

11. The captains themselves are obliged to present to the Spanish Consul or Vice-Consul at the starting point a note of the approximate value of the cargo, to serve as data for the commercial statistics to be drawn up by those officers.

12. A captain not declaring the exact number of Spanish tons that the vessel measures, shall pay the expenses of measurement, if the excess should turn out to be more than 10 per cent.

13. Captains who, forced by bad weather or any other fortuitous circumstances, may throw into the sea part of the cargo, shall also note the fact in the manifest, stating, even although *en gros*, the quantities, packages, and class of the goods; and they shall be obliged to make the proper declaration at the Custom-house, and to exhibit the log-book in proof of their assertions.

14. Passengers' luggage shall be presented at the Customs Warehouse for examination. If there should be found, in the same, trade goods up to the value of 200 escudos, they shall pay the tariff duty, in view of the note or minute list which the parties interested shall present to the Administrator of the Custom-house. If the value of the goods should exceed 200 escudos and not exceed 400, they shall pay double duty; but, should they be worth more, they shall be liable to confiscation, except in either case the parties shall have previously presented a note of the goods, for then they shall only be subject to the payment of the consumption dues set forth in the tariff.

15. Any improvement of, addition to, or alteration in the manifest or loading note and the statements to order (*manifestaciones a' la orden*) is absolutely prohibited, the differences which may result between (*entre*) those documents being furnished according to the instructions.

16. When cargoes come from a port where there is no Consul nor Vice-Consuls, and those Agents reside at a distance exceeding 30 kilometres from the place of embarkation, the captains and supercargoes may be excused from the formality of the loading notes; but in order to enjoy this exemption the cargo must be all of the same nature, and necessarily composed, in its entirety, of any of the following effects: hides, timber, staves for casks, wood for dyeing, coal, or bullocks' horns, with the understanding that those articles be the produce of the country of the national starting point of the vessel, that the voyage be direct, and that the payment of duty be made for the whole of the goods.

17. All packages omitted from the loading note or manifest shall be liable to confiscation, and the captain shall also be fined to the amount of the value thereof (*otro tanto de su valor*), if the amount of the duty on the goods does not exceed 800 escudos; for should it exceed that sum, and should the articles belong or be consigned to the owner, captain, or supercargo of the vessel, the fine shall not be levied, and in place thereof the vessel shall be confiscated with her freights and every other profit.

18. If on the conclusion of the unloading of the vessel, any manifested package or packages should be wanting, without due presentation of the invoice of the contents, it shall be understood that the captain or supercargo has committed a fraud against the revenue, and he shall be fined 400 escudos for every package missing.

19. Should the owner or consignee of goods not manifested by the captain, present to the administration within forty-eight hours the invoice thereof, no accusation shall be made against him, and the effects shall be handed over to him, but in such a case the captain or supercargo shall be liable to a fine equal to the total value of the goods or effects not manifested.

20. Without permission of the administrator and examination of the Chief of the Coast Guard nothing can be landed. For the mere fact of landing articles, even if of small importance or free of duty, the captain or supercargo shall pay a fine of 2,000 escudos, and all the effects taken, and the boat carrying them, shall be confiscated if the sum to be paid on such effects does not exceed 400 escudos, for if it exceeds that sum the fine shall not be levied, and the ship shall be confiscated.

21. Nor can effects be transhipped in bay in large or small quantities without the requirements of the instructions; if this be done, the captains or supercargoes shall be liable to the punishments established in those instructions.

22. Should effects of much or little importance be unloaded in a part not habilitated, the vessel bringing them shall be confiscated with all her fittings.

23. If in consequence of the visit (*visita de fondo*) which is made to every vessel before issuing to her the register with which she is to sail, excess should appear in the cargo, the excess shall be confiscated and the captain shall pay a fine equal to the value thereof.

24. Seizures of goods, produce, or effects attempted to be fraudently embarked are subject to the confiscation and fine mentioned in the previous article.

25. Should captains and supercargoes not have wherewith to pay their fines, the ships they command shall be used for the payment thereof and of the costs, unless their consignees voluntarily come forward to pay.

26. No translation and despatch of manifest or loading note shall be proceeded to until the captain or consignee of the vessel shall have presented at the Custom-house the corresponding bill of health.

27. The captains or supercargoes of steam mail packets (in which class will be included only those which, besides carrying correspondence with a patent from their Government, have periodically fixed days of sailing from the respective ports) may bring as much as ten tons of cargo without the requirements of the consular certificate, but they are, notwithstanding, obliged to present a manifest of the cargo in the time and form laid down in these rules.

28. Should the cargo brought by steam mail packets exceed ten tons, the presentation of a loading note registered by the Spanish Consul at the ports from which they come shall be obligatory; and in this case the captains or supercargoes may be permitted to manifest as much as six tons more without the consular requirement; should it exceed this amount the manifest shall be considered as not having been presented, and the proceedings to be adopted shall be in conformity with these rules.

29. The masters of fishing vessels which, coming from the neighbouring coasts, enter with fish (dead or alive) or in ballast the ports of the Antilles, are excused from presenting the consular certificates.

(Signed) MOSQUERA.

Madrid, December 26, 1872.

Admiralty, 20th February, 1873.

In accordance with the provisions of Her Majesty's Order in Council of the 22nd February, 1870—

Paymaster Richard Curgenven has been placed on the Retired List from the 5th instant.