

ISLAND OF CUBA.—(Continued.)

TONNAGE AND HARBOUR DUTIES.

<p><i>First</i>.—A foreign vessel entering with cargo and leaving with cargo shall pay for each ton according to measurement..... \$ 35</p> <p><i>Second</i>.—A foreign vessel entering with cargo and leaving in ballast shall pay for each ton according to measurement..... 2 30</p> <p><i>Third</i>.—A foreign vessel entering in ballast and leaving with a cargo shall pay for each ton according to measurement..... 2 00</p> <p><i>Fourth</i>.—A foreign vessel entering with a cargo of coal equal to or exceeding its register of tonnage, although it may have other cargo, shall pay for each ton..... 0 50</p> <p>A foreign vessel which only contains coal, but in a lesser proportion than its tonnage register, shall pay for each ton taken up by the coarser..... 0 50</p> <p>For each ton not occupied..... 1 50</p> <p>Foreign vessels importing coal in a proportion less than their tonnage register, and besides carrying other merchandise in any amount, shall pay for each ton occupied by coal..... 1 35</p> <p>For every other ton..... 2 35</p> <p><i>Fifth</i>.—A foreign vessel entering in ballast and clearing with a full cargo of molasses, shall pay for each ton according to measurement..... 0 50</p>	<p><i>Sixth</i>.—A foreign vessel entering in ballast and leaving with a cargo of the products of the island, shall pay for each ton of cargo..... 2 00</p> <p>For each ton not occupied..... 0 05</p> <p><i>Seventh</i>.—A foreign vessel entering and clearing in ballast shall pay for each ton according to measurement..... 0 05</p> <p><i>Eighth</i>.—A foreign vessel entering in transit or in distress shall pay for each ton according to measurement..... 0 05</p> <p><i>Ninth</i>.—A steamer making regular trips to the ports of the island, of whatever flag or port, shall be exempted from paying any duty, under the condition that they shall not import or export more than six tons of cargo, having the preference in clearing when carrying mails.</p> <p><i>Tenth</i>.—A foreign steamer in the same case as the foregoing, importing or exporting more than six tons of cargo, shall pay for each one..... 1 60</p> <p><i>Twelfth</i>.—When any steamer enters and does not come under any of the conditions prescribed in articles ninth and tenth, it shall pay according to its nationality, deducting from the total number of tons those taken up by the machinery and coal bunkers.</p>
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Madrid, 12th of March, 1867.—Approved by H. M.—Castro.

**BUREAU OF WAR AND COLONIES.**—The Captains and supercargoes of sailing and steam vessels under the Spanish or other flags, employed in the importation trade between foreign ports and those of the Islands of Cuba and Porto Rico, will observe for their government the following regulations, from their clearance up to their arrival at the port to which they are bound :

*Firstly*.—Captains of vessels bound from foreign ports to those of the Islands of Cuba and Porto Rico shall present to the Spanish Consul or Vice-Consul a clean duplicate of their manifest, which shall specify : 1st. The class, nationality, name of the vessel and the exact measurement of tonnage according to Spanish measure. 2nd. The name of the captain. 3rd. The port from whence bound. 4th. The names of shippers, and those of the owners or consignees to whom the cargo is consigned. 5th. The bales, hogsheds, barrels, cases and other packages with their respective numbers and marks, specifying in ciphers and writing the quantity of each class. 6th. The generic class of the merchandise or the contents of the packages according to the Bills of Lading. 7th. Those destined to bond or in transit. 8th. And it shall conclude testifying that the vessel carries no other merchandise, and that none of those specified are prohibited for fear of disease or any other cause.

*Secondly*.—Articles which on account of their size and weight cannot be contained in cases or packages, as iron in bars, &c., metals, planks, staves and other lumber, and others similar, shall be declared according to their Spanish weight, measure and quantity as specified in the duplicate of the manifest.

*Thirdly*.—These two documents shall be certified by the Spanish Consul or Vice-Consul, who will deliver one of the copies to the captain of the vessel, retaining the other, which he shall immediately remit to the Collector of Customs of the island to which the vessel is bound, so that it may serve as a voucher on the inspection of the cargo by the respective Customhouse.

*Fourthly*.—The Captain shall note on completing his voyage, in the copy of the manifest which he should retain in his possession, specifying : 1st. Goods belonging to the crew not included in the manifest, up to the value of \$100 for each person. 2nd. The surplus of provisions remaining on board. 3rd. Munitions of war and extra supplies.

*Fifthly*.—On his arrival at the port bound for, he shall in person deliver the manifest to the visiting officer on the spot.

*Sixthly*.—Should a vessel sail in ballast, the Captain shall present to the Consul or Vice-Consul a duplicate note specifying the same, and the same forms shall be gone through as with a manifest ; that is to say, that the Consul shall certify both documents, delivering a copy to the Captain, and retaining the other for its remission to the Collector of Customs of the island to which he is bound.

*Seventhly*.—If the Captain or Supercargo should not present a manifest or note of the vessel being in ballast at the moment of the visit, which shall take place on casting anchor in the port bound for, they are liable to a fine of two hundred dollars, for the want of that document ; and should it not contain the certification of the Consul, they shall pay a fine of one hundred dollars for not fulfilling this requisite, and should it not contain the details mentioned in rule 1st they shall incur a penalty of twenty-five dollars.

*Eighthly*.—In case that any correction or alteration be discovered in the said documents, the Captains or masters are laid under the obligation to answer before the competent court for the crime of forgery ; in the understanding that the same responsibility weighs on those who arrive in ballast as on those with cargo.

*Ninthly*.—The presentation of the manifest will be obligatory, and shall take place in all the ports, bays and harbours of the island, to which the vessels may arrive, although it may be in case of necessity ; the Collectors retaining a copy and returning the original to the Captain, so that he may deliver it at the port originally bound for.

*Tenthly*.—The revenue-vessels can demand the manifest from the Captain or master within the boundary of four leagues from the port bound for.

*Eleventhly*.—The same Captains are obliged to deliver to the Spanish Consul or Vice-Consul of the port from which they sail, a note of the approximate value of their cargo ; with the end in view of serving for the formation of the commercial statistics, which is to be compiled by said functionaries.

*Twelfthly*.—The Captain or master who should not declare the exact measure of his vessel in Spanish tons shall defray the expenses arising from the measurement, in case that the excess should be more than 10 per cent.

*Thirteenthly*.—The Captain who by cause of an accidental event should be forced to cast overboard part of his cargo, shall also note it in the manifest, specifying, although it be by calculation, the amount, packages, and their classification ; remaining under the obligation to extend a protest in accordance in the custom house, and to exhibit his log-book, as vouchers of his assertions.

*Fourteenthly*.—The baggage of passengers shall be delivered to the Custom-house, for its inspection, and should there be discovered in them merchandise worth up to one hundred dollars, they shall pay duties according to the Tariff, with the detailed note that the interested parties shall present to the Collector of Customs. Should the value of these goods exceed one hundred dollars and not be more than two hundred dollars, they shall pay double duty ; but should their value be more than above specified, they shall incur the penalty of confiscation, unless in either case they should have in anticipation made an entry of said goods, as in that case they remain liable only to the payment of the duty corresponding to them in the Tariff.

Madrid, 1st of July, 1869.—Approved by H. M.—O'Donnell.—The Director General, Ulloa.

CENTRAL SECTION OF CUSTOMS.—ADMINISTRATION.

In accordance with the provisions contained in section 3rd of the Royal Decree, dated March 18th ultimo, the committee who was appointed as provided in section 2nd of said decree, have formed the following list of *ad valorem* duties to be imposed on all articles which are not specified in the Tariff, or that, owing to their analogy, none of their parts can be appraised.—Said list, having been approved by H. E. the Captain General, in conformity with H. E. the Intendant of Customs, the same is caused by the latter authority to be published in the official gazette for general information, in the understanding that the rates therein specified shall be levied during six months from the 1st of July next, as provided for in section 3rd of the Royal Decree.

Havana, May 31st, 1867.—P. S., Mariano Casencia y Castellanos.