

*Admiralty-Office, November 17, 1823.*

**N**OTICE is hereby given, that a Session of Oyer and Terminer and Gaol Delivery, for the trial of offences committed on the High Seas within the jurisdiction of the Admiralty of England, will be held at Justice-Hall, in the Old Bailey, London, on Friday the 19th day of December next, at eight o'clock in the morning.

And all Sheriffs, Gaolers, and Keepers of Prisons, in whose custody any prisoners, charged with offences committed on the High Seas, or within the said jurisdiction, may be, are hereby required to transmit a copy of the commitment of every such prisoner to Mr. Bicknell, the Solicitor of the Admiralty, on Spring-Garden-Terrace, London, in order that the necessary measures may be taken, for removing all such prisoners to His Majesty's Gaol of Newgate, for trial at the said intended session.

*J. W. Croker.*

#### RULES AND ORDERS FOR REGULATING THE TRADE BETWEEN GREAT BRITAIN AND IRELAND.

**A**FTER our hearty commendations—whereas by an Act of Parliament, passed in the fourth year of the reign of His present Majesty, intituled “An Act to repeal the several duties and drawbacks of Customs chargeable and allowable in Ireland, on the importation and exportation of certain foreign and colonial goods, wares, and merchandises, and to grant other duties and drawbacks in lieu thereof, equal to the duties and drawbacks chargeable and allowable thereon in Great Britain;” it is, amongst other things, enacted, that at any time after the passing of this Act, it shall and may be lawful for the Lord High Treasurer, or for the Commissioners of His Majesty's Treasury of the United Kingdom of Great Britain and Ireland, or any three of them, by any warrant or order, in writing, signed by him or them, and published in the London and Dublin Gazettes, to direct and declare that from a day, to be named in such warrant or order, the trade between Great Britain and Ireland shall be taken and deemed to be a coasting trade, and from and after the day mentioned in such warrant or order, such trade shall be and become a coasting trade accordingly, and all ships and vessels in which goods, wares, or merchandise shall be transported, carried, and conveyed from any port in Great Britain, to any port in Ireland, or from any port in Ireland, to any port in Great Britain, respectively, shall be deemed and taken and held to be coasting ships and vessels to all intents and purposes whatsoever, subject nevertheless to such rules, regulations, restrictions, and conditions, and to such penalties and forfeitures as are hereinafter provided and contained;

We, the undersigned, Lords Commissioners of His Majesty's Treasury, pursuant to and in execution of the powers vested in us, in and by the said Act, do hereby direct and declare, that the trade between Great Britain and Ireland shall, from and after the 10th day of October 1823, be taken and deemed to be a coasting trade; and we hereby approve of the following rules and orders for the

mode of entry of all ships and vessels, and of all goods, wares, and merchandises, inwards and outwards, in Great Britain and Ireland respectively:

#### RULES AND ORDERS OUTWARDS.

That the entry of every ship or vessel, required by the said Act to be made, before any goods are laden on board the same, to be carried from one country to the other, shall be in form and manner following, that is to say;

The master of such ship or vessel, or his agent, shall sign a bill of entry of the same, setting forth the name of the vessel, and of the port to which she belongs, and the tonnage according to the register of such vessel, and the name of the master, and of the port for which she is bound, and the place where she takes in her lading, and shall deliver such bill to the Collector of the Customs at the port at which it is intended that such vessel shall be laden, who shall register the same in a book to be kept by him for that purpose.

And the entry of all such goods, wares, and merchandise, as are subject to duty of Customs or Excise in either country, or are prohibited to be exported from either country to foreign parts, required by the said Act to be made, before the same be laden on board any ship or vessel to be exported from one country to the other, shall be in form and manner following, that is to say:

The exporter of such goods, or his agent, shall sign a bill of entry of such goods, expressed in words at length, setting forth the quantity and description of such goods, and the name of the exporter, and the name of the vessel in which the same are to be exported, and of the master of such vessel, and of the port to which the goods are to be conveyed, and shall deliver such bill of entry, together with two copies of the same, expressed in figures, to the Collector and Comptroller of the port at which such goods are to be laden, who shall each retain one such copy, and shall sign such bill of entry, and return the same to the exporter, or his agent, as a sufferance for the shipment of the goods intended and authorised to be shipped by virtue of the same, and such exporter, or his agent, shall endorse upon such sufferance the particulars of the goods intended to be so shipped, setting forth the marks and numbers and descriptions of all the packages, and the quantities and descriptions of the goods contained therein, and shall sign such indorsement, and deliver the same, together with a copy thereof, also signed by him, to the Coastwaiter or other proper Officer, in whose presence, or by whose authority, the goods are to be shipped, who is to retain such copy, and to certify, on the back of the sufferance, the due shipment of the goods, returning the same to the Collector and Comptroller, in order that they may prepare a full and particular transire for the exportation of the goods, to accompany the same to the port of destination.

And if such goods be prohibited to be exported to foreign parts, or liable to duty on such exportation (except the duty of ten shillings per cent. on the value of the goods exported), the Collector or Comptroller shall require the exporter to give the usual coast bond for the removal of such goods,