

out of any money in the Treasury not otherwise appropriated, to defray any expenses which have been, or may be incurred, in preventing or suppressing the hostilities of any Indians; to be expended under the direction of the Secretary of War, conformably to the acts of Congress of the 19th of March, and the second of July last, and of the acts therein referred to.

How to be expended.

APPROVED, March 2, 1837.

CHAP. XXI.—*An Act to provide for the enlistment of boys for the naval service, and to extend the term of the enlistment of seamen.*

STATUTE II.  
March 2, 1837.

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled, That it shall be lawful to enlist boys for the navy, with the consent of their parents or guardians, not being under thirteen, nor over eighteen years of age, to serve until they shall arrive at the age of twenty-one years; and it shall be lawful to enlist other persons for the navy, to serve for a period not exceeding five years, unless sooner discharged by direction of the President of the United States; and so much of an act entitled "An act to amend the act entitled 'An act to amend the act authorizing the employment of an additional naval force,'" approved fifteenth May, one thousand eight hundred and twenty, as is inconsistent with the provisions of this act, shall be, and is hereby, repealed.

1845, ch. 17.  
Boys may be enlisted.

Other persons may be enlisted for five years.

So much of act 15th May, 1820, ch. 132, as is inconsistent with this act, repealed.

SEC. 2. *And be it further enacted,* That when the time of service of any person enlisted for the navy, shall expire, while he is on board any of the public vessels of the United States, employed on foreign service, it shall be the duty of the commanding officer of the fleet, squadron, or vessel, in which such person may be, to send him to the United States in some public or other vessel, unless his detention shall be essential to the public interests, in which case the said officer may detain him until the vessel in which he shall be serving shall return to the United States; and it shall be the duty of said officer, immediately to make report to the Navy Department, of such detention and the causes thereof.

Any person whose time expires while on foreign service, to be sent to U. States, &c. 1845, ch. 77, § 9.

SEC. 3. *And be it further enacted,* That such persons as may be detained after the expiration of their enlistment, under the next preceding section of this act, shall be subject, in all respects, to the laws and regulations for the government of the navy, until their return to the United States, and all such persons as shall be so detained, and all such as shall voluntarily re-enlist to serve until the return of the vessel in which they shall be serving, and their regular discharge therefrom in the United States, shall, while so detained and while so serving under their re-enlistment, receive an addition of one-fourth to their former pay.

Persons detained to be subject to laws, &c., of navy.

Those who re-enlist to receive additional pay.

APPROVED, March 2, 1837.

CHAP. XXII.—*An Act concerning Pilots. (a)*

STATUTE II.  
March 2, 1837.

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled, That it shall and may

Upon waters which are the

(a) Cases decided in the courts of the United States, as to Pilots and Pilotage.

What a pilot does beyond the limits of his duty, as such, may be the foundation of a claim for salvage; but not such acts as were within his duties. *Hand v. The Elvira*, Gilpin's D. C. R. 65.

Where a steamboat was hired for the purpose of towing a vessel, to which she was fastened, and both were under the direction of a licensed pilot, the owner of the steamboat is not entitled to damages on account of injury sustained in the course of navigation, and not caused by negligence of the pilot. *Reeves et al. v. The Ship Constitution*, Gilpin's D. C. R. 579.

Assisting vessels in distress, beyond what the mere duty of pilot requires, entitles pilots to compensation. *Delany, a Pilot v. The Sloop Peragio*, Bee's Adm. Rep. 212.

The brig *Hope*, with a valuable cargo, had been conducted, in the evening, by a pilot inside of Mobile point, where pilots of the outer harbor usually leave vessels which they pilot inside of that bar. The pilot was discharged, and the *Hope* proceeded up the bay of Mobile. The wind soon after changed, blew a violent gale from the northwest, both anchors parted, and the *Hope* was driven on a