

Supplement to the Economist.

French Treaties, from page 224 in last Supplement—continued.

TREATY BETWEEN GREAT BRITAIN AND FRANCE,

RELATIVE TO THE COMMUNICATION BY POST BETWEEN THE TWO KINGDOMS. LONDON, JUNE 14, 1833.

THE Postmaster-General of the United Kingdom of Great Britain and Ireland, and the General Administration of Posts in France, being desirous to improve the communication between the two countries, and to maintain the good understanding which exists between the governments and the people of the two States;

We, Charles Lennox, Duke of Richmond, Earl of March, Duke of Lennox in Scotland, and Aubigny in France, Knight of the Most Noble Order of the Garter, Postmaster-General of the Posts of his Majesty the King of Great Britain and Ireland, furnished with powers by his Majesty the King of the United Kingdom of Great Britain and Ireland, dated Brighthelmstone, the 12th of November, 1832, on the one part;

And We, Joseph Xavier Antoine Conte, Director of the Administration and President of the Council of Posts, Knight of the Order of the Legion of Honour, furnished with powers by his Majesty the King of the French, dated Paris, the 6th of September, 1832, on the other part;

Having communicated our respective powers, have agreed as follows:—

I. There shall be a regular and efficient communication by post between Dover and Calais six days in every week, at the least, for the conveyance of the mails. Each office shall transport its own mails and despatches to the frontier of the corresponding office.

II. The Postmaster-General shall despatch an English packet boat from Dover every Tuesday, Wednesday, Thursday, Friday, Saturday, and Sunday (weather permitting), with the mails and despatches from the United Kingdom for France, and for countries beyond France, which shall be delivered to the Director of the Posts at Calais.

The Administration of Posts in France shall expedite a French packet from Calais (weather permitting) every Sunday, Monday, Tuesday, Wednesday, Thursday, and Friday, with the mails and despatches from France, and countries beyond France, for the United Kingdom, its colonies and dependencies, which shall be delivered to the agent of the Postmaster-General at Dover.

III. If either of the two offices should think proper to send a packet with or without a mail, on the seventh day of the week, it shall be at liberty so to do.

IV. The Postmaster-General engages to deliver the mails to the Director of the Posts at Calais, at eleven o'clock in the forenoon, in ordinary weather, or as soon as possible after that hour.

The Administration of the French Posts engages to deliver its letters to the agent of the Postmaster-General at Dover, at ten o'clock in the evening, in ordinary weather, or as soon after that hour as possible. After the arrival of the packets at Dover and Calais, the correspondence shall be forwarded to its destination by the first and most expeditious means of conveyance at the disposition of the two offices respectively.

V. The packet boats to be employed by the two offices for the conveyance of the correspondence, shall be steam boats of sufficient dimensions and power of machinery for the service; they shall be national vessels, *bond fide* the property of the State. They shall be considered and treated in the ports of the two countries as vessels of war, and entitled to all the consideration and privileges which the interest and general importance of their functions demand, and shall not be detached from their specific duty of the conveyance of mails and despatches by any authority whatever, or be subject to order of seizure, embargo, or *arrêt de prince*.

VI. The packet boats of the two offices shall be at liberty to take on board, as well at Dover as at Calais, all passengers, of whatsoever nation they may be, to convey them with their personal baggage and effects from Dover to Calais, and from Calais to Dover, on condition that the captains observe the regulations of the respective Governments relative to the arrival and departure of travellers; but they shall be prohibited from conveying goods or merchandise on freight.

VII. The captains of the packets of the respective offices, or the persons in charge of the mails, shall, on their arrival, deliver to the corresponding office a bill, which shall specify the delivery to them of the bag or bags, closed and sealed, and shall bring back an acknowledgment of their safe transmission, from the office by which they have been received.

VIII. The captains shall, in all practicable cases, proceed direct to their respective destinations, and if compelled by unavoidable circumstances to make any other port than Dover or Calais, it will be upon their own responsibility, and subject to such investigation as either of the offices may deem it advisable to institute to obtain a justification of the proceeding. If they should make any other than their destined port, the office of the country in which the mail shall be so landed shall engage to forward them, without delay, to the destination.

IX. The captains of the two offices are prohibited from taking charge of any letter not included in their mail bag, excepting always the despatches of their respective Governments. They shall be careful that no letters are fraudulently conveyed by their crews or by passengers, and they shall make known to the proper party any such breach which may be committed.

X. The British packet boats shall pay on their entry and departure from the port of Calais, or any other port of the Kingdom of France, all navigation dues and port charges, such as they now are, or shall hereafter be established by the laws or regulations of the kingdom; and, reciprocally, the French packet boats shall pay on their entry and departure from Dover, or any other port of Great Britain, all the navigation dues and port charges now existing, or hereafter to be established, by the laws or regulations of the United Kingdom.

As tonnage dues are established in Great Britain only to counterbalance the duties to which English vessels are subject in the Pas de Calais; in order to equalise the disbursements and establish a balance in this respect between the two offices, the French office will pay to the English office, as compensation, a sum for every passage, equal to that which an English packet boat of the same tonnage as the French packets would be liable to pay at Calais.

The dues will be paid at Calais by the Director of Posts of that town for the English office, and in any port of the kingdom by the English captains, who shall be reimbursed by the Director of Posts at Calais; and the dues at Dover shall be paid by the agent of the packet boats of the English mail for the French office, and in any other port by the French captains, who shall be reimbursed by the said agent; and in case the tonnage of the English packet boats shall exceed that of the French packet boats, or the tonnage of the French packet boats shall exceed that of the English packet boats, the amount of such excess shall be paid by the office to which such packet of greater tonnage shall belong. The accounts relative to these duties shall be regulated quarterly.

In the event of the English packets being exempted at any future period from either the whole or a part of the tonnage dues, or port charges, in France, the French post office shall be exonerated to the like extent from the compensation or payment to the British office, on account of the French packets, now payable in virtue of this Article.

XI. The letters from France destined for the English islands of Jersey, Guernsey, and Alderney, may, on account of the great proximity of the western coasts of France, be forwarded, at the desire of the senders, to one of the French offices at St Malo, Cherbourg, or Granville, or continue to be sent by way of Calais and London.

XII. If hereafter, and with mutual consent, the two offices should deem it advantageous to establish one or several supplementary communications between Great Britain and France, by other points of egress than Dover and Calais, these communications may be established without altering in any way the stipulations agreed upon in the present Treaty.

XIII. In case of war between the two nations, the mail packet boats of the two offices shall continue their navigation without impediment or molestation, until a notification on the part of one of the two Governments, that their services are to be discontinued; in which case they shall be permitted to return freely and under special protection to their respective ports.

XIV. The stipulations of any former Treaties between the two offices, as far as regards the conveyance of the mails across the channel, are hereby annulled whensoever they may be in any degree contrary to the provisions and meaning of the present Convention.

XV. The French steam packets, according to the stipulations of the Fifth Article, shall be brought into operation by the 1st of January next, at the latest, and as much sooner as possible.

Until they can be completed, and as soon as the ratifications shall have been exchanged, a provisional arrangement shall be made for the performance of the service, six times a week, by the best means in the power of the French Administration, and by steam vessels not less than four times in each week.

XVI. The present Convention is for an indefinite period, and shall be in force from the 1st of July next, or as soon as possible after the ratifications shall have been exchanged, which shall be within two months from this date, or earlier, if possible.

If the course of events should render any modifications desirable in any of the Articles, the two offices shall endeavour by all means in their power to arrange them amicably; but in case of difference, none of the Articles of the present Convention shall be annulled, or invalidated, by either of the contracting parties, without giving six months' previous notice, during which time the Convention shall continue to have its full and clear execution, without prejudice to the regulating and balancing the accounts between the two offices, after the expiration of the said six months.

XVII. Three copies shall be transcribed of the present Treaty; two whereof, the one in English, the other in French, shall remain with the Postmaster-General of Great Britain, and the third, the French on one side and the English on the other, on the same sheet, with the Administration of the Posts of France.

Done and concluded between Us, subject to the approval and ratification of our respective Sovereigns.

At the General Post office, London, this 14th of June, 1833.

RICHMOND. (L.S.)
CONTE. (L.S.)

SUPPLEMENTARY ARTICLES.—In addition to the Convention concluded and signed this day by the Postmaster-General of Great Britain, and the Director of the General Administration of the Posts of France; We, Charles, Duke of Richmond, Earl of March, Duke of Lennox in Scotland, and Aubigny in France, Knight of the Most Noble Order of the Garter, Postmaster-General of the Posts of his Majesty the King of the United Kingdom and Ireland, on the one part; and We, Joseph Xavier Antoine Conte, Director of the Administration, President of the Council of Posts, Knight of the Order of the Legion of Honour, on the other part; have agreed upon Supplementary Articles, to the following effect:—

I. The regulations for the conveyance of English letters in transit through France, shall be the subject of ulterior arrangement, and in the meantime the transit service shall remain, provisionally, according to the conditions of the Treaty of 1802.

II. The Postmaster-General of Great Britain shall supply the Administration of the Posts of France with a list of the rates of postage, to be charged upon French correspondence passing through Great Britain to and from countries beyond the seas, with which the Post office of Great Britain has direct and regular communication.

III. The number and form of the packets of letters sent from one office to the other shall be mutually agreed upon, and may be altered by common consent whenever the advantage of the respective services shall require it.

IV. Dead letters, *i. e.* letters which cannot be delivered, from whatever cause, shall be reciprocally returned to the office by which they were originally despatched, without payment, at certain periods, according to the regulation of the respective offices.

V. The rates of passage money, as well by the British as by the French national packets, shall be mutually regulated between the two offices; these rates may be increased or diminished by mutual consent; but neither of the two offices shall of itself alter or reduce the price for the purpose of obtaining a greater number of passengers, or for any other cause.

VI. The preceding Supplementary Articles, although distinct from the Treaty, will possess the same force as if they had been inserted in the Treaty itself.

Three copies shall be transcribed of these Supplementary Articles, two whereof, the one in English, the other in French, shall remain with the Postmaster-General of Great Britain, and the third, the French on one side and the English on the other, on the same sheet, with the Administration of the Posts of France.

Done and concluded between Us, subject to the approval and ratification of our respective Sovereigns.

At the General Post office, London, this 14th of June, 1833.

RICHMOND. (L.S.)
CONTE. (L.S.)

CONVENTION between his Britannic Majesty and the King of the French, for extending the facilities of Communication by Post, between their respective dominions. Signed at Paris, the 30th of March, 1836.

His Majesty the King of the United Kingdom of Great Britain and Ireland, and his Majesty the King of the French, being desirous of extending the facilities of communication by post between their respective dominions, and to accomplish by means of a Convention this important object, have, for this purpose, named as their Plenipotentiaries, that is to say:—

His Majesty the King of the United Kingdom of Great Britain and Ireland, the Right Honourable Granville Earl Granville, a Peer of the United Kingdom, Knight Grand Cross of the Most Honourable Order of the Bath, a Privy Councillor, and his Majesty's Ambassador Extraordinary and Plenipotentiary at the Court of France:

And his Majesty the King of the French, M. Louis Adolphe Thiers, Commander of the Royal Order of the Legion of Honour, &c. &c. &c., a Member of the Chamber of Deputies of the Departments, Minister Secretary of State for the Department of Foreign Affairs, and President of the Council of Ministers:

Who, after having exchanged their respective full powers, found to be in good and due form, have agreed upon the following Articles:

I. Persons desirous of sending letters either from France to the United Kingdom of Great Britain and Ireland, and to those British colonies or possessions where the Post office of Great Britain has established post offices; or from the United Kingdom of Great Britain and Ireland and the British colonies or possessions to France, shall have the option:—First, of allowing the whole of the postage of such letters to be charged to the receiver; secondly, of paying the postage in advance to the place of destination; thirdly, of paying the postage only as far as the frontier of the country to which the letters are sent.

II. The system of optional payment of postage specified in the preceding Article, in favour of ordinary letters from the two countries, shall be applicable to letters and packets containing patterns of merchandise.

III. Letters and packets containing patterns of merchandise, which shall be forwarded from one country to the other, either paid or unpaid, shall be conveyed at such reduced rates of postage as are allowed for such articles by the laws and regulations of each country.

IV. The inhabitants of the two countries may send from one country to the other letters termed *registered* or *recommended* letters. The postage of such letters shall be fixed according to the combined rates of both countries, and shall always be paid in advance to the place of destination.

V. The postage of a single letter (for which the post offices of the two countries shall account to each other), for ordinary letters, paid or unpaid, is fixed as follows, that is to say:—

For the French post office:—

1. Between Paris and the frontier of the United Kingdom of Great Britain and Ireland, 1 franc.

2. And with respect to any other part of the French territory situated on either side of Paris relatively to the frontier of the United Kingdom of Great Britain and Ireland, a charge in proportion to the rate of postage above fixed for the conveyance between Paris and the said frontier.

For the post office of the United Kingdom of Great Britain and Ireland:—

1. Between London and the frontier of France, 10d.

2. And with respect to any other part of the United Kingdom of Great Britain and Ireland, situated on either side of London relatively to the frontier of France, a charge in proportion to the rate of postage above fixed for the conveyance between London and the said frontier.

VI. The postage of a single letter, for which the French post office will have to account to the post office of the United Kingdom of Great Britain and Ireland, with regard to letters arriving from the British colonies and possessions, or from other countries beyond sea, destined for France, or from France for the British colonies and possessions, or other countries beyond sea, which shall be conveyed by the regular packets of the post office of Great Britain and Ireland, is fixed as follows, that is to say:—

1. From and to Jamaica, Barbadoes, Martinique, Guadaloupe, St Domingo, the British settlements and islands (the mails for which are conveyed by the Jamaica and Leeward Island packets), the United States of America, and British North America, 2s. 3d.

2. From and to Portugal, 2s. 7d.

3. From and to Madeira, the Azores, and the Canaries, 2s. 8d.

4. From and to Carthage, La Guayra, and Honduras, 3s. 1d.

5. From and to Brazil, Buenos Ayres, Chili, Peru, and all other places in South America, the mails for which are conveyed by the Brazil packet, 3s. 7d.

With respect to such of the above-mentioned letters as shall be conveyed by merchant vessels leaving the ports of the United Kingdom of Great Britain and Ireland, or arriving at those ports, the rate for which the French post office will have to account to the post office of Great Britain and Ireland, is fixed as follows, that is to say:—

For letters destined for France, 1s. 6d. for each single letter.

For letters coming from France, 1s. also for each single letter.

The postage of the letters from France for the countries beyond sea, mentioned in the present Article, which shall be conveyed

by merchant vessels leaving the ports of the United Kingdom of Great Britain and Ireland, shall be paid in advance, agreeably to the practice with respect to the letters sent from the United Kingdom.

VII. The two post offices shall mutually account to each other for the postage received on letters, whether paid or unpaid, forwarded from one office to the other, according to the scale of postage in force in that one of the two countries to which the account is to be rendered.

Nevertheless, the post office of the United Kingdom of Great Britain and Ireland shall account to the post office of France at the rate of a single rate of postage for each quarter of an ounce, on letters addressed to France, post paid to their destination.

VIII. English newspapers sent to France shall, like newspapers coming from other foreign post offices in correspondence with France, and like French newspapers in France, be subject to a rate of only 4 centimes for each newspaper, to be paid by the receiver; and reciprocally French newspapers destined for the United Kingdom of Great Britain and Ireland shall be subject only to a postage equivalent to that of 4 centimes, and to be paid by the English receiver. The whole, however, upon the condition, that on both sides the newspapers shall be printed in the language of the country in which they shall have been published; and that with respect to them, the laws and decrees which regulate their publication and circulation shall have been duly complied with.

With regard to newspapers coming from foreign countries through the French territory, and destined for the United Kingdom of Great Britain and Ireland, the English post office shall pay to the French post office, for the conveyance of those newspapers through France, a postage of 4 centimes on every printed sheet.

IX. His Majesty the King of the French promises to use his good offices with the governments of those countries, of which the post offices are in relation with the post office of France, in order to procure for the inhabitants of Great Britain and Ireland, whose correspondence with those countries passes through the French territory, the option reserved by Article I of the present Convention to the correspondence between France and the United Kingdom.

X. Letters misdirected or missent, as well as letters addressed to persons who have changed their residence, shall be returned without delay to one of the offices of exchange belonging to the post-office from which they have been forwarded, for a return of the postage at which they were delivered by that office to the office of the other country.

XI. Dead letters of every description shall be mutually returned by each office at the expiration of every month, or oftener if possible; and those letters which shall have been charged in account, shall be returned for the same amount of postage which was originally charged for them by the office from which they were sent.

XII. Independently of the respective offices for the exchange of letters for the two countries, which are established at Dover and Calais by Article I of the Convention of June 14, 1833, and through which principally the correspondence between Great Britain and France shall continue to be forwarded, it is agreed, that bags may be made up for the transmission of local correspondence between Brighton and Dieppe, Southampton and Havre, and all other places on the coast of each of the two countries, for which such direct communications may hereafter be deemed necessary.

The inhabitants of the places above mentioned shall have the option of paying in advance, or not, the postage of the letters which they may forward from one country to the other by the above-mentioned channels, in the same manner as is stipulated by Article I of the present Convention.

XIII. The transit postage through France on letters from the United Kingdom of Great Britain and Ireland to those countries to which France is the channel of communication, and from those countries to the United Kingdom, shall continue as fixed by Article IX of the Convention of the 17th of May, 1802, with the exception of the undermentioned modifications; that is to say:—

1. Letters from Austria, and from the Lombardo-Venetian Kingdom, shall pay for every 30 grammes, net weight, independently of the sum of 1 franc 50 centimes, stipulated by the before-mentioned Convention as transit postage through France, the sum of 1 franc 80 centimes, as a reimbursement to France of the sum paid to the Austrian post office for the conveyance of the said letters through Switzerland; making in all 3 francs and 30 centimes.

2. Letters from Turkey, from the Levant, from the Archipelago, and from Greece, shall pay for every 30 grammes, net weight, independently of the sum of 3 francs, stipulated by the above-mentioned Convention as transit postage through France, the sum of 3 francs 20 centimes, as a reimbursement to France of the sum paid to the Austrian post office for the conveyance of the said letters through the Austrian territory and through Switzerland; making in all 6 francs 20 centimes.

3. Letters from the Ionian Islands shall pay for every 30 grammes, net weight, independently of the sum of 3 francs,

stipulated by the above-mentioned Convention as transit postage through France, the sum of 2 francs 40 centimes, as a reimbursement to France of the sum paid to the Austrian post office for the transit of the said letters through the Austrian territory and through Switzerland; making in all 5 francs 40 centimes.

With respect to those foreign Governments, the transit postage of whose correspondence is now paid to France by the post office of Great Britain, both going and returning, the French Government engages, in the event of the renewal of any post-office conventions with those Governments, to demand that they should bear the charge of one of the rates of transit.

XIV. The post offices of Great Britain and France shall, every month, balance their accounts for the mutual transmission of letters; and those accounts, after having been examined, compared, and settled by the post offices, shall be liquidated at the expiration of every three months by that post office which shall be acknowledged to be in debt to the other.

XV. The form in which the accounts mentioned in the preceding Article are to be made up, as well as the mode of verifying the account of the postage to be mutually accounted for by each office, and all other matters of detail which are to be arranged by mutual consent for ensuring the execution of the stipulations contained in the present Convention, shall be settled between the post offices of the two countries as soon as possible after the exchange of the Ratifications of the said Convention.

It is also agreed that the measures of detail mentioned in the present Article, may be modified by the two post offices whenever by mutual consent those post offices shall have decided that modifications would be beneficial to the post-office service of the two countries.

XVI. The High Contracting Parties engage to recommend, with the least possible delay, the one to his Parliament, and the other to the Chambers, that they should be empowered to carry into execution such of the stipulations of the present Convention, as may not now be in conformity with the laws of the two countries respectively.

XVII. The present Convention is concluded for an indefinite period. If, at any future time, circumstances should render desirable any change or modification in any of its Articles, the High Contracting Parties will concert upon the subject; but it is understood that, unless by mutual consent, neither the Convention, nor any of its stipulations, shall be invalidated or annulled without a previous notification of six months. During that term of six months, the Convention shall continue to be fully and entirely carried into effect, without prejudice to the settlement and liquidation of the accounts between the two post offices after the expiration of the said term.

XVIII. The present Convention shall be ratified, and the ratifications exchanged at Paris at the expiration of three months, or sooner, if possible.

In witness whereof the respective Plenipotentiaries have signed the present Convention, and have affixed thereto the seals of their arms.

Done, in duplicate, at Paris, the 30th day of March, in the year of our Lord 1836.

GRANVILLE. (L.S.)
A. THIERS. (L.S.)

NOTICE issued by the British Post office, relative to the Transmission of Letters, &c., to and from France, and through France, 20th of July, 1836.

General Post office, 20th of July, 1836.

Notice is hereby given, that henceforward persons desirous of sending letters from the United Kingdom to France, will have the option, first, of sending them unpaid, allowing the whole of the postage to be charged to the receiver; secondly, of paying the whole of the postage in advance to the place of destination; thirdly, of paying the British postage only to the frontier of France, as at present.

The optional payment of postage applies equally to patterns of merchandise.

The British postage upon all letters to and from France, and passing through France, is reduced at the rate of fourpence each single letter, and so on in proportion for double and treble letters, and so forth, except the local letters between Dover and Calais. A considerable reduction has been made in the French postage also.

A letter consisting of one piece of paper under the weight of one ounce will be liable, as at present, to single postage only, so far as regards the British rates; but no letter will be chargeable with more than a single rate of postage, whatever the number of inclosures may be, if it does not exceed the weight of one quarter of an ounce; or double postage from one quarter of an ounce, and not exceeding half an ounce; and treble postage from half an ounce, and under one ounce weight.

The postage in France is charged wholly by weight, without reference to the composition of the letter, and is at the rate of a single postage if under a quarter of an ounce, and so on in proportion. A single sheet of paper, weighing more than a quarter of an ounce, will therefore be liable in France to additional charge.

REGISTERED LETTERS.—Persons desirous of registering letters and packets for France, and passing through France, may have them entered on the letter bill: such letters will be liable to a registration rate of 2s. 6d. each, in addition to the ordinary British rates, and to double the French postage according to weight. The whole payment to the place of destination must be made in advance, and such letters must be brought to the General Post office for the purpose of being registered before six o'clock in the evening, on ordinary post nights, and before ten o'clock on Tuesdays and Fridays.

In addition to the general reduction in the British rates of postage of 4d. upon all letters to and from France, and passing through France, there will be a further reduction at the rate of 3d. for each single letter, and so on in proportion for all letters to and from Spain and Portugal, passing in transit through France; and of 2d. for each single letter, and so on in proportion upon all letters to and from Switzerland, passing in transit through France.

The rate of postage on the local letters between Dover and Calais is reduced from 6d. to 3d. for each single letter, and so on in proportion.

British rates upon a single letter from London for France, and for countries passing through France:—

	Old Rate.		New Rate.	
	s.	d.	s.	d.
France	1	2	0	10
Spain and Portugal	2	2	1	7
Switzerland	1	8	1	2
Germany	1	8	1	4
Italy, Turkey, &c.	1	11	1	7
Dover and Calais	0	6	0	3

SHIP LETTERS.—Ship-letter bags will be made up at Southampton and Havre, Brighton and Dieppe, for letters passing between those places, to be forwarded by the regular passage vessels.

The postage on such letters will be 8d. for each single letter, and so on in proportion, and the payment in advance will be at the option of the senders.

NEWSPAPERS.—English newspapers addressed to France may be forwarded (in covers open at the sides), and under the usual regulations as to writing and inclosures, free of charge to the sender. A rate of four centimes each paper (equivalent to one halfpenny) will be charged upon delivery in France. French newspapers addressed to the United Kingdom and the colonies will be liable to a charge of one halfpenny each upon delivery.

The public are specially requested to observe, that for the present unpaid letters can only be sent to places within France, and not to any foreign countries passing through France. Letters for Switzerland and Sardinia may be post paid in advance to the place of destination. Letters for Southern Italy may be post paid in advance to the Italian frontier of Sardinia; and letters for Austria and Venetian Lombardy may be post paid in advance through France, but unpaid letters for those countries cannot be forwarded.

By command of his Majesty's Postmaster General,
HENRY FREELING, Assistant Secretary.

ADDITIONAL POST-OFFICE CONVENTION between her Britannic Majesty and the King of the French, for the Conveyance through France of the Correspondence between England and the East Indies. Paris, 10th of May, 1839.

ADDITIONAL CONVENTION to the Post-office Convention of the 30th of March, 1836, between Great Britain and France, for the Conveyance through France of the Correspondence of the East Indies with England, and *vice versa*.

Her Majesty the Queen of the United Kingdom of Great Britain and Ireland, and his Majesty the King of the French, being desirous of making an arrangement for conveying through France the correspondence between Great Britain and the East Indies, have resolved to secure this important result by means of an additional Convention to the post-office Convention concluded the 30th of March, 1836, and have for this purpose named as their Plenipotentiaries, that is to say:—

Her Majesty the Queen of the United Kingdom of Great Britain and Ireland, the Right Honourable Granville Earl Granville, Knight Grand Cross of the Most Honourable Order of the Bath, a Peer of the Realm, a Privy Councillor, and her Britannic Majesty's Amdassador Extraordinary and Plenipotentiary to his Majesty the King of the French;

And his Majesty the King of the French, the Sieur Napoleon Lannes, Duke of Montebello, a Peer of France, Officer of his Royal Order of the Legion of Honour, Grand Cross of the Order of Isabella the Catholic, his Minister and Secretary of State for the Department of Foreign Affairs;

Who, after having communicated to each other their respective full powers, found in good and due form, have agreed upon and concluded the following articles:—

Article I. The Government of her Majesty the Queen of the United Kingdom of Great Britain and Ireland shall confide to the post office of France, upon the conditions expressed in the following Articles, the conveyance, in mail bags or closed boxes, of the correspondence coming from the East Indies, destined for the United Kingdom of Great and Ireland, and *vice versa*,

whenever the above-mentioned correspondence shall pass through France.

The British Government reserves to itself, at all times, the right of causing, whenever it shall think proper, the above-mentioned correspondence coming from the East Indies to the United Kingdom, and *vice versa*, and passing through France, to be conveyed, either between Alexandria and Malta, or between Malta and Marseilles, or between Alexandria and Marseilles, by vessels freighted or employed for that purpose by its orders, or by the packets of the Royal Navy.

II. Whenever the packets of the Royal British Navy, charged with the correspondence from the East Indies for Great Britain, shall touch at Marseilles, or at any other French port in the Mediterranean, they shall be considered and received in those ports as vessels of war; shall be exempt from all dues of navigation and port charges; and shall enjoy therein all the honours and privileges accorded by the Convention of the 14th of June, 1833, to the vessels of the two states employed in the conveyance of the correspondence between Dover and Calais.

The same immunities, honours, and privileges are secured to the packets of the Royal French Navy in the ports of the Mediterranean subject to the dominion of her Britannic Majesty.

III. The French Government engages to effect the conveyance of the correspondence designated in the first Article of the present additional Convention, in the manner following:—

1. Between Alexandria and Marseilles, by steam packets of 160 horse power, belonging to the Government, which shall leave Alexandria on the 7th, 17th, and 27th, and Marseilles on the 1st, 11th, and 21st of each month.

2. Between Marseilles and Calais, by mail coaches starting from both those towns every day.

In the event of any alteration in the days or hours of departure from those two ports, the French post office shall give, six months before, notice thereof to the British post office.

IV. The duration of the passage from Alexandria to Marseilles, including the time necessary for the transshipment and for the purification, if necessary, of the correspondence at Malta, shall not, except under uncontrollable circumstances, exceed 345 hours, or 14 days and 9 hours.

The duration of the passage from Marseilles to Alexandria, including the time necessary for the transshipment of the correspondence at Malta, shall not, except under uncontrollable circumstances, exceed 300 hours, or 12 days and 12 hours.

V. The distance between Marseilles and Calais shall be performed by the mail coaches of the French post office in 102 hours, or four days and six hours.

VI. The mail from the East Indies to Great Britain, or from Great Britain to the East Indies, shall pass through the French territory sealed with the seal of the post office of the East India Company, or with that of the British post office.

An impression of the seal used for sealing the mails coming from the East Indies shall be furnished to, and deposited in the health office at Marseilles.

With a view to exempt the correspondence coming from the East Indies from the operation of purification, to which it would otherwise be subjected by the sanitary regulations, the cases destined to contain such correspondence shall be made of plate iron or tin, and shall be hermetically closed; and they shall not have attached to them any substance considered, according to the sanitary regulations, as capable of communicating infection.

VII. Whenever cases containing the correspondence of the East Indies for Great Britain, or of Great Britain for the East Indies, shall be forwarded by the French post office, there shall be reserved, as well in the French Mediterranean packets as in the mail coaches by which such correspondence shall be conveyed, a place free of charge for a courier of her Britannic Majesty, who shall keep under his especial care the despatches and mails of the Government of her said Majesty, and who shall have the right to be present at the purification of the correspondence, whenever it shall take place, and at all other operations to which the correspondence may be subjected.

A free passage shall be likewise allowed to the said courier in the French post-office packets established in the Channel, whenever he shall think proper to proceed from Calais to Dover by those vessels.

VIII. The Government of her Britannic Majesty engages to deliver to the French post office all letters for the East Indies, and from the French possessions in India, destined for France, or for countries to which France serves as the channel of communication, and to convey with its own correspondence all such letters, destined for the East Indies and for the French possessions in India, as shall be delivered to it by the French post office.

The postage of all such letters shall be paid as far as Alexandria by the senders, whether in France or in the East Indies.

It is understood, that no correspondence coming from the East Indies, and destined for the countries to which France serves as the channel of communication, shall be delivered to the French post office, unless the senders shall have expressed the intention of sending such correspondence through France, by writing on the address the words, *by French post office*, or, *by way of France*.

IX. The post office of Great Britain shall pay to the post office of France, in satisfaction of all charges of conveyance or transit of the correspondence mentioned in the first Article of the present additional Convention, between Alexandria and Calais, as follows, that is to say:—

1. For letters, six francs per ounce British, net weight.
2. For newspapers, printed prices current, and other publications which are allowed to pass by post in Great Britain at reduced rates, ten centimes per newspaper or printed sheet.

The letters shall be weighed, and the newspapers, printed prices current, and above-mentioned publications, shall be counted by the post office of London, before the departure or immediately after the arrival of the East Indian mail; and immediately after this operation a statement shall be made out, containing the result of such counting and weighing, which shall be sent by the British post office to the post office of France.

Whenever British packets shall be employed for conveying the correspondence coming from or destined for the French post office, the operations of weighing and counting above prescribed shall be performed by the post office at Marseilles, and the result thereof shall be communicated by the French post office to the post office of the United Kingdom.

X. The sums accruing to the post office of France, in virtue of the preceding Article, shall be placed to the credit of that office in the general account of the transmission of the correspondence, which is to be made out every month, in conformity with the stipulations of the fourteenth Article of the Convention of the 30th of March, 1836.

XI. It is understood, that if the conveyance of the correspondence mentioned in Article I of the present additional Convention shall be performed by means of the packets of the Royal Navy of Great Britain, or by vessels which shall be freighted or employed by order of the Government of her Britannic Majesty, either between Alexandria and Marseilles, or between Marseilles and Malta, or between Malta and Alexandria, the transit postage on such correspondence to be paid to the post office of France, in conformity with the provisions of Article IX of the present additional Convention, shall be fixed as follows:—

1. When the said correspondence shall have been conveyed by British packets, or by vessels which shall be freighted or employed by order of the British Government, the whole passage from Alexandria to Marseilles, and *vice versa*, the sum of four francs per ounce British, net weight, for letters; and for newspapers, printed prices current, and other publications mentioned in Article IX aforesaid, five centimes per newspaper, or per printed sheet.
2. When the correspondence shall have been conveyed by similar vessels only from Alexandria to Malta, or from Malta to Marseilles, and *vice versa*, five francs per ounce British, for letters, and ten centimes, as fixed by Article IX aforesaid, for newspapers, printed prices current, and other above-mentioned publications.

XII. In like manner, the packets of her Britannic Majesty

which shall perform the passage between Marseilles and Alexandria or Malta, shall convey, in closed bags, the correspondence coming from or destined for the East Indies and the French possessions in India, which shall be delivered to them by the French post office, or for that office, under the conditions hereinafter mentioned; that is to say:—

1. At the rate of two francs per ounce British, for letters conveyed between Marseilles and Alexandria.
2. At the rate of one franc per ounce British, for letters conveyed between Alexandria and Malta, or Malta and Marseilles.
3. And for newspapers, printed prices current, and other publications mentioned in Article IX of the present additional Convention, at the rate of five centimes per newspaper, or per printed sheet.

XIII. The correspondence mentioned in the preceding Article may be accompanied by a courier or agent of the French post office, who shall, in such case, enjoy, on board the English packets or vessels which shall be freighted or employed by the English Government, the privileges allowed to the couriers of the British post office by Article VII of the present additional Convention.

XIV. The couriers of the British post office who shall accompany, on board the French Mediterranean packets, the correspondence of the East Indies for Great Britain, and of Great Britain for the East Indies, may receive or deliver, either at Malta or at any other station at which the said packets shall touch, mail bags from or for Great Britain, on the same conditions and with the same privileges stipulated by the present additional Convention, relative to the conveyance of the East Indian correspondence, subject to the operation of the sanitary regulations.

It is, however, understood that whenever the above-mentioned correspondence coming from Malta or from the Levant shall have been purified at the Lazaretto of Malta, it shall not be subjected to any purification on arriving at Marseilles.

With regard to the rates to be paid to the French office, the stations on this side of Malta shall be assimilated to Malta, and the stations beyond Malta to Alexandria.

XV. The present Convention, which shall be considered as additional to the Convention of the 30th of March, 1836, shall be ratified, and the ratifications shall be exchanged at Paris within two months from this date, and it shall be put in operation at the latest two months after the exchange of the said ratifications. Nevertheless, the two post offices of Great Britain and France may, by mutual consent, fix an earlier date for commencing to carry the said Convention into operation.

In witness whereof the respective Plenipotentiaries have signed the present additional Convention, and have affixed thereto the seals of their arms.

Done at Paris, the 10th day of May, in the year of our Lord 1839.

(L.S.) GRANVILLE.

(L.S.) DUC DE MONTEBELLO.

FISHERIES ON THE COASTS OF FRANCE AND ENGLAND.

CONVENTION between her Britannic Majesty and the King of the French, defining and regulating the limits of the Exclusive Right of the Oyster and other Fishery on the Coasts of Great Britain and of France. Signed at Paris, the 2nd of August, 1839.

Whereas his late Majesty the King of the United Kingdom of Great Britain and Ireland, and his Majesty the King of the French, appointed, in the year 1837, a mixed Commission, for the purpose of ascertaining and defining the limits within which the subjects of the two countries, respectively, should be at liberty to fish for oysters between the Island of Jersey and the neighbouring coast of France:

And whereas the Commissioners so appointed have agreed upon certain lines, as marked in a chart hereinafter referred to, as the limits above-mentioned, and have also agreed upon certain arrangements which they conceive to be calculated to prevent the recurrence of disputes, which have at various times arisen between the fishermen of the two countries:

It has been deemed expedient by her Majesty the Queen of the United Kingdom of Great Britain and Ireland, and by his Majesty the King of the French, that the limits agreed upon, and the arrangements proposed, by the said Commissioners, should be recorded and sanctioned by a Convention to be concluded between their said Majesties.

And whereas the High Contracting Parties have also considered it desirable to define and regulate the limits within which the general right of fishery on all parts of the coasts of the two countries shall be exclusively reserved to the subjects of Great Britain and of France respectively; the said High Contracting

Parties have therefore named as their Plenipotentiaries for this purpose, that is to say:

Her Majesty the Queen of the United Kingdom of Great Britain and Ireland, the Right Honourable Granville Earl Granville, Peer of the Realm, Knight Grand Cross of the Most Honourable Order of the Bath, a Privy Councillor, and her Britannic Majesty's Ambassador Extraordinary and Plenipotentiary to his Majesty the King of the French;

And his Majesty the King of the French, Jean de Dieu Soult, Duke of Dalmatia, Marshal and Peer of France, Grand Cross of his Royal Order of the Legion of Honour, &c. &c. &c., his Minister and Secretary of State for the Department of Foreign Affairs, President of the Council of Ministers;

Who, after having communicated to each other their respective full powers, found to be in due form, have agreed upon and concluded the following Articles:

I. It is agreed, that the lines drawn between the points designated by the letters A, B, C, D, E, F, G, H, I, K, on the Chart annexed to the present Convention and signed by the respective Plenipotentiaries, shall be acknowledged by the High Contracting Parties, as defining the limits between which and the French shore, the oyster fishery shall be reserved exclusively to French subjects; and these lines are as follows, that is to say:—

The 1st line runs from the point A, three miles from low-water mark (*Point Meinga* bearing south) to the point B, of which the landmarks are *Agon Tower*, on with the *clump of trees* upon *Mount Huchon*; and the summit of *Gros Mont* in a line with the signal post on *Grand Isle*.

The 2nd line runs from the said point B, towards *Agon Tower*

and the clump of trees upon Mount Huchon, in the direction north, 64 degrees east, until, at the point C, it brings the Windmill of Lingreville to bear due east.

The 3rd line runs from point C, due east towards Lingreville Windmill, until the Grand Huguenant is brought to bear on the Etat Rock at point D.

The 4th line runs from point D, northward, and keeping the Grand Huguenant in one with the Etat Rock, until it intersects at E a line whose landmarks are Agon Tower, on with Coutances Cathedral.

The 5th line runs eastward, from point E to point F, where the Steeple of Pirou is brought to bear in a line with the Senquet Rock.

The 6th line runs from point F due north to point G, where the Steeple of Blainville is brought in a line with the Senquet Rock.

The 7th line runs from point G (in the direction of Pirou Steeple, to point H, where the Light-House on Cape Carteret bears north 24 degrees west.

The 8th line runs from point H to point I, nearly abreast of Port Bail; point I having for landmarks the Fort of Port Bail in a line with the Steeple of Port Bail.

And, finally, the 9th line runs from point I to the Three Grunes at point K, where Cape Carteret bears east 10 degrees north, in a line with Barneville Church.

It is further agreed and understood, that all the bearings specified in the present Article are to be taken according to the true meridian, and not according to the magnetic meridian.

II. The oyster fishery within three miles of the Island of Jersey, calculated from low-water mark, shall be reserved exclusively to British subjects.

III. The oyster fishery outside of the limits within which that fishery is exclusively reserved to British and French subjects respectively, as stipulated in the preceding Articles, shall be common to the subjects of both countries.

IV. Between sunset and the ensuing sunrise, the subjects of both countries respectively, shall be prohibited from dredging for oysters between the coast of Jersey and the coast of France from Cape Carteret to Point Meinga.

V. Inasmuch as the law of France requires that all French fishing-boats shall be marked and numbered, it is hereby agreed, that all British fishing-boats dredging for oysters between Jersey and the coast of France, shall also be marked and numbered.

VI. All British boats employed in the said oyster fishery shall be registered at the office of the Inspector of Fisheries, in the Island of Jersey, and the entry of each boat on the register shall state the number, description, and tonnage of such boat, and also the name of its owner. This entry must be repeated every year, on or before the commencement of the fishing season.

VII. The right of shelter in the Islands of Chaussey shall be granted to English fishermen on account of damage, or of evident bad weather.

VIII. Whenever the fishing-boats of either of the two nations shall be carried within the limits established for the fishery of the other country, by contrary winds, by strong tides, or by any other cause independent of the will of the master and crew; or whenever they shall have passed within those limits in working back to regain their fishing-ground, the masters shall be bound immediately to hoist a blue flag of two feet long, and three feet broad, and to keep that flag at the mast head, so long as they shall remain within the said limits.

The cruisers of each nation shall exercise their judgment as to the causes of such trespassings; and when they shall be satisfied that the said fishing-boats have neither dredged nor fished within the limits above mentioned, the aforesaid cruisers shall not detain either the boats or the crews, nor use any measures of severity towards the latter.

IX. The subjects of her Britannic Majesty shall enjoy the exclusive right of fishery within the distance of three miles from low-water mark, along the whole extent of the coasts of the British Islands; and the subjects of the King of the French shall enjoy the exclusive right of fishery within the distance of three miles from low-water mark, along the whole extent of the coasts of France; it being understood, that upon that part of the coast of France which lies between Cape Carteret and Point Meinga, French subjects shall enjoy the exclusive right of all kinds of fishery within the limits assigned in Article I of this Convention, for the French oyster fishery.

It is equally agreed, that the distance of three miles fixed as the general limit for the exclusive right of fishery upon the

coasts of the two countries, shall, with respect to bays, the mouths of which do not exceed ten miles in width, be measured from a straight line drawn from headland to headland.

X. It is agreed and understood, that the miles mentioned in the present Convention, are geographical miles, whereof sixty make a degree of latitude.

XI. With a view to prevent the collisions which now from time to time take place on the seas lying between the coasts of Great Britain and of France, between the trawlers and the line and long-net fishers of the two countries, the High Contracting Parties agree to appoint, within two months after the exchange of the ratifications of the present Convention, a Commission consisting of an equal number of individuals of each nation, who shall prepare a set of regulations for the guidance of the fishermen of the two countries in the seas above mentioned.

The regulations so drawn up, shall be submitted by the said Commissioners to the two Governments respectively, for approval and confirmation; and the High Contracting Parties engage to propose to the Legislatures of their respective countries such measures as may be necessary for the purpose of carrying into effect the regulations which may be thus approved and confirmed.

XII. The present Convention shall be ratified, and the ratifications shall be exchanged within six weeks from the date hereof.

In witness whereof the respective Plenipotentiaries have signed the same, and have affixed thereto the seals of their arms.

Done at Paris, the 2nd day of August, in the year of our Lord 1839.

(L.S.) GRANVILLE.
(L.S.) MAL. DUC DE DALMATIE.

EXTRACTS from the ACTS of PARLIAMENT giving force to the aforesaid Conventions.

EXTRACT.

[2 & 3 Vict. Cap. 96.] [27th August, 1839.]

Whereas a convention was concluded between her Majesty and the King of the French on the 2nd day of August, 1839, defining the limits of the oyster fishery between the island of Jersey and the neighbouring coast of France, and also defining the limits of the exclusive right of fishery on all other parts of the coast of the British islands and France; and whereas by the 11th article of the said convention it is stipulated and agreed, that "with a view to prevent the collisions which now from time to time take place on the seas lying between the coasts of Great Britain and of France, between the trawlers and the line and long-net fishers of the two countries, the High Contracting Parties agree to appoint, within two months after the exchange of the ratifications of the present convention, a commission consisting of an equal number of individuals of each nation, who shall prepare a set of regulations for the guidance of the fishermen of the two countries in the seas above mentioned; the regulations so drawn up shall be submitted by the said commissioners to the two Governments respectively for approval and confirmation; and the High Contracting Parties engage to propose to the Legislatures of their respective countries such measures as may be necessary for the purpose of carrying into effect the regulations which may be thus approved and confirmed:" be it therefore enacted, that it shall be lawful for her Majesty, by and with the advice of her Majesty's most Honourable Privy Council, to issue from time to time such order or orders as may be necessary for carrying into effect any regulations which may be agreed upon by the British and French commissioners, to be appointed in conformity with the stipulations of the said 11th article of the aforesaid treaty; provided always, that any such order or orders shall be published in the *London Gazette*, and shall be laid before Parliament within six weeks from the issuing thereof, if Parliament should then be sitting, or if Parliament should not then be sitting, within six weeks from the meeting of the next ensuing session of Parliament. (To be in force six months after the commencement of the next session of Parliament.)

EXTRACT.

[3 & 4 Vict. Cap. 69.] [7th August, 1840.]

Whereas an Act was passed in the last session of Parliament (2 and 3 Vict. cap. 96), intituled "an Act to authorize her Majesty, until six months after the commencement of the next session of Parliament, to carry into effect a convention between her Majesty and the King of the French, relative to the fisheries on the coasts of the British islands and of France; and whereas it is expedient that the said Act should be further continued: be it therefore enacted by the Queen's most Excellent Majesty, by and with the advice and consent of the Lords Spiritual and Temporal, and Commons, in this present Parliament assembled, and by the authority of the same, that the said recited Act, and all the powers, provisions, matters, and things therein contained, shall continue in force until the expiration of six months after the commencement of the next session of Parliament.

CONVENTION OF COMMERCE AND NAVIGATION

BETWEEN

HER BRITANNIC MAJESTY AND THE KING OF GREECE.

SIGNED AT LONDON, OCTOBER 4, 1837.

ARTICLE I. From and after the exchange of the ratifications of the present convention, Greek vessels entering into or departing from the ports of the United Kingdom of Great Britain and Ireland, and British vessels entering into or departing from the ports of the kingdom of Greece, shall not be subject to any other or higher duties or charges whatever than are, or shall be, levied on national vessels entering into or departing from such ports, respectively.

II. All articles, the growth, produce, or manufacture of the dominions of either of the high contracting parties, which are or shall be permitted to be imported into or exported from the ports of the United Kingdom of Great Britain and Ireland, and of the kingdom of Greece, respectively, in vessels of the one country, shall, in like manner, be permitted to be imported into and exported from those ports, in vessels of the other country.

III. All articles not the growth, produce, or manufacture of the dominions of her Britannic Majesty, which can legally be imported from the United Kingdom of Great Britain and Ireland into the ports of the kingdom of Greece in British ships, shall be subject only to the same duties as are payable upon the like articles if imported in Greek vessels. And, reciprocally, a similar rule shall be observed in the ports of the United Kingdom, in respect of all articles not the growth, produce, or manufacture of the dominions of his Majesty the King of Greece, which can legally be imported into the ports of the United Kingdom in Greek vessels.

IV. All goods, wares, and merchandize, which can legally be imported into the ports of either country, shall be admitted at the same rate of duty, whether imported in national vessels or in vessels of the other country; and all goods, wares, and merchandize, which can legally be exported from the ports of either country, shall be entitled to the same bounties, drawbacks, and allowances, whether exported in vessels of the one country, or in those of the other.

V. Neither of the two governments, and no company, corporation, or agent, acting on behalf of, or under the authority of either government, shall, in the purchase of any article which is the growth, produce, or manufacture of one country, and is imported into the other, give, either directly or indirectly, any priority or preference on account of, or in reference to the national character of the vessel in which such article may be imported; it being the true intent and meaning of the high contracting parties, that no distinction or difference whatever shall be made in this respect.

VI. In order to avoid any misunderstanding with regard to the regulations which may determine the conditions which constitute a British or Greek vessel, it is hereby agreed that all vessels built in the dominions of her Britannic Majesty; and all vessels which, having been captured from an enemy by her Majesty's ships of war, or by the subjects of her said Majesty, furnished with letters of marque by the lords commissioners of the Admiralty, shall have been regularly condemned in one of her said Majesty's prize courts as a lawful prize; and all vessels which shall have been condemned in any competent court, for a breach of the laws made for the prevention of the slave trade; and which shall be owned, navigated, and registered according to the laws of Great Britain; shall be considered as British vessels; and that all vessels built in the territories of Greece, or which shall have been captured from an enemy by the ships of war of the Greek government, or by Greek subjects furnished with letters of marque, and shall have been regularly condemned in one of the prize courts of the kingdom of Greece as a lawful prize, and which shall be wholly owned by any subject or subjects of Greece, and whereof the master and three-fourths of the crew are subjects of Greece, shall be considered as Greek vessels.

VII. If any ships of war or merchantmen of the one nation should be wrecked on the coasts of the other, all such parts of the said ships of war or merchantmen, or of the furniture or appurtenances thereof; as also all goods and merchandize which shall be saved, or the produce thereof; and likewise the papers found on board the vessel; shall be carefully preserved until they are claimed by the proprietors, or their agents duly authorized, or by the respective consuls in whose district such wreck may have taken place, if such claim be preferred within the period fixed by the laws in force in the states of the high contracting parties; and such consul, proprietor, or agent, shall pay only the expenses incurred in the preservation of the property, and the rate of salvage which would have been payable, in the like case, upon a national vessel; and the said goods and merchandize saved from the wreck shall not be liable to pay duties, unless cleared for local consumption.

VIII. Her Britannic Majesty and his Majesty the King of Greece have agreed, that each of the high contracting parties shall have the right to nominate and appoint consuls-general, consuls, and vice-consuls, in all the ports of the dominions of the other contracting party, wherein such consular officers are or may be necessary for the advancement of commerce, and for the protection of the trade of the subjects of either crown; and it is expressly stipulated that such consuls, of whatever class, shall, in the country in which they are stationed, be placed upon the footing of the consuls of the most favoured nation.

IX. Her Britannic Majesty consents to grant to the subjects of his Majesty the King of Greece, the same facilities and privileges with respect to the commerce to be carried on in Greek vessels with the British dominions in the East Indies, as are or may be enjoyed, under any treaty or act of Parliament, by the subjects or citizens of the most favoured nation; it being always understood, that the laws, rules, regulations, and restrictions, which are or may be applicable to the ships and subjects of any other foreign country, enjoying the like facilities and privileges of trading with the said dominions, shall be equally applicable to the subjects of the King of Greece.

X. All subjects of her Britannic Majesty shall, within the dominions of the King of Greece, be as free as native Greeks to manage their own affairs themselves, or to commit the management of those affairs to any other person whom they may please to appoint as broker, factor, agent, or interpreter; nor shall British subjects be restrained in their choice of persons to act in such capacities, nor be called upon to pay any salary or remuneration to any person whom they shall not choose to employ. Absolute freedom shall also be allowed, in all cases, to the buyer and seller to bargain together, and to fix as to them may seem meet, the price of any goods, wares, or merchandize, imported into, or to be exported from, the dominions of the King of Greece, observing the laws and established customs of the country. The same privileges shall be enjoyed, in the dominions of her Britannic Majesty, by the subjects of his Majesty the King of Greece, under the same conditions.

XI. In all that relates to the police of ports, to the lading and unloading of vessels, and to the safety of merchandise, goods, and effects, the local laws and police regulations of each country shall be applied to the subjects of both, without discrimination or distinction; and, throughout the whole extent of the territories of each contracting party, the subjects of both shall enjoy full and entire protection for their persons and property. They shall have free and easy access to the courts of justice in the prosecution and defence of their rights, and shall be at liberty to employ the lawyers, attorneys, or agents, of whatever denomination, whom they may deem the best qualified to maintain and defend their interests: it being understood that they shall conform, in this respect, to the obligations imposed upon native subjects by the laws of the country. In all that concerns the administration of justice, they shall enjoy the same privileges, rights, and franchises that belong to natives; and in none of these respects shall they be subject to any other duty or tax than is imposed upon natives. They shall be exempted from all compulsory military service, either by sea or by land: no forced loan shall be imposed upon them; and their property shall be subject to no other charge, requisition, or tax, than those to which the property of natives shall be liable.

XII. Her Majesty the Queen of the United Kingdom of Great Britain and Ireland, and his Majesty the King of Greece, agree that the subjects of the respective countries shall enjoy, within the dominions of the other, the full benefit of the complete toleration and protection for the professors of all religious opinions, which at present exists in both countries by law.

XIII. It shall be free for the subjects of her Britannic Majesty residing in the dominions of the King of Greece, and for the subjects of his Majesty the King of Greece residing in the dominions of her Britannic Majesty, to dispose of their property, of every description, by will or testament, as they may judge fit; and if any British subject shall die in the territories of the King of Greece, or any Greek subject shall die in the territories of the Queen of Great Britain, without will or testament, the respective consuls or vice-consuls shall exercise the right of administering to the property of subjects of their nation so dying intestate, for the benefit of the legitimate heirs to such property, and of the creditors upon the estate, so far as the laws of the respective countries shall admit.

XIV. The high contracting parties agree, that the stipulations of the present convention shall be applicable to Gibraltar and to the island of Malta.

XV. The present convention shall be in force for ten years from the date of the exchange of the ratifications thereof; and

further, until the end of twelve months after either of the high contracting parties shall have given notice to the other of its intention to terminate the same; each of the high contracting parties reserving to itself the right of giving such notice to the other at the end of the ten years above-mentioned, or at any other period after that time; and it is hereby agreed between them, that at the expiration of twelve months after such notice shall have been received by either party from the other, this convention, and all the provisions thereof, shall altogether cease and determine.

XVI. The present convention shall be ratified, and the ratifi-

cations shall be exchanged at London, within three months from the date hereof.

In witness whereof, the respective plenipotentiaries have signed the same, and have affixed thereto the seals of their arms.
Done at London, the 4th day of October, in the year of our Lord 1837.

(L.S.) PALMERSTON.
(L.S.) TRICOUPL.

This treaty has been carried into effect by British orders in council, dated July 5, 1838, and December 9, 1839.

COMMERCIAL TREATIES WITH SARDINIA.

Sardinia has acceded to the slave-trade suppression treaties between France and England; and a treaty between Great Britain and Sardinia was signed at Vienna, 20th May, 1815, from which the following is extracted:—

(Translation.)

I. The borders of the former states of Genoa, and of the countries called imperial fiefs, united to the states of his Majesty the King of Sardinia, according to the following articles, shall be the same as those which, on the 1st of January, 1792, separated those countries from the states of Parma and Placentia, and from those of Tuscany and Massa.

The island of Capraja, having belonged to the ancient republic of Genoa, is included in the cession of the states of Genoa to his Majesty the King of Sardinia.

II. The states which constituted the former republic of Genoa, are united in perpetuity to those of his Majesty the King of Sardinia; to be, like the latter, possessed by him in full sovereignty and hereditary property, and to descend, in the male line, in the order of primogeniture, to the two branches of his house—viz., the royal branch, and the branch of Savoy Carignan.

IV. The Genoese shall enjoy all the rights and privileges specified in the act, intitled, "A. A. Conditions which are to serve as the basis of the union of the Genoese states to those of his Sardinian Majesty;" and the said act shall be considered as an integral part of the present treaty, and shall have the same force and validity as if it were textually inserted in the present article.

V. The countries called imperial fiefs, formerly united to the ancient Ligurian republic, are definitively united to the state of his Majesty the King of Sardinia, in the same manner as the rest of the Genoese states; and the inhabitants of these countries shall enjoy the same rights and privileges as those of the states of Genoa, specified in the preceding article.

Done at Vienna, the 20th May, 1815.

A. A. Conditions which are to serve as the Basis of the Union of the Genoese States, to those of his Sardinian Majesty.

EXTRACT. (Translation, as laid before Parliament.)

IV. The free port of Genoa shall be re-established, with the regulations which existed under the ancient government of Genoa. Every facility shall be given by the King to the transit through his states of merchandise proceeding from that free port, under such restrictions as his Majesty shall judge expedient for preventing the said merchandise being illicitly sold or consumed in the interior. It shall be subject only to the usual moderate duty.

XV. The King shall preserve to Genoa a tribunal and a chamber of commerce, with the powers actually belonging to those two establishments.

TREATY of Navigation between her Britannic Majesty and the King of Sardinia, Signed at Turin, September 6, 1841.

[Ratifications exchanged at Genoa, November 6, 1841.]

ART. I.—British vessels which shall arrive laden in the ports of the kingdom of Sardinia, coming from the ports of the United Kingdom of Great Britain and Ireland; and, reciprocally, Sardinian vessels which shall arrive laden in the ports of the United Kingdom of Great Britain and Ireland, coming from the ports of Sardinia; as well as British or Sardinian vessels which shall arrive in ballast in respect of any voyage whatever, the ports of one or other of those two kingdoms, shall be treated on their entry, during their stay, and on their departure, on the same footing as national vessels, with respect to duties of tonnage, harbour, light-houses, pilotage, quarantine, wharfage, beaconage, signals, and any other duties of navigation whatever which affect vessels, and are levied in the name and for the profit of government, public functionaries, communes, or establishments of whatever kind.

II. In order to avoid all misunderstanding with regard to the regulations according to which are fixed the conditions which establish the nationality of vessels, it is agreed that all vessels shall be considered as British vessels which are built in the dominions of her Britannic Majesty; and all those which, having been captured from an enemy by her Majesty's ships of war, or by her subjects furnished with letters of marque by the Lords Commissioners of the Admiralty, shall have been regularly declared a lawful prize by one of the prize courts of her Britannic Majesty; as well as all vessels which shall have been condemned by any competent court for a breach of the laws made for the prevention of the slave trade; provided that they are owned, navigated, and registered according to the laws of Great Britain; that they are

the entire property of one or more of the subjects of her Majesty the Queen of Great Britain and Ireland; and that the master and three-fourths of the crew are British subjects.

In the same manner, all vessels shall be considered as Sardinian vessels, which are built in the dominions of his Sardinian Majesty; and all those which, having been captured from an enemy by his Majesty's ships-of-war, or by his subjects furnished with letters of marque, shall have been regularly declared a lawful prize by one of the prize courts of the kingdom of Sardinia; as well as all vessels which shall have been condemned by any competent court for a breach of the laws made for the prevention of the slave trade; provided that they are owned, navigated, and registered according to the laws of the said kingdom; that they are the entire property of one or more subjects of his Sardinian Majesty; and that the master and three-fourths of the crew are Sardinian subjects.

III. In all that regards the stationing of vessels, their loading and unloading in the ports, basins, roadsteads, and harbours of one of the two countries, no privilege shall be accorded to national vessels which shall not be equally accorded to the vessels of the other country; the desire of the contracting parties being, that in this respect likewise vessels shall be treated upon a footing of perfect equality.

IV. Vessels of the two countries shall be at liberty to discharge the whole or part of their cargo in the ports of the dominions of either of the High Contracting Parties, according as the captain or the proprietor, or whoever is duly authorized to act in the port as agent for the vessel or cargo, shall consider advisable; and then proceed with the remainder of their cargo to the other ports of the same country.

V. Should any ships-of-war or mercantile vessels of one of the two countries be wrecked upon the coasts of the other, such ships or vessels, or any part thereof, their rigging, and all the appurtenances thereof, as well as all effects and merchandize which shall be saved therefrom, or the proceeds of the sale thereof, shall be faithfully restored to the proprietors, or their duly authorized factors, upon being claimed by them. In the event of such proprietors or factors not being on the spot, the said appurtenances, merchandize, or the proceeds thereof, shall be delivered, together with all papers found on board such vessels, to the British or Sardinian consul in whose district the wreck may have taken place; and such consul, proprietor, or factor, shall pay only the expenses incurred in the preservation of the property, together with the rate of salvage which would have been payable in the like case of a wreck of a national vessel. The merchandize and goods saved from the wreck shall not be subject to the established duties, unless cleared for consumption.

VI. It is expressly understood that the preceding articles are not applicable to the navigation of the coast, or coasting trade, of each of the two countries, which is exclusively reserved to each of the High Contracting Parties.

VII. British vessels arriving from Gibraltar or from Malta, shall enjoy, in the ports of his Majesty the King of Sardinia, the same advantages as are accorded to British vessels arriving from the ports of the United Kingdom of Great Britain and Ireland; and, reciprocally, Sardinian vessels which shall enter the ports of the island of Malta or of Gibraltar, shall enjoy all the advantages which are assured to them by the present treaty when entering the ports of the United Kingdom of Great Britain and Ireland.

VIII. The present treaty shall be in force for the term of ten years from the date of the exchange of the ratifications thereof; and, further, until the expiration of twelve months after one of the contracting parties shall have announced to the other the intention to terminate the same; each of the said High Contracting Parties reserving to itself the right of giving such notice to the other at the end of the said term of ten years.

IX. The ratification of the present treaty shall be exchanged at Turin within the space of two months from the date of the signature thereof, or sooner if possible.

In witness whereof, we, Plenipotentiaries, have signed the same in double original, and have affixed thereto the seal of our arms.

Done at Turin, September 6, 1841.

(L. S.) RALPH ABERCROMBY.
(L. S.) SOLAR DE LA MARGUERITE.