

Rocks Farm, and thence northward by the last-mentioned road to the Bridge over the stream at the foot of the Hill leading to Hurstwood, thence following the stream southward to Buxted Bridge and Hempstead Mill, both in the parish of Buxted, and to Uckfield Bridge in the parish of Uckfield, and thence by the said stream to the boundary of the parish of Uckfield with the parishes of Little Horsted and Isfield, and continuing across the fields in a line with the said Uckfield parish boundary to Buckham Hill and Shortbridge where the said parish of Uckfield adjoins the parish of Fletching, and thence by the said boundary of the said parish of Uckfield with the parish of Maresfield to the late turnpike-road at The Budletts in the said parish of Uckfield, thence across the said road and following the eastern boundary thereof to the eastern side of Maresfield Mill pond, and continuing along the said eastern side of the said pond and of the stream which supplies the same to the south-west corner of Hendall Wood, and along the southern hedge of the said Hendall Wood to its junction with the late turnpike-road at Five Ash Down aforesaid, and thence continuing in a northerly direction along the western side of the said road to the point opposite the junction of the said road at the top of Five Ash Down with the road leading to The Rocks Farm, and across the said late turnpike-road to the said road leading to The Rocks Farm,—which was declared by Order of Council dated the seventh day of May, one thousand eight hundred and eighty-six, to be an Area infected with swine-fever, is hereby declared to be free from swine-fever, and that Area shall, as from the commencement of this Order, cease to be an Area infected with swine-fever.

2. This Order shall take effect from and immediately after the sixteenth day of June, one thousand eight hundred and eighty-six.

Herbert M. Suft.

(M. 11496.)

*Board of Trade (Marine Department),
Whitehall Gardens, June 12, 1886.*

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 St. Petersburg, enclosing the following translation of the new Russian Regulations respecting the clearance of vessels at Russian ports which will come into operation on the ^{25th June}_{7th July} next:—

THE Russian Department of Customs of the Ministry of Finances has issued the following notification:—

By order of the Minister of Finances, the Department of Customs hereby notifies that the temporary rules approved by his Excellency on the ^{17th}_{25th} April, 1886, and now published respecting lading documents, will be brought into operation after the expiration of two months from the day of their publication.

TEMPORARY RULES RESPECTING LADING DOCUMENTS.

Imported by Sea.

SECTION 1. On the arrival of the vessel in port the Custom-house officers shall immediately obtain from the master of the vessel a bill of health, bills of lading, certificate of tonnage, list of crew and passengers, and other documents which the master may have to present, as also a report on a printed form made out singly, in a language known to the master, and filled up by himself, or by a person authorized by him, such person

having arrived with the vessel, and this report must be signed by the master himself. Should the master be illiterate, the correctness of his report must be testified in the board room of the Custom-house, by him through the medium of translation in the presence of two independent witnesses.

SECTION 2. The cases in which bills of lading are not necessary are specified in section 1, chap. I, sub-section II, of the Customs' Code (Article 398).

SECTION 3. A master's report must be drawn up according to the annexed form, and contain the following information:—

1. The name of the master and of the vessel and her nationality.

2. Date of arrival of vessel at the port, her port of departure, duration of voyage, and if addressed to whom consigned.

3. Registered tonnage and draught of the vessel.

4. Number of bills of lading *written at length* and not in figures, of goods dischargeable at the port, and the total quantity, *also written at length*, of the packages of merchandize on board, as specified in the bills of lading.

5. Statement of the goods brought without bills of lading, with indication of the name of the receiver, and the quantity of such goods to be *written out in full*; the marks and numbers, nature of packing (boxes, barrels, bags, bales, &c.), the description of the goods, their quantity and gross weight, or the number of pieces all to be set forth at full *in letters*, not in figures; in the same manner shall be specified the goods brought for sale, and belonging to the master or to any of the crew of the vessel.

6. The number of bills of lading, *in letters*, and the quantity of packages of merchandize, addressed by bill of lading to other Russian ports or for re-exportation also *in letters*.

7. The total quantity of passengers' luggage (a detailed list of the passengers and of their luggage shall be presented separately in duplicate by the master).

8. Notice of average.

9. Number and nationality of the crew of the vessel.

10. Particulars respecting property of crew.

11. Quantity of powder and powder materials on board.

12. Ships' stores.

13. Ships' provisions.

14. Signature of master and date of signature; and

15. Signature of customs' officer who has taken the report.

Observation.—If the report has been made more than twelve hours after the arrival of the vessel at the port, the reason of the delay must be stated in the master's report.

SECTION 4. No amendment to a master's report after it shall have been signed by him shall be allowed.

SECTION 5. During the examination of a vessel, which by the prescribed rules must be made by the Customs' officers immediately after the report is made by the master, the latter may, without incurring any penalty, make a further report respecting any ships' provisions or appurtenances or any articles destined for the use of his crew (section 479 of the Customs' Code) that he may have omitted to mention in his first report; he must also report all the secret parts of his ship in which goods may be stowed away; also all secret passages or loose planks by means of which access may be gained to the cargo holds (observation to