

been made. This measure is inevitable, in consequence of the excessive work imposed on the employés and the receipt clerks, for the regulation of accounts.

Dated 17th August, 1870.

(C. 1048.)

*Board of Trade, Whitehall,  
August 24, 1870.*

THE Right Honourable the Lords of the Committee of Privy Council for Trade have received, through the Secretary of State for Foreign Affairs, the following translation of an Edict of the Spanish Government, admitting, free of duty, into the Island of Puerto Rico, agricultural machinery and implements and all mechanical applications tending to economise human labour:—

“Without prejudice to that which was laid down in Article 7 of the Decree of the 24th of June last, which establishes the bases for the reform of the Customs Dues in that island (Puerto Rico), H.H. the Regent of the Kingdom has been pleased to order that machinery and every sort of mechanical apparatus, as well as instruments for agricultural purposes, for carrying crops on properties, and every kind of application, the object of which is to economise manual labour, or to make the “exploitation” of landed property less expensive, whether that property is actually in cultivation, or is intended to be so in the future, may at once be imported through the Custom Houses free from all import duty, wherever may be the place from whence they came, or under whatever flag they may have been shipped.”

(C. 1052.)

*Board of Trade, Whitehall,  
August 25, 1870.*

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 Consul-General in Siam, reporting a reduction in the export duties on sugar in that country. These duties, formerly two salungs per picul for white, and one salung for red sugar, or, in other words one shilling and three pence for 133 pounds of the former, and half that amount for the same quantity of the latter, are now reduced by one-half. The Siamese Government, however, reserve to themselves the right of reverting to the late rates at the expiration of five years, if they think it desirable to do so.

*Board of Trade, Whitehall,  
August, 1870.*

THE Board of Trade have received from the Secretary of State for Foreign Affairs, a copy of an Amended Article of the Ottoman Marine Code respecting the ownership of vessels under Turkish colours, of which the following is a translation:—

“No other than Ottoman subjects can own, wholly or in part, any vessel carrying the Ottoman flag. Nevertheless any vessel belonging to an Ottoman subject may be sold in its entirety to a foreigner, upon condition that the ‘Berat’ and other papers proving that the vessel is Ottoman be duly withdrawn.”

*Board of Trade, Whitehall,  
August 25, 1870.*

THE following Notice has been received by the Board of Trade from Her Majesty's Consul-General in Egypt, through the Foreign Office:—

#### NOTICE TO THE MARITIME TRADE.

THE Egyptian Government having lately established at Rosette, Brulos, Damiette, and Port-Said, lighthouses intended, in conjunction with the one which has for many years existed at Alexandria, to light up the Mediterranean shore, and being about also to erect lighthouses at Souakim and Ras-Garib, on the coast of the Red Sea, where are already established the lighthouses at Zapharan, Aboukizân, and Achrafi, Egyptian and foreign commerce is hereby informed that the light dues to be paid in the ports of Egypt are fixed as follows:—

##### ARTICLE 1.

Every merchant vessel, sailing or steam, entering into one or more Egyptian ports of the Mediterranean Sea, shall pay, on entering each of the first two ports only, thirty paras, Egyptian Tariff, per Turkish ton, and fifteen paras for every ton exceeding 800 Turkish tons.

##### ARTICLE 2.

Every merchant vessel, sailing or steam, entering into one or more Egyptian ports of the Red Sea, shall pay, at the entrance into each port, a duty of two Egyptian piastres per Turkish ton, and of one Egyptian piastre for every ton exceeding 800 Turkish tons.

##### ARTICLE 3.

Every merchant vessel, sailing or steam, going from the Mediterranean Sea into the Red Sea, or from the Red Sea into the Mediterranean Sea, is bound to discharge, in the former case, on entering into Port-Said, and in the latter case, on entering into the Port of Suez, the light dues fixed in Article 2 concerning the Red Sea.

However, every merchant vessel, sailing or steam, which arriving by the Maritime Canal, stops at Suez and without going beyond, returns into the Mediterranean Sea shall only pay the dues fixed in Article 1 concerning that sea.

##### ARTICLE 4.

Every merchant vessel, sailing or steam, entering into an Egyptian port is bound after having obtained a clean bill of health to discharge the light dues at the office of the Capitainerie at the port at the same time when she reports her arrival, and a receipt thereof shall be delivered.

##### ARTICLE 5.

Every new entry into the same port of a merchant vessel involves the payment of the same dues.

##### ARTICLE 6.

Any merchant vessel which having sailed from a port and without having touched any other port or transacted commercial operations should be obliged to return to anchor either by stress of weather, or by reason of damage sustained, which must be stated in a written deposition signed by the principal officers on board, shall be exempt from a new payment of the light dues.

##### ARTICLE 7.

The signatures of the deposition must be legalized at the Consulate of the nation of the vessel thus returned. The document must then be submitted to the Captain of the port.