

*Education Department, Whitehall,  
February 18, 1873.*

THE Lords of the Committee of the Privy Council on Education have issued orders this day for the formation of School Boards in the under-mentioned Parishes:—

Dunton-Bassett ...	... Leicester
White Roothing ...	... Essex
Swilland ...	... Suffolk

And in the undermentioned United School Districts—

Chevington (comprising the parishes of East Chevington, West Chevington, Bullocks Hall, Hadstone)	Northumberland
Cliddesden (comprising the parishes of Cliddesden, Farleigh Wallop, Ellisfield)	Hants
Haddenham (comprising the parishes of Haddenham, Aston Sandford) ...	... Bucks

*Education Department, Whitehall,  
February 18, 1873.*

THE Lords of the Committee of the Privy Council on Education have issued orders this day for filling up a casual vacancy in the School Board of—

Llanrug ...	... Carnarvon
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(M. 1492.)

*Marine Department, Board of Trade,  
Whitehall Gardens, February 15, 1873.*

THE Board of Trade have received, through the Secretary of State for Foreign Affairs, a Despatch from Her Majesty's Minister at Madrid, inclosing the following translation of Regulations which have been drawn up by the Spanish Government for the guidance of captains of vessels proceeding to Cuba and Puerto Rico.

(Translation.)

**RULES** for the guidance of Captains and Super-cargoes of Vessels, Spanish or belonging to other Nations, engaged in the Import Trade from Foreign Ports to the Ports of Cuba and Puerto Rico.

1. The captains of vessels going from foreign ports to those of Cuba and Puerto Rico shall present to the Spanish Consul or Vice-Consul a loading note (*johordo*), in duplicate and without emendation, setting forth:—

1st. The class, nationality, and name of the vessel, and the exact number of Spanish tons she measures. In the first voyage made by each vessel to those islands, the number of tons she measures according to the building measurement shall be declared, even though those tons be not Spanish; and in following voyages, they shall be obliged to show a certificate of the measurement made on first arrival by order of the Administration of Customs for the exaction of tonnage dues.

2nd. The name of the captain or master.

3rd. The port or ports from which they came.

4th. The names of the shippers and of the owners or consignees to whom the cargo is addressed.

5th. The bundles, packages, barrels, boxes, &c., with their corresponding marks and numbers, setting forth in figures and words the number of each kind.

6th. The generic nomenclature of the goods or of the contents of the packages, and their gross weight. The words "merchandise," "victuals,"

"provisions," or others of the same vague nature, will not be allowed as generic nomenclature.

7th. The same account of goods intended for deposit or transit.

8th. The note shall conclude by stating that the vessel carries no other goods.

2. If the whole or part of the cargo be iron in bars or plates, metals in pigs (*en galápagos o lingotes*), wood, salt beef (*tasajo*), salt, cocoa, or other effects that go unpacked, they shall be set forth in decimal weight or measure, according to their class, in the aforesaid duplicate loading note.

3. The loading notes shall be certified by the Spanish Consul or Vice-Consul, who shall hand one copy to the captain of the vessel, keeping back the other, which he shall send directly to the "*Intendente*" of the island to which the vessel is going, to serve as a voucher in the examination of the cargo by the respective Custom-house.

4. The captain, on concluding his voyage, shall place a note on his copy of the loading note, stating:—

1st. The goods carried by the crew, and not noted in the document, up to the value of 200 escudos per individual.

2nd. The unconsumed ship's provisions.

3rd. The provisions of war and spare stores, and the coal for the ship's consumption, if she be a steamer.

5. The captain, on arrival at the port of destination, shall, when the health visit is being made, hand the loading note certified by the Consul and the general manifest of the cargo to the Chief of the Custom-house men or of the Coast Guard.

6. Should a vessel sail in ballast, the captain shall present to the Consul or Vice-Consul a duplicate note stating that fact; and the same form shall be gone through as with the loading note, *i.e.*, the Consul shall certify both documents, handing one copy to the captain, and keeping the other to send to the "*Intendente*" of the island to which the ship is going.

7. Should the captain or supercargo not present the loading or ballast note when the visit is being made, which act will be performed on the vessel's casting anchor in the port of her destination, they shall be subject to a fine of 400 escudos for the want of that document; should the note not contain the Consular certificate or attestation, they shall be fined 200 escudos; and should it not be drawn up according to Rule I, they shall be fined 50 escudos for each circumstance omitted or falsely expressed, in which case the total amount of the fines shall not exceed 400 escudos.

The captain or supercargo who, on being asked by the Chief of the Coast Guard or his representative, does not present, when the visit is being made, the loading note and manifest of the cargo, shall be liable to a fine of 1,000 escudos, unless accidents at sea shall have obliged him suddenly to come into port, which fact shall be justified by an "*Informacion Sumaria*."

8. Should emendation or alteration be observed in the said documents, the captains or masters shall be liable to be tried for falsification, and their responsibility shall be the same whether the vessels come in ballast or with cargo.

9. The presentation of the loading note shall be obligatory, and shall take place in all the ports, bays, and anchorage ground of the Island to which the vessels may come, even, although by reason of "*force majeure*," the administrators keeping a copy and returning the original to the captain, that he may hand it over at the port of his destination.

10. The Coast Guard Vessels may demand the loading note of the captain or master within 23 kilometres of the port of destination.