

Vessels arriving from ports in the Mediterranean, and from other ports in Europe, including the Coast of Africa down to the latitude of the Canary Islands shall pay, on a voyage to and from, 50 centimes of real per ton.

Vessels arriving from any other ports than those mentioned above, shall pay on each voyage one real per ton.

Quarantine Dues.

Vessels of every description shall pay 25 centimes of a real per ton for every day of quarantine, as well in foul lazaretto, as in those of observation.

Lazaretto Dues.

Each person shall pay for his residence in the lazaretto a fee of 4 reales per day.

Goods and merchandize requiring to be purified shall pay, viz. :

The clothes and luggage of each individual of the crew, 5 réals.

The clothes and effects of each passenger, 10 reales.

Hides or cows' skins, 6 reales per hundred.

Fine skins, 6 reales per hundred.

Goat, sheep, lamb, and other coarse skins of small animals, 2 reales per hundred.

Feathers, hair, wool, rags, cotton, linen, and hemp, one real per quintal.

Large animals alive, such as horses, mules, &c., 8 reales each. Small animals, 4 reales each.

Bill of Health Dues.

Bills of health shall be issued and countersigned gratis.

Observations.

Vessels in quarantine shall defray separately the expenses occasioned by the unlading of the merchandize, its arrangement under the sheds, and its purification. They will also pay separately the expenses occasioned by the performance of the sanitary measures to be employed before the departure, or on the arrival of vessels, according to what may be enacted on this subject by the regulations, or to what the state of the vessel may require.

Every possible facility will be afforded to the vessels for these operations, and no expense whatever will be made without the knowledge or intervention of the captain, master, or consignee.

Persons performing quarantine in the Lazaretto shall defray the expenses which they may occasion, since the 4 reales per diem, which are levied on them, are only a fee for their residence.

ART. 2.—A round voyage (*Viaje redondo*) is that which a vessel makes from her port of departure to that of her destination, and from the latter back to the former, without touching at any intermediate port either on going to or on coming back.

No advantages granted by the first and second provisions of the tariff are applicable to a voyage not made under the aforesaid circumstances.

ART. 4.—Sailing vessels, when intending to sail for a "round voyage," shall pay the entrance dues at the port of departure before receiving a bill of health, and they will be exempt from payment of such dues on their return, provided that their voyage shall not have altered its character by touching at some intermediate port, in which latter case they shall pay the dues again, according to the provisions of the tariff, and to the class and tonnage respectively of the vessel, and the circumstances of her navigation.

ART. 5.—The aforesaid sailing vessels shall also pay the entrance dues at every one of the ports

they may put into, whenever they may remain in them for upwards of 24 hours.

ART. 6.—Vessels remaining at a port for a longer period than 24 hours, if they are not comprised in the second case of Art. 12 of the present instructions, will have to pay the entrance dues, no matter whether they have a cargo on board or they are in ballast; and with no distinction whatever between those vessels which may discharge there the whole or part of their cargo, and those which may sail again with the same cargo on board.

ART. 7.—The entrance health dues shall be levied on the number of tons register of each vessel, and not on those of her cargo. The fractions of a ton will not be taken into account for the levying of health dues.

In all cases the legal ton will be understood to be equal to the capacity of one kilolitre.

ART. 8. For reducing into kilolitres the tons resulting from the system of measurement adopted by the marine in virtue of the Royal Order of 18th December, 1844, the number of tons shall be multiplied by 1,5184.

ART. 9.—Foreign transport vessels, although they may belong to their respective Governments, or be chartered for the account of the same, will be considered as merchant vessels, for the levying and payment of health dues.

ART. 10.—Steam vessels making regular periodical voyages, previously announced to the public, will be considered as coasting vessels, for the levying of entrance dues, and they shall only pay once the 25 centimes of a real per ton.

This payment shall take place at the port of departure, if such port is a Spanish one, or at the port of arrival, if the port of departure is a foreign one, every one of the steamer's full voyages being considered as a round voyage, no matter whether she touches at intermediate ports or not.

ART. 11.—Merchant vessels of every description, performing quarantine, shall pay (besides the quarantine and Lazaretto dues) the entrance dues, whenever, after the termination of the quarantine, they may put into the nearest port in the vicinity of the Lazaretto, and remain in it for upwards of twenty-four hours.

ART. 12.—No health dues whatever will be levied on ships of war, yachts of pleasure, vessels putting into ports by stress of weather, although admitted to free pratique, provided they perform no lading or unlading operation. The embarkation and landing of passengers shall not be considered as one of those operations.

ART. 14.—The four reales per diem marked in the tariff, for personal residence in the Lazarettos, will not be levied on persons belonging to the army or navy, either on active service, or on half-pay, or discharged from service, nor on public employés, either on active service, or on the retired list, nor children under seven years of age, nor on shipwrecked persons, nor on paupers, or individuals embarked at the expense of the Government of their country, and by their respective Consuls.

After payment of the health dues at the Custom House, the captain, master, or consignee of the vessel, shall go to the health office with the receipt which shall have been given to him at the former office, for the purpose of its being registered and stamped with the seal of the Board of Health, having the words "Con mi intervencion" (with my intervention) written on it, and signed by the health officer of the register.

Without the aforesaid requisite formalities, vessels will not receive the necessary authorization for their clearance.