *Yearbook* should be addressed to William D. Keel ([wkeel@ku.edu](mailto:wkeel@ku.edu)). Inquiries regarding book reviews for the *Yearbook* should be addressed to Marc Pierce ([mpierce@austin.utexas.edu](mailto:mpierce@austin.utexas.edu)). The *Newsletter* appears three times a year. Items for the *Newsletter* should be submitted to the editor Joshua Brown ([brownjo@uwec.edu](mailto:brownjo@uwec.edu)). Inquiries regarding the SGAS website should be addressed to Michael Rice ([michael.rice@mtsu.edu](mailto:michael.rice@mtsu.edu)).

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**An Act,  
REGULATING PASSENGER SHIPS AND VESSELS.**

*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, owned 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 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 on 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 the 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, nevertheless,* 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.

*SECT. 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."

*SECT. 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 of 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 passenger for their use, or that of the crew of such ship or vessel; and in like proportion for a shorter or longer 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 have been on such short allowance, to be recovered in the same manner as seamen's wages are or may be recovered.

*SECT. 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, and, if there be no cargo, then at the time of making report or entry of the ship or vessel, pursuant to the existing laws of the United States, shall also deliver and report to the collector of the district in which such ship or vessel shall arrive, a list or manifest of all the passengers taken on board of the said ship or vessel at any foreign port or place; in which list or manifest it shall be the duty of the said master to designate, particularly, the age, sex, and occupation of the said passengers, respectively; the country to which they severally belong, and that of which it is their intention to become inhabitants; and shall further set forth whether any, and what number, have died on the voyage; which report and manifest shall be sworn to by the said master, in the same manner as is directed by the existing laws of the United States in relation to the manifest of the cargo; and that the refusal or neglect of the master aforesaid to comply with the provisions of this section, shall incur the same penalties, disabilities, and forfeitures, as are at present provided for a refusal or neglect to report and deliver a manifest of the cargo aforesaid.

*SECT. 5. And be it further enacted,* That each and every collector of the customs, to whom such manifest or list of passengers as aforesaid shall be delivered, shall, quarter yearly, return copies thereof to the Secretary of State of the United States, by whom statements of the same shall be laid before Congress at each and every session.

H. CLAY,  
*Speaker of the House of Representatives.*  
JAMES BARBOUR,  
*President of the Senate pro tempore.*

March 2, 1819. APPROVED.

JAMES MONROE.

The U.S. Passenger Act of 1819, stipulating tonnage and provisions per passenger, and fines for violation to ship's captains, passed in reaction to the destitute condition of many arriving passengers in 1817, and part of a critical series of legislation, on both sides of the Atlantic, that would transform the passage of German migrants. This copy Staatsarchiv Bremen, 2-P8.B.8.a/Bd.1 Teil 2.