

4th. Vessels bringing colonists to reside in the Empire, to a number exceeding 100, and of 7 years of age and above.

Cabin passengers shall not be counted in this number, nor passengers admitted to the captain's table, nor persons who for any other special reason cannot properly be considered colonists.

Sec. 2. Vessels not bringing 100 colonists but bringing at least one for every 20 metric tons, shall pay the anchorage due with the abatement of two tons for each colonist.

Sec. 3. Vessels entering in *franquia* or calling, in accordance with Art. 665 of the Regulation of September 11th, 1860, neither loading nor unloading, shall pay the tax of 20 reis per metric ton for each day of stay.

Sec. 4. Vessels having paid, in one or more ports, the anchorage due six times within one year, shall be exempt from the said tax throughout the year.

Art. 3. Henceforth timber and any other articles of Brazilian production employed in the repair and fitting of foreign vessels lying in ports of the Empire, remain exempt from the payment of export duties.

It pertains to the Inspectors of the Custom Houses of the ports wherein the vessels are under work, to concede the aforesaid exemption; save the legal appeals, and with the necessary enquiries, not only to limit the quality and quantity of the materials cleared for the purpose, but also to see that the repairs are effected in the said ports.

Art. 4. In the process of collection, guard and auction of salvage from vessels wrecked on the coasts of Brazil, the taxes and other expenses deducted from the proceeds of the sale shall be levied at the rate of only half the amount to which, according to the ruling legislation, the State Treasury, the judicial authorities and the employes taking part in said operations would have right.

The pay of any public force employed to guard the salvage shall not be deducted from those proceeds.

The Government shall issue, through the proper Departments, the necessary instructions for the good execution of the provisions of this Article.

Art. 5. To facilitate clearance, and whenever the press of business calls for it, the Inspectors of the Custom Houses may permit the clearers to present their clearance notes fully written out and calculated for the payment of the due duties. This circumstance, however, will not exempt the said notes from the checkings or examinations prescribed by the Regulations, nor the clearers from the fines incurred, according to the law, for differences of quality and quantity found.

Sec. 1. The notes, thus made out, and having on them a note of having been checked, signed by the Conferentes, shall go to the Section of Scrip-turation solely to be noted in the receipt book in the act of payment of the due duties, and shall pass immediately after the egress of the goods to the revision treated of in Art. 29, sec. 4 of the Regulation of September 19th, 1860.

Sec. 2. The Inspectors shall permit the previous examination of packages, on the need of this being proved or alleged, in accordance with art. 22nd of Decree No. 3,217 of December 31st, 1863; and may elevate to 5 per cent., according to the circumstances of the case, the fine of 1 1/2 per cent., treated of in Art. 545, sec. 2 of the cited Regulation of September 19th, 1860, saving the provision of sec. 3 of the said Article.

Art. 6. All provisions to the contrary are hereby revoked.

Visconde of Rio Branco, Counsellor of State, Senator of the Empire, President of the Council of Ministers, Minister and Secretary of State for Affairs of Finance and President of the Tribunal of the National Treasury, shall so understand and have executed. Palace of Rio de Janeiro, November 5th, 1873, 50th of Independence and the Empire.

With the signature of H.M. the Emperor,
VISCONDE DO RIO BRANCO.

(H. 34.)

*Board of Trade (Harbour Department),
Whitehall Gardens, S.W., January 2, 1874.*

THE Board of Trade have received through the Secretary of State for Foreign Affairs a copy of a Despatch from Her Majesty's Minister at The Hague, declaring the following ports free from cholera morbus, viz. :—

The ports of Bergen since the 29th November, Genoa since the 1st December, and the Austrian and Italian ports (of the Adriatic) as far as and inclusive of Otranto.

(H. 35.)

*Board of Trade (Harbour Department),
Whitehall Gardens, S.W., January 2, 1874.*

THE Board of Trade have received through the Secretary of State for Foreign Affairs copies of Despatches from Her Majesty's Consul at Lisbon, declaring the following ports free from cholera morbus; viz. :—

The ports of Hamburg and of the River Elbe free since the 7th November; the ports of Holland since the 21st November; the ports of Havre and Rouen since the 18th November; the ports between Dieppe and Cherbourg inclusive, also the port of St. Jean de Luz; the ports of St. Petersburg and the other ports of Russia in the Gulf of Finland since the 9th December; and the ports of the Gulf of Riga since the 1st December (the port of Riga itself being now declared "suspected" of cholera morbus since the 1st December); the port of Venice since the 8th October; the ports of Austro-Hungary, the Danube and Turkey on the Black Sea since the 25th November; the port of Genoa since the 2nd December; the port of Rotterdam is declared "infected" with cholera morbus, and the ports of Altona and Homburg are declared "infected" and "suspected" respectively since the 16th November.

(H. 36.)

*Board of Trade (Harbour Department),
Whitehall Gardens, S.W., January 2, 1874.*

THE Board of Trade have received through the Secretary of State for Foreign Affairs a copy of a Telegram from Her Majesty's Minister at Lisbon, declaring the whole of the Gold Coast from Cape Palmas to the Bight of Benin "infected" with yellow fever.

(H. 37.)

*Board of Trade (Harbour Department),
Whitehall Gardens, S.W., January 2, 1874.*

THE Board of Trade have received through the Secretary of State for Foreign Affairs a copy of a Despatch from Her Majesty's Minister at Lisbon, reporting that the Local Authorities at Madeira have determined to impose quarantine indiscriminately on all vessels coming from the Coast of Africa, even if they brought clean bills of health from all the ports they had touched at, and even if no death or sickness from yellow fever had occurred on board.