

to land such passenger, except in such cases as the quarantine officer deems it safe to give the permit before seeing the bill of health.

SEC. 3020. The following fees may be collected by the quarantine officer: For giving a permit to land freight or passengers, or both, from any sailing vessel of less than five hundred tons burden from any port out of this State, two dollars and fifty cents; over five hundred and under one thousand tons burden, five dollars; each additional one thousand tons burden, or fraction thereof, an additional two dollars and fifty cents. For steam vessels, propelled in whole or in part by steam, of one thousand tons burden or less, five dollars, and two dollars and fifty cents for each additional one thousand tons burden, or fraction thereof; but vessels not propelled in whole or in part by steam, sailing to and from any port or ports of the Pacific States of the United States, or Territories, and whaling vessels entering the harbor of San Francisco, are excepted from the provisions of this section.

SEC. 3021. The board of health may enforce compulsory vaccination on passengers in infected ships, or coming from infected ports.

RESOLUTION OF BOARD OF HEALTH.

Resolved, That all vessels arriving from China be required to come to anchor in the bay, and that all passengers be mustered on deck in the presence of the quarantine officer, and be subjected to a personal examination by him before being permitted to land. (Passed May 26, 1873.)

THE DUTY OF THE PORT-WARDENS OF SAN FRANCISCO AND OTHER PORTS OF CALIFORNIA.

POLITICAL CODE OF CALIFORNIA.

ARTICLE VIII. SECTION 2501. There are four port-wardens for the port and harbor of San Francisco, and one for each and every other port of entry within this State.

SEC. 2503. The port wardens, when required by any person interested in either vessel or cargo, must survey any vessel arriving in distress, or which has sustained damage or injury at sea, and survey in whole or in part the cargo thereof, and must survey the hatches, storage, and cargo of all vessels laden with general or assorted merchandise belonging or consigned to various parties.

The damage sustained at sea appertains to sails, rigging, spars, hull, and cargo, whether caused by stress of weather, stranding, collision, or by other accident.

SECTION 2511 prescribes a penalty of not less than five hundred dollars nor more than one thousand upon any other person who performs any of the duties of port-warden. In marine surveys the port-wardens are, however, authorized to recognize and co-operate with such parties as may be designated by the representatives of foreign governments, underwriters, and owners or consignees of vessels.

UNITED STATES SHIPPING COMMISSIONER AT SAN FRANCISCO.

The general business of the shipping commissioner is to afford facilities for engaging seamen, by keeping a register of their names and characters; to superintend their engagement and discharge; to provide means for securing their presence on board, and to facilitate the making of apprentices to the sea service. He shall hear and decide any question between a master, owner, or consignee, and any of the crew, and any award so made by him shall be binding on both parties.

SYNOPSIS OF THE SHIPPING ACT, KNOWN AS "THE DINGLEY ACT," APPLYING TO VESSELS OF THE UNITED STATES. Approved June 26, 1884. Amendments to June 21, 1886.

SECTION 1. Relieves vessels, under certain conditions, from the penal tonnage tax heretofore levied for the employment of alien officers under the grade of master.

SEC. 2. Upon application, a consular officer can discharge a seaman who has completed his shipping agreement, but no extra wages are to be paid, except as provided in this act.

SEC. 3. Upon application of a seaman for discharge at a foreign port, on the ground that the voyage had been unnecessarily prolonged, or that he has received any injury in the service of the vessel, he shall receive one month's extra wages if so discharged.

SEC. 4. A seaman can procure his discharge in a foreign port and one month's extra wages, if the inspectors report that the vessel was sent to sea unsuitably provided, through neglect or design.