

FOREIGN OFFICE, August 5, 1868.

(General.)

The Secretary of State for Foreign Affairs has received from the Acting British Consul-General at Havana the following translation of the new Regulations to be observed by masters of vessels trading with the Island of Cuba :—

RULES to be observed by the Masters or Supercargoes of Spanish and all other Vessels trading with the Island of Cuba.

1. All masters or supercargoes of vessels from foreign ports, engaged in the import trade of Cuba, are required, on being visited by the Health boat on their arrival, to deliver up a statement of the cargo, certified by the Spanish Consul, and also a general manifest of said cargo, without any alteration.

These documents must express the name of the master and that of the vessel, her nationality, her Spanish tonnage, the port she comes from, the number of bales, packages, and every other article composing the cargo, with their respective marks, numbers, and description, according to bill of lading,—their weight in kilograms, even though they are intended to be bonded or are in transit; bearing in mind that any addition or alteration in the manifest or statement of the cargo, or any entry to order, is absolutely prohibited; and that, should there be any difference between the statement of the cargo and the manifest, such difference will be visited by fine, according to the Regulations. If the whole or part of the cargo is composed of rod or sheet iron, metal plates, timber, jerked beef, salt, cocoa, or any article shipped in bulk, they must be manifested by decimal weight or measurement; adding, at the end of said manifest, a list of the ship's stores, ammunition, and armament, the coals, if the vessel be a steamer, and the unmanifested merchandize which the crew may carry, to the value of one hundred dollars each. When the cargo comes from a port where there is no Consul or Vice-Consul, and if the residence of those agents is more than thirty kilos from the place of sailing, the master or supercargo will be exempted from presenting said Consular manifest; but to enjoy this exemption all the cargo must be of one kind, and must be composed of either of the following articles; viz., raw hides, timber, shooks, dye woods, coal, or horns; and provided that these articles are the production of the country from whence the vessel sailed, that the voyage has been direct, and that the duties will be paid in bulk.

2. The masters or supercargoes of vessels arriving in distress must also deliver a manifest of their cargo, in the same manner as those engaged in the import trade.

3. Masters or supercargoes of vessels arriving in ballast are subject to the same rules and obligation of delivering a Spanish Consular manifest and an uncertified one.

4. When the master of a vessel has been obliged by stress of weather, or any unforeseen cause, to throw any portion of the cargo overboard, he must state on his manifest the quantity of the cargo lost, specifying the number of packages, the class and kinds of goods; being also obliged to produce his log-book at the Custom-house, to prove the truth of his declaration.

5. All masters of vessels coming from Spanish ports with the clearance of the respective Custom-house, are only obliged to deliver an additional manifest of such goods as they may have taken on board after receiving said clearance, not included

in the same, and also of all the ship's stores and armament.

6. Should the master or the supercargo not present the statement certified by the Spanish Consul, or the manifest of being in ballast, within the fixed time, they will incur a fine of 200 dollars; if said manifest is not in accordance with Rule No. 1 they will incur a fine of 25 dollars, and one of a hundred dollars of not certified by the Spanish Consul.

7. If the master, when requested by the head Custom-house official, does not immediately present the statement of the cargo or the manifest, or should those documents not be properly made out, he shall be subject to a fine of 500 dollars, unless the vessel has put in in distress.

8. In the event of there being any erasures or alterations in the said documents, the masters or supercargoes will be liable for the charge of forgery, whether the vessel is in ballast or whether she has cargo on board.

9. The exhibition of the statement of the cargo and of the manifest is obligatory in all the ports, creeks, or anchorages of the island the vessel may enter, even should she be in distress, in which case the Custom-house officials will take a copy and return the original to the master, that he may present it at the port where his voyage ends.

10. All packages omitted in the statement of the cargo or in the manifest will be confiscated, and the master will be fined double their value, should the amount of duties to be paid on the contents not exceed 400 dollars, but should the duties exceed this sum, and the goods be the property of the owner, consignee, master, or supercargo of the vessel, then, instead of the fine, the vessel, together with her freight and appurtenances, will be confiscated.

11. If, after the vessel's final discharge, one or more of the manifested packages should be found wanting, no invoice of the contents having been previously presented, it will be inferred that the master or the supercargo has defrauded the Revenue, and they will be fined 200 dollars for each missing package.

12. When the owner or consignee of goods not manifested by the master produces, within forty-eight hours, the note or invoice of the said goods, he will not incur any penalty, and the goods will be delivered to him; but the master or the supercargo will pay a fine equal to the value of the goods so omitted in the manifest.

13. Nothing whatever can be discharged without the permission of the collector and the inspection of the Chief of the Coast Guard. For the mere landing of any articles, no matter its value, or whether it is free of duty, the master or the supercargo will be fined 1,000 dollars, and the goods will be confiscated, together with the boat or lighter which conveys them, should the amount of the duties to be assessed not exceed the sum of 200 dollars, but if they should exceed this sum, the vessel will be seized in lieu of the fine.

14. No goods whatever, be the quantity large or small, can be transferred from one vessel to the other in the harbour, without the necessary requisites of the Custom-house having been complied with; a violation of this rule subjects the masters or the supercargoes to the legal penalty (1,000 dollars).

15. Should a vessel discharge merchandize, be the quantity large or small, in a port not open to general commerce, said merchandize, as well as the vessel and all her appurtenances, will be confiscated.

16. If, in the Custom-house visit, previous to clearance, an excess of cargo should be detected,