

which they may carry to ports which have no Custom-house. A simple pass shall be given to shippers, signed by the Chief of the Department, or by the employé authorized by him, of the Fiscal Department of the port from whence the vessels took their departure, furnished with which they may take their goods on board.

Sec. 2. The formalities of entry and departure, of which Arts. 18 and 19 of the Regulation of the Captaincies of the Ports, No. 447 of the 19th May, 1846, treats (Law cited, Art. 11, sec. 5, No. 3), will be dispensed with.

Sec. 3. Exemption from military recruitment in favour of Brazilians belonging to the effective crew, who, only in case of war, shall be obliged to serve in the navy of the State (Law and Articles cited, No. 10).

ART. 3. The captains or masters may freely engage the individuals who ought to compose their crews, save the limitations of Art. 1, sec. 3, of this Regulation, and that of Art. 499 of the Commercial Code.

The Captaincies of Ports will not take cognizance of the disputes that may arise on such agreements between the parties interested; the latter should have recourse to the Commercial Judge.

ART. 4. On the departure of the vessel, the captain or master shall deliver to the Registering Officer of the port the list of his crew, which shall be dealt with as Art. 19 of the cited Regulation of the Captaincies of the Ports appoints.

CHAPTER 2.

Of the Building Yards.

ART. 5. Naval building yards are not subject to the impost on industries and professions; but they should be inscribed in the proper Departments with the declaration of their being exempt (Law No. 2,843 of 1873, Art. 11, sec. 5, No. 7).

ART. 6. The shipwrights and workmen who are constantly employed in those establishments shall be exempt from all National Guard service in time of peace (Law cited, Art. 11, sec. 5, No. 5).

ART. 7. The first sale or equivalent act of a vessel built in a national yard is exempt from the duty on transmission of property (Law cited, Art. 11, Sec. 5, No. 2).

ART. 8. The proprietors of ships built in the Empire, and of which the measurement is more than 100 metric tons, shall be entitled to a premium of 50 dollars per ton (Law cited, Art. 11, Sec. 5, No. 2).

Sec. 1. The said premium shall be granted by the Minister of Finance, and paid in the National Treasury when the ships shall have been built in yards in the municipality of the capital, or that of the Province of Rio de Janeiro, and in the Treasuries of Finance Department when they shall have been built in the other provinces.

Sec. 2. For the granting of the premium the proprietor must present, besides the register, a certificate from the builder of the ship, and from the Fiscal Authority of the place where she was built, or, in default of this functionary, the municipal chamber of the district, stating that the hull and masts of the ships were prepared in the Empire. When the builder is also the proprietor of the ship, the second of the above documents will be sufficient.

ART. 9. The following are entirely exempt from transference dues:—

1. The purchase of "Jangadas" and national fishing boats (Alvará of 20th October, 1842, sec. 4).

2. The purchase of steamers intended for the service of navigation companies authorized by law, and existing in the Empire, whether they are or are not built in national yards (Law No. 243 of 30th November, 1841, Article 27).

CHAPTER 3.

On Foreign Vessels.

ART. 10. Foreign vessels may continue freely to carry on the coasting trade of merchandize of national or foreign production between the ports of the Empire in which there may be a Custom-house, or a Customs' Revenue Department (Decree No. 3,631 of 29th March, 1866, Law No. 2,848 of the 25th August, 1873, Art. 11, sec. 5).

Excepting, as far as concerns the ports in which are Revenue Officers, the transport of foreign merchandize which has not yet paid duties on consumption.

ART. 11. The owners or consignees of foreign ships which may conduct the coasting trade, shall sign an instrument of responsibility, in conformity with Art. 645 of the Regulation of the Customs, binding himself to pay the export duty of the national produce or manufacture which they may carry. For the calculation of the respective duty, the value given in the weekly tariff will serve as a basis.

The Fiscal Department in which the clearance paper is made, may insist on the said instrument of guarantee being also signed by a responsible bondsman, who will be personally answerable for the obligation contracted.

ART. 12. For the annulling the instrument of which the preceding Article treats, the owner or consignee of the ship shall present a certificate of its having been actually discharged, passed by the Fiscal Department of the port of destination of the goods. That document shall be written by the Department which received it, on the margin of the said instrument.

Sole paragraph. The said certificate should be exhibited within the term of four months, which may be prolonged, should the motive be considered a sufficient one to be attended to, in the judgment of the Chief of the Department, to which Art. 11 refers, for two months longer; under penalty of the signers of the instrument of responsibility being subject to pay the export duty.

ART. 13. The foreign vessels employed in the coasting trade shall be freed from visit, prescribed in Art. 457 of the Regulation of 19th September, 1860, on proving by certificate that they were visited in the port of the Empire where they had to complete the discharge of the merchandise arrived from foreign ports, and subject to the duties on consumption.

Sole paragraph. The said vessels shall also be exempt from the security required in Art. 501 of the cited Regulation of the Customs.

ART. 14. Foreign vessels may report their entries in maritime ports, or those in the interior where there may not happen to be a Custom-house, or a Customs' Revenue Department, first obtaining the permit, of which Art. 318 of the Regulation of the Customs treats.

This permit may be granted by the Inspector of the Customs, under whose jurisdiction is the port of destination of the vessel, under the following circumstances:—

Firstly. For the discharge of foreign merchandise, which shall have already paid consumption duty.

Secondly. For loading, with destination to foreign ports, merchandise the produce or manufacture of the country.