

the year ending on the thirty-first day of March, one thousand eight hundred and sixty-nine.

An Act for punishing mutiny and desertion, and for the better payment of the Army and their quarters.

An Act for the regulation of Her Majesty's Royal Marine Forces while on shore.

(C. 453.)

*Board of Trade, Whitehall,
April 6, 1868.*

THE Right Honourable the Lords of the Committee of Privy Council for Trade have received, from the Secretary of State for Foreign Affairs, a copy of a Despatch from Her Majesty's Chargé d'Affaires at Lima, inclosing the following Decree issued by General Canseco whilst at Arequipa:—

In conformity with the 8th Article of the Constitution of 1860, and the Decree of the 14th October, that declares void the rules, degrees, resolutions, and other Acts practised by Don Mariano Ignacio Prado with the character of Supreme Authority; the collection of duties fixed by the dictatorship on the exportation of natural productions ought to cease in the Custom-houses; but as the Government is aware that some Custom-houses continue collecting those duties, I address myself to you in order that you should advise the heads of these offices, that they cease from making this improper collection, and that they return to the parties interested what they have exacted from them on account of this tax since the 7th January last, on which day the Constitutional Government was restored in the capital.

(C 456.)

*Board of Trade, Whitehall,
April 6, 1868.*

THE Right Honourable the Lords of the Committee of Privy Council for Trade have received, from the Secretary of State for Foreign Affairs, a copy of a Despatch from Lieutenant-Colonel Stokes, the British Commissioner of the European Commission of the Danube, enclosing the following regulations relative to towage in the port and at the mouth of the Sulina:—

THE EUROPEAN COMMISSION.

Considering Article 112 of the Regulation of Navigation and Police, applicable to the Lower Danube, of the 2nd November, 1865.

WHEREAS Part I of the said Regulation relating to the police of the port and roadstead of Sulina contains no provision for determining the rules to which tug-steamers, employed in the local service of the Sulina mouth, are to give obedience:

Whereas this service becomes more and more active in consequence of the development of the commercial operations which are carried on at Sulina:

Whereas damage is frequently done, and the police regulations infringed, the blame of which is chargeable on the captains of tug-steamers, without its being possible to exercise against them any check for want of penal rules applicable to them:

Enacts the following regulation:—

ART. 1. No one can undertake habitual towage business at the Sulina mouth before registering,

at the office of the Captain of the Port, the vessels intended to act as tugs, and being furnished with a licence from the Captain of the Port. This licence must be kept always on board. It indicates the tonnage of the tug as well as the quality and power of her engines.

ART. 2. Before delivering the licence, the captain causes the tug for which it is demanded to be visited by surveyors, who judge if the vessel, and especially her engines, are in good order.

This visit is renewed in the spring of each year; and the report of the surveyors must state for how many months the engines are sound.

ART. 3. When the state of the sea does not allow of the pilots of the mouth going on to the roadstead to pilot vessels entering, every tug-steamer, leaving the port to go and take a vessel in tow, is bound, before going out, to receive on board the pilot told off for this purpose by the chief pilot.

ART. 4. Tug-steamers are bound to obey strictly the directions which are given to them by the Captain of the Port, or by his agents, concerning the berths for anchorage or mooring of the vessels which they tow into port.

ART. 5. They themselves occupy berths in the section of the port which is specially assigned to them by the Captain of the Port.

ART. 6. It is forbidden to all tug-steamers to navigate in the port with more than two vessels abreast.

ART. 7. When the captain of a tug-steamer undertakes, in the port or on the roadstead of Sulina, an operation for which the power of his vessel is insufficient, he is civilly responsible for all the damage which may result from it.

ART. 8. The provisions of Articles 3, 4, 5, 6, and 7 of the present regulation are equally applicable, as well as the penalties attached to their infraction, to the tug-steamers which are occasionally in the Port of Sulina.

ART. 9. Offences committed in the port or on the roadstead of Sulina by the captains of tug-steamers are punished;

Those committed against the provisions of Article 1 above, by a fine of one hundred and twenty francs;

Those committed against the provisions of Article 3, by a fine of sixty francs;

Those committed against the provisions of Article 4 or 5, by a fine of twelve francs at least, and of sixty francs at most;

And those committed against the provisions of Article 6, by a fine of thirty-six francs at least, and one hundred and twenty francs at most.

The application of the fines is pronounced by the Captain of the Port of Sulina. It is regulated in general, and particularly in what concerns appeal, by the provisions of chapter 2 of Part 6 of the Regulation of Navigation and Police of the 2nd November, 1865.

ART. 10. The present regulation shall enter in force immediately after publication of it in the Port of Sulina.

Done at Galatz, the 2nd day of November, 1867.

(Signed) A. DE KREMER.
J. STOKES.
SUSINNO.
OFFENBERG.
SULEYMAN.

This regulation came into force on the 1st April, 1868.