

of Laurence Rowe, late of Rew aforesaid, Esquire, all deceased, Her Royal licence and authority that he may continue to use the surname of Rowe in addition to and after that of Fisher, and that he may bear the arms of Rowe quarterly with those of Fisher, and that such surname and arms may, in like manner, be borne and used by his issue already born and hereafter to be born; such arms being first duly exemplified according to the laws of arms, and recorded in the College of Arms, otherwise the said Royal licence and permission to be void and of none effect:

And to command that the said Royal concession and declaration be recorded in Her Majesty's said College of Arms.

(M. 2559.)

*Board of Trade (Marine Department),
Whitehall Gardens, February 4, 1881.*

THE Board of Trade have received through the Secretary of State for Foreign Affairs a copy of a Despatch from Her Majesty's Acting Consul at San José de Costa Rica, enclosing a translation of a Decree by the Republic of Costa Rica relative to the loading of vessels in unqualified places.

(Translation.)

No. 54.

*National Palace,
San José, 16th of December, 1880.*

HAVING regard to the inconvenience which is frequently occurring disadvantageous to the interests of the Exchequer for want of proper instruction as to the manner in which vessels should load in unqualified places on the coast, which has given and is continually giving rise to mistakes which it is necessary to avoid in the future, the President of the Republic decrees:—

1. Every owner of a vessel, captain or consignee, that solicits permission to load wood or other articles in unqualified places on the coast, in addition to the prescriptions determined by the laws, should present to the Director of Customs a manifest of the cargo he proposes to make, expressing, if it be wood, the number of cubic feet that it contains, and if of other articles the number of packages, quality, and kind to which they belong.

2. The Captain of the Port may not give permission without a report from the Director of Customs, in which is stated that the formalities before expressed have been complied with.

3. The permit will name the port, bay, or creek in which the vessel should lie, the time that it should remain there, and the extension of time if that should be necessary. This being fulfilled, he should return to be dispatched according to the rules prescribed. This permit will be transcribed to the Director of Customs and to the Chief of the Coastguard of the District; to the first that the limit of time having expired, he should proceed to verify the duties in accordance with the manifest and bill of lading of shipment, if this should have been presented to him, or if only by the manifest by assigning a double appraisement to each article without prejudice to further legal responsibilities to which the error should give place; and to the second in order that he may ascertain the articles and provisions that the vessel carries for its use. To this effect he shall make a previous visit in order that being well informed of the place to which the vessel proceeds he may duly exercise the vigilance and attributes that are incumbent on him.

4. The Chief Magistrates of the Cantons in the Province of Guanacaste will forward to the

Custom-house of Puntarenas bills of lading of the shipments that are made in their respective jurisdictions, whether of woods or of other articles, manufactured or unmanufactured, stating, if wood, the number of hunks and their dimensions, and if of other kind of articles, the number of packages and their contents, as also the name of the shipper, bay, roadstead, or creek in which the vessel lies, and also its name.

(H. 1033.)

*Board of Trade (Harbour Department),
Whitehall Gardens, February 9, 1881.*

THE Board of Trade have received through the Secretary of State for Foreign Affairs a Despatch from the British Delegate upon the European Commission of the Danube reporting the adoption by that Commission of the following modification of their Tariff:—

EUROPEAN COMMISSION OF THE DANUBE.

Modification of Annex B of Public Act relating to the Navigation of the Mouths of the Danube.

TARIFF of Navigation Dues to be levied at the Mouth of Sulina.

The European Commission of the Danube decided at its meeting at Galatz, on the 31st of December, 1880, to abolish, from and after the 1st of February, 1881, Articles 1 and 2 of the above-mentioned Tariff, and to adopt, in lieu of them, the following Articles:

ART. 1. Every sailing vessel or steam vessel measuring 100 tons at least leaving the Port of Sulina to put to sea, and which carries, according to its bills of lading or its manifest, a cargo equivalent to more than a third of its tonnage, pays per ton and according to its total tonnage a fixed navigation due the amount of which is determined in francs and centimes, by the following table:

Taxable Tonnage.	Dues to Pay by Vessels which have Loaded.	
	In the Port of Sulina.	In another Port of the River.
	fc. cs.	fc. cs.
Of 100 to 150 tons	0 40	0 70
„ 151 „ 200 „	1 00	1 35
„ 201 „ 250 „	1 45	1 80
„ 251 „ 300 „	1 80	2 20
„ 301 „ 400 „	2 10	2 50
„ 401 „ 500 „	2 30	2 70
„ 501 „ 600 „	2 40	2 85
„ 601 „ 700 „	2 45	2 95
„ 701 „ 800 „	2 50	3 00
Of more than 800 „	2 55	3 05

ART. 2. The navigation dues determined by the preceding Article shall be fully levied when the depth of the pass at the Sulina Mouth taken in conformity with Article 16 of the present Tariff shall be 15 English feet at the least.

If the depth of the said pass falls below 15 feet the amount of dues established by the preceding Article shall be reduced by 15 per cent. per English foot of diminution of depth, but this reduction can never exceed the proportion of 75 per cent., corresponding to a minimum depth of 10 English feet, consequently the maximum reduction of 75 per cent. shall continue to be applied whatever may be the amount of depth of the pass below 10 English feet.