

**CUSTOMS TARIFF AND  
REGULATIONS FOR PORTS IN  
PORTO RICO IN POSSESSION  
OF THE UNITED STATES**

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Customs tariff and regulations for ports in Porto Rico in possession of the United States by  
Various

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**VARIOUS**

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CUSTOMS TARIFF AND REGULATIONS

FOR

PORTS IN PORTO RICO IN POSSESSION  
OF THE UNITED STATES.



WASHINGTON:  
GOVERNMENT PRINTING OFFICE.  
1898.

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WAR DEPARTMENT,  
WASHINGTON, August 19, 1898.

The following order of the President is published for the information and guidance of all concerned:

EXECUTIVE MANSION, August 19, 1898.

By virtue of the authority vested in me as Commander in Chief of the Army and Navy of the United States of America, I do hereby order and direct that, upon the occupation and possession of any ports and places in the Island of Porto Rico by the forces of the United States, the following tariff of duties and taxes, to be levied and collected as a military contribution, and regulations for the administration thereof, shall take effect and be in force in the ports and places so occupied.

Questions arising under said tariff and regulations shall be decided by the general in command of the United States forces in that island.

Necessary and authorized expenses for the administration of said tariff and regulations shall be paid from the collections thereunder.

Accurate accounts of collections and expenditures shall be kept and rendered to the Secretary of War.

WILLIAM MCKINLEY.

Upon the occupation of any ports or places in the Island of Porto Rico by the forces of the United States, the foregoing order will be proclaimed and enforced.

R. A. ALGER,  
Secretary of War.

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**REGULATIONS FOR THE GUIDANCE OF OFFICERS DETAILED FOR THE COLLECTION OF DUTIES ON IMPORTS AND EXPORTS, TAXES, AND OTHER CHARGES AND EXACTIONS TO BE LEVIED AND COLLECTED AS A MILITARY CONTRIBUTION AT PORTS AND PLACES IN PORTO RICO IN THE POSSESSION OF OR UNDER THE CONTROL OF THE FORCES OF THE UNITED STATES.**

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**NAVIGATION BETWEEN THE UNITED STATES AND PORTO RICO CONFINED TO AMERICAN VESSELS.**

1. Trade between ports or the United States and all ports or places in Porto Rico in control of the United States, and trade between ports or places in Porto Rico in control of the United States, shall be carried on in registered vessels of the United States and in no others.

(a) Any merchandise transported in violation of this regulation shall be subject to forfeiture.

(b) For every passenger transported and landed in violation of this regulation, the transporting vessel shall be subject to a penalty of \$200.

(c) This regulation shall not be construed to forbid the sailing of other than registered vessels of the United States with cargo and passengers between the United States and ports or places in Porto Rico, or between ports or places in Porto Rico, provided that none are landed, but are destined for some foreign port or place.

(d) This regulation shall not be construed to authorize lower tonnage taxes or other navigation charges on American vessels entering from the United States than are paid by foreign vessels from foreign countries, nor to authorize any lower customs charges or tariff charges on the cargoes of American vessels entering from the United States than are paid on the cargoes of foreign vessels entering from foreign ports.

**ENTRANCE AND CLEARANCE OF VESSELS.**

1. Every vessel shall, on arrival, be placed under military guard until duly discharged. Passengers with no dutiable property in their possession may be permitted to land without detention.

If, upon the unloading of any cargo, there shall be found goods, wares, or merchandise not duly declared on the manifest, such articles in excess shall be required to pay additional duties of 25 per cent on the regular duties. Should any packages or articles named on the mani-

fest be missing on the arrival of the vessel, the latter shall pay a penalty of \$1 per ton measurement, unless such deficiency shall be satisfactorily explained or accounted for.

2. Within twenty-four hours after the arrival of any vessel the master must, under a penalty for failure of \$1 per ton registry measurement, produce to the proper officer a manifest of her cargo, with the marks, numbers, and description of the packages, and the names of the respective consignees, which manifests, if the vessel be from a port in the United States, shall be certified by the collector of the port of sailing. If the vessel be from any other than a United States port, her manifest must be certified by the United States consul or commercial agent at such port; if there be no United States consul or commercial agent at such port, then by the consul of any nation at peace with the United States; and the register of the vessel shall, upon her arrival in Porto Rico, be deposited with the consul of the nation to which she may belong, if any there be, otherwise with the commandant at the port, until the master shall have paid such tonnage taxes and other port charges as may be due under these regulations.

3. No vessel shall be allowed to clear for another port until all her cargo shall be landed or accounted for. All goods not duly entered for payment of duty within ten days after their arrival in port shall be landed and stored, the expense thereof to be charged against the goods.

4. Prior to the departure of any vessel from any of the ports herein designated, the master shall deposit with the proper officer a manifest of the outward cargo of such vessel, specifying the marks and numbers of packages, a description of their contents, with names of shippers and consignees, with a statement of the value of each separate lot; also names of passengers and their destination. A clearance will then be granted to the vessel, but no clearance will be granted to any port in Porto Rico not in possession or under control of the United States. No prohibited or contraband goods shall be exported.

#### TONNAGE DUES.

5. At all ports or places in Porto Rico which may be in possession or under administrative control of the land or naval forces of the United States there shall be levied the following navigation and port charges:

	Per net ton.
On each entry of a vessel from a port or place, except from another port or place in Porto Rico in possession of the United States .....	\$0.20
On each entry of a vessel from another port or place in Porto Rico in possession of the United States.....	.02

On each entry of a vessel which enters or clears in ballast, one-half of the above rates.

The following shall be exempt from tonnage dues:

A vessel belonging to or employed in the service of the Government of the United States; a vessel of a neutral foreign government not

engaged in trade; a vessel in distress, or a yacht belonging to an organized yacht club of the United States or of a neutral foreign nation.

The tonnage of a vessel shall be the net or register tonnage expressed in her national certificate of registry.

#### LANDING CHARGES.

6. The tax of \$1 on each ton of merchandise, imported or exported, hitherto imposed as a substitute for tonnage taxes, is abolished.

#### SPECIAL CHARGES AT SAN JUAN AND MAYAGUEZ.

7. The tax of 50 cents on each ton of merchandise landed at San Juan and Mayaguez for harbor improvement shall be continued.

#### ENTRY OF MERCHANDISE.

8. The consignee named in the bill of lading, or the person to whom such consignee shall, by indorsement, have assigned the bill of lading, shall present to the officer duly designated for that purpose by the military authority his bill of lading, an invoice describing the goods, showing their character, quantity, and cost, together with an entry in duplicate showing the name of the importer and of the vessel of importation, the place whence the goods were imported, the date of their arrival at the port of destination, the marks and numbers of the packages, the nature and quantity of their contents, their value, including all costs incurred in packing them for shipment, and the currency in which the invoices were made out. The invoice must be made out in the currency of the country of exportation and must be verified by the oath of the shipper. The entry shall be signed by the importer, who must make affidavit to the truth of all the statements contained therein, and shall agree in value and description with the facts shown by the invoice.

9. After the packages and contents have been duly compared with the invoice and found to agree therewith, the duty due thereon will be computed on the face of the entry, and after the payment of the proper duties and charges, an order for the delivery of the packages and contents will be issued by the proper officer.

10. Any objections to the assessment of duty must be filed by the importer before the payment by him of the same, and no refund of duty will be made thereafter.

11. Goods found to be fraudulently invoiced, either as to character or quantity, and all goods attempted to be introduced without permit, shall be confiscated.

12. No delivery of imported merchandise shall be made to the importer unless he shall have duly paid in cash the duties assessed thereon.

13. Coastwise cargoes shall be subject to duties the same as if coming from a foreign port, except as to the trade between ports in possession of the United States.