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RETURN
OF
NATIONAL TREATMENT CLAUSES
IN EXISTING
TREATIES OF NAVIGATION
BETWEEN
GREAT BRITAIN AND FOREIGN POWERS.

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HIS EXCELLENCY THE GOVERNOR has been pleased to direct that the following Return of National Treatment Clauses in existing Treaties of Navigation between Great Britain and Foreign Powers be published for general information.

Colonial Secretary's Office,
Colombo, October 17, 1888.

By His Excellency's command,
E. NOEL WALKER,
Colonial Secretary.

RETURN to an Address of the Honourable the House of Commons, dated June 10, 1887, for "A Return of National Treatment Clauses contained in any existing Treaties of Navigation between Great Britain and any Foreign Power."

Memorandum by Sir E. Hertslet on National Treatment Clauses in Navigation Treaties.

The Address of the House of Commons to Her Majesty of June 10 calls for a "Return of National Treatment Clauses contained in any existing Treaties of Navigation between Great Britain and any Foreign Power"; but, on the supposition that it was not the desire of the House of Commons to restrict the return to information regarding the treatment of British shipping in foreign ports, to which the term "Navigation" would perhaps, strictly speaking, apply, all Articles in existing Treaties of Commerce and Navigation are given in this return under which British subjects would be entitled to claim to be put upon the same footing as natives in regard to all matters which might relate, not only to their ships and cargoes, but also to their own personal privileges.

These articles relate to a variety of subjects, such as :—

- Tonnage, light, harbour, pilotage, quarantine, and such-like dues.
- Stationing, loading, and unloading of ships.
- Nationality of vessels.
- Coasting trade.
- Wrecks and salvage.
- Goods imported in vessels of either country.
- Goods exported in vessels of either country ; bounties, drawbacks, &c.
- Duty on warehouse goods.
- Partial discharge of cargo.
- Transit dues.
- Colonial trade.
- Privileges of merchants and others.
- Taxes.
- Protection of property in event of rupture of friendly relations.
- Acquisition and disposal of property.
- Religious liberty.
- Reciprocal treatment with regard to commerce and navigation generally.

To facilitate reference, a heading has been given to each article specifying the subject to which it specially relates, and an index is given at the end to the various subjects treated of in the return. This index also shows how far the several treaties are applicable to the British colonies.

Some subjects are not alluded to in this return, such, for instance, as those which relate to trade marks (respecting which a separate paper will be laid before Parliament) ; import and export duties on goods ; the reception of Consuls ; and the right of British subjects to enjoy, in respect of their persons, their commerce and navigation, most-favoured-nation treatment, that being a subject quite distinct from national treatment.

It should be pointed out, however, that the return must necessarily be somewhat incomplete, since only those articles in existing treaties are given in which it is expressly stated in terms that British subjects shall enjoy the same treatment as natives, but where the privilege may be said to be only implied, the articles are not given.

Then, again, there are instances in which, although it has not been expressly stated in a Treaty with a particular foreign Power that British trade and navigation shall enjoy national treatment in the dominions of that Power, a clause has been inserted, expressly providing that British trade and navigation shall enjoy, generally, most-favoured-nation treatment : so that should a treaty exist between that and any other country, stipulating that the subjects of either should, in matters affecting their commerce and navigation, enjoy in the dominions of the other national treatment, British subjects could, no doubt, generally speaking, claim the enjoyment of the same treatment in those respects, under the most-favoured-nation articles of the English treaties, although doubts might be raised as to how far such stipulations would apply to certain special subjects. But it would entail great labour to examine every treaty which foreign Powers may have concluded with each other, and now in force, to see how matters stood in that respect, nor would such a laborious examination appear to be called for or expected from the wording of the Address of the House of Commons of June 10, 1887.

EDWARD HERTSLET.

Foreign Office, January 31, 1888.

Return of National Treatment Clauses contained in any existing Treaties of Navigation between Great Britain and any Foreign Power.

[The English version only of the clauses of the following Treaties is given, as the complete Treaties have already been laid before Parliament from time to time in the languages in which they were signed.]

No. 1.—ARGENTINE REPUBLIC.

Treaty of Commerce and Navigation between His Majesty and the United Provinces of Rio de la Plata.
Signed at Buenos Ayres, February 2, 1825.

ARTICLE V.

Tonnage, Light, Harbour, Pilotage, Salvage, and other Dues, &c., on Vessels over 120 Tons.

No higher or other duties or charges on account of tonnage, light, or harbour dues, pilotage, salvage in case of damage or shipwreck, or any other local charges, shall be imposed, in any of the ports of the said United Provinces, on British vessels of the burthen of above 120 tons, than those payable in the same ports by vessels of the said United Provinces of the same burthen; nor in the ports of any of His Britannic Majesty's territories on the vessels of the United Provinces of above 120 tons than shall be payable, in the same ports, on British vessels of the same burthen.

ARTICLE VI.

Vessels and Cargoes. Goods imported in Vessels of either Country.

The same duties shall be paid on the importation into the said United Provinces of any article the growth, produce, or manufacture of His Britannic Majesty's dominions, whether such importation shall be in vessels of the said United Provinces or in British vessels; and the same duties shall be paid on the importation into the dominions of His Britannic Majesty of any article the growth, produce, or manufacture of the said United Provinces, whether such importation shall be in British vessels or in vessels of the said United Provinces.

Goods exported in Vessels of either Country. Drawbacks and Bounties.

The same duties shall be paid, and the same drawbacks and bounties allowed, on the exportation of any articles of the growth, produce, or manufacture of His Britannic Majesty's dominions to the said United Provinces, whether such exportation shall be in vessels of the said United Provinces or in British vessels, and the same duties shall be paid, and the same bounties and drawbacks allowed, on the exportation of any article the growth, produce, or manufacture of the said United Provinces to His Britannic Majesty's dominions, whether such exportation shall be in British vessels or in vessels of the said United Provinces.

ARTICLE VII.

National Vessels.

In order to avoid any misunderstanding with respect to the regulations which may respectively constitute a British vessel, or a vessel of the said United Provinces, it is hereby agreed that all vessels built in the dominions of His Britannic Majesty, and 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 the said United Provinces, properly registered and owned by the citizens thereof, or any of them, and whereof the master and three-fourths of the mariners, at least, are citizens of the said United Provinces, shall be considered as vessels of the said United Provinces.

ARTICLE VIII.

Privileges of Merchants and others. Agents, &c.

All merchants, commanders of ships, and others, the subjects of His Britannic Majesty, shall have the same liberty, in all the territories of the said United Provinces, as the natives thereof, to manage their own affairs themselves, or to commit them to the management of whomsoever they please, as broker, factor, agent, or interpreter; nor shall they be obliged to employ any other persons for those purposes, nor to pay them any salary or remuneration unless they shall choose to employ them; and absolute freedom shall be allowed, in all cases, to the buyer and seller to bargain and fix the price of any goods, wares, or merchandise imported into, or exported from, the said United Provinces, as they shall see good.

ARTICLE IX.

Lading and Unlading of Ships, &c. Disposal of Property. Administration of Justice.
Duties, Imposts, Taxes, &c.

In whatever relates to the lading and unlading of ships, the safety of merchandise, goods, and effects, the disposal of property of every sort and denomination, by sale, donation, or exchange, or in any other manner whatsoever, as also the administration of justice, the subjects and citizens of the two contracting parties shall enjoy, in their respective dominions, the same privileges, liberties, and rights as the most favoured nation, and shall not be charged, in any of these respects, with any higher duties or imposts than those which are paid, or may be paid, by the native subjects or citizens of the Power in whose dominions they may be resident. They shall be exempted from all compulsory military service whatsoever, whether by sea or land, and from all forced loans, or military exactions or requisitions; neither shall they be compelled to pay any ordinary taxes, under any pretext whatsoever, greater than those that are paid by native subjects or citizens,

ARTICLE XI.

Protection of Property in event of Rupture of Relations.

For the better security of commerce between the subjects of His Britannic Majesty and the inhabitants of the United Provinces of Rio de la Plata, it is agreed that if at any time any interruption of friendly commercial intercourse, or any rupture should unfortunately take place between the two contracting parties, the subjects or citizens of either of the two contracting parties residing in the dominions of the other shall have the privilege of remaining and continuing their trade therein, without any manner of interruption, so long as they behave peaceably, and commit no offence against the laws; and their effects and property, whether intrusted to individuals or to the State, shall not be liable to seizure or sequestration, or to any other demands than those which may be made upon the like effects or property belonging to the native inhabitants of the State in which such subjects or citizens may reside.

No. 2.—AUSTRIA-HUNGARY.

*Treaty of Navigation between Her Majesty and His Majesty the Emperor of Austria.
Signed at Vienna, April 30, 1868.*

ARTICLE I.

Ships and Cargoes.

British ships and their cargoes in all the dominions of His Imperial and Royal Apostolic Majesty, and ships belonging to the citizens of the Imperial and Royal States and their cargoes in all the dominions of Her Majesty the Queen of the United Kingdom of Great Britain and Ireland, from whatever place arriving and whatever may be their place of destination, and whatever may be the place of origin or destination of their cargoes, shall be treated in every respect as national ships and their cargoes.

Every favour or exemption in these respects, or any other privilege in matters of navigation, which either of the contracting parties shall grant to a third Power, shall be extended immediately and unconditionally to the other party.

Exception in favour of National Fisheries.

It is however agreed that this stipulation shall not be applicable to the national fisheries of either of the two countries.

ARTICLE II.

Colonies. (Coasting Trade.)

The stipulations contained in the preceding article are also to be applied to the colonies and foreign possessions of Her Britannic Majesty, as well as to the ships and cargoes of the same; but, as regards the coasting trade, only in those colonies and foreign possessions the coasting trade of which shall have been, or shall be hereafter, opened to foreign ships in conformity with the Acts of Parliament which govern this matter.

The foreign possessions and colonies of Her Britannic Majesty, the coasting trade of which has been already so opened to foreign ships, and in which therefore ships belonging to the citizens of the Imperial and Royal States are placed on the national footing, are:—British India, Ceylon, Cape of Good Hope, Victoria, and St. Lucia.

ARTICLE III.

Wrecks and Salvage.

If any ship of war or merchant-vessel of one of the contracting parties should run aground or be wrecked, or meet with any casualty upon the coasts of the other, the same aid and assistance shall be rendered to it, and to the cargo, apparel, and furniture thereof, as to a national vessel; and in such case no other expenses shall be paid by the owners or their agents and representatives for the preservation of the property or of the lives of the persons on board the ship, than would be payable in the like case of a wreck of, or casualty to, a national vessel.

In case the master of a merchant-vessel should be under the necessity of disposing of a part of the merchandise in order to defray any salvage expenses, no impediment shall be opposed by the authorities, the master being bound, however, to conform to the existing regulations and Tariffs.

The goods and merchandise saved from the wreck shall be exempt from all duties of customs, unless cleared for consumption.

The respective Consuls-General, Consuls, Vice-Consuls, and Consular Agents shall, if the owner or master, or other agent of the owner, is not present, or is present and requires it, or is bound by the laws of his country to accept Consular assistance be authorised to interpose in order to afford the necessary assistance to those concerned.

ARTICLE V.

National Vessels.

All vessels which, according to British law, are to be deemed British vessels, and all vessels which, according to the laws prevailing in the States of His Imperial and Royal Apostolic Majesty, are to be deemed vessels belonging to the subjects of His Imperial and Royal Apostolic Majesty, shall, for the purposes of this Treaty, be respectively deemed British vessels and vessels belonging to the citizens of the Imperial and Royal States.

No. 3.—BELGIUM.

*Treaty of Commerce and Navigation between Her Majesty and the King of the Belgians.
Signed at London, July 23, 1862.*

ARTICLE I.

Commerce and Navigation.

There shall be reciprocal liberty of commerce between all the dominions and possessions of the two high contracting parties; and the subjects of each of them shall, throughout the whole extent of the territories and possessions of the other, enjoy the same rights, privileges, liberties, favours, immunities, and exemptions, in matters of commerce and navigation, which are or may be enjoyed by native subjects.

ARTICLE II.

Privileges of Merchants. Management of Affairs. Agents, &c.

The subjects of one of the two high contracting parties residing in the dominions of the other shall have the same liberty as native subjects to manage their own affairs themselves, or to commit them to the management of any other persons, as brokers, factors, agents, or interpreters. They shall not be restrained in their choice, and shall not be obliged to pay any salary or remuneration to any person whom they shall not choose to employ in those capacities; buyers and sellers being at perfect liberty to bargain together, and to fix the price of any goods or merchandise imported or destined for exportation, on condition of observing the regulations and the customs laws of the country.

ARTICLE IV.

National Vessels.

All vessels which, according to the laws of Great Britain, are to be deemed British vessels, and all vessels which, according to the laws of Belgium, are to be deemed Belgian vessels, are declared to be British and Belgian vessels respectively.

ARTICLE V.

Tonnage, Harbour, Lighthouse, Pilotage, Quarantine, and other Dues.

No duties of tonnage, harbour, lighthouse, pilotage, quarantine, or other similar or corresponding duties, of whatever nature or under whatever denomination levied for the profit or in the name of the Government, public functionaries, communes, corporations, or establishments of whatever kind, shall be imposed in the ports of either country upon the vessels of the other country, from whatever port or place arriving, which shall not be equally imposed in the like cases on national vessels.

ARTICLE VI.

Stationing, Loading, and Unloading of Vessels.

In all that regards the stationing, the loading, and unloading of vessels in the ports, basins, docks, roadsteads, harbours, or rivers of the two countries, no privilege shall be granted to national vessels which shall not be equally granted to vessels of the other country; the intention of the high contracting parties being that in this respect also the respective vessels shall be treated on the footing of perfect equality.

ARTICLE VII.

Partial Discharge of Cargo. Port to Port Trade.

British vessels entering a port of Belgium, and, reciprocally, Belgian vessels entering a port of Great Britain or of the British possessions, and desiring to discharge only a part of their cargo, may, subject to compliance with the laws and regulations of the respective countries, retain on board that part of the cargo which is destined for another port, whether in the same country or in any other country, and may re-export the same, without being compelled to pay, upon such retained part of their cargo, any duty of customs save those for watching, which, of course, shall be levied only at the rate fixed for national vessels.

ARTICLE VIII.

Goods imported in Vessels of either Country.

Goods of every kind which are or may be legally importable into the ports of the United Kingdom of Great Britain and Ireland, its colonies, and possessions, in British vessels, may likewise be imported into such ports in Belgian vessels, without being liable to other or higher duties, of whatever denomination, than if such goods were imported in national vessels.

Reciprocally, goods of every kind which are or may be legally importable into the ports of Belgium in Belgian vessels may likewise be imported into such ports in British vessels, without being liable to other or higher duties, of whatever denomination, than if such goods were imported in national vessels.

ARTICLE IX.

Goods exported in Vessels of either Country. Bounties, Drawbacks, &c.

Goods of every kind which may be exported either from Belgium by British vessels or from Great Britain and the British possessions by Belgian vessels, for whatever destination, shall not be liable to any other duties or formalities on departure than if they were exported in national vessels; and they shall enjoy, under either flag, all bounties and drawbacks, or other favours, which are or may be granted in each of the two countries to national vessels.

ARTICLE X.

Duty on Warehoused Goods.

During the period allowed by the laws of the two countries for the warehousing of goods, no other duties than those for custody and storage shall be levied upon articles imported from one of the two countries into the other, until they shall be removed for transit, re-exportation, or internal consumption.

In no case shall such articles pay higher duties, or be liable to other formalities, than if they had been imported under the national flag, or from the most favoured country.

ARTICLE XII.

Coasting Trade (Colonies).

With regard to the coasting trade, it is agreed between the high contracting parties that the subjects and vessels of each of them shall, in the dominions and possessions of the other, enjoy the same privileges, and be treated in all respects on the same footing, as national subjects and vessels.

With regard to the coasting trade in the Colonies, the stipulations of the present article shall be applicable only to the coasting trade of such of the Colonies of Her Britannic Majesty as have applied or shall hereafter apply, in conformity with the Acts of Parliament which govern this matter, that their coasting trade may be open to foreign vessels.

ARTICLE XV.

Duties on Belgian Goods in British Colonies.

Articles the produce or manufacture of Belgium shall not be subject in the British Colonies to other or higher duties than those which are or may be imposed upon similar articles of British origin.

ARTICLE XIX.

Wrecks and Salvage.

If any vessel of war or merchant vessel of either of the two countries should be wrecked upon the coasts of the other, such vessel, or any parts thereof, and all furniture and appurtenances belonging thereunto, as well as all goods and merchandise which shall be saved therefrom, or the proceeds thereof, if sold, shall be restored to the proprietors or to their agents, on being claimed by them. In case there should be no such proprietors or agents upon the spot, the said articles and goods, or the proceeds thereof, as well as all the papers found on board of any such vessel, shall be delivered to the British or Belgian Consul in whose district the wreck shall have taken place; and such consul, proprietors, or agents shall not be called upon to pay any charge but the expenses incurred in the preservation of the property, and the same rate of salvage which would be equally payable, under the like circumstances, by a national vessel. The goods and merchandise saved from the wreck shall not be subject to the established duties unless cleared for consumption.

PROTOCOL, JULY 23, 1862.

The Plenipotentiaries of Her Britannic Majesty and of His Majesty the King of the Belgians, in proceeding to the signature of the Treaty of Commerce and Navigation between their august sovereigns, place upon record that they have agreed upon the following points:—

Fisheries.

That although the fishery convention concluded on March 22, 1852, between Her Britannic Majesty and His Majesty the King of the Belgians is provisionally maintained, it is under the reservation made by the Government of His Majesty the King of the Belgians, that they will again bring forward, in a future negotiation, the proposition relative to the reciprocal permission to fish within the marine territorial limit.

In maintaining the said convention concluded on March 22, 1852, an exception to the stipulations of the Treaty of Commerce and Navigation signed this day is made in so far as regards the advantages which are or may be given in either country to the produce of national fishery.

No. 4.—BOLIVIA.

Treaty of Commerce and Navigation between Her Majesty and the Republic of Bolivia.
Signed at Sucre, September 29, 1840.

ARTICLE V.*

Tonnage, Light, Harbour, Pilotage, Salvage, and other Duties.

No higher or other duties or charges on account of tonnage, light, or harbour dues, pilotage, salvage in case of damage or shipwreck, or any other local charges, shall be imposed in any of the ports of the Republic of Bolivia on British vessels than those payable in the same ports by Bolivian vessels; nor, in the ports of Her Britannic Majesty's territories, on Bolivian vessels, than shall be payable in the same ports on British vessels.

ARTICLE VI.*

Goods imported in Vessels of either Country.

The same duties shall be paid on the importation into the territories of the Republic of Bolivia of any article the growth, produce, or manufacture of Her Britannic Majesty's dominions, whether such importation

* Suspended for fifteen years from date of exchange of ratifications of Treaty. See Additional Articles, p. 7.

shall be in Bolivian or in British vessels ; and the same duties shall be paid on the importation into the dominions of Her Britannic Majesty of any article the growth, produce, or manufacture of the Republic of Bolivia, whether such importation shall be in British or in Bolivian vessels.

Goods exported in Vessels of either Country. Bounties, Drawbacks, &c.

The same duties shall be paid, and the same bounties and drawbacks allowed, on the exportation to the ports of the Republic of Bolivia of any articles of the growth, produce, or manufacture of Her Britannic Majesty's dominions, whether such exportation shall be in Bolivian or in British vessels ; and the same duties shall be paid, and the same bounties and drawbacks allowed, on the exportation of any articles the growth, produce, or manufacture of the Republic of Bolivia to Her Britannic Majesty's dominions, whether such exportation shall be in British or in Bolivian vessels.

ARTICLE VII.*

Nationality of Vessels.

In order to avoid any misunderstanding with respect to the regulations which may respectively constitute a British or Bolivian vessel, it is hereby agreed that no ship shall be admitted to be a ship of either country unless she shall be of the build of such country, or have been made prize of war to such country, and condemned as such ; or have been forfeited to such country under any law of the same made for the prevention of the Slave Trade, and condemned in any competent court as forfeiture for a breach of such law ; nor unless she be navigated by a master who is a subject of such country, and by a crew of whom three fourths, at least are subjects of such country ; nor unless she be wholly owned by subjects of such country usually residing therein, or under the dominion thereof ; excepting where the laws provide for any extreme cases.

And it is further agreed that no ship admitted to be a ship of either country shall be qualified to trade as above described under the provisions of this treaty unless furnished with a register, passport, or sea-letter, under the signature of the proper person authorised to grant the same according to the laws of the respective countries (the form of which shall be communicated), certifying the name, occupation, and residence of the owner or owners in the dominions of Her Britannic Majesty, or in the territories of the Republic of Bolivia, as the case may be ; and that he, or they, is, or are, the sole owner or owners, in the proportion to be specified ; together with the name, burthen, and description of the vessel as to build and measurement, and the several particulars constituting the national character of the vessel, as the case may be.

ARTICLE VIII.

Privileges of Merchants and others. Agents. Protection of Persons and Property. Law and Justice.

All merchants, commanders of ships, and others, the subjects of Her Britannic Majesty, shall have full liberty in all the territories of the Republic of Bolivia to manage their own affairs themselves, or to commit them to the management of whomsoever they please, as broker, factor, agent, or interpreter ; nor shall they be obliged to employ any other persons for those purposes than those employed by Bolivians, nor to pay them any other salary or remuneration than such as is paid, in like cases, by Bolivian citizens ; and absolute freedom shall be allowed in all cases to the buyer and seller to bargain and fix the price of any goods, wares, or merchandise imported into or exported from the Republic of Bolivia as they shall see good, observing the laws and established customs of the country. The same privileges shall be enjoyed in the dominions of Her Britannic Majesty by the citizens of the Republic of Bolivia, under the same conditions.

The citizens and subjects of the contracting parties in the territories of each other shall receive and enjoy full and perfect protection for their persons and property, and shall have free and open access to the courts of justice in the said countries respectively for the prosecution and defence of their just rights ; and they shall be at liberty to employ, in all causes, the advocates, attorneys, or agents of whatever description whom they may think proper ; and they shall enjoy in this respect the same rights and privileges therein as native citizens.

ARTICLE IX.

Police of the Ports. Protection. Acquisition and Disposal of Property. Law and Justice. Lading and Unlading of Ships. Rights, Privileges, Imposts, Duties, &c.

In whatever relates to the police of the ports, the lading and unlading of ships, the safety of merchandise, goods, and effects, the succession to personal estates by will or otherwise, and the disposal of personal property of every sort and denomination by sale, donation, exchange, or testament, or in any other manner whatsoever, as also the administration of justice, the subjects and citizens of the two contracting parties shall enjoy in their respective dominions and territories the same privileges, liberties, and rights as native subjects ; and shall not be charged in any of these respects with any higher imposts or duties than those which are paid, or may be paid, by the native subjects or citizens of the power in whose dominions or territories they may be resident ; subject, of course, to the local laws and regulations of such dominions or territories.

In the event of any subject or citizen of either of the two contracting parties dying without will or testament in the dominions or territories of the said contracting parties, the Consul-General or Consul of the said nation, or, in his absence, his representative, shall have the right to nominate curators to take charge of the property of the deceased, so far as the laws of each country will permit, for the benefit of his lawful heirs and creditors, without interference, giving convenient notice thereof to the authorities of the country.

* Suspended for fifteen years from date of exchange of ratifications of Treaty. See Additional Articles, p. 7

ARTICLE X.

Taxes, Requisitions, &c.

The subjects of Her Britannic Majesty residing in the Republic of Bolivia, and the natives and citizens of the Republic of Bolivia residing in the dominions of Her Britannic Majesty, shall be exempted from all compulsory military service whatsoever, whether by sea or land; and from all forced loans or military exactions or requisitions; neither shall they be compelled, under any pretext whatsoever, to pay any other ordinary charges, requisitions, or taxes greater than those that are paid by native subjects or citizens of the territories of the contracting parties respectively.

ARTICLE XII.

Rupture of Friendly Relations. Protection of Persons and Property.

For the better security of commerce between the subjects of Her Britannic Majesty and the citizens of the Republic of Bolivia, it is agreed that if at any time any interruption of friendly intercourse or any rupture should unfortunately take place between the two contracting parties, the subjects or citizens of either of the two contracting parties residing upon the coasts shall be allowed six months, and those residing in the interior a whole year, to wind up their accounts and dispose of their property; and a safe-conduct shall be given them to embark at the port which they shall themselves select. All such subjects or citizens of either of the two contracting parties who are established in the dominions or territories of the other in the exercise of any trade or special employment shall have the privilege of remaining and continuing such trade and employment therein, without any manner of interruption, in full enjoyment of their liberty and property, as long as they behave peaceably and commit no offence against the laws; and their goods and effects, of whatever description they may be, whether in their own custody or intrusted to individuals or to the State, shall not be liable to seizure or sequestration, or to any other charges or demands than those which may be made upon the like effects or property belonging to the native subjects or citizens of the dominions or territories in which such subjects or citizens may reside. In the same case, debts between individuals, public funds, and the shares of companies shall never be confiscated, sequestered, or detained.

ADDITIONAL ARTICLES.

ARTICLE I.

National Ships.

Whereas in the present state of Bolivian shipping, it would not be possible for the said Republic to receive the full advantage of the reciprocity established by the articles V., VI., and VII. of the treaty signed this day if that part of the VII. article which stipulates that, in order to be considered as a Bolivian ship, a ship shall actually have been built in the republic of Bolivia, should be strictly and literally observed and immediately brought into operation, it is agreed that, for the space of fifteen years, to be reckoned from the date of the exchange of the ratifications of this treaty, any ships, wheresoever built, being *bonâ fide* the property of, and wholly owned by, one or more citizens of the Republic of Bolivia, and whereof the master and three fourths of the mariners, at least, are also natural-born citizens of the Republic of Bolivia, or persons domiciliated in the Republic of Bolivia by act of the Government, as lawful subjects of the Republic of Bolivia, to be certified according to the laws of that country, shall be considered as Bolivian ships; Her Majesty the Queen of the United Kingdom of Great Britain and Ireland reserving to herself the right, at the end of the said term of fifteen years, to claim the principle of reciprocal restriction stipulated for in article VII., above referred to, if the interests of British navigation shall be found to be prejudiced by the present exception to that reciprocity in favour of Bolivian shipping.

ARTICLE II.

[Articles V. and VI. of treaty suspended for fifteen years.]

No. 5.—CHILE.

Treaty of Commerce and Navigation between Her Majesty and the Republic of Chile.

Signed at Santiago, October 4, 1854.

ARTICLE II.

*Residence. Acquisition of Property. Protection of Persons and Property.
Reciprocal Freedom of Commerce.*

There shall be between all the dominions of Her Britannic Majesty and the territories of the Republic of Chile a reciprocal freedom of commerce. The subjects and citizens of each of the two countries respectively shall have liberty freely and securely to come, with their ships and cargoes, to all places, ports, and rivers in the territories of the other, where trade with other nations is permitted. They may remain and reside in any part of the said territories respectively, and hire and occupy houses and warehouses, and may trade, by wholesale or retail, in all kinds of produce, manufactures, and merchandise of lawful commerce, and shall enjoy the same protection and security in their persons and property, and in the exercise of their industry and commerce, as may be enjoyed by native subjects and citizens according to the laws of the respective countries.

Vessels of War. Mail Packets.

In like manner, the ships of war and post-office packets of each contracting party respectively shall have liberty to enter into all harbours, rivers, and places within the territories of the other, to which the ships of war and packets of other nations are or may be permitted to come, to anchor there, and to remain and refit, subject always to the laws and regulations of the two countries respectively.

ARTICLE IV.

Tonnage, Harbour, Pilotage, Lighthouse, Quarantine, Bounties, Drawbacks, and other Duties.

No duties of tonnage, harbour, pilotage, lighthouse, quarantine, or other similar or corresponding duties, of whatever nature or under whatever denomination, levied in the name of, or for the profit of, the Government, public functionaries, corporations, or establishments of whatever kind, shall be imposed in the ports of either country upon the vessels of the other country, from whatever port or place arriving, which shall not be equally imposed in the like cases on national vessels; and in neither country shall any duty, charge, restriction, or prohibition be imposed upon goods imported into or exported from one country in vessels of the other, which shall not equally be imposed upon such goods when so imported or exported in national vessels. In like manner, the same drawbacks, bounties, exemptions, or concessions which may be granted upon goods imported or exported in national vessels shall be understood to be granted on the importation or exportation in the vessels of each of the two countries respectively.

ARTICLE V.

Goods imported in Vessels of either Country.

The same duties shall be paid on the importation of any article which is or may be legally importable into the territories of the Republic of Chile, whether such importation shall be in Chilean or in British vessels; and the same duties shall be paid on the importation of any article which is or may be legally importable into the dominions of Her Britannic Majesty, whether such importation shall be in British or in Chilean vessels.

Goods exported in Vessels of either Country. Bounties, Drawbacks, &c.

The same duties shall be paid, and the same bounties and drawbacks allowed, on the exportation of any article which is or may be legally exportable from the Republic of Chile, whether such exportation shall be in Chilean or in British vessels; and the same duties shall be paid, and the same bounties and drawbacks allowed, on the exportation of any article which is or may be legally exportable from Her Britannic Majesty's dominions, whether such exportation shall be in British or in Chilean vessels.

ARTICLE VI.

Nationality of Vessels.

All vessels which, according to the laws of Great Britain, are to be deemed British vessels, and all vessels which, according to the laws of the Republic of Chile, are to be deemed Chilean vessels, shall, for the purposes of this Treaty, be deemed British vessels and Chilean vessels respectively.

ARTICLE VII.

Privileges of Merchants and others. Agents, &c.

All merchants, commanders of ships, and others, the subjects and citizens of either of the high contracting parties, shall have full liberty, in all the territories of the other, to manage their own affairs themselves, or to commit them to the management of whomsoever they please, as broker, agent, factor, or interpreter; and they shall not be obliged to employ any other persons than those employed by native subjects or citizens, nor to pay to such persons as they shall think fit to employ any higher salary or remuneration than such as is paid in like cases by native subjects or citizens. They shall be at liberty to buy from and to sell to whom they like, and absolute freedom shall be allowed in all cases to the buyer and seller to bargain and to fix the price of any goods, wares, or merchandise of licit traffic, imported into or exported from the territories of either of the high contracting parties respectively, as they shall see good, observing the laws and established customs of the country.

ARTICLE VIII.

Protection of Persons and Property. Law and Justice.

The subjects and citizens of either of the high contracting parties, in the territories of the other, shall receive and enjoy the same full and perfect protection for their persons and property which is dispensed to native subjects and citizens, and shall have free and open access to the courts of justice in the said countries respectively for the prosecution and defence of their just rights; and they shall be at liberty to employ in all cases the advocates, attorneys, or lawful agents of whatever description, whom they may think proper, and they shall enjoy in this respect the same rights and privileges as native subjects and citizens.

ARTICLE IX.

Police of the Ports. Lading and Unlading of Ships. Warehousing, &c. Acquisition and Disposal of Property. Imposts, Duties, &c. Law and Justice.

In whatever relates to the police of the ports, the lading and unlading of ships, the warehousing and safety of merchandise, goods, and effects, the succession to personal estates by will or otherwise, and the disposal of personal property of every sort and denomination, by sale, donation, exchange, or testament, or in any other matter whatsoever, as also with regard to the administration of justice, the subjects and citizens of each contracting party shall enjoy, in the dominions and territories of the other, the same privileges, liberties, and rights as native subjects and citizens; and shall not be charged in any of these respects with any other or higher imposts or duties than those which are or may be paid by native subjects or citizens, subject always to the local laws and regulations of such dominions or territories.

ARTICLE XI.

Taxes, Requisitions, &c. Acquisition of Property.

The subjects of Her Britannic Majesty residing in the Republic of Chile, and the citizens of the Republic of Chile residing in the dominions of Her Britannic Majesty, shall be exempted from all compulsory military service whatsoever, whether by sea or land, and from all forced loans, or military exactions or requisitions; and they shall not be compelled, under any pretext whatsoever, to pay any ordinary charges, requisitions, or taxes, other or higher than those that are or may be paid by native subjects or citizens.

It is understood that the differential duty denominated "de Patente," and which is charged in Chile to foreign merchants and shopkeepers, is not abolished by the stipulations in the first part of this article. The subjects of Her Britannic Majesty shall in this respect be placed upon the footing of the most favoured foreign nation.

The subjects of Her Britannic Majesty who, according to the present existing laws of the Republic of Chile, and whilst they exist, may acquire and hold real estate of every kind, shall enjoy, with respect to the said property, the same rights as the citizens of the Republic of Chile in like cases, and shall be subject to the same charges and imposts as the Chilean citizens, holders of real estate.

ARTICLE XIV.

Rupture of Friendly Relations. Protection of Persons and Property.

For the better security of commerce between the subjects and citizens of the two high contracting parties, it is agreed that if at any time any rupture, or any interruption of friendly intercourse, should unfortunately take place between the two contracting parties, the subjects or citizens of either of them, established in the territories of the other, who may reside upon the coasts, shall be allowed six months, and those who may reside in the interior, a whole year, to wind up their accounts and to dispose of their property; and a safe-conduct shall be given to them to embark at the port which they themselves shall select. The subjects or citizens of the two contracting parties who may be established in the dominions or territories of the other, in the exercise of any trade or other occupation or employment, shall be allowed to remain and continue in the exercise of the said trade or occupation, notwithstanding the interruption of friendship between the two countries in the free enjoyment of their personal liberty and property, so long as they behave peaceably and observe the laws; and their goods and effects, of whatever description they may be, whether in their own custody, or intrusted to individuals or to the State, shall not be liable to seizure or sequestration, or to any other charges or demands than those which may be made upon the like effects or property belonging to native subjects or citizens. In the same case, debts between individuals, public funds, and the shares of companies, shall never be confiscated, sequestered, or detained.

ARTICLE XV.

Religious Liberty.

The subjects or citizens of either of the two contracting parties residing in the territories of the other shall not be molested, persecuted, or annoyed on account of their religion, but shall have perfect and entire liberty of conscience therein; nor shall they on this account fail to enjoy, in their persons and property, the same protection which is extended to native subjects and citizens.

If in the city, town, or district, where the subjects or citizens of either of the contracting parties may reside, there shall not have been established cemeteries for the burial of those of their religious belief, they may, with the consent of the superior local authority, and in the place selected with the approbation of that authority, establish a cemetery. The cemetery, and the burials which may take place in it, shall be subject to the police regulations which the civil authorities of either country may dictate.

ARTICLE XVI.

Wrecks and Salvage.

If any ship of war or merchant-vessel of either of the high contracting parties should be wrecked on the coasts of the other, such ship or vessel, or any part thereof, and all furniture and appurtenances belonging thereunto, and all goods and merchandise which may be saved therefrom, or the produce thereof, if sold, shall be faithfully restored to the proprietors, upon being claimed by them or by their duly authorised agents; and if there are no such proprietors or agents on the spot, then the said goods and merchandise, or the proceeds thereof, shall, as well as all the papers found on board such wrecked vessel or ship, be delivered to the British or Chilean Consul in whose district the wreck may have taken place; and such Consul, proprietors, or agents 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 goods and merchandise saved from the wreck shall not be subject to duties unless cleared for consumption.

No. 6.—CHINA.

Agreement between the Governments of Great Britain and China for the Settlement of the Yunnan Case, Official Intercourse, and Trade between the two Countries. Signed in the English and Chinese languages, at Chefoo, September 13, 1876. With an Additional Article thereto for regulating the Traffic in Opium. Signed in London, July 18, 1885.

Landing and Shipping of Passengers and Goods. Native Boats.

It is farther proposed as a measure of compromise that at certain points on the shore of the Great River, namely, Ta-t'ung and Ngan-Ching, in the Province of An-Hui. Hu-K'ou, in Kiang-Si; Wu-suëh, Lu-chi-k'ou, and Sha-shih, in Hu-Kuang; these being all places of trade in the interior, at which, as they are

not open ports, foreign merchants are not legally authorised to land or ship goods ; steamers shall be allowed to touch for the purpose of landing or shipping passengers or goods, but in all instances by means of native boats only, and subject to the regulations in force effecting native trade.....

Additional Article to the Agreement between Great Britain and China signed at Chefoo on September 13, 1876, signed at London, July 18, 1885.

Packages of Opium conveyed into the Interior. Tax or Contribution on Opium.

5. The Chinese Government undertakes that when the package shall have been opened at the place of consumption the opium shall not be subjected to any tax or contribution, direct or indirect, other than or in excess of such tax or contribution as is or may hereafter be levied on native opium.

In the event of such tax or contribution being calculated *ad valorem*, the same rate, value for value, shall be assessed on foreign and native opium, and in ascertaining for this purpose the value of foreign opium the amount paid on it for *li-kin* at the port of entry shall be deducted from its market value.

The Marquis of Salisbury to the Marquis Tsêng.

M. LE MINISTRE,

Foreign Office, July 18, 1885.

I HAVE the honour to address the present note to you in order to place on record the fact that, with the view of carrying out the proposal made by your Government, the following understanding has been come to between the Governments of Great Britain and China in regard to the additional article to the Chefoo agreement relative to opium which has been signed this day :—

It is understood that it shall be competent for Her Majesty's Government at once to withdraw from this new arrangement, and to revert to the system of taxation for opium at present in operation in China, in case the Chinese Government shall fail to bring the other Treaty Powers to conform to the provisions of the said additional article.

It is further understood that in the event of the termination of the said additional article, the Chefoo agreement, with the exception of clause 3 of section 3, and with the modifications stipulated in clause 1 of the said additional article, shall nevertheless remain in force.

I have the honour to request that you will acknowledge the receipt of this note, informing me that the understanding recorded in it is accepted by the Chinese Government.

I have, &c.

(Signed) SALISBURY.

The Marquis Tsêng to the Marquis of Salisbury.

MY LORD,

Chinese Legation, London, July 18, 1885.

IN reply to your Lordship's note of this date, I have the honour to state that the Imperial Government accept the following as the expression of the understanding which has been come to between the Governments of Great Britain and China in regard to the additional article to the Chefoo agreement relative to opium which has been signed this day :—

1. It is understood that it shall be competent for Her Majesty's Government at once to withdraw from this new arrangement, and to revert to the system of taxation for opium at present in operation in China, in case the Chinese Government shall fail to bring the other treaty powers to conform to the provisions of the said additional article.

2. It is further understood that, in the event of the termination of the said additional article, the Chefoo Agreement, with the exception of clause 3 of section 3, and with the modifications stipulated in clause 1 of the said additional article, shall nevertheless remain in force.

I have &c.

(Signed) TSENG.

No. 7.—COLOMBIA.

*Treaty of Commerce and Navigation between Her Majesty and the United States of Colombia.
Signed at London, February 16, 1866.*

ARTICLE II.

Reciprocal Freedom of Commerce and Navigation. Privileges, Ships, and Cargoes.

There shall be between all the dominions and possessions of the two high contracting parties reciprocal freedom of commerce and navigation. The subjects and citizens of each of the two contracting parties, respectively, shall have liberty freely and securely to come, with their ships and cargoes, to all places, ports, and rivers in the dominions and possessions of the other, to which other foreign subjects or citizens are or may be permitted to come, upon the same terms and under the same conditions as those of the most favoured nations ; and shall, throughout the whole extent of the dominions and possessions of the other, enjoy the same rights, privileges, liberties, favours, immunities, and exemptions, in matters of commerce and navigation, which are or may be enjoyed by native subjects or citizens generally.

ARTICLE V.

Transit trade. Warehousing. Bounties. Facilities. Drawbacks.

The subjects or citizens of one of the contracting parties shall enjoy, in the dominions and possessions of the other, equality of treatment with native subjects or citizens in all that relates to the transit trade; and also in regard to warehousing, bounties, facilities, and drawbacks.

ARTICLE VI.

Goods imported in Vessels of either Country.

All articles which are or may be legally importable into the ports of the dominions and possessions of Her Britannic Majesty in British vessels may likewise be imported into those ports in Colombian vessels, without being liable to any other or higher duties or charges, of whatever denomination, than if such articles were imported in British vessels; and reciprocally, all articles which are or may be legally importable into the ports of the dominions and possessions of the United States of Colombia in Colombian vessels may likewise be imported into those ports in British vessels, without being liable to any other or higher duties or charges, of whatever denomination, than if such articles were imported in Colombian vessels. Such reciprocal equality of treatment shall take effect without distinction, whether such articles come directly from the place of origin or from any other place.

Goods exported in Vessels of either Country. Bounties. Drawbacks.

In the same manner there shall be perfect equality of treatment in regard to exportation, so that the same export duties shall be paid, and the same bounties and drawbacks allowed, in the dominions and possessions of either of the contracting parties, on the exportation of any article which is or may be legally exportable therefrom, whether such exportation shall take place in British or in Colombian vessels, and whatever may be the place of destination, whether a port of either of the contracting parties or of any third power.

ARTICLE VII.

Tonnage, Harbour, Pilotage, Lighthouse, Quarantine, and similar Duties.

No duties of tonnage, harbour, pilotage, lighthouse, quarantine, or other similar or corresponding duties, of whatever nature, or under whatever denomination, levied in the name or for the profit of Government, public functionaries, private individuals, corporations, or establishments of any kind, shall be imposed in the ports of the dominions and possessions of either country upon the vessels of the other country, which shall not equally and under the same conditions be imposed, in the like cases, on national vessels in general. Such equality of treatment shall apply reciprocally to the respective vessels, from whatever port or place they may arrive, and whatever may be their place of destination.

ARTICLE VIII.

Stationing, Loading, and Unloading of Vessels.

In all that regards the stationing, loading, and unloading of vessels in the ports, basins, docks, roadsteads, harbours, or rivers of the dominions and possessions of the two countries, no privilege shall be granted to national vessels which shall not be equally granted to vessels of the other country; the intention of the contracting parties being that in this respect also the respective vessels shall be treated on the footing of perfect equality.

ARTICLE IX.

Coasting Trade.

The stipulations of the preceding articles shall not apply to the coasting trade, which remains subject to the particular legislation of each of the high contracting parties.

Port to Port Trade. Discharge of Cargo.

The vessels of each of the two contracting parties shall, however, be at liberty, if the captain, proprietor, or other person duly authorised to act as agent for the vessel or cargo, shall consider advisable, to proceed from one port of one of the two countries to one or more ports of the same country, in order to discharge the whole or part of their cargo brought from abroad, or in order to take in or complete their cargo, without paying other duties than those which are, or may be, paid by national vessels in similar cases.

ARTICLE X.

National Vessels.

All vessels which according to British law are to be deemed British vessels, and all vessels which according to the Colombian law are to be deemed Colombian vessels, shall, for the purposes of this Treaty, be deemed British and Colombian vessels respectively.

ARTICLE XIV.

Residence, Travelling. Acquisition of Property. Trading, Agents. Passports, Licenses. Taxes, Imposts, &c.

The subjects and citizens of each of the contracting parties, conforming themselves to the laws of the country,—

1. Shall have full liberty, with their families, to enter, travel, or reside in any part of the dominions and possessions of the other contracting party.

2. They shall be permitted to hire or possess the houses, manufactories, warehouses, shops, and premises which may be necessary for them.

3. They may carry on their commerce, by wholesale or by retail, and either in person or by any agents whom they may think fit to employ.

4. They shall not be subject, in respect of their persons or property, or in respect of passports licenses for residence or establishment, nor in respect of their commerce or industry, to any taxes, whether general or local, nor to imposts or obligations of any kind whatever, other or greater than those which are or may be imposed upon native subjects or citizens.

ARTICLE XVII.

Acquisition and Disposal of Property. Imposts, Duties, &c.

The subjects and citizens of each of the contracting parties in the dominions and possessions of the other shall be at full liberty to acquire, possess, and dispose of every description of property which the laws of the country may permit any foreigners, of whatsoever nation, to acquire and possess. They may acquire and dispose of the same, whether by purchase, sale, donation, exchange, marriage, testament, succession *ab intestato*, or in any other manner, under the same conditions as are established by the laws of the country for all foreigners. Their heirs and representatives may succeed to and take possession of such property, either in person or by agents acting on their behalf, in the same manner and in the same legal forms as subjects or citizens of the country. In the absence of heirs and representatives the property shall be treated in the same manner as the like property belonging to a subject or citizen of the country under similar circumstances.

In none of these respects shall they pay upon the value of such property any other or higher impost, duty, or charge than is payable by subjects or citizens of the country. In every case the subjects or citizens of the contracting parties shall be permitted to export their property, or the proceeds thereof, if sold, freely, and without being subjected on such exportation to pay any duty as foreigners, or any other or higher duties than those to which subjects or citizens of the country are liable under similar circumstances.

ARTICLE XVIII.

Protection of Persons and Property. Law and Justice.

* * * * *

The subjects or citizens of each of the two contracting parties in the dominions and possessions of the other shall have free access to the courts of justice for the prosecution and defence of their rights. They shall enjoy in this respect the same rights and privileges as subjects or citizens of the country, and shall, like them, be at liberty to employ, in all causes, their advocates, attorneys, or agents from among the persons admitted to the exercise of those professions according to the laws of the country.

ARTICLE XIX.

Rupture of Friendly Relations. Protection of Persons and Property.

For the better security of commerce between the subjects and citizens of the two high contracting parties, it is agreed that if at any time any rupture, or any interruption of friendly intercourse, should unfortunately take place between the two contracting parties, the subjects or citizens of either of them, established in the territories of the other, who may reside upon the coasts, shall be allowed six months, and those who may reside in the interior a whole year, to wind up their accounts and to dispose of their property; and a safe-conduct shall be given to them to embark at the port which they themselves shall select. The subjects or citizens of either of the two contracting parties who may be established in the dominions or territories of the other, in the exercise of any trade or other occupation or employment, shall be allowed to remain and continue in the exercise of the said trade or occupation, notwithstanding the interruption of friendship between the two countries, in the free enjoyment of their personal liberty and property, so long as they behave peaceably and observe the laws; and their goods and effects, of whatever description they may be, whether in their own custody or intrusted to individuals or to the State, shall not be liable to seizure or sequestration, or to any other charges or demands than those which may be made upon the like effect or property belonging to native subjects or citizens. In the same case, or in case of domestic troubles, debts between individuals, public funds, and the shares of companies shall never be confiscated, sequestered, or detained.

ARTICLE XX.

Wrecks and Salvage.

Any ship of war or merchant-vessel of either of the contracting parties which may be compelled by stress of weather, or by accident, to take shelter in a port of the other, shall be at liberty to refit therein, to procure all necessary stores, and to put to sea again, without paying any dues other than such as would be payable in a similar case by a national vessel. In case, however, the master of a merchant-vessel should be under the necessity of disposing of a part of his merchandise in order to defray his expenses, he shall be bound to conform to the regulations and tariffs of the place to which he may have come.

If any ship of war or merchant-vessel of one of the contracting parties should run aground or be wrecked upon the coasts of the other, such ship or vessel, and all parts thereof, and all furniture and appurtenances belonging thereunto, and all goods and merchandise saved therefrom, including any which may have been cast into the sea, or the proceeds thereof if sold, as well as all papers found on board such stranded or wrecked ship or vessel, shall be given up to the owners or their agents when claimed by them. If there are no such owners or agents on the spot, then the same shall be delivered to the British or Colombian Consul-General, Consul, or Vice-Consul in whose district the wreck or stranding may have taken place, upon being claimed by him within the period fixed by the laws of the country; and such consuls, owners, or agents shall pay only the expenses incurred in the preservation of the property, together with the salvage or other expenses which would have been payable in the like case of a wreck of a national vessel.

The goods and merchandise saved from the wreck shall be exempt from all duties of customs, unless cleared for consumption, in which case they shall pay the same rate of duty as if they had been imported in a national vessel.

In the case either of a vessel being driven in by stress of weather, run aground, or wrecked, the respective Consuls-General, Consuls, Vice-Consuls, and Consular Agents shall, if the owner or master or other agent of the owner is not present, or is present and requires it, be authorised to interpose in order to afford the necessary assistance to their fellow-countrymen.

No. 8.—CONGO.

Convention between Her Majesty and the King of the Belgians, acting as Founder of, and in the name of, the International Association of the Congo. Signed at Berlin, December 16, 1884.*

ARTICLE I.

Freedom from Custom-house Duties.

The International Association of the Congo undertakes not to levy any duty, import or transit, on articles or merchandise imported by British subjects into the said territories, or into any territory which may hereafter come under its Government. This freedom from custom-house duties shall extend to merchandise and articles of commerce which shall be transported along the roads or canals constructed, or to be constructed, around the cataracts of the Congo.

Declarations exchanged between the Government of Her Britannic Majesty and the International Association of the Congo. Berlin, December 16, 1884.

Freedom of Navigation, Commerce, Industry, Religion, and Acquisition and Disposal of Property, &c.

5. That the Association and the said Free States [established, and being established, in the Basins of the Congo and of the Niadi Kwilu, and in adjacent territories upon the Atlantic] guarantee to foreigners in their territories the free exercise of their religion, the rights of navigation, commerce, and industry, and the right of buying, selling, letting, and hiring lands, buildings, mines, and forests, on the sole condition that they shall obey the laws.

No. 9.—COSTA RICA.

Treaty of Commerce and Navigation between Her Majesty and the Republic of Costa Rica. Signed at San José, November 27, 1849.

ARTICLE VI.

Tonnage, Light, Harbour, Pilotage, and Salvage Dues.

No higher nor other duties or payments on account of tonnage, of light or harbour dues, of pilotage, of salvage in case either of damage or shipwreck, or on account of any other local charges, shall be imposed in any of the ports of the Republic of Costa Rica on British vessels, than those payable in the same ports by Costa Rican vessels; nor in any of the territories, dominions, or settlements of Her Britannic Majesty on Costa Rican vessels, than shall be payable in the same ports on British vessels.

ARTICLE VII. ♦

Goods imported in Vessels of either Country.

The same duties shall be paid on the importation into the territories of the Republic of Costa Rica of any article being of the growth, produce, or manufacture of the territories, dominions, or settlements of Her Britannic Majesty, whether such importation shall be made in Costa Rican or in British vessels; and the same duties shall be paid on the importation into the territories, dominions, or settlements of Her Britannic Majesty of any article being of the growth, produce, or manufacture of the Republic of Costa Rica, whether such importation shall be made in British or in Costa Rican vessels.

Goods exported in Vessels of either Country. Bounties. Drawbacks.

The same duties shall be paid, and the same bounties and drawbacks allowed, on the exportation to the Republic of Costa Rica of any articles being of the growth, produce, or manufacture of the territories, dominions, or settlements of Her Britannic Majesty, whether such exportation shall be made in Costa Rican or in British vessels; and the same duties shall be paid, and the same bounties and drawbacks allowed, on the exportation of any articles being of the growth, produce, or manufacture of the Republic of Costa Rica, to the territories, dominions, or settlements of Her Britannic Majesty, whether such exportation shall be made in British or in Costa Rican vessels.

* The General Act of the Conference of Berlin relative to freedom of trade in the Basin of the Congo, &c., was signed on February 26, 1885.

ARTICLE VIII.

Privileges of Merchants and others. Agents, &c.

All merchants, commanders of ships, and others, the subjects of Her Britannic Majesty, shall have full liberty in all the territories of the Republic of Costa Rica to manage their own affairs themselves, or to commit them to the management of whomsoever they please, as broker, factor, agent, or interpreter; nor shall they be obliged to employ any other persons in those capacities than those employed by Costa Ricans, nor to pay them any other salary or remuneration than such as is paid in like cases by Costa Rican citizens; and absolute freedom shall be allowed in all cases to the buyer and seller to bargain and fix the price of any goods, wares, or merchandise imported into, or exported from, the Republic of Costa Rica, as they shall see good, observing the laws and established customs of the country. The same privileges shall be enjoyed in the territories, dominions, and settlements of Her Britannic Majesty by the citizens of the Republic of Costa Rica under the same conditions.

Protection of Persons and Property. Law and Justice.

The subjects and citizens of the high contracting parties shall reciprocally receive and enjoy full and perfect protection for their persons and property, and shall have free and open access to the courts of justice in the said countries, respectively, for the prosecution and defence of their just rights; and they shall be at liberty to employ in all causes the advocates, attorneys, or agents, of whatever description, whom they may think proper; and they shall enjoy in this respect the same rights and privileges therein as native subjects or citizens.

ARTICLE IX.

Police of the Ports. Lading and Unlading of Ships. Acquisition and Disposal of Property. Law and Justice. Imposts, Duties, &c.

In whatever relates to the police of the ports, the lading and unlading of ships, the safety of merchandise, goods, and effects, the succession to personal estates by will or otherwise, and the disposal of personal property of every sort and denomination, by sale, donation, exchange, testament or in any other manner whatsoever, as also the administration of justice, the subjects and citizens of the two high contracting parties shall reciprocally enjoy the same privileges, liberties, and rights as native subjects or citizens; and they shall not be charged in any of these respects with any higher imposts or duties than those which are paid or may be paid by native subjects or citizens; submitting of course to the local laws and regulations of each country, respectively.

ARTICLE X.

Requisitions, Taxes, &c.

The subjects of Her Britannic Majesty residing in the Republic of Costa Rica, and the citizens of the Republic of Costa Rica residing in any of the territories, dominions, or settlements of Her Britannic Majesty, shall be exempted from all compulsory military service whatsoever, either by sea or by land, and from all forced loans or military exactions or requisitions; and they shall not be compelled, under any pretext whatsoever, to pay other ordinary charges, requisitions, or taxes, greater than those that are paid by native subjects or citizens of the contracting parties, respectively.

ARTICLE XII.

Rupture of Friendly Relations. Protection of Persons and Property.

For the better security of commerce between the subjects of Her Britannic Majesty and the citizens of the Republic of Costa Rica, it is agreed, that if at any time any interruption of friendly intercourse, or any rupture, should unfortunately take place between the two high contracting parties, the subjects or citizens of either of the two high contracting parties who may be within any of the territories, dominions, or settlements of the other, shall, if residing upon the coasts, be allowed six months, and if in the interior, a whole year, to wind up their accounts and dispose of their property; and a safe-conduct shall be given them to embark at the port which they themselves shall select; and even in the event of a rupture, all such subjects or citizens of either of the two high contracting parties who are established in any of the territories, dominions, and settlements of the other, in the exercise of any trade or special employment, shall have the privilege of remaining and of continuing such trade and employment therein, without any manner of interruption, in the full enjoyment of their liberty and property, as long as they behave peaceably, and commit no offence against the laws; and their goods and effects, of whatever description they may be, whether in their own custody or intrusted to individuals or to the State, shall not be liable to seizure or sequestration, nor to any other charges or demands than those which may be made upon the like effects or property belonging to the native subjects or citizens of the country in which such subjects or citizens may reside. In the same case, debts between individuals, property in public funds, and shares of companies, shall never be confiscated, sequestered, nor detained.

No. 10.—DENMARK.

Convention of Commerce between Great Britain and Denmark. Signed at London, June 16, 1824.

ARTICLE I.

Duties on Vessels.

From and after the 1st day of July next, Danish vessels entering or departing from the ports of the United Kingdom of Great Britain and Ireland, and British vessels entering or departing from the ports of His Danish Majesty's dominions, shall not be subject to any other or higher duties or charges whatever than are or shall be levied on national vessels entering or departing from such ports respectively.

ARTICLE II.

National Goods imported and exported in Vessels of either Country.

All articles of the growth, produce, or manufacture of any 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 and of Denmark, 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.

ARTICLE III.

Foreign Goods imported in Vessels of either Country.

All articles not of the growth, produce, or manufacture of the dominions of His Britannic Majesty, which can legally be imported from the United Kingdom of Great Britain and Ireland into the ports of the dominions of the King of Denmark, in British ships, shall be subject only to the same duties as are payable upon the like articles, if imported in Danish ships; and the same reciprocity shall be observed, with regard to Danish vessels, in the ports of the said United Kingdom of Great Britain and Ireland, in respect to all articles not the growth, produce, or manufacture of the dominions of His Danish Majesty, which can legally be imported into the ports of the United Kingdom in Danish ships.

ARTICLE IV.

Goods imported and exported in Vessels of either Country. Bounties. Drawbacks.

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

ARTICLE V.

Nationality of Vessels.

No priority or preference shall be given, directly or indirectly, by the Government of either country, or by any company, corporation, or agent, acting on its behalf, or under its authority, in the purchase of any article the growth, produce, or manufacture of either country, imported into the other on account of or in reference to the character of the vessel in which such article was 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.

ARTICLE VI.

Colonies excluded.

The high contracting parties having mutually determined not to include, in the present Convention, their respective Colonies, in which are comprehended, on the part of Denmark, Greenland, Iceland, and the Islands of Ferroe, it is expressly agreed that the intercourse which may at present legally be carried on by the subjects or ships of either of the said high contracting parties with the Colonies of the other shall remain upon the same footing as if this Convention had never been concluded.

SEPARATE ARTICLE.

Reciprocity.

The high contracting parties reserve to themselves to enter upon additional stipulations for the purpose of facilitating and extending, even beyond what is comprehended in the Convention of this date, the commercial relations of their respective subjects and dominions, upon the principle either of reciprocal or equivalent advantages, as the case may be: And in the event of any article or articles being concluded between the said high contracting parties, for giving effect to such stipulations, it is hereby agreed, that the article or articles which may hereafter be so concluded shall be considered as forming part of the aforesaid Convention.

ADDITIONAL ARTICLE.

Removal of Property. Duties.

Their Britannic and Danish Majesties mutually agree that no higher or other duties shall be levied, in either of their dominions (their respective Colonies being excepted from the Convention of this date), upon any personal property of their respective subjects, on the removal of the same from the dominions of their said Majesties reciprocally (either upon the inheritance of such property, or otherwise), than are or shall be payable in each State, upon the like property, when removed by a subject of such State respectively.

No. 11—DOMINICAN REPUBLIC.

*Treaty of Commerce and Navigation between Great Britain and the Dominican Republic.
Signed at Santo Domingo, March 6, 1850.*

ARTICLE III.

Tonnage, Import, and other Duties. (Coasting Trade reserved.)

No tonnage, import, or other duties or charges shall be levied in the Dominican Republic on British vessels, or on goods imported or exported in British vessels, beyond what are or may be levied on national vessels,

or on the like goods imported or exported in national vessels, to and from the open ports ; and in like manner, no tonnage, import, or other duties or charges shall be levied in the British dominions on vessels of the Republic, or on goods imported or exported in those vessels, beyond what are or may be levied on national vessels, or on the like goods imported or exported in national vessels to or from the ports open to commerce ; without prejudice whatever to the coasting trade, which remains exclusively reserved to national vessels of each of the two contracting parties.

No. 12.—EQUATOR.

Treaty of Commerce and Navigation between Her Majesty and the Republic of the Equator.
Signed at Quito, October 18, 1880.

ARTICLE II.

Commerce and Navigation. Privileges.

There shall be between all the dominions and possessions of the two high contracting parties reciprocal freedom of commerce and navigation. The subjects and citizens of each of the two contracting parties, respectively, shall have liberty freely and securely to come, with their ships and cargoes, to all places, ports, and rivers in the dominions and possessions of the other to which other foreigners are or may be permitted to come, and shall, throughout the whole extent of the dominions and possessions of the other, enjoy the same rights, privileges, liberties, favours, immunities, and exemptions in matters of commerce and navigation which are or may be enjoyed by native subjects or citizens generally.

ARTICLE VI.

Warehousing, Transit Trade, Bounties, Facilities, and Drawbacks.

Equality of treatment in regard to warehousing and to the transit trade, and also in regard to bounties, facilities, and drawbacks, shall be enjoyed by the subjects and citizens of the high contracting parties reciprocally.

ARTICLE VII.

Goods imported in Vessels of either Country.

All articles the produce or manufacture of the dominions and possessions of either of the contracting parties, or of any other country, which are or may be legally importable into the ports of the dominions and possessions of Her Britannic Majesty in British vessels, may likewise be imported into those ports in Equatorian vessels, without being liable to any other or higher duties or charges, of whatever denomination, than if such articles were imported in British vessels ; and, reciprocally, all articles the produce or manufacture of the dominions and possessions of either of the contracting parties, or of any other country, which are or may be legally importable into the ports of the dominions and possessions of the Republic of the Equator in Equatorian vessels, may likewise be imported into those ports in British vessels, without being liable to any other or higher duties or charges, of whatever denomination, than if such articles were imported in Equatorian vessels. Such reciprocal equality of treatment shall take effect without distinction, whether such articles come directly from the place of origin or from any other place.

Goods exported in Vessels of either Country. Bounties. Drawbacks.

In the same manner there shall be perfect equality of treatment in regard to exportation ; so that the same export duties shall be paid, and the same bounties and drawbacks allowed, in the dominions and possessions of either of the high contracting parties, on the exportation of any article which is or may be legally exportable therefrom, without distinction whether such exportation shall take place in British or in Equatorian vessels, and whatever may be the place of destination, whether a port of either of the contracting parties or of any third power.

ARTICLE IX.

Coasting Trade reserved.

It being understood that the general liberty of commercial communication conceded by both contracting parties to one another by the preceding Articles Nos. V., VI., and VII. shall in no way extend to the coasting trade of the two respective nations.

ARTICLE XI.

National Vessels.

All vessels which according to British law are to be deemed British vessels, and all vessels which according to Equatorian law are to be deemed Equatorian vessels, shall, for the purposes of this Treaty, be deemed British and Equatorian vessels respectively.

ARTICLE XV.

Residence, Travelling, Trading, Agents, Passports, Licenses, Taxes, Imposts, Acquisition of Property, &c.

The subjects or citizens of each of the two high contracting parties, conforming themselves to the laws of the country—

1. Shall have full liberty, with their families, to enter, travel, or reside in any part of the dominions and possessions of the other contracting party.

2. They shall be permitted to hire or possess the houses, manufactories, warehouses, shops, and premises which may be necessary for them.

3. They may carry on their commerce by wholesale or retail, either in person or by any agents whom they may think fit to employ.

4. They shall not be subject, in respect of their persons or property, or in respect of passports, licenses for residence or establishment, nor in respect of their commerce or industry, to any taxes, whether general or local, nor to imposts or obligations of any kind whatever, other or greater than those which are or shall be imposed upon native subjects.

ARTICLE XVII.

Judicial and Municipal Charges and Functions. Military Requisitions. Forced Loans.

The subjects and citizens of each of the two high contracting parties in the dominions and possessions of the other shall be exempted from all compulsory military service whatever, whether in the army, navy, or national guard, or militia. They shall be equally exempted from all judicial and municipal charges and functions whatever, as well as from all contributions, whether pecuniary or in kind, imposed as a compensation for personal service; and, finally, from forced loans and military exactions or requisitions.

In regard, however, to judicial and municipal charges and functions, those shall be excepted which are consequent upon the possession of real property or of a lease; and in regard to military exactions and requisitions, those which all subjects of the country are or shall be liable to as landed proprietors, or as farmers, or as tenants, or occupiers of public-houses, or houses of a similar character.

ARTICLE XVIII.

Acquisition and Disposal of Property. Imposts, Duties, &c.

The subjects and citizens of each of the two contracting parties in the dominions and possessions of the other shall be at full liberty to acquire, possess, and dispose of every description of property which the laws of the country may permit any foreigners, of whatsoever nation, to acquire and possess. They may acquire and dispose of the same, whether by purchase, sale, donation, exchange, marriage, testament, succession *ab intestato*, or in any other manner, under the same conditions as are established by the laws of the country for all foreigners. Their heirs and representatives may succeed to and take possession of such property, either in person or by agents acting on their behalf, in the same manner and in the same legal forms as subjects or citizens of the country. In the absence of heirs and representatives the property shall be treated in the same manner as the like property belonging to a subject of the country under similar circumstances.

In none of these respects shall they pay upon the value of such property any other or higher impost, duty, or charge than is payable by subjects of the country. In every case the subjects and citizens of the contracting parties shall be permitted to export their property, or the proceeds thereof, if sold, freely, and without being subjected on such exportation to pay any duty as foreigners, or any other or higher duties than those to which subjects of the country are liable under similar circumstances.

ARTICLE XIX.

Protection of Persons and Property. Law and Justice.

The subjects and citizens of each of the two contracting parties in the dominions and possessions of the other shall have free access to the courts of justice for the prosecution and defence of their rights. They shall enjoy, in this respect, the same rights and privileges as subjects or citizens of the country, and shall, like them, be at liberty to employ, in all causes, their advocates, attorneys, or agents from among the persons admitted to the exercise of those professions, according to the laws of the country.

ARTICLE XX.

Wrecks and Salvage.

Any ship of war or merchant-vessel of either of the high contracting parties which may be compelled by stress of weather or by accident to take shelter in a port of the other shall be at liberty to refit therein, to procure all necessary stores, and to put to sea again, without paying any dues other than such as would be payable in a similar case by a national vessel. In case, however, the master of a merchant-vessel should be under the necessity of disposing of a part of his merchandise, in order to defray his expenses, he shall be bound to conform to the regulations and tariffs of the place to which he may have come.

If any ship of war or merchant-vessel of one of the high contracting parties should run aground or be wrecked upon the coasts of the other, such ship or vessel, and all parts thereof, and all furniture and appurtenances belonging thereunto, and all goods and merchandise saved therefrom, including any which may have been cast into the sea, or the proceeds thereof, if sold, as well as all papers found on board such stranded or wrecked ship or vessel, shall be given up to their owners or their agents, when claimed by them from the officers, British or Equatorian, as the case may be, who are by the laws or Government of their respective countries intrusted with the protection, preservation, and custody of shipwrecked property; and if there are no such owners or agents on the spot, then the same shall be delivered by the above-named officers to the British or Equatorian Consul-General, Consul, or Vice-Consul in whose district the wreck or stranding may have taken place, upon being claimed by him within the period fixed by the laws of the country; and such consuls, owners, or agents shall pay only the expenses incurred in the preservation of the property, together with the salvage or other expenses, which would have been payable in the like case of a wreck of a national vessel.

The goods and merchandise saved from the wreck shall be exempt from all duties of customs, unless cleared for consumption, in which case they shall pay the same rate of duty as if they had been imported in a national vessel.

ARTICLE XXII.

Rupture of Friendly Relations. Protection of Persons and Property.

For the better security of commerce between the subjects of Her Britannic Majesty and the citizens of the Republic of the Equator, it is agreed that, if at any time any interruption of friendly intercourse, or any rupture, should unfortunately take placè between the two contracting parties, the subjects or citizens of either of the two contracting parties residing upon the coast shall be allowed six months, and those residing in the interior a year, to wind up their accounts and dispose of their property; and a safe-conduct shall be given them to embark at the port which they shall themselves select. All subjects or citizens of either of the two contracting parties who may be established in the dominions or territories of the other, in the exercise of any trade or special employment, shall have the privilege of remaining and continuing such trade or employment therein without any manner of interruption, in full enjoyment of their liberty and property, as long as they behave peaceably and commit no offence against the laws; and their goods and effects, of whatever description they may be, whether in their own custody, or intrusted to individuals or to the State, shall not be liable to seizure or sequestration, or to any other charges or demands than those which may be made upon the like effects or property belonging to native subjects or citizens. In the same case debts between individuals, public funds, and the shares of companies shall never be confiscated, sequestered, or detained.

PROTOCOL.

Treaty Stipulations. Application to certain British Colonies.

The stipulations of the aforesaid Treaty shall be applicable to all the colonies and foreign possessions of Her Britannic Majesty, with the exception of those hereinafter named, that is to say:—

The Dominion of Canada.	•	Victoria.
New South Wales.		Tasmania.

No. 13.—FRANCE.

(1) *Convention of Commerce and Navigation between His Majesty, and the Most Christian King, together with two Additional Articles thereunto annexed. Signed at London, January 26, 1826.*

ARTICLE I.

Tonnage, Harbour, Lighthouse, Pilotage, Quarantine, and other Duties. Direct trade or in ballast.

From and after April 5 of the present year, French vessels coming from or departing for the ports of France, or, if in ballast, coming from or departing for any place, shall not be subject, in the ports of the United Kingdom, either on entering into or departing from the same, to any higher duties of tonnage, harbour, lighthouse, pilotage, quarantine, or other similar or corresponding duties of whatever nature or under whatever denomination, than those to which British vessels, in respect of the same voyages, are or may be subject, on entering into or departing from such ports; and, reciprocally, from and after the same period, British vessels coming from or departing for the ports of the United Kingdom, or, if in ballast, coming from or departing for any place, shall not be subject, in the ports of France, either on entering into or departing from the same, to any higher duties of tonnage, harbour, lighthouse, pilotage, quarantine, or other similar or corresponding duties, of whatever nature or under whatever denomination, than those to which French vessels, in respect of the same voyages, are or may be subject, on entering into or departing from such ports; whether such duties are collected separately, or are consolidated in one and the same duty; His Most Christian Majesty reserving to himself to regulate the amount of such duty or duties in France, according to the rate at which they are or may be established in the United Kingdom; at the same time, with the view of diminishing the burthens imposed upon the navigation of the two countries, His Most Christian Majesty will always be disposed to reduce the amount of the said burthens in France, in proportion to any reduction which may hereafter be made of those now levied in the ports of the United Kingdom.

ARTICLE II.

Goods imported in Vessels of either Country.

Goods, wares, and merchandise, which can or may be legally imported into the ports of the United Kingdom from the ports of France, if so imported in French vessels, shall be subject to no higher duties than if imported in British vessels, and, reciprocally, goods, wares, and merchandise, which can or may be legally imported into the ports of France, from the ports of the United Kingdom, if so imported in British vessels, shall be subject to no higher duties than if imported in French vessels.

Exceptions and Reservations.

The produce of Asia, Africa, and America, not being allowed to be imported from the said countries nor from any other, in French vessels, nor from France in French, British, or any other vessels, into the ports of the United Kingdom, for home consumption, but only for warehousing and re-exportation, His Most Christian Majesty reserves to himself to direct that, in like manner, the produce of Asia, Africa, and America shall not be imported from the said countries, nor from any other, in British vessels, nor from the United Kingdom in British, French, or any other vessels, into the ports of France, for the consumption of that kingdom, but only for warehousing and re-exportation.

European Goods.

With regard to the productions of the countries of Europe, it is understood between the high contracting parties that such productions shall not be imported in British ships, into France, for the consumption of that

kingdom, unless such ships shall have been laden therewith in some port of the United Kingdom; and that His Britannic Majesty may adopt, if he shall think fit, some corresponding restrictive measure, with regard to the productions of the countries of Europe imported into the ports of the United Kingdom in French vessels; the high contracting parties reserving, however, to themselves the power of making, by mutual consent, such relaxations in the strict execution of the present Article as they may think useful to the respective interests of the two countries, upon the principle of mutual concessions, affording each to the other reciprocal or equivalent advantages.

ARTICLE III.

Goods exported in Vessels of either Country. Bounties, Drawbacks, &c.

All goods, wares, and merchandise, which can or may be legally exported from the ports of either of the two countries, shall, on their export, pay the same duties of exportation, whether the exportation of such goods, wares, and merchandise be made in British or in French vessels, provided the said vessels proceed respectively, direct from the ports of the one country to those of the other. And all the said goods, wares, and merchandise, so exported in British or French vessels, shall be reciprocally entitled to the same bounties, drawbacks, and other allowances of the same nature which are granted by the regulations of each country, respectively.

ARTICLE VI.

Provisions to be extended to Possessions in Europe.

It is agreed that the provisions of the present Convention between the high contracting parties shall be reciprocally extended and in force in all the possessions subject to their respective dominions in Europe.

ADDITIONAL ARTICLES.

ARTICLE I.

Goods imported to Colonies in Vessels of either Country.

From and after October 1 of the present year, French vessels shall be allowed to sail from any port whatever of the countries under the dominion of His Most Christian Majesty to all the colonies of the United Kingdom (except those possessed by the East India Company), and to import into the said colonies all kinds of merchandise (being productions the growth or manufacture of France, or of any country under the dominion of France), with the exception of such as are prohibited to be imported into the said colonies, or are permitted to be imported only from countries under the British dominion; and the said French vessels, as well as the merchandise imported in the same, shall not be subject, in the colonies of the United Kingdom, to other or higher duties than those to which British vessels may be subject, on importing the same merchandise from any foreign country, or which are imposed upon the merchandise itself.

The same facilities shall be granted, reciprocally, in the colonies of France, with regard to the importation, in British vessels, of all kinds of merchandise (being productions the growth and manufacture of the United Kingdom, or of any country under the British dominion), with the exception of such as are prohibited to be imported into the said colonies, or are permitted to be imported only from countries under the dominion of France. And whereas all goods, the produce of any foreign country, may now be imported into the colonies of the United Kingdom, in the ships of that country, with the exception of a limited list of specified articles, which can only be imported into the said colonies in British ships, His Majesty the King of the United Kingdom reserves to himself the power of adding to the said list of excepted articles any other, the produce of the French dominions, the addition whereof may appear to His Majesty to be necessary for placing the commerce and navigation to be permitted to the subjects of each of the high contracting parties with the colonies of the other upon a footing of fair reciprocity.

ARTICLE II.

Goods exported from Colonies in Vessels of either Country. Bounties, Drawbacks, &c.

From and after the same period, French vessels shall be allowed to export from all the colonies of the United Kingdom (except those possessed by the East India Company) all kinds of merchandise, which are not prohibited to be exported from such colonies in vessels other than those of Great Britain; and the said vessels, as well as the merchandise exported in the same, shall not be subject to other or higher duties than those to which British vessels may be subject, on exporting the said merchandise, or which are imposed upon the merchandise itself; and they shall be entitled to the same bounties, drawbacks, and other allowances of the same nature, to which British vessels would be entitled, on such exportation.

The same facilities and privileges shall be granted, reciprocally, in all the colonies of France, for the exportation, in British vessels, of all kinds of merchandise which are not prohibited to be exported from such colonies in vessels other than those of France.

No. 14.

(2) *Convention between Her Majesty and the French Republic to regulate the Commercial and Maritime Relations between Great Britain and France. Signed at Paris, February 28, 1882.*

ARTICLE IV.

Duties of Octroi, Excise, and Internal Consumption.

Goods, the produce or manufacture of the United Kingdom imported into France or Algeria, shall not be subject to any other or higher duties of octroi, excise, or internal consumption than those which are or may

be charged upon the like goods of French origin; and in like manner goods, the produce or manufacture of France or Algeria, imported into the United Kingdom shall not be subject to any other or higher duties of octroi, excise, or internal consumption than those which are or may be charged upon the like goods of British origin.

ARTICLE VII.

National Vessels.

British ships and their cargoes shall, in France and in Algeria, and French ships and their cargoes shall, in the United Kingdom of Great Britain and Ireland, from whatever place arriving, and whatever may be the place of origin or destination of their cargoes, be treated in every respect as national ships and their cargoes.

ARTICLE VIII.

Tonnage, Landing, and Shipping Dues.

The two high contracting parties reserve to themselves the power of levying tonnage, landing, or shipping dues in order to pay the expenses of all necessary establishments at the ports of importation and exportation, but all these dues, whether levied by the State, towns, Chambers of Commerce, or any other corporate body, shall never be other nor higher than those which are or may be applicable to national ships and their cargoes to whatever ports they may belong, the wish of the high contracting parties being that in this respect English and French vessels and their cargoes should be treated on a footing of perfect equality.

Placing, Loading and Unloading of Vessels. Port and Harbour Dues, &c.

But in all that relates to local treatment the placing, loading, and unloading of vessels as well as the dues and charges in the ports, basins, docks, roadsteads, harbours, and rivers of the two countries, and generally in respect of all formalities or regulations to which merchant ships, their crews and cargoes, are subject, the privileges, favours, or advantages which are or shall be granted to national vessels generally, or to the goods imported or exported in them, shall be equally granted to the vessels of the other country, and to the goods imported or exported in them.

No. 15.—GERMANY.

(1) *Treaty of Navigation between Her Majesty and the King of Prussia. Signed at Gastein, August 16, 1865.**

ARTICLE I.

Ships and Cargoes.

British ships and their cargoes shall, in Prussia, and Prussian ships and their cargoes shall, in the United Kingdom of Great Britain and Ireland, from whatever place arriving, and whatever may be their place of destination, and whatever may be the place of origin or destination of their cargoes, be treated in every respect as national ships and their cargoes.

Fishery Rights and British Local Privileges, reserved.

It is, however, agreed that the preceding stipulation shall not affect the rights connected with fishery belonging exclusively to the subjects of either country within their respective marine territorial limits, nor the local immunities enjoyed in Great Britain, not by British subjects generally, but only by certain privileged classes in certain ports.

Every favour or exemption which either of the contracting parties shall grant in these respects to any other power shall be immediately and unconditionally extended to the other party.

ARTICLE II.

British Colonies and Possessions. (Coasting Trade conditional.)

The stipulations contained in the preceding Article are also to be applied to the colonies and foreign possessions of her Britannic Majesty, as well as to the ships and cargoes of the same; but as regards the coasting trade, only in those colonies and foreign possessions the coasting trade of which shall have been, or shall be hereafter, opened to foreign ships in conformity with the Acts of Parliament which govern this matter.

ARTICLE III.

Wrecks.

If any ship of war or merchant-vessel of one of the contracting parties should run aground or be wrecked upon the coasts of the other, the same aid and assistance shall be rendered to it as to a national vessel, and in such case no other expenses shall be paid by the owners or their agents and representatives for the preservation of the property than would be payable in the like case of a wreck of a national vessel. In case the master of a merchant-vessel should be under the necessity of disposing of a part of his merchandise in order to defray his expenses, no impediment shall be opposed by the authorities, the master being bound, however, to conform to the existing regulations and tariffs.

The goods and merchandise saved from the wreck shall be exempt from all duties of customs unless cleared for consumption.

The respective Consuls-General, Consuls, Vice-Consuls, and Consular Agents shall, if the owner or master, or other agent of the owner, is not present, or is present and requires it, be authorised to interpose, in order to afford the necessary assistance to those concerned.

* Acceded to by Mecklenburg-Schwerin, January 9, 1869.

(2.) *Arrangement between Great Britain and Germany relative to their respective Spheres of Action in portions of Africa (Gulf of Guinea). April-June, 1885.**Customs, Protection of Persons and Property, and Acquisition and Disposal of Property.**Earl Granville to Count Münster.*

(Extract.)

Foreign Office, May 16, 1885.

Her Majesty's Government cannot at present make any definite declaration as to the limits of duties to be imposed, but they are prepared to give the assurance that those duties will be levied solely for the purpose of meeting the expenses necessary to enable them to carry out the obligations imposed upon them by the Protectorates, and that they will be as moderate as possible.

They are prepared to give every assurance that there shall be no differential treatment of foreigners or foreign goods.

They will be fully prepared to apply to the British Protectorates the provisions of the second paragraph of the Vth Article of the Act of Berlin,* which secures protection to the persons and property of foreigners, and to engage that there shall be no differential treatment of foreigners as to settlement or access to the markets, it being understood that the regulation of these questions must be subject to administrative dispositions in the interests of commerce and of order.

Count Münster to Earl Granville.

(Translation.)

(Extract.)

German Embassy, London, June 2, 1885.

I did not omit to bring your above-mentioned note to the notice of my Government, and I am now authorised to make the following answer:—

With respect to the promises made by the British Government, the Government of His Majesty the Emperor declares itself ready to make the following engagements with regard to its Protectorates on the Gulf of Guinea:

Customs shall only be raised to such an amount as may be considered sufficient to cover the expenses arising from the taking over of the Protectorate.

The customs rates shall be fixed as low as possible, without, however, being confined to any fixed maximum.

There shall be no differential treatment of British subjects or British goods.

The conditions in section 2 of Article V. of the General Act of the Berlin Conference* of February 26 last, which provided for the security of the persons and property of foreigners, shall be applicable to British subjects in German Protectorates; and with the reservation of certain Governmental regulations in the interests of trade and public order, no differential treatment of British subjects with regard to their establishment at or communications with the markets shall take place.

Earl Granville to Baron Plessen.

M. LE BARON,

Foreign Office, June 10, 1885.

I have the honour to request that you will be good enough to furnish me with an explanation of the point which is not altogether clear in the note from His Excellency Count Münster of the 2nd instant, on the subject of the commercial relations of Great Britain and Germany in the territories in the Gulf of Guinea under their Protectorate.

In my note of May 16, I said that Her Majesty's Government would be ready to give every assurance that there should, in the British Protectorate, be no differential treatment of foreigners, I added that they would be prepared to engage that there should be no differential treatment as to settlement or access to the markets, it being understood that the regulation of these questions, as well as of the application of the provisions of Article V. of the Act of Berlin, must be subject to administrative dispositions in the interests of commerce and of order.

In Count Münster's reply a corresponding general assurance was given as to differential treatment, and in response to the suggestion as to the additional engagement, the following words are used:—"es soll vorbehaltlich gewisser Verwaltungs Vorschriften im Interesse des Handels und der öffentlichen Ordnung, keine ungleiche Behandlung von Englischen Unterthanen in Bezug auf Niederlassung oder Zugang zu den Handelsmärkten gestattet sein." I have the honour to inquire whether the meaning of these words is that the equality of treatment of British subjects as to settlement or access to markets is subject to regulations to be made from time to time; and if this is the meaning, as it doubtless will have arisen from a misconception of the phrase used in my note; I have to explain that the assurance which it was intended that the two Governments should exchange was that there should be absolute equality of treatment on these points. In making the reservation respecting regulations, my object was to let it be understood that foreigners would be subject, equally with British subjects, to such rules as regards settlement and access as the administration might think proper to impose.

I have, &c.

(Signed) GRANVILLE.

* "Foreigners, without distinction, shall enjoy protection of their persons and property, as well as the right of acquiring and transferring movable and immovable possessions, and national rights and treatment in the exercise of their professions."

Earl Granville to Sir E. Malet.

SIR,

Foreign Office, June 16, 1885.

Baron von Plessen called to-day and stated that he had been instructed to explain, in reply to my note to Count Münster of the 10th instant, that the passage in His Excellency's note to which I had referred was meant to be a translation of the corresponding passage in my note of May 16. He said that he was authorised to state that the German Government understood the assurance given by them in the same sense as that in which Her Majesty's Government interpreted the assurance given on the part of England.

I am, &c.,

(Signed) GRANVILLE.

No. 17.

- (3) *Declaration between the Governments of Great Britain and the German Empire relating to the Demarcation of the British and German Spheres of Influence in the Western Pacific, and to reciprocal Freedom of Trade and Commerce in the British and German Possessions and Protectorates in those Regions. Signed at Berlin, April 10, 1886.*

Residence, Acquisition and Disposal of Property, Trade, Religion, Protection of Persons and Property.

2. The Government of Her Britannic Majesty and the Government of His Majesty the Emperor agree that the subjects of either State shall be free to resort to all the possessions or Protectorates of the other State in the Western Pacific, and to settle there, and to acquire and to hold all kinds of property, and to engage in all descriptions of trade and professions, and agricultural and industrial undertakings, subject to the same conditions and laws, and enjoying the same religious freedom, and the same protection and privileges, as the subjects of the Sovereign or protecting State.

Ships, Cargoes, Imports, Duties.

3. In all the British and German possessions and Protectorates in the Western Pacific, the ships of both States shall in all respects reciprocally enjoy equal treatment as well as most-favoured-nation treatment, and merchandise of whatever origin imported by the subjects of either State, under whatever flag, shall not be liable to any other or higher duties than that imported by the subjects of the other States or of any third power.

No. 81.—GREECE.

Treaty of Commerce and Navigation between Her Majesty and the King of the Hellenes. Signed at Athens in the English and Greek languages, November 10, 1886.

ARTICLE I.

Commerce and Navigation. Privileges, Ships, Cargoes, Taxes, Imposts.

There shall be between the dominions and possessions of the two high contracting parties reciprocal freedom of commerce and navigation. The subjects of each of the two parties shall have liberty freely to come, with their ships and cargoes, to all places, ports, and rivers in the dominions and possessions of the other to which native subjects generally are or may be permitted to come, and shall enjoy respectively the same rights, privileges, liberties, favours, immunities, and exemptions in matters of commerce and navigation which are or may be enjoyed by native subjects, without having to pay any tax or impost greater than those paid by the same, and they shall be subject to the laws and regulations in force.

ARTICLE IV.

Transit Duties, Warehousing, Bounties, Facilities, and Drawbacks.

The subjects of each of the contracting parties shall enjoy, in the dominions and possessions of the other, exemption from all transit duties, and a perfect equality of treatment with native subjects in all that relates to warehousing, bounties, facilities, and drawbacks.

ARTICLE V.

Goods imported in Vessels of either Country.

All articles which are or may be legally imported into the ports of the dominions and possessions of Her Britannic Majesty in British vessels may likewise be imported into those ports in Hellenic vessels, without being liable to any other or higher duties or charges of whatever denomination than if such articles were imported in British vessels; and reciprocally all articles which are or may be legally imported into the ports of the dominions and possessions of His Majesty the King of the Hellenes in Hellenic vessels may likewise be imported into those ports in British vessels, without being liable to any other or higher duties or charges of whatever denomination than if such articles were imported in Hellenic vessels. Such reciprocal equality of treatment shall take effect without distinction, whether such articles come directly from the place of origin or from any other place.

Goods exported in Vessels of either Country. Bounties, Drawbacks, &c.

In the same manner, there shall be perfect equality of treatment in regard to exportation, so that the same export duties shall be paid, and the same bounties and drawbacks allowed, in the dominions and possessions of either of the contracting parties on the exportation of any article which is or may be legally

exported therefrom, whether such exportation shall take place in Hellenic or in British vessels, and whatever may be the place of destination, whether a port of either of the contracting parties, or of any third power.

ARTICLE VI.

Tonnage, Harbour, Pilotage, Lighthouse, Quarantine, and other Duties.

No duties of tonnage, harbour, pilotage, lighthouse, quarantine, or other similar or corresponding duties of whatever nature, or under whatever denomination, levied in the name or for the profit of Government, public functionaries, private individuals, corporations, or establishments of any kind, shall be imposed in the ports of the dominions and possessions of either country upon the vessels of the other country which shall not equally and under the same conditions be imposed in the like cases on national vessels in general. Such equality of treatment shall apply reciprocally to the respective vessels, from whatever port or place they may arrive, and whatever may be their place of destination.

ARTICLE VII.

Coasting Trade. Stationing, Loading and Unloading of Vessels.

In all that regards the coasting trade, the stationing, loading, and unloading of vessels in the ports, basins, docks, roadsteads, harbours, or rivers of the dominions and possessions of the two countries, no privilege shall be granted to national vessels which shall not be equally granted to vessels of the other country; the intention of the contracting parties being that in those respects also the respective vessels shall be treated on the footing of perfect equality.

ARTICLE VIII.

Wrecks and Salvage.

Any ship of war or merchant-vessel of either of the contracting parties which may be compelled by stress of weather, or by accident, to take shelter in a port of the other, shall be at liberty to refit therein, to procure all necessary stores, and to put to sea again, without paying any dues other than such as would be payable in a similar case by a national vessel. In case, however, the master of a merchant vessel should be under the necessity of disposing of a part of his merchandise in order to defray his expenses, he shall be bound to conform to the regulations and tariffs of the place to which he may have come.

If any ship of war or merchant-vessel of one of the contracting parties should run aground or be wrecked upon the coasts of the other, such ship or vessel, and all parts thereof, and all furniture and appurtenances belonging thereunto, and all goods and merchandise saved therefrom, including any which may have been cast into the sea, or the proceeds thereof is sold, as well as all papers found on board such stranded or wrecked ship or vessel, shall be given up to the owners or their agents when claimed by them. If there are no such owners or agents on the spot, then the same shall be delivered to the British or Hellenic Consul-General, Consul, Vice-Consul, or Consular Agent in whose district the wreck or standing may have taken place, upon being claimed by him within the period fixed by the laws of the country; and such consuls, owners, or agents shall pay only the expenses incurred in the preservation of the property, together with the salvage or other expenses which would have been payable in the like case of a wreck of a national vessel.

The goods and merchandise saved from the wreck shall be exempt from all duties of customs, unless cleared for consumption, in which case they shall pay the same rate of duty as if they had been imported in a national vessel.

In the case either of a vessel being driven in by stress of weather, run aground, or wrecked, the respective Consuls-General, Consuls, Vice-Consuls, and Consular Agents shall, if the owner or master or other agent of the owner is not present, or is present and requires it, be authorised to interpose in order to afford the necessary assistance to their fellow-countrymen.

ARTICLE IX.

National Vessels.

All vessels which, according to British law, are to be deemed British vessels, and all vessels which, according to Hellenic law, are to be deemed Hellenic vessels, shall, for the purposes of this Treaty, be deemed British and Hellenic vessels respectively.

ARTICLE XII.

Residence, Travelling, Trading, Agents, Passports, Taxes, Imposts, &c. Acquisition of Property.

The subjects of each of the contracting parties who shall conform themselves to the laws of the country—

1. Shall have full liberty, with their families, to enter, travel, or reside in any part of the dominions and possessions of the other contracting party.
2. They shall be permitted to hire or possess the houses, manufactories, warehouses, shops, and premises which may be necessary for them.
3. They may carry on their commerce either in person or by any agents whom they may think fit to employ.
4. They shall not be subject in respect of their persons or property, or in respect of passports, nor in respect of their commerce or industry, to any taxes, whether general or local, or to imposts or obligations of any kind whatever other or greater than those which are or may be imposed upon native subjects.

ARTICLE XIII.

Municipal and other Functions and Charges. Military Requisitions. Forced Loans. Duties.

The subjects of each of the contracting parties in the dominions and possessions of the other shall be exempted from all compulsory military whatever, whether in the army, navy, or national guard, or

militia. They shall be equally exempted from all judicial and municipal functions whatever other than those imposed by the laws relating to juries, as well as from all contributions, whether pecuniary or in kind, imposed as a compensation for personal service, and finally from every species of exaction or military requisition, as well as from forced loans and other charges which may be imposed for purposes of war, or as a result of other extraordinary circumstances. The duties and charges connected with the ownership or leasing of lands and other real property are, however, excepted, as well as all exactions or military requisitions to which all subjects of the country may be liable as owners or lessees of real property.

ARTICLE XIV.

Acquisition and Disposal of Property Imposts. Duties, and Exports.

The subjects of each of the contracting parties in the dominions and possessions of the other shall be at full liberty to exercise civil rights, and therefore to acquire, possess, and dispose of every description of property, movable and immovable. They may acquire and transmit the same to others, whether by purchase, sale, donation, exchange, marriage, testament, succession *ab intestato*, and in any other manner, under the same conditions as national subjects. Their heirs may succeed to and take possession of it, either in person or by procurators, in the same manner and in the same legal forms as subjects of the country; and in the case of subjects of either of the contracting parties dying intestate, their property shall be administered to by their respective Consuls or Vice-Consuls as far as is consistent with the laws of both countries.

In none of these respects shall they pay upon the value of such property any other or higher impost, duty, or charge than is payable by subjects of the country. In every case the subjects of the contracting parties shall be permitted to export their property, or the proceeds thereof if sold, on the same conditions as subjects of the country.

ARTICLE XV.

Protection of Persons and Property. Law and Justice.

The dwellings, manufactories, warehouses, and shops of the subjects of each of the contracting parties in the dominions and possessions of the other, and all premises appertaining thereto destined for purposes of residence or commerce, shall be respected.

It shall not be allowable to proceed to make a search of, or a domiciliary visit to, such dwellings and premises, or to examine or inspect books, papers, or accounts, except under the conditions and with the forms prescribed by the laws for subjects of the country.

The subjects of each of the two contracting parties in the dominions and possessions of the other shall have free access to the courts of justice for the prosecution and defence of their rights, without other conditions, restrictions, or taxes beyond those imposed on native subjects, and shall, like them, be at liberty to employ, in all causes, their advocates, attorneys, or agents from among the persons admitted to the exercise of those professions according to the laws of the country.

ARTICLE XVII.

Application of Treaty to certain British Colonies and Foreign Possessions.

The stipulations of the present Treaty shall be applicable, as far as the laws permit, to all the colonies and foreign possessions of Her Britannic Majesty, excepting to those hereinafter named, that is to say, except to—

† India.	* Victoria.
‡ The Dominion of Canada.	* Queensland.
* Newfoundland.	* Tasmania.
† The Cape.	* South Australia.
* Natal.	* Western Australia.
‡ New South Wales.	* New Zealand.

Provided always, that the stipulations of the present Treaty shall be made applicable to any of the above-named colonies or foreign possessions on whose behalf notice to that effect shall have been given by Her Britannic Majesty's Representative at the Court of Greece to the Hellenic Minister for Foreign Affairs, within one year from the date of the exchange of the ratifications of the present Treaty.

No. 19.—HANS TOWNS.

Convention of Commerce and Navigation between Her Majesty and the Hans Towns. Signed at London, August 3, 1841.

ARTICLE I.

Vessels and Cargoes. Indirect Trade. Duties, &c.

The Senates of the Free Hanseatic Cities of Lubeck, Bremen, and Hamburg hereby agree that British vessels coming from countries not being part of the dominions of Her Britannic Majesty shall henceforward, together with their cargoes, be admitted into the ports of Lubeck, Bremen, and Hamburg; and such vessels shall, on their admission, pay dues not higher nor other than those which shall be paid, in similar circumstances, by vessels belonging to Lubeck, Bremen, or Hamburg; and the duties to be paid upon the cargoes of such British vessels shall not be higher nor other than if such cargoes had been imported in vessels belonging to Lubeck, Bremen, or Hamburg. And, in consideration thereof, Her Britannic Majesty

* The colonies marked thus (*) have acceded to the above Treaty.

† Those marked thus (†) have stated that they do not desire to accede to it.

‡ Replies not yet received.

agrees that, from and after the date of the exchange of the ratifications of this present Convention, the vessels of the said Free Hanseatic Republics of Lubeck, Bremen, and Hamburg, when coming from Hanseatic ports, shall, together with their cargoes, be admitted into the ports of all Her Britannic Majesty's possessions; and such vessels shall, on their admission, pay dues not higher nor other than those which shall be paid, in similar circumstances by British vessels; and the duties to be paid upon the cargoes of such Hanseatic vessels shall not be higher nor other than if such cargoes had been imported in British vessels.

ARTICLE II.

Vessels and Cargoes. Direct Trade. National Vessels.

In consideration of the privileges extended to British trade and navigation by the 1st Article of the present Convention, Her Britannic Majesty further agrees that all goods, wares, and merchandise, being the produce of the States of the Free Hanseatic cities of Lubeck, Bremen, and Hamburg, or of the other States of the Germanic Confederation, or of the States comprised in the Germanic Union of Customs, and which may be imported in any foreign vessels from the ports of Lubeck, Bremen, and Hamburg, or from any port situated on the Elbe or Weser, into the ports of the British possessions abroad, including Gibraltar and Malta, shall also be permitted to be imported from the said ports of the Free cities of Lubeck, Bremen, and Hamburg, into the ports of the said British possessions abroad (including Gibraltar and Malta), in vessels belonging to Lubeck, Bremen, and Hamburg, built, owned, and navigated as stipulated in the Vth Article of the Convention of Commerce and Navigation concluded on September 29, 1825, between Great Britain on the one part, and the Free Hanseatic cities of Lubeck, Bremen, and Hamburg on the other part; and such goods, wares, and merchandise, being the produce of the Free Hanseatic Republics; or of the other States of the Germanic Confederation, or of the States of the Germanic Union of Customs, and so imported in Hanseatic vessels into the ports of the said British possessions abroad (including Gibraltar and Malta), and all goods, wares, and merchandise exported in Hanseatic vessels, built, owned, and navigated as aforesaid, from the ports of the British possessions abroad (including Gibraltar and Malta) to any foreign country whatever, shall pay no other or higher duties than if the same were imported or exported in British vessels.

No. 20.—ITALY.

Treaty of Commerce and Navigation between Her Majesty and the King of Italy. Signed at Rome, June 15, 1883.

ARTICLE I.

Commerce and Navigation. Privileges, Ships and Cargoes, Taxes, Imposts.

There shall be between the dominions and possessions of the two high contracting parties reciprocal freedom of commerce and navigation. The subjects of each of the two parties shall have liberty freely to come, with their ships and cargoes, to all places, ports, and rivers in the dominions and possessions of the other to which native subjects generally are or may be permitted to come, and shall enjoy, respectively, the same rights, privileges, liberties, favours, immunities, and exemptions in matters of commerce and navigation which are or may be enjoyed by native subjects, without having to pay any tax or impost greater than those paid by the same, and they shall be subject to the laws and regulations in force.

ARTICLE IV.

Transit Duties, Warehousing, Bounties, Facilities, and Drawbacks.

The subjects of each of the contracting parties shall enjoy, in the dominions and possessions of the other, exemption from all transit duties, and a perfect equality of treatment with native subjects in all that relates to warehousing, bounties, facilities, and drawbacks.

ARTICLE V.

Goods imported in Vessels of either Country.

All articles which are or may be legally imported into the ports of the dominions and possessions of Her Britannic Majesty in British vessels may likewise be imported into those ports in Italian vessels, without being liable to any other or higher duties or charges of whatever denomination than if such articles were imported in British vessels; and reciprocally all articles which are or may be legally imported into the ports of the dominions and possessions of His Majesty the King of Italy in Italian vessels may likewise be imported into those ports in British vessels, without being liable to any other or higher duties or charges of whatever denomination than if such articles were imported in Italian vessels. Such reciprocal equality of treatment shall take effect without distinction, whether such articles come directly from the place of origin or from any other place.

Goods exported in Vessels of either Country. Bounties and Drawbacks.

In the same manner, there shall be perfect equality of treatment in regard to exportation, so that the same export duties shall be paid, and the same bounties and drawbacks allowed, in the dominions and possessions of either of the contracting parties on the exportation of any article which is or may be legally exported therefrom, whether such exportation shall take place in Italian or in British vessels, and whatever may be the place of destination, whether a port of either of the contracting parties or of any third power.

ARTICLE VI.

Tonnage, Harbour, Pilotage, Lighthouse, Quarantine, and other Duties.

No duties of tonnage, harbour, pilotage, lighthouse, quarantine, or other similar or corresponding duties of whatever nature, or under whatever denomination, levied in the name or for the profit of Government,

in the ports of the dominions of either country upon the vessels of the other country, from whatever port arriving, or whatever may be their place of destination, which shall not equally be imposed in the like cases on national vessels, or on vessels of the most favoured nation.

No. 24.—MECKLENBURG-SCHWERIN AND MECKLENBURG-STRELITZ.

Treaty of Commerce and Navigation between Her Majesty and the Grand Dukes of Mecklenburg-Schwerin and Mecklenburg Stelitz. Signed at Schwerin, May 1, 1844.

ARTICLE I.

Duties on National Vessels.

From and after the date of the exchange of the ratifications of the present Treaty, British vessels arriving at, remaining in, or departing from the ports of Mecklenburg-Schwerin and vessels of Mecklenburg-Schwerin arriving at, remaining in, or departing from the ports of the United Kingdom of Great Britain and Ireland, or of Her Britannic Majesty's possessions abroad, shall be subject to no other or higher dues or charges, of whatsoever nature they may be, than those which are now, or shall hereafter be, imposed upon national vessels, on their arrival at, during their remaining in, or on their departure from such ports.

ARTICLE II.

Exports and Imports in Vessels of either Country.

1. All articles of the growth, produce, or manufacture of the dominions of His Royal Highness the Grand Duke of Mecklenburg-Schwerin, which are or shall be permitted to be exported from the ports of Mecklenburg-Schwerin, in vessels of Mecklenburg-Schwerin, shall likewise be permitted to be exported from those ports in British vessels, either to the ports of the United Kingdom, or of Her Britannic Majesty's possessions abroad, or to the ports of any other foreign country.

2. All articles of the growth, produce, or manufacture of the dominions of Her Britannic Majesty, which are or shall be permitted to be exported from the ports of the United Kingdom of Great Britain and Ireland, or of Her Britannic Majesty's possessions abroad, in British vessels, shall likewise be permitted to be exported from those ports in vessels of Mecklenburg-Schwerin, either to the ports of Mecklenburg-Schwerin or to the ports of any other foreign country.

3. All articles of the growth, produce, or manufacture of the dominions of His Royal Highness the Grand Duke of Mecklenburg-Schwerin, which are or shall be permitted to be imported in British vessels, from the ports of Mecklenburg-Schwerin, or from the ports of any other foreign country, into the ports of the United Kingdom of Great Britain and Ireland, shall likewise be permitted to be imported from and into those ports, respectively, in vessels of Mecklenburg-Schwerin.

4. All articles of the growth, produce, or manufacture of the dominions of His Royal Highness the Grand Duke of Mecklenburg-Schwerin, which are or shall be permitted to be imported in British vessels, from the ports of Mecklenburg-Schwerin into the ports of Her Britannic Majesty's possessions abroad, shall likewise be permitted to be imported from the ports of Mecklenburg-Schwerin into the ports of Her Britannic Majesty's possessions abroad, in vessels of Mecklenburg-Schwerin.

5. All articles of the growth, produce, or manufacture of the dominions of Her Britannic Majesty, which are or shall be permitted to be imported into the ports of Mecklenburg-Schwerin, in vessels of Mecklenburg-Schwerin, shall likewise be permitted to be imported into those ports in British vessels, either from the ports of the United Kingdom of Great Britain and Ireland, or of Her Britannic Majesty's possessions abroad, or from the ports of any other foreign country.

ARTICLE III.

Duties, &c., on Goods imported in Vessels of either Country. Bounties and Allowances.

All articles whatsoever which may now or hereafter be legally imported into the ports of the United Kingdom of Great Britain and Ireland, or of Her Britannic Majesty's possessions abroad, in vessels of Mecklenburg-Schwerin, or into the ports of Mecklenburg-Schwerin, in British vessels, shall, on their importation, be subject to the same duties of importation, dues, and charges, and be entitled to the same bounties and allowances, whether such articles be imported in vessels of Mecklenburg-Schwerin or in British vessels.

ARTICLE IV.

Duties, &c., on Goods exported in Vessels of either Country. Bounties. Drawbacks and Allowances.

All articles whatever, which may now or hereafter be legally exported from the ports of the United Kingdom of Great Britain and Ireland or of Her Britannic Majesty's possessions abroad, in vessels of Mecklenburg-Schwerin, or from the ports of Mecklenburg-Schwerin, in British vessels, shall, on their exportation, be subject to the same duties of exportation, dues, and charges, and be entitled to the same bounties, drawbacks, and allowances, whether such articles be exported in British vessels or in vessels of Mecklenburg-Schwerin.

[The Grand Duke of Mecklenburg-Strelitz acceded to the preceding Treaty, May 1, 1844.]

No. 25.—MONTENEGRO.

Treaty of Commerce and Navigation between Her Majesty and the Prince of Montenegro. Signed at Cetinje, January 21, 1882.

ARTICLE I.

Residence. Commerce. Imposts, Taxes.

British subjects who reside temporarily or permanently in Montenegro, and Montenegrin subjects who reside temporarily or permanently in the United Kingdom of Great Britain and Ireland, shall enjoy therein with respect to residence, and the exercise of commerce and trade, the same rights as, and shall not be subject to any higher or other impost or taxes, whether general, municipal, or local, than natives, or the subjects of any other country, the most favoured in this respect by either of the contracting parties.

Acquisition and Disposal of Property.

British subjects in Montenegro and Montenegrin subjects in the United Kingdom of Great Britain and Ireland shall enjoy the same treatment as natives, or as is now granted, or may hereafter be granted, to the subjects of any other country the most favoured in this respect, with regard to the acquisition, the holding, and the disposal of real property, and all charges on it ;

Protection of Persons and Property.

With regard to access to courts of law and in the prosecution and defence of their rights ; and in regard to domiciliary visits to their dwellings, manufactories, warehouses, or shops.

Judicial and Municipal Functions.

They shall be exempted from billeting and from all compulsory military service, whether in the army, navy, national guards, or militia. They shall be likewise exempted from all contributions, whether pecuniary or in kind, imposed as a compensation for billeting, and personal service ; and finally, from forced loans, and military exactions, or requisitions, as well as from all judicial or municipal functions whatever, other than those imposed by the laws relating to juries.

ARTICLE XII.

Vessels and Cargoes.

British ships and their cargoes shall in Montenegro, and Montenegrin ships and their cargoes in the United Kingdom of Great Britain and Ireland, from whatever place arriving, and whatever may be the place of origin or destination of their cargoes, shall be treated in every respect as national ships and their cargoes.

Port, Harbour, Pilotage, Dues, &c. Police of the Ports.

The preceding stipulation applies to local treatment, dues, and charges in the ports, basins, docks, roadsteads, harbours, and rivers of the two countries, pilotage, and generally to all matters connected with navigation, without prejudice to the rules and regulations of the Maritime and Sanitary Police and of the Maritime Code in force in Montenegro.

Every favour or exemption in these respects, or any other privilege in matters of navigation, which either of the contracting parties shall grant to a third power shall be extended immediately and unconditionally to the other party.

National Vessels.

All vessels which, according to British law, are to be deemed British vessels, and all vessels which, according to the laws in force in Montenegro, are to be deemed Montenegrin vessels, shall, for the purposes of this Treaty, be respectively deemed British or Montenegrin vessels.

ARTICLE XIV.

Application of Treaty to certain British Colonies and Foreign Possessions.

The stipulations of the present Treaty shall be applicable to all the colonies and foreign possessions of Her Britannic Majesty, so far as the laws permit, excepting to those hereinafter named, that is to say, except to—

The Dominion of Canada.
Newfoundland.
*The Cape.
*Natal.
New South Wales.
Victoria.

Queensland.
Tasmania.*
*South Australia.
*Western Australia.
New Zealand.

Provided always that the stipulations of the present Treaty shall be made applicable to any of the above-named colonies or foreign possessions on whose behalf notice to that effect shall have been given by Her Britannic Majesty's Representative at the Court of Montenegro to the Montenegrin Minister for Foreign Affairs, within one year from the date of the exchange of the ratifications of the present Treaty.

* These colonies have expressed a wish not to be included within the stipulation of this Treaty.

No. 26.—MOROCCO.

General Treaty between Her Majesty and the Sultan of Morocco. Signed, in the English and Arabic languages, at Tangier, December 9, 1856.

ARTICLE IV.

Protection of Persons and Property.

Generally, His Majesty the Sultan engages that the subjects of Her Britannic Majesty residing in his States or dominions shall enjoy their property and personal security in as full and ample manner as subjects of the Emperor of Morocco are entitled to do within the territories of Her Britannic Majesty.

Her Britannic Majesty, on her part, engages to insure the enjoyment of the same protection and privileges to the subjects of His Majesty the Sultan of Morocco within her dominions which are or may be enjoyed by the subjects of the most favoured nations.

No. 27.

(2) *Convention of Commerce and Navigation between Her Majesty and the Sultan of Morocco. Signed, in the English and Arabic languages, at Tangier, December 9, 1856.*

ARTICLE VI.

Duties on Merchandise or Goods Imported or Exported.

Merchandise or goods, except the articles enumerated in Article II., imported by British subjects in any vessel, or from any country, shall not be prohibited in the territories of the Sultan of Morocco, nor be subject to higher duties than are levied on the same kind of merchandise or goods imported by the subjects of any other foreign power, or by native subjects, after the date of this Convention.

All articles, except those enumerated in Article II., the produce of Morocco, may be exported therefrom by British subjects in any vessels, on as favourable terms as by the subjects of any other foreign country, or by native subjects.

ARTICLE VII.

Reduction of Duties on Articles of Exportation.

Should the Sultan of Morocco think proper to reduce the duties on articles of exportation, His Majesty shall have the right of doing so, on condition that British subjects shall pay the lowest duty that shall be paid by any other foreign or native subjects.

ARTICLE X.

Anchorage, Tonnage, Pilotage, Import, and other Duties, on Vessels and Cargoes.

No anchorage, tonnage, import, or other duty or charge, shall be levied in the dominions of the Sultan of Morocco on British vessels, or on goods imported or exported in British vessels, beyond what is, or may be, levied on national vessels, or on the like goods imported or exported in national vessels; they shall not, however, exceed in amount the rates of the following scale, viz.:-

Six moozonats per ton shall be levied upon every British vessel (except steam-vessels) that does not exceed 200 tons in measurement. Upon every vessel (not a steam-vessel) measuring more than 200 tons, the following charge shall be made, viz., 6 moozonats per ton shall be paid for 200 of her tons, and 2 moozonats per ton for the remainder. Should the Administrator of Customs have any doubt regarding the tonnage of a British vessel, as declared by the master, the British Consul or Vice-Consul shall, on appeal being made to him, cause the ship's papers, whereon the tonnage is formally stated, to be exhibited. The same charges shall be made in all the ports of Morocco except Rabat and Larache, at which ports 4 moozonats per ton shall be paid for pilotage into the river, should the vessel enter the river, and 4 moozonats per ton for pilotage out of the river; 3 moozonats per ton shall also be levied upon each vessel entering the river, on account of anchorage. Should a vessel, however, not enter the river, the same charges shall be levied upon her as those which are paid at the other ports. At Mogador, 4 moozonats per ton shall be paid on British vessels for pilotage on their entering the port only, and 6 moozonats per ton for anchorage.

Should the master of a British vessel require, at any other port, a pilot, he shall pay for him at the rate of 2 moozonats per ton; but this charge shall not be exacted except when the master of a vessel requires a pilot.

The sum of 16 dollars shall be levied, on account of anchorage, on a steam-vessel entering a port in the Moorish dominions for the purpose of discharging or embarking cargo. If, afterwards, the said steam-vessel proceed from that port to any other port or ports in the Moorish dominions, and on her arrival at the latter embark or discharge cargo, the aforesaid charge of 16 dollars for anchorage shall again be levied; but if the said steam-vessel, on her return voyage, should enter a Moorish port at which the said anchorage dues shall have already been paid, no further charge on account of anchorage shall be levied upon her unless the said steam-vessel depart on a second voyage to a Moorish port, or unless during her return voyage she shall have touched at any port other than a port of the Moorish dominions, in which case the aforesaid charge of 16 dollars shall again be levied. The charge, however, for anchorage on a steamer of 150 tons burthen, or less, shall not exceed what is due from a sailing-vessel of the same size.

The masters of all vessels shall pay, in addition to the aforesaid charges, the following sums to officers of the ports, but no other payments shall be demanded of them, viz. :—

A vessel measuring 25 tons or less, 20 ounces; a vessel exceeding 25 and not over 50 tons, 40 ounces; a vessel exceeding 50 and not over 100 tons, 60 ounces; a vessel exceeding 100 and not over 200 tons, 80 ounces; a vessel exceeding 200 tons, 100 ounces.

In addition to these charges, the master of every British vessel visiting the port of Tetuan shall pay 10 ounces for the messenger who shall convey the ship's papers from the port of Marteen to Tetuan; 5 ounces to the trumpeter who shall announce the arrival of the vessel; and 3 ounces to the public crier; but no other payments shall be demanded at the port of Tetuan. No charge for anchorage shall be levied on account of British vessel which may enter the ports of Morocco for the purpose of seeking shelter from the weather, and which do not embark or discharge cargo, nor shall any charge for anchorage be levied upon fishing-vessels.

And, in like manner, no anchorage, tonnage, import, or other duty or charge, shall be levied in the British dominions on Moorish vessels, or on goods imported or exported in Moorish vessels, beyond what is or may be levied on national vessels, or on the like goods imported or exported in national vessels.

ARTICLE XII.

Opening of New Ports, Anchorage, and other Duties.

The articles of this Convention shall be applicable to all the ports in the Empire of Morocco; and should His Majesty the Sultan of Morocco open the ports of Mehedeia, Agadeer, or Wadnoon, or any other ports within the limits of His Majesty's dominions, no difference shall be made in the levying of duties, or anchorage, between the said ports and other ports in the Sultan's dominions.

No. 28.—NETHERLANDS.

(1) *Treaty of Commerce and Navigation between Great Britain and the Netherlands.*
Signed at the Hague, October 27, 1837.

ARTICLE II.

Tonnage, Harbour, Lighthouse, Pilotage, Quarantine, and other Duties. Drawbacks, Bounties, &c.

No duties of tonnage, harbour, lighthouses, pilotage, quarantine, or other similar or corresponding duties, of whatever nature or under whatever denomination, shall be imposed in either country upon the vessels of the other, in respect of voyages between the two countries, if laden, or in respect of any voyage, if in ballast, which shall not be equally imposed, in the like cases, on national vessels; and in neither country shall any duty, charge, restriction, or prohibition be imposed upon, nor any drawback, bounty, or allowance be withheld from, any goods imported from, or exported to the other country, in the vessels of that other country which shall not be equally imposed upon or withheld from such goods, when so imported or exported in national vessels.

ARTICLE VI.

Wrecks and Salvage.

If any ships of war or merchant-vessels should be wrecked on the coasts of either of the high contracting parties, such ships or vessels, or all parts thereof, and all furniture and appurtenances belonging thereunto, and all goods and merchandise which shall be saved therefrom, or the produce thereof, if sold, shall be faithfully restored to the proprietors, upon being claimed by them or by their duly authorised factors; and if there are no such proprietors or factors on the spot, then the said goods and merchandise, or the proceeds thereof, as well as all the papers found on board such wrecked ships or vessels, shall be delivered to the British or Netherlands Consul, in whose district the wreck may have taken place; and such consul, proprietors, or factors 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; and the goods and merchandise saved from the wreck shall not be subject to duties, unless cleared for consumption.

No. 29.

Convention of Navigation between Her Majesty and the King of the Netherlands, additional to the Treaty of October 27, 1837. Signed at London, March 27, 1851.

ARTICLE I.

Tonnage, Harbour, Lighthouse, Pilotage, Quarantine, and similar Duties. Drawbacks, Bounties, and Allowances.

No duties of tonnage, harbour, lighthouse, pilotage, quarantine, or other similar or corresponding duties, of whatever nature or under whatever denomination, shall be imposed in the ports of either country upon the vessels of the other country, from whatever port or place arriving, which shall not be equally imposed in the like cases on national vessels; and in neither country shall any duty, charge, restriction, or prohibition be imposed upon, nor any drawback, bounty, or allowance be withheld from, any goods imported into or exported from such country in vessels of the other, which shall not be equally imposed upon or withheld from such goods when so imported or exported in national vessels.

ARTICLE II.

National Vessels.

All vessels which, according to the laws of Great Britain, are to be deemed British vessels, and all vessels which, according to the laws of the Netherlands, are to be deemed Netherlands vessels, shall, for the purposes of this Convention, and of the said Treaty of the 27th October, 1837, be deemed British vessels and Netherlands vessels respectively.

ARTICLE III.

Commerce and Navigation. (Conditional withdrawal.)

If any Act should hereafter be passed by the Legislature of either country, by which any of the privileges in regard to navigation and commerce which are respectively conceded by the British Act of Parliament of the 12th and 13th Vict., cap. 29, and by the Netherlands Law of the 8th August, 1850, should be withdrawn, then and in such case either of the high contracting parties shall be at liberty to terminate the present Convention, on giving to the other six weeks notice of its wish to that effect.

No. 30.—NICARAGUA.

*Treaty of Commerce and Navigation between Her Majesty and the Republic of Nicaragua.
Signed at Managua, February 11, 1860.**

ARTICLE II.

Commerce and Navigation. Privileges. Acquisition and Disposal of Property.

The two high contracting parties, being desirous of placing the commerce and navigation of their respective countries on the liberal basis of perfect equality and reciprocity, mutually agree that the citizens of each may frequent all the coasts and countries of the other, and reside therein, and shall have the power to purchase and hold all kinds of property which the laws of the country may permit any foreigners, of whatever nation, to hold, and to engage in all kinds of trade, manufactures, and mining, upon the same terms with subjects or citizens of other countries. They shall enjoy all the privileges and concessions in these matters which are or may be made to the subjects or citizens of any country; and shall enjoy all the rights, privileges, and exemptions in navigation, commerce, and manufactures which native subjects or citizens do or shall enjoy, submitting themselves to the laws there established, to which native subjects or citizens are subjected.

ARTICLE IV.

Goods imported in Vessels of either Country.

The contracting parties likewise agree that whatever kind of produce, manufacture, or merchandise can be from time to time lawfully imported into the British dominions in British vessels may also be imported in vessels of the Republic of Nicaragua; and that no higher or other duties upon the vessel or upon her cargo shall be levied and collected, whether the importation be made in vessels of the one country or of the other; and in like manner that whatever kind of produce, manufacture, or merchandise can be from time to time lawfully imported into the Republic of Nicaragua in its own vessels, may be also imported in British vessels, and that no higher or other duties upon the vessel or upon her cargo shall be levied or collected, whether the importation be made in vessels of the one country or of the other.

Goods exported in Vessels of either Country. Bounties, Duties, and Drawbacks.

And they further agree that whatever may be lawfully exported or re-exported from the one country in its own vessels to any foreign country may, in like manner, be exported or re-exported in the vessels of the other country; and that the same bounties, duties, and drawbacks shall be allowed and collected, whether such exportation or re-exportation be made in British vessels or in vessels of the Republic of Nicaragua.

ARTICLE VI.

Tonnage, Harbour, Pilotage, Lighthouse, Quarantine, and other Duties.

No duties of tonnage, harbour, pilotage, lighthouse, quarantine, or other similar or corresponding duties of whatever nature or under whatever denomination, levied in the name or for the profit of the Government, public functionaries, corporations, or establishments of whatever kind, shall be imposed in the ports of either country upon the vessels of the other country, which shall not be equally imposed in the like cases upon national vessels.

ARTICLE VIII.

National Vessels.

All vessels which, according to the laws of Great Britain, are to be deemed British vessels, and all vessels which, according to the laws of the Republic of Nicaragua, are to be deemed vessels of that Republic, shall, for the purposes of this Treaty, be deemed British vessels and vessels of Nicaragua respectively.

* Notice was given by Nicaragua on the 11th June, 1887, to terminate this Treaty at the expiration of twelve months from that date.

ARTICLE IX.

Management of Affairs. Agents. Loading and Unloading of Ships.

It is likewise agreed that it shall be wholly free for all merchants, commanders of ships, and other subjects or citizens of both countries, to manage, by themselves or agents, their own business in all the ports and places subject to the jurisdiction of each other, as well with respect to the consignments and sale of their goods and merchandise, by wholesale or retail, as with respect to the loading, unloading, and sending off their ships, they being, in all these cases, to be treated as subjects or citizens of the country in which they reside or are conducting their business, and to be subject to the laws of that country.

ARTICLE XI.

Wrecks and Salvage.

If any ship of war or merchant-vessel of either of the high contracting parties should be wrecked on the coasts of the other, such ship or vessel, or any parts thereof, and all furniture and appurtenances belonging thereunto, and all goods and merchandise which shall be saved therefrom, or the produce thereof, if sold, shall be faithfully restored to the owners, upon being claimed by them or by their duly authorised agents; and if there are no such owners or agents on the spot, then the said ships or parts of ships, furniture, appurtenances, goods, and merchandise, or the proceeds thereof, if sold, as well as all the papers found on board such wrecked ship or vessel, shall be delivered to the British Consul or Vice-Consul, or to the Consul or Vice-Consul of the Republic of Nicaragua, in whose district the wreck may have taken place, upon being claimed by him, and on his giving a receipt or acknowledgment for the same; and upon payment by such Consul, Vice-Consul, owners, or agents of only the expenses incurred in the preservation of the property, and of the salvage or other expenses which would have been payable in the like case of a wreck of a national vessel. The charge for such salvage or other expenses shall be made and settled immediately, subject to such right of appeal on the part of the person paying the same as may exist in the respective countries. The goods and merchandise saved from the wreck shall not be subject to duties, unless cleared for consumption; in which case they shall be liable only to the same duties as if they had been imported in a national vessel.

ARTICLE XII.

Acquisition and Disposal of Property. Imposts, Duties, &c. Exports.

The subjects and citizens of either of the two contracting parties in the territories of the other shall be at full liberty to acquire, possess, and dispose of, whether by purchase, sale, donation, exchange, marriage, testament, succession *ab intestato*, or in any other manner whatever, every description of property which the laws of the country may permit any foreigners, of whatsoever nation, to hold. Their heirs and representatives may succeed to and take possession of such property, either in person or by agents acting on their behalf, in the ordinary form of law, in the same manner as subjects or citizens of the country; and in the absence of such heirs and representatives, the property shall be treated in the same manner as the like property belonging to a subject or citizen of the country under similar circumstances.

In none of these respects shall they pay upon the value of such property any other or higher impost, duty, or charge than is payable by subjects or citizens of the country. In every case the subjects and citizens of the contracting parties shall be permitted to export their property, or the proceeds thereof; British subjects from the territory of Nicaragua, and Nicaraguan citizens from the British territory, freely, and without being subject on such exportation to pay any duty as foreigners, and without having to pay any other or higher duties than those to which subjects or citizens of the country are liable.

ARTICLE XIII.

Protection of Persons and Property. Law and Justice.

Both contracting parties promise and engage formally to give their special protection to the persons and property of the subjects or citizens of each other, of all occupations, who may be in the territories subject to the jurisdiction of one or the other, transient or dwelling therein, leaving open and free to them the tribunals of justice, for their judicial recourse, on the same terms which are usual and customary with the native subjects or citizens of the country; for which purpose they may either appear in proper person, or employ, in the prosecution or defence of their rights, such advocates, solicitors, notaries, agents, and factors as they may judge proper, in all their trials at law; and such citizens or agents shall have free opportunity to be present at the decisions or sentences of the tribunals in all cases which may concern them, and shall enjoy in such cases all the rights and privileges accorded to native subjects or citizens.

ARTICLE XV.

Military Requisitions. Forced Loans. Extraordinary Taxes.

The subjects of Her Britannic Majesty residing in the Republic of Nicaragua, and the citizens of the Republic of Nicaragua residing in the dominions of Her Britannic Majesty, shall be exempted from all compulsory military service whatsoever, whether by sea or land, and from all forced loans, or military exactions or requisitions; and they shall not be compelled, under any pretext whatsoever, to pay any ordinary or extraordinary charges, requisitions, or taxes other or higher than those that are or may be paid by native subjects or citizens.

ARTICLE XVIII.

Rupture of Friendly Relations. Protection of Persons and Property.

For the better security of commerce between the subjects and citizens of the two high contracting parties, it is agreed that if at any time any rupture, or any interruption of friendly intercourse, should

unfortunately take place between the two contracting parties, the subjects or citizens of either of them, established in the territories of the other, who may reside upon the coasts, shall be allowed six months, and those who may reside in the interior a whole year, to wind up their accounts and to dispose of their property; and a safe-conduct shall be given to them to embark at the port which they themselves shall select. The subjects or citizens of either of the two contracting parties who may be established in the dominions or territories of the other, in the exercise of any trade or other occupation or employment, shall be allowed to remain and continue in the exercise of the said trade or occupation, notwithstanding the interruption of friendship between the two countries, in the free enjoyment of their personal liberty and property, so long as they behave peaceably and observe the laws; and their goods and effects, of whatever description they may be, whether in their own custody or intrusted to individuals or to the State, shall not be liable to seizure or sequestration, or to any other charges or demands than those which may be made upon the like effects or property belonging to native subjects or citizens. In the same case, debts between individuals, public funds, and the shares of companies shall never be confiscated, sequestered, or detained.

No. 31.—PARAGUAY.

*Treaty of Commerce and Navigation between Her Majesty and the Republic of Paraguay.
Signed at Assumption, October 16, 1884.*

ARTICLE IV.

Vessels and Cargoes.

British ships and their cargoes shall, in Paraguay, and Paraguayan vessels and their cargoes shall in the dominions and possessions of Her Britannic Majesty, from whatever place arriving and whatever may be the place of origin or destination of their cargoes, be treated in every respect as national ships and their cargoes.

Port, Harbour, Pilotage, and other Dues.

The preceding stipulation applies to local treatment, dues, and charges in the ports, basins, docks, roadsteads, harbours, and rivers of the two countries, pilotage, and generally to all matters connected with navigation.

Every favour or exemption in these respects, or any other privilege in matters of navigation, which either of the contracting parties shall grant to a third power shall be extended immediately and unconditionally to the other party.

National Vessels.

All vessels which, according to British law, are to be deemed British vessels, and all vessels which according to the law of Paraguay, are to be deemed Paraguayan vessels, shall, for the purposes of this Treaty be respectively deemed British or Paraguayan vessels.

ARTICLE VI.

Acquisition and Disposal of Property. Imposts, Duties, &c.

The subjects or citizens of each of the contracting parties who reside permanently or temporarily in the dominions or possessions of the other shall be at full liberty to exercise civil rights, and therefore to acquire, possess, and dispose of every description of property, movable and immovable. They may acquire and transmit the same to others, whether by purchase, sale, donation, exchange, marriage, testament, succession *ab intestato*, and in any other manner, under the same conditions as natives of the country. Their heirs may succeed to and take possession of it, either in person or by procurators, in the same manner and in the same legal forms as natives of the country.

In none of these respects shall they pay upon the value of such property any other or higher impost, duty, or charge than is payable by natives of the country. In every case the subjects or citizens of the contracting parties shall be permitted to export their property, or other proceeds thereof if sold, freely and without being subjected on such exportation to pay any duty different from that to which natives of the country are liable under similar circumstances.

ARTICLE VII.

Protection of Persons and Property. Law and Justice.

The dwellings, manufactories, warehouses, and shops of subjects or citizens of each of the contracting parties in the dominions and possessions of the other, and all premises appertaining thereto destined for purposes of residence or commerce, shall be respected.

It shall not be allowable to proceed to make a search of, or a domiciliary visit to, such dwellings and premises, or to examine or inspect books, papers, or accounts, except under the conditions and with the forms prescribed by the laws for natives of the country.

The subjects or citizens of each of the two contracting parties in the dominions and possessions of the other shall have free access to the courts of justice for the prosecution and defence of their rights without other conditions, restrictions, or taxes beyond those imposed on native subjects or citizens, and shall, like them, be at liberty to employ in all causes their advocates, attorneys, or agents from among the persons admitted to the exercise of those professions according to the laws of the country.

ARTICLE IX.

Protection of Persons and Property.

The subjects or citizens of either of the two contracting parties residing in the dominions and possessions of the other shall enjoy, in regard to their houses, persons, and properties, the protection of the Government in as full and ample a manner as native subjects or citizens.

Religious Liberty.

In like manner the subjects or citizens of each contracting party shall enjoy in the dominions and possessions of the other full liberty of conscience, and shall not be molested on account of their religious belief; and such of those subjects or citizens as may die in the territories of the other party shall be buried in the public cemeteries, or in places appointed for the purpose, with suitable decorum and respect.

ARTICLE XIII.

Wrecks and Salvage.

Any ship of war or merchant-vessel of either of the contracting parties which may be compelled, by stress of weather or by accident, to take shelter in a port of the other, shall be at liberty to refit therein, to procure all necessary stores, and to continue their voyage, without paying any dues other than such as would be payable in a similar case by a national vessel. In case, however, the master of a merchant-vessel should be under the necessity of disposing of a part of his merchandise in order to defray his expenses, he shall be bound to conform to the regulations and tariffs of the place to which he may have come.

If any ship of war or merchant-vessel of one of the contracting parties should run aground or be wrecked within the territory of the other, such ship or vessels, and all parts thereof, and all furniture and appurtenances belonging thereunto, and all goods and merchandise saved therefrom, including any which may have been cast out of the ship, or the proceeds thereof if sold, as well as all papers found on board such standard or wrecked ship or vessels, shall be given up to the owners or their agents when claimed by them. If there are no such owners or agents on the spot, then the same shall be delivered to the British or Paraguayan Consul-General, Consul, Vice-Consul, or Consular Agent in whose district the wreck or stranding may have taken place, upon being claimed by him within the period fixed by the laws of the country; and such consuls, owners, or agents shall pay only the expenses incurred in the preservation of the property, together with the salvage or other expenses which would have been payable in the like case of a wreck of a national vessel.

The goods and merchandise saved from the wreck shall be exempt from all duties of customs, unless cleared for consumption, in which case they shall pay the same rate of duty as if they had been imported in a national vessel.

* * * * *

ARTICLE XIV.

Rupture of Friendly Relations. Protection of Persons and Property.

For the better security of commerce between the subjects of Her Britannic Majesty and the citizens of the Republic of Paraguay, it is agreed that if at any time any interruption of friendly intercourse, or any rupture, should unfortunately take place between the two contracting parties, the subjects or citizens of either of the said contracting parties who may be established in the dominions or territories of the other, in the exercise of any trade or special employment, shall have the privilege of remaining and continuing such trade or employment therein, without any manner of interruption, in full enjoyment of their liberty and property, so long as they behave peacefully and commit no offence against the laws; and their goods, property, and effects, of whatever description they may be, whether in their own custody or intrusted to individuals or to the State, shall not be liable to seizure or sequestration, or to any other charges or demands than those which may be made upon the like goods, property, and effects belonging to native subjects or citizens. Should they, however, prefer to leave the country, they shall be allowed to make arrangements for the safe keeping of their goods, property, and effects, or to dispose of them, and to liquidate their accounts; and a safe-conduct shall be given them to embark at the ports which they shall themselves select.

ARTICLE XV.

Application of Treaty to certain British Colonies and Foreign Possessions.

The stipulations of the present Treaty shall be applicable to all the colonies and foreign possessions of Her Britannic Majesty, so far as the laws permit, excepting to those hereinafter named, that is to say, except to—

- | | |
|---------------------------|----------------|
| † The Dominion of Canada. | † Tasmania. |
| * Newfoundland. | † Queensland. |
| § New South Wales. | † New Zealand. |
| † Victoria. | † The Cape. |
| † South Australia. | * Natal. |
| † Western Australia. | |

Provided always, that the stipulations of the present Treaty shall be made applicable to any of the above-named colonies or foreign possessions on whose behalf notice to that effect shall have been given by Her Britannic Majesty's Representative in Paraguay to the Paraguayan Minister for Foreign Affairs within two years from the date of the exchange of the ratifications of the present Treaty.

* The colonies marked thus (*) have acceded to the above Treaty.
† Those marked thus (†) have stated that they do not desire to accede to it.
‡ In September, 1886, these colonies expressed their desire to come within the operation of the above Articles of this Treaty.
§ No answer received.

PROTOCOL.

Exclusion of Empire of India from Operation of Treaty.

The undersigned, Plenipotentiaries respectively of Her Majesty the Queen of the United Kingdom of Great Britain and Ireland and of the Republic of Paraguay, having met together for the purpose of exchanging the ratifications of the Treaty of friendship, commerce, and navigation between the above-named powers, signed at Assumption on the 16th day of October, 1884, and being duly empowered by their respective Governments to make the following declaration, hereby agree that it shall be understood that Her Majesty's Indian Empire shall not be included in the operation of the Treaty, and that all the provisions and stipulations of the Treaty shall be inapplicable to Her Majesty's Indian Empire, in the same manner and to the same extent as if the said Empire had been included in the specific list of those colonies and foreign possessions of Her Majesty contained in Article XV. of the Treaty. And it is hereby agreed by the undersigned that the understanding recorded in the present instrument shall have the same force, and shall be as binding upon the high contracting parties, as if it had been originally included in the Treaty.

No. 32.—PERU.

*Treaty of Commerce and Navigation between Her Majesty and the Republic of Peru.
Signed at London, April 10, 1850.*

ARTICLE II.

Commerce and Navigation. Privileges. Ships and Cargoes. Residence.

There shall be, between all the dominions of Her Britannic Majesty and the territories of the Republic of Peru, a reciprocal freedom of commerce. The subjects and citizens of each of the two countries, respectively, shall have liberty freely and securely to come, with their ships and cargoes, to all places, ports, and rivers in the territories of the other, where trade with other nations is permitted. They may remain and reside in any part of the said territories respectively; and hire and occupy the houses and warehouses which they may require; and may trade by wholesale or retail in all kinds of produce, manufactures, and merchandise of lawful commerce, enjoying the same exemptions and privileges as native subjects or citizens, and subject always to the same laws, decrees, and established customs as native subjects or citizens.

Vessels of War and Mail Packets.

In like manner, the ships of war and post office packets of each country, respectively, shall have liberty to enter into all harbours, rivers, and places, within the territories of the other, to which the ships of war and packets of other nations are or may be permitted to come, to anchor there, and to remain and refit; subject always to the laws and regulations of each country respectively.

Coasting Trade excepted.

The stipulations of this Article do not apply to the coasting trade, which each country reserves to itself respectively, and shall regulate according to its own laws.

ARTICLE VII.

Privileges of Merchants and others. Agents, Imposts, &c.

All merchants, commanders of ships, and others, the subjects or citizens of each country respectively, shall have full liberty, in all the territories of the other, to manage their own affairs themselves, or to commit them to the management of whomsoever they please, as agent, broker, factor, or interpreter; and they shall not be obliged to employ any other persons than those employed by natives, nor to pay to such persons as they shall think fit to employ any higher salary or remuneration than such as is paid, in like cases, by natives.

The subjects of Her Britannic Majesty in Peru, and the citizens of Peru in the dominions of Her Britannic Majesty, shall enjoy the same full liberty which is now or may hereafter be enjoyed by natives of each country respectively, to buy from and sell to whom they like, all articles of lawful commerce, and to fix the prices thereof as they shall see good, without being prejudiced by any privilege granted to other individuals to buy or sell; subject, however, to the general contributions or imposts established by law.

Protection of Person and Property. Law and Justice.

The subjects and citizens of either of the contracting parties, in the territories of the other, shall enjoy full and perfect protection for their persons and property, and shall have free and open access to the courts of justice for the prosecution and defence of their just rights; and they shall be at liberty to employ, in all causes, the advocates, attorneys, or agents of whatever description whom they may think proper; and they shall enjoy in this respect the same rights and privileges as native subjects or citizens.

ARTICLE VIII.

Police of the Ports. Lading and Unlading of Ships. Warehousing. Acquisition and Disposal of Property. Administration of Justice. Imposts, Duties, &c.

In whatever relates to the police of the ports, the lading and unlading of ships, the warehousing and safety of merchandise, goods, and effects, the succession to personal estates by will or otherwise, and the disposal of personal property of every sort and denomination by sale, donation, exchange, or testament, or in

any other manner whatsoever, as also with regard to the administration of justice, the subjects and citizens of each contracting party shall enjoy, in the dominions or territories of the other, the same privileges, liberties, and rights as native subjects or citizens; and shall not be charged, in any of these respects, with any other or higher imposts or duties than those which are or may be paid by native subjects or citizens; subject always to the local laws and regulations of such dominions or territories.

ARTICLE IX.

Military Requisitions. Forced Loans, Taxes, &c.

The subjects of Her Britannic Majesty residing in the Republic of Peru, and the citizens of the Republic of Peru residing in the dominions of Her Britannic Majesty, shall be exempted from all compulsory military service whatsoever, whether by sea or land, and from all forced loans, or military exactions or requisitions; and they shall not be compelled, under any pretext whatsoever, to pay any ordinary charges, requisitions, or taxes other or higher than those that are or may be paid by native subjects or citizens.

ARTICLE XII.

Rupture of Friendly Relations. Portections of Persons and Property.

For the better security of commerce between the subjects of Her Britannic Majesty and the citizens of the Republic of Peru, it is agreed that if, at any time, any interruption of friendly intercourse, or any rupture, should unfortunately take place between the two contracting parties, the subjects or citizens of either of the two contracting parties residing upon the coasts shall be allowed six months, and those residing in the interior a year, to wind up their accounts and dispose of their property; and a safe conduct shall be given them to embark at the port which they shall themselves select. All subjects or citizens of either of the two contracting parties who may be established in the dominions or territories of the other in the exercise of any trade or special employment shall have the privilege of remaining and continuing such trade or employment therein, without any manner of interruption, in full enjoyment of their liberty and property, as long as they behave peaceably, and commit no offence against the laws; and their goods and effects, of whatever description they may be, whether in their own custody or intrusted to individuals or to the State, shall not be liable to seizure or sequestration, or to any other charges or demands than those which may be made upon the like effects or property belonging to native subjects or citizens. In the same case, debts between individuals, public funds, and the shares of companies shall never be confiscated, sequestered, or detained.

ARTICLE XIV.

Wrecks and Salvage.

If any ship of war or merchant-vessel of either of the contracting parties should be wrecked on the coasts of the other, such ship or vessel, or any parts thereof, and all furniture and appurtenances belonging thereunto, and all goods and merchandise which shall be saved therefrom, or the produce thereof if sold, shall be faithfully restored to the proprietors upon being claimed by them or by their duly authorised agents; and if there are no such proprietors or agents on the spot, then the said goods and merchandise, or the proceeds thereof, as well as all the papers found on board such wrecked ship or vessel, shall be delivered to the British or Peruvian Consul in whose district the wreck may have taken place; and such consul, proprietors, or agents 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 goods and merchandise saved from the wreck shall not be subject to duties, unless cleared for consumption.

No. 33.—PORTUGAL.

- (1) *Treaty of Commerce and Navigation between Her Majesty and the Queen of Portugal.*
Signed at Lisbon, July 3, 1842.

ARTICLE III.

Retail Trade. Taxes. Imposts.

* * * * *

The subjects of either of the high contracting parties residing within the dominions of the other shall be at liberty to open retail stores and shops, under the same municipal and police regulations as native subjects; and they shall not, in this respect, be liable to any other or higher taxes or imposts than those which are or may be paid by native subjects.

ARTICLE V.

Tonnage, Harbour, Lighthouse, Pilotage, Quarantine, and other Duties.

No duties of tonnage, and no harbour, lighthouse, pilotage, quarantine, or other similar or corresponding duties, of whatever nature, or under whatever denomination, shall be imposed in either country upon the vessels of the other, in respect of voyages between the two countries, if laden, or in respect of any voyage, if in ballast, which shall not be equally imposed, in the like cases, on national vessels.

ARTICLE VI.

Goods imported in Vessels of either Country.

All goods the growth, produce, or manufacture of their respective possessions, which can legally be imported into either country from the other, in ships of that other country, shall, when so imported, be subject to the same duties, whether they be imported in ships of the one country or in ships of the other.

Goods exported in Vessels of either Country. Drawbacks, Bounties, and Allowances.

And in like manner, all goods which can legally be exported from either country to the other, in ships of that other country, shall, when so exported, be subject to the same duties, and be entitled to the same drawbacks, bounties, and allowances, whether they be exported in ships of the one country or in ships of the other.

ARTICLE VIII.

Colonies. Imports.

British ships shall be allowed to proceed direct from any port of Her Britannic Majesty's dominions to any colony of Her Most Faithful Majesty, and to import into such colony any goods the growth, produce, or manufacture of the United Kingdom, or of any of the British dominions, except such goods as are prohibited to be imported into such colony, or which are admitted into it only from the dominions of Her Most Faithful Majesty; and such British ships, and such goods so imported in them, shall be liable, in such colony of Her Most Faithful Majesty, to no higher or other duties and charges than would be there payable on Portuguese ships importing the like sorts of goods, or on the like goods the growth, produce, or manufacture of any foreign country, and allowed to be imported into the said colony in Portuguese ships.

In like manner, Portuguese ships shall be allowed to proceed direct from any port of Her Most Faithful Majesty's dominions to any colony of Her Britannic Majesty, and to import into such colony any goods the growth, produce, or manufacture of Portugal, or of any of the Portugal dominions, except such goods as are prohibited to be imported into such colony, or which are admitted into it only from the dominions of Her Britannic Majesty; and such Portuguese ships, and such goods so imported in them, shall be liable, in such colony of Her Britannic Majesty, to no higher or other duties and charges than would be there payable on British ships importing the like sort of goods, or on the like goods the growth, produce, or manufacture of any foreign country, and allowed to be imported into the said colony in British ships.

ARTICLE IX.

Colonies, Exports, Drawbacks, Bounties.

British ships shall be allowed to export from any colony of Her Most Faithful Majesty, to any place not under the dominion of Her said Majesty, any goods not generally prohibited to be exported from such colony; and such British ships, and such goods so exported in them, shall be liable, in such colony, to no other or higher charges than would be payable by, and shall be entitled to the same drawbacks or bounties as would be there allowable on, Portuguese ships exporting such goods, or on such goods exported in Portuguese ships.

In like manner, Portuguese ships shall be allowed to export from any colony of Her Britannic Majesty, to any place not under the dominion of Her said Majesty, any goods not generally prohibited to be exported from such colony; and such Portuguese ships, and such goods so exported in them, shall be liable in such colony to no other or higher charges than would be payable by, and shall be entitled to the same drawbacks or bounties as would be there allowable on, British ships exporting such goods, or on such goods exported in British ships.

ARTICLE X.

Port to Port Trade.

It is hereby declared that the stipulations of the present Treaty are not to be understood as applying to the navigation and carrying trade between one port and another, situated in the dominions of either contracting party, if such navigation and trade should in those dominions be reserved by law exclusively to national vessels. Vessels of either country shall, however, be permitted to discharge part of their cargoes at one port in the dominions of either of the high contracting parties, and then to proceed, with the remainder of their cargo, to any other port or ports in the same dominions, without paying any higher or other duties in such cases than national vessels would pay in like circumstances; and they shall be permitted to lade, in like manner, at different ports in the same voyage outwards.

ARTICLE XIV.

Wrecks and Salvage.

All goods or merchandise found on board of, or which shall have formed the cargo, or part of the cargo, of a vessel of the one country, which shall be wrecked, or left derelict, on or near the coast of the other country, unless the importation of such goods or merchandise shall be absolutely prohibited by law, shall be admitted for home consumption in the country on or near the coast of which such vessel shall be wrecked, or left derelict, or such goods or merchandise may be found, on payment of the same duty as if the said goods or merchandise had been imported in a national vessel, even though such goods or merchandise could not by law be imported into the said country in any other than national vessels: and in fixing the amount of duty to be paid on such goods or merchandise, regard shall be had to any damage which the said goods or merchandise may have sustained.

To prevent frauds, the Board of Customs of each nation shall exercise their judgment as to the causes of wrecks; and when they are satisfied that the said wrecks were the result of accident or misfortune, and free from suspicion of collusion, they shall authorise, at the option of the proprietor or agent, if present, or otherwise of the Consul, the transshipment or the sale for home consumption of the goods or merchandise, provided that such goods and merchandise could have been legally imported by the ships of the one country into the ports of the other country.

If any ships of war or merchant-vessels should be wrecked on the coasts of either of the high contracting parties, such ships or vessels, or any parts thereof, and all furniture and appurtenances belonging thereunto, and all goods or merchandise which shall be saved therefrom, or the produce thereof if sold, shall be faithfully restored to the proprietors, upon being duly claimed by them, or by their agents duly authorised;

or if there are no such proprietors or agents on the spot, by the respective Consuls of the nation to which the proprietors of the said ships, vessels, or goods may belong, and in whose district such wreck may have taken place, provided such claim be preferred within a year and a day from the time of such wreck; and such Consul, proprietor, or agent 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: and the goods and merchandise saved from the wreck shall not be subject to duties, unless cleared for local consumption.

If any merchant vessel of either country should be driven into the ports of the other by stress of weather, for the purpose of effecting necessary repairs, every facility shall be afforded to such vessel for obtaining the assistance it may be in need of.

The strictest reciprocity shall be observed, in the most favourable sense, as to the relief to be afforded to such vessel from the duties, charges, and expenses, in the ports of either nation, to which vessels entering solely for the purposes of trade are subjected. Sufficient time shall be allowed for the completion of repairs; and while the vessel shall be undergoing repair, its cargo shall not unnecessarily be required to be landed, either in whole or in part: and any difference of opinion which may arise between the Custom-house authorities and the masters of the said vessels, as to the necessity of landing all or any part of the cargo, shall be referred to two sworn or public surveyors, one to be named by the chief Custom-house authority of the port, and the other by the Consul of the nation to which the vessel belongs.

ARTICLE XVII.

Law and Justice.

Her Britannic Majesty, on the representation of Her Most Faithful Majesty, and in contemplation of the improving system of law and justice in Portugal, hereby consents to give up the exercise of the rights connected with the Conservatorial Court, so soon, and so long, as British subjects are admitted in Portugal to the benefit of securities similar or equivalent to those enjoyed by the subjects of Her Most Faithful Majesty in Great Britain, as regards trial by jury, protection from arrest without a warrant from a magistrate, and examination within twenty-four hours after apprehension *in flagrante delicto*, and admission to bail. It being always understood that in other respects the subjects of Her Britannic Majesty in Portugal shall be placed on the same footing as Portuguese subjects, in all causes, whether civil or criminal; and that they shall not, except in cases *flagrantis delicti*, be liable to imprisonment without formal commitment ("culpa formada") under a warrant signed by a legal authority.

ARTICLE XVIII.

Protection of British Subjects in Portugal.

It is hereby agreed that that Her Britannic Majesty, relying upon the guarantees which are or may be afforded to British subjects by the law of Portugal under the present constitutional system, henceforward claims for British subjects in Portugal no privileges which are not enjoyed by Portuguese subjects in the Portuguese or British dominions. It being, however, understood that Her Britannic Majesty will be entitled, in the event (which God forbid) of political troubles affecting the operation of the above-mentioned guarantees, to claim the re-establishment and observance of the privileges surrendered by the present and preceding Article.

Explanatory Note from the British to the Portuguese Plenipotentiary.

Lisbon, July 3, 1842.

The undersigned, &c., in conformity to the desire expressed to him on the part of Her Most Faithful Majesty by the Duke of Palmella, &c., that the undersigned should record distinctly, with a view to obviate all possible future doubt as to the true intent and spirit of certain points submitted to him, what the understanding is of the undermentioned articles of the Treaty signed by him this day, as agreed to between the Duke of Palmella and the undersigned, has the honour herewith to declare to his Excellency that:

National Vessels.

With reference to Article V, all vessels built in the territory of Her Most Faithful Majesty, or which shall be British-built, or which shall have been captured from the enemy by the ships of the Portuguese Government, and slave-vessels condemned under similar circumstances, and which shall be wholly owned by any subject or subjects of Her Most Faithful Majesty, and whereof the master and three-fourths of the mariners are subjects of Her Most Faithful Majesty, will be considered as Portuguese, and will be entitled to be placed on the footing of national vessels, and to be treated on an equality with the vessels of the most favoured nation in the ports of Her Britannic Majesty's dominions, *i.e.*, in Great Britain and Ireland, and in the colonies hereinafter enumerated.

Wines and Brandies of Portugal.

With reference to Article VIII. In the words, "growth, produce, and manufactures," the wines and brandies of Portugal are comprehended.

Wrecks. Jurisdiction of Cinque Ports.

With reference to article XIV. That jurisdiction of the Cinque Ports does not interfere with the stipulations of this Article.

British Conservatorial Court.

With reference to Article XVII. The in respect to the declaration of Her Britannic Majesty regarding the conditional surrender of the rights connected with the Conservatorial Court, whenever the Portuguese Government shall have officially communicated to Her Majesty's Government any law or laws establishing the guarantees in question, Her Majesty will recognise the right of the Portuguese Government to declare the further jurisdiction and authority of the British Conservatorial Court to have ceased by consent of Her Majesty.

Colonies.

The colonies referred to in the Treaty are Canada, Newfoundland, Nova Scotia, Cape Breton, New Brunswick, Prince Edward Island, and all other British possessions in North America; the British West Indies, including the islands and the possession on the continent of South America; the Cape of Good Hope, and other possessions in Africa; the Mauritius, Ceylon, Van Diemen's Land, New South Wales, New Zealand.

The undersigned, &c.

(Signed) HOWARD DE WALDEN.

(2) *Convention between Her Majesty and the King of Portugal. Signed at Lisbon, May 22, 1882.*

ARTICLE II.

"Decima Industrial Tax."

With respect to the "decima industrial" tax, or its equivalent the "contribucao industrial," British subjects in Portugal shall, as regards the assessment and payment of this tax, be placed on the footing of Portuguese subjects, or the subjects of any other country the most favoured in these respects.

No. 34.—ROUMANIA.

Treaty of Commerce and Navigation between Her Majesty and the Prince of Roumania. Signed at Bucharest, March 24 (April 5), 1880.

ARTICLE I.

Commerce and Navigation.

There shall be reciprocally full and entire liberty of commerce and navigation between the subjects of the two high contracting parties, who shall be free to establish themselves in each other's territory.

Travelling. Residence. Protection of Persons and Property.

British subjects in Roumania and Roumanian subjects in the territories (including the colonies and foreign possessions) of Her Britannic Majesty shall, in conforming to the laws of the country, be at liberty reciprocally to enter, travel, or reside in any part of the respective territories, to carry on their business; and shall enjoy, in this respect, the same protection of their persons and property as that enjoyed by native subjects, or by the subjects of any third country the most favoured in these respects.

Trade. Taxes. Imposts.

They shall be at liberty to exercise their commerce, and to trade, both by wholesale and by retail, in the whole extent of both territories, without being subjected, as to their persons or property, or with regard to the exercise of their trade or business, to any taxes, whether general or local, or to any impost or conditions of any kind other or more onerous than those which are or may be imposed upon native subjects, or the subjects of any third country the most favoured in these respects.

Acquisition and Disposal of Property. Impost, Duties, &c.

They shall be at liberty to acquire and dispose of such property, whether by sale, donation, marriages, testament, or in any other manner whatever, under the same conditions which are or may be established with respect to the subjects of any other foreign nation, without being subject to any impost, duties, or charges, of any description whatever other or higher than those which are or may be levied on such foreign subjects, or on subjects of the country. They shall likewise be at liberty to export the proceeds of the sale of their property and goods in general, without being subjected, on such exportation, to pay as foreigners any other or higher duties than those payable under similar circumstances by subjects of the country, or the subjects or any third power the most favoured in these respects.

Military Requisitions. Forced Loans.

British subjects in Roumania and Roumanian subjects in the territories (including the colonies and foreign possessions) of Her Britannic Majesty shall be reciprocally exempted from all personal service, whether in the army, navy, or national guard, or militia, from billeting, from all contributions, whether pecuniary or in kind, destined as a compensation for personal service, from all forced loans and military exactions or requisitions.

The liabilities, however, arising out of the possession of real property, and for military loans and requisitions to which all the subjects of the State might be called upon to contribute as proprietors of real property, shall be excepted.

ARTICLE VII.

Ships and Cargoes.

British ships and their cargoes shall, in Roumania, and Roumanian vessels and their cargoes shall, in the territories (including the colonies and foreign possessions) of Her Britannic Majesty, from whatever port arriving, and whatever may be the place of origin or destination of their cargoes, be treated in every respect as national ships and their cargoes.

Port, Harbour, Pilotage, and other Dues.

The preceding stipulation applies to local treatment, dues, and charges in the ports, basins, docks, roadsteads, harbours, and rivers of the two countries, pilotage, and generally to all matters connected with navigation.

Every favour or exemption in these respects, or any other privilege in matters of navigation which either of the contracting parties shall grant to a third power, shall be extended immediately and unconditionally to the other party.

National Vessels.

All vessels which, according to British law, are to be deemed British vessels, and all vessels which, according to Roumanian law, are to be deemed Roumanian vessels, shall, for the purpose of this Treaty, be respectively deemed British or Roumanian vessels:

Coasting Trade excepted.

The coasting trade, however, is excepted from the preceding stipulations, and remains subject to the respective laws of the two countries.

ARTICLE IX.

Wrecks and Salvage.

Any ship of war or merchant-vessel of either of the contracting parties, which may be compelled by stress of weather, or by accident, to take shelter in a port of the other, shall be at liberty to refit therein, to procure all necessary stores, and to put to sea again, without paying any dues other than such as would be payable in a similar case by a national vessel.

In case the master of a merchant-vessel should be under the necessity of disposing of a part of his merchandise in order to defray the expenses he may have incurred, no impediment shall be opposed by the local authorities, the master being, however, bound to conform to the regulations and tariffs of the place to which he may have come.

If any ship of war or merchant-vessel of one of the contracting parties should be stranded or wrecked upon the coasts of the territories of the other, such ship or vessel, and all parts thereof, and all furniture and appurtenances belonging thereunto, and all goods and merchandise saved therefrom, including any which may have been cast into the sea, or the proceeds thereof if sold, as well as all papers found on board such stranded or wrecked ship or vessel, shall be given up to the owners or their agents when claimed by them from the officers or functionaries, British or Roumanian, who may be, by the laws and orders of the Government of their respective countries, intrusted with the protection, preservation, and custody of shipwrecked property. If there are no such owners or agents on the spot, then the said ship, and the above-named things and appurtenances, shall be delivered by the above-named officers or functionaries to the British or Roumanian Consul-General, Consul, Vice-Consul, or Consular Agent in whose district the stranding or wreck may have taken place, upon being claimed by him within the period fixed by the laws of the country; and such Consular functionaries, owners, or agents shall pay only the expenses incurred in the preservation of the property, together with the salvage or other expenses which would have been payable in the like case of the stranding or wreck of a national vessel.

It is, however, agreed that when the owner of the goods or merchandise, or his agent, not being present on the spot, shall be a native of the country in which the stranding or wreck may take place, and resident therein, the goods or merchandise which may belong to him, or the produce thereof if sold, shall not remain in the power of the Consular functionaries, but shall be deposited according to the laws of the said country, in order to be handed over to whomsoever they may belong by right.

The goods and merchandise saved from the wreck shall be exempt from all duties of customs, unless cleared for consumption, in which case they shall pay the same duties that they would have to pay if they had been imported in a national vessel.

* * * * *

PROTOCOL.

Colonies and Foreign Possessions.

Upon proceeding to the signature of the Treaty of Commerce and Navigation concluded this day between Great Britain and Roumania, the Plenipotentiaries of the two powers have agreed as follows:—

The South African colonies having signified their wish not to be included in the stipulations of the said Treaty, they remain excluded from the operations of the same.

In a similar manner any British colony or foreign possession of Her Britannic Majesty shall have the option not to be included in the stipulations of this Treaty, provided notice to that effect is given within a period not later than six months after the ratifications of the Treaty, and the provisions of this Treaty shall not apply to any British colony or foreign possession of Her Britannic Majesty which shall have given such notice.

In witness whereof, the undersigned Plenipotentiaries have drawn up the present Protocol in duplicate form, to which, after it had been duly read, they affixed their signatures.

Bucharest, this 5th day of April, 1880.

(L.S.)

W. A. WHITE,
B. BOERESCO.

Treaty of Commerce and Navigation between Her Majesty and the Emperor of all the Russias; with three Separate Articles thereunto annexed. Signed at St. Petersburg, January 12, 1859.

ARTICLE I.

Commerce and Navigation. Privileges. Ships and Cargoes.

There shall be between all the dominions and possessions of the two high contracting parties reciprocal freedom of commerce and navigation. The subjects of each of the two contracting parties, respectively, shall have liberty freely and securely to come, with their ships and cargoes, to all places, ports, and rivers in the dominions and possessions of the other to which other foreigners are or may be permitted to come; and shall, throughout the whole extent of the dominions and possessions of the other, enjoy the same rights, privileges, liberties, favours, immunities, and exemptions in matters of commerce and navigation which are or may be enjoyed by native subjects generally.

It is understood, however, that the preceding stipulations in no wise affect the laws, decrees, and special regulations regarding commerce, industry, and police in vigour in each of the two countries, and generally applicable to all foreigners.

ARTICLE V.

Goods imported in Vessels of either Country.

All merchandise and articles of commerce, the produce or manufacture either of the dominions and possessions of His Majesty the Emperor of all the Russias, or of any other country, which are or may be legally importable into the ports of the United Kingdom of Great Britain and Ireland, its dominions and possessions, in British vessels, may likewise be imported into those ports in Russian vessels, without being liable to any other or higher duties, of whatever denomination, than if such merchandise and articles were imported in British vessels; and reciprocally, all merchandise and articles of commerce, the produce or manufacture either of the United Kingdom of Great Britain and Ireland, its dominions and possessions, or of any other country, which are or may be legally importable into the ports of the dominions and possessions of His Majesty the Emperor of all the Russias, in Russian vessels, may likewise be imported into those ports in British vessels, without being liable to any other or higher duties, of whatever denomination, than if such merchandise and articles were imported in Russian vessels. Such reciprocal equality of treatment shall take effect without distinction, whether such merchandise and articles come directly from the place of origin or from any other place.

Goods exported in Vessels of either Country. Bounties and Drawbacks.

In the same manner, there shall be perfect equality of treatment in regard to exportation, so that the same export duties shall be paid, and the same bounties and drawbacks allowed, in the dominions and possessions of either of the high contracting parties, on the exportation of any article which is or may be legally exportable therefrom, without distinction, whether such exportation shall take place in Russian or in British vessels, and whatever may be the place of destination, whether a port of the other contracting party or of any third power.

ARTICLE VI.

Tonnage, Harbour, Pilotage, Lighthouse, Quarantine, and other Duties.

No duties of tonnage, harbour, pilotage, lighthouse, quarantine, or other similar or corresponding duties of whatever nature, or under whatever denomination, levied in the name or for the profit of Government, public functionaries, private individuals, corporations, or establishments of any kind, shall be imposed in the ports of either country upon the vessels of the other country, which shall not equally and under the same conditions be imposed in the like cases on national vessels in general; the intention of the two high contracting parties being that, save certain exemptions which the shipping of some ports of the United Kingdom of Great Britain and Ireland enjoys from old times, in this respect there shall not exist in their respective dominions and possessions, in regard to the above-mentioned duties, any privilege or preference whatever favouring the national flag to the prejudice of the flag of the other party. Such equality of treatment shall apply reciprocally to the respective vessels, from whatever port or place they may arrive, and whatever may be their place of destination.

ARTICLE VII.

Stationing, Loading, and Unloading of Vessels. Harbour and other Dues.

In all that regards the stationing, loading, and unloading of vessels in the ports, basins, docks, roadsteads, harbours, or rivers of the two countries, no privilege shall be granted to national vessels which shall not be equally granted to vessels of the other country; the intention of the contracting parties being that in this respect also the respective vessels shall be treated on the footing of perfect equality.

ARTICLE VIII.

Coasting Trade excepted.

The stipulations of the preceding articles shall not apply to the coasting trade, which each of the high contracting parties shall regulate according to its own laws.

Port to Port Trade.

The vessels of each of the two contracting parties shall, however, be at liberty, according as the captain, proprietor, or other person duly authorised to act as agent for the vessel or cargo, shall consider advisable, to proceed from one port of one of the two States to one or several ports of the same State, in order to discharge the whole or part of their cargo brought from abroad, or in order to take in or complete their cargo, without paying other duties than those to which national vessels are, or may hereafter be, liable in similar cases,

ARTICLE IX.

National Vessels.

All vessels which, according to the laws of Great Britain, are to be deemed British vessels, and all vessels which, according to the laws of the Empire of Russia, are to be deemed Russian vessels, shall for the purposes of this Treaty be deemed British and Russian vessels respectively.

ARTICLE XI.

The subjects of either of the two high contracting parties, conforming themselves to the laws of the country, shall have—

Travelling, Residence, &c.

1. Full liberty, with their families, to enter, travel, or reside in any part of the dominions and possessions of the other contracting party.

Acquisition of Property, &c.

2. They shall be permitted, in the towns and ports, to hire or possess the houses, warehouses, shops, and premises which may be necessary for them.

Commerce. Agents. &c.

3. They may carry on their commerce, either in person or by any agents whom they may think fit to employ.

Taxes, Imposts, &c., on Persons and Property. Passports, Trade Licenses, &c.

4. They shall not be subject, in respect of their persons or property, or in respect of passports, licenses for residence or establishment, nor in respect of their commerce or industry, to any taxes, whether general or local, nor to imposts or obligations of any kind whatever, other or greater than those which are or may be imposed upon native subjects.

ARTICLE XII.

* * * * *

Law and Justice.

The subjects of either of the two contracting parties in the dominions and possessions of the other shall have free access to the courts of justice for the prosecution and defence of their rights. They shall enjoy in this respect the same rights and privileges as subjects of the country, and shall, like them, be at liberty to employ, in all causes, their advocates, attorneys, or agents from among the persons admitted to the exercise of those professions according to the laws of the country.

ARTICLE XIII.

Acquisition and Disposal of Property. Imposts, Duties, &c.

The subjects of either of the two contracting parties in the dominions and possessions of the other shall be at full liberty to acquire, possess, and dispose of every description of property which the laws of the country may permit any foreigners, of whatsoever nation, to acquire and possess. They may acquire and dispose the same, whether by purchase, sale, donation, exchange, marriage, testament, succession *ab intestato*, or in any other manner, under the same conditions as are established by the laws of the country for all foreigners. Their heirs and representatives may succeed to and take possession of such property, either in person or by agents acting on their behalf, in the same manner and in the same legal forms as subjects of the country. In the absence of heirs and representatives the property shall be treated in the same manner as the like property belonging to a subject of the country under similar circumstances.

In none of these respects shall they pay upon the value of such property any other or higher impost, duty, or charge than is payable by subjects of the country. In every case the subjects of the contracting parties shall be permitted to export their property, or the proceeds thereof if sold, freely, and without being subjected on such exportation to pay any duty as foreigners, or any other or higher duties than those to which subjects of the country are liable under similar circumstances.

ARTICLE XIV.

Military Requisitions. Forced Loans. Judicial and Municipal Charges and Functions.

The subjects of either of the two high contracting parties in the dominions and possessions of the other shall be exempted from all compulsory military service whatever, whether in the army, navy, or national guard, or militia. They shall be equally exempted from all judicial and municipal charges and functions whatever, as well as from all contributions, whether pecuniary or in kind, imposed as a compensation for personal service; and, finally, from forced loans and military exactions or requisitions.

In regard, however, to judicial and municipal charges and functions, those shall be excepted which are consequent upon the possession of a real property or of a lease; and in regard to military exactions and requisitions, those which all subjects of the country may be required to furnish as lauded proprietors or as farmers.

ARTICLE XVI.

Wrecks and Salvage.

Any ship of war or merchant-vessel of either of the high contracting parties which may be compelled by stress of weather or by accident to take shelter in a port of the other shall be at liberty to refit therein, to

procure all necessary stores, and to put to sea again, without paying any dues other than such as would be payable in a similar case by a national vessel. In case, however, the master of a merchant-vessel should be under the necessity of disposing of a part of his merchandise in order to defray his expenses, he shall be bound to conform to the regulations and tariffs of the place to which he may have come.

If any ship of war or merchant-vessel of one of the high contracting parties should run aground or be wrecked upon the coasts of the other, such ship or vessel, and all parts thereof, and all furniture and appurtenances belonging thereunto, and all goods and merchandise saved therefrom, including any which may have been cast into the sea, or the proceeds thereof if sold, as well as all papers found on board such stranded or wrecked ship or vessel, shall be given up to the owners or their agents when claimed by them. If there are no such owners or agents on the spot, then the same shall be delivered to the British or Russian Consul-General, Consul, or Vice-Consul in whose district the wreck or stranding may have taken place, upon being claimed by him within the period fixed by the laws of the country; and such consuls, owners, or agents shall pay only the expenses incurred in the preservation of the property, together with the salvage or other expenses which would have been payable in the like case of a wreck of a national vessel.

The goods and merchandise saved from the wreck shall be exempt from all duties of customs, unless cleared for consumption, in which case they shall pay the same rate of duty as if they had been imported in a national vessel.

In the case either of a vessel being driven in by stress of weather, run aground, or wrecked, the respective Consuls-General, Consuls, Vice-Consuls, and Consular Agents shall, if the owner or master or other agent of the owner is not present, or is present and requires it, be authorised to interpose in order to afford the necessary assistance to their fellow-countrymen.

No. 37.—SALVADOR.

*Treaty of Commerce and Navigation between Her Majesty and the Republic of Salvador. Signed at Guatemala, October 24, 1862.**

ARTICLE II.

Commerce and Navigation. Privileges. Residence. Acquisition of Property. Trade.

The two high contracting parties being desirous of placing the commerce and navigation of their respective countries on the liberal basis of perfect equality and reciprocity, mutually agree that the subjects or citizens of each may frequent all the coasts and countries of the other, and reside therein, and shall have the power to purchase and hold all kinds of property which the laws of the country may permit any foreigners, of whatever nation, to hold, and to engage in all kinds of trade, manufactures, and mining, upon the same terms with native subjects or citizens. They shall enjoy all the privileges and concessions in these matters which are or may be made to the subjects or citizens of any country; and shall enjoy all the rights, privileges, and exemptions, in navigation, commerce, and manufactures, which native subjects or citizens do or shall enjoy, submitting themselves to the laws there established, to which native subjects or citizens are subjected.

ARTICLE III.

Coasting Trade open.

The high contracting parties agree that, in regard to the coasting trade, the ships, subjects, and citizens of each shall enjoy, in the dominions and territories of the other, the same privileges, and shall be treated in all respects in the same manner, as national vessels, and as native subjects and citizens.

ARTICLE IV.

Goods imported in Vessels of either Country.

The contracting parties likewise agree that whatever kind of produce, manufacture, or merchandise can be from time to time lawfully imported into the British dominions in British vessels, may also be imported in vessels of the Republic of Salvador; and that no higher or other duties upon the vessel or upon her cargo shall be levied and collected, whether the importation be made in vessels of the one country or of the other: and in like manner, that whatever kind of produce, manufacture, or merchandise can be from time to time lawfully imported into the Republic of Salvador in its own vessels, may be also imported in British vessels; and that no higher or other duties upon the vessel or upon her cargo shall be levied or collected, whether the importation be made in vessels of the one country or of the other.

Goods exported in Vessels of either Country. Bounties, Duties, and Drawbacks.

And they further agree that whatever may be lawfully exported or re-exported from the one country in its own vessels to any foreign country, may in like manner be exported or re-exported in the vessels of the other country; and that the same bounties, duties, and drawbacks shall be allowed and collected, whether such exportation or re-exportation be made in British vessels or in vessels of the Republic of Salvador.

ARTICLE VI.

Warehousing, Transit, Re-export, Bounties, Facilities, and Drawbacks.

The subjects and citizens of one of the contracting parties shall enjoy, in the dominions, possessions, and territories of the other, equality of treatment with native subjects and citizens, or with the subjects and citizens of the most favoured nation, in regard to warehousing, transit, and re-export, and also in regard to bounties, facilities, and drawbacks.

* This Treaty was prolonged by an Agreement dated June 23, 1886.

ARTICLE VII.

Tonnage, Harbour, Pilotage, Lighthouse, Quarantine, and other Duties.

No duties of tonnage, harbour, pilotage, lighthouse, quarantine, or other similar or corresponding duties, of whatever nature or under whatever denomination levied in the name or for the profit of the Government, public functionaries, corporations, or establishments of whatever kind, shall be imposed in the ports of either country upon the vessels of the other country, which shall not be equally imposed in the like cases on national vessels.

ARTICLE VIII.

Ships and Cargoes. Non-imposition of Discriminating Duties. Port to Port Trade.

In order to prevent the possibility of any misunderstanding, it is hereby declared that the stipulations contained in the preceding articles are, to their full extent, applicable to British vessels and their cargoes arriving in the ports of Salvador, and reciprocally to the vessels of the said Republic and their cargoes arriving in British ports, whether they proceed from the ports of the country to which they respectively belong, or from the ports of any other foreign country; and, in either case, no discriminating duty shall be imposed or collected; in the ports of either country on the said vessels or upon their cargoes, whether such cargoes shall consist of native or of foreign produce or manufacture.

ARTICLE IX.

National Vessels.

All vessels which, according to the laws of Great Britain, are to be deemed British vessels, and all vessels which, according to the laws of the Republic of Salvador, are to be deemed vessels of that Republic, shall, for the purposes of this Treaty, be deemed British vessels and vessels of Salvador respectively.

ARTICLE X.

Privileges of Merchants and others. Agents. Loading and Unloading of Ships.

It is likewise agreed that it shall be wholly free for all merchants, commanders of ships, and other subjects or citizens of both countries, to manage, by themselves or agents, their own business in all the ports and places subject to the jurisdiction of each other, as well with respect to the consignment and sale of their goods and merchandise, by wholesale or retail, as with respect to the loading, unloading, and sending off their ships; they being, in all these cases, to be treated as subjects or citizens of the country in which they reside or are conducting their business, and to be subject to the laws of that country.

ARTICLE XII.

Wrecks and Salvage.

If any ship of war or merchant-vessel of either of the high contracting parties should be wrecked on the coasts of the others, such ship or vessel, or any parts thereof, and all furniture and appurtenances belonging thereunto, and all goods and merchandise which shall be saved therefrom, or the produce thereof if sold, shall be faithfully restored to the owners, upon being claimed by them or by their duly authorised agents; and if there are no such owners or agents on the spot, then the said ships, or parts of ships, furniture, appurtenances, goods, and merchandise, or the proceeds thereof if sold, as well as all the papers found on board such wrecked ship or vessel, shall be delivered to the British Consul or Vice-Consul, or to the Consul or Vice-Consul of the Republic of Salvador, in whose district the wreck may have taken place, upon being claimed by him, and on his giving a receipt or acknowledgment for the same; and upon payment by such Consul, Vice-Consul, owners, or agents of only the expenses incurred in the preservation of the property, and of the salvage and other expenses which would have been payable in the like case of a wreck of a national vessel.

The charge for such salvage or other expenses shall be made and settled immediately, subject to such right of appeal on the part of the person paying the same as may exist in the respective countries. The goods and merchandise saved from the wreck shall not be subject to duties, unless cleared for consumption; in which case they shall be liable only to the same duties as if they had been imported in a national vessel.

ARTICLE XIII.

Acquisition and Disposal of Property. Imposts, Duties, &c. Exports.

The subjects and citizens of either of the two contracting parties in territories of the other shall be at full liberty to acquire, possess, and dispose of, whether by purchase, sale, donation, exchange, marriage, testament, succession *ab intestato*, or in any other manner whatever, every description of property which the laws of the country may permit any foreigners, of whatsoever nation, to hold. Their heirs and representative may succeed to and take possession of such property, either in person or by agents acting on their behalf, in the ordinary form of law, in the same manner as subjects or citizens of the country; and in the absence of such heirs and representatives, the property shall be treated in the same manner as the like property belonging to a subject or citizen of the country under similar circumstances.

In none of these respects shall they pay upon the value of such property any other or higher impost, duty, or charge than is payable by subjects or citizens of the country. In every case the subjects and citizens of the contracting parties shall be permitted to export their property, or the proceeds thereof; British subjects from the territory of Salvador, and Salvador citizens from the British territory, freely, and without being subjected on such exportation to pay any duty as foreigners, and without having to pay any other or higher duties than those to which subjects or citizens of the country are liable.

ARTICLE XIV.

Protection of Persons and Property. Law and Justice.

Both contracting parties promise and engage formally to give their special protection to the persons and property of the subjects or citizens of each other, of all occupations, who may be in the territories subject to the jurisdiction of one or the other, transient or dwelling therein, leaving open and free to them the tribunals

of justice, for their judicial recourse, on the same terms which are usual and customary with the native subjects or citizens of the country; for which purpose they may either appear in proper person, or employ, in the prosecution or defence of their rights, such advocates, solicitors, notaries, agents, and factors as they may judge proper, in all their trials at law; and such citizens or agents shall have free opportunity to be present at the decisions or sentences of the Tribunals in all cases which may concern them, and shall enjoy in such cases all the rights and privileges accorded to native subjects or citizens.

ARTICLE XVI.

Requisitions. Forced Loans, Taxes, &c.

The subjects of Her Britannic Majesty residing in the Republic of Salvador, and the citizens of the Republic of Salvador residing in the dominions of Her Britannic Majesty, shall be exempted from all compulsory military service whatsoever, whether by sea or land, and from all forced loans, or military exactions or requisitions; and they shall not be compelled, under any pretext whatsoever, to pay any ordinary or extraordinary charges, requisitions, or taxes other or higher than those that are or may be paid by native subjects or citizens.

ARTICLE XIX.

Rupture of Friendly Relations. Protection of Persons and Property.

For the better security of commerce between the subjects and citizens of the two high contracting parties, it is agreed that if at any time any rupture, or any interruption of friendly intercourse, should unfortunately take place between the two contracting parties, the subjects or citizens of either of them established in the territories of the other, who may reside upon the coasts, shall be allowed six months, and those who may reside in the interior a whole year, to wind up their accounts and to dispose of their property; and a safe-conduct shall be given to them to embark at the port which they themselves shall select. The subjects or citizens of either of the two contracting parties who may be established in the dominions or territories of the other, in the exercise of any trade or other occupation or employment, shall be allowed to remain and continue in the exercise of the said trade or occupation, notwithstanding the interruption of friendship between the two countries, in the free enjoyment of their personal liberty and property, so long as they behave peaceably and observe the laws; and their goods and effects, of whatever description they may be, whether in their own custody or intrusted to individuals or to the State, shall not be liable to seizure or sequestration, or to any other charges or demands than those which may be made upon the like effects or property belonging to native subjects or citizens. In the same case, debts between individuals, public funds, and the shares of companies shall never be confiscated, sequestered, or detained.

*Article II. of Agreement between Great Britain and the Republic of Salvador for prolonging the Treaty of Friendship, Commerce, and Navigation, of October 24, 1862, between Great Britain and Salvador.
Signed at San Salvador, June 23, 1886. Ratifications exchanged, July 8, 1887.*

Application to British Colonies and Foreign Possessions.

It is nevertheless, agreed that any or all of the following colonies and foreign possessions of Her Britannic Majesty, that is to say:—

† India,		* Queensland,
† Canada,		* South Australia,
* Newfoundland		* Tasmania,
† The Cape of Good Hope,		* Victoria,
* New South Wales,		* Natal,
† New Zealand,		* Western Australia,

may at any time within the period of two years from the date of the exchange of the ratifications of the present agreement give notice, through Her Majesty's Representative accredited to the republic of Salvador, of their desire to be excepted from the operation of the Treaty aforesaid, and the said Treaty shall not thenceforward apply to any of the said colonies or foreign possessions of Her Britannic Majesty which shall have given such notice. But, except as above provided, the said Treaty shall apply to all the colonies and foreign possessions of Her Britannic Majesty until the Treaty be terminated by notice given in pursuance of the terms of Article I of the present agreement.

No. 38.—SANDWICH ISLANDS.

*Treaty of Commerce and Navigation between Her Majesty and the King of the Sandwich Islands.
Signed at Honolulu, July 10, 1851.*

ARTICLE II.

Commerce and Navigation. Privileges. Residence. Trade. Vessels of War.

There shall be, between all the dominions of Her Britannic Majesty and the Hawaiian Islands, a reciprocal freedom of commerce. The subjects of each of the two contracting parties, respectively, shall have liberty, freely and securely, to come with their ships and cargoes to all places, ports, and rivers in the

* The colonies marked thus (*) have acceded to the Agreement of June 23, 1886.
† Those marked thus (†) have stated that they do not desire to accede to it.
‡ No reply received.

territories of the other where trade with other nations is permitted ; they may remain and reside in any part of the said territories respectively, and hire and occupy houses and warehouses ; and may trade, by wholesale or retail, in all kinds of produce, manufactures, and merchandise of lawful commerce ; enjoying the same exemptions and privileges as native subjects, and subject always to the same laws and established customs as native subjects.

In like manner, the ships of war of each contracting party, respectively, shall have liberty to enter into all harbours, rivers, and places within the territories of the other to which the ships of war of other nations are or may be permitted to come, to anchor there, and to remain and refit, subject always to the laws and regulations of the two countries respectively.

Coasting Trade reserved.

The stipulations of this Article do not apply to the coasting trade, which each contracting party reserves to itself respectively, and shall regulate according to its own laws.

ARTICLE V.

Tonnage, Light, Harbour, Pilotage, Salvage, Quarantine, and other Duties.

No other or higher duties or charges on account of tonnage, light, or harbour dues, pilotage, quarantine, salvage in case of damage or shipwreck, or any other local charges, shall be imposed in any of the ports of the Hawaiian Islands on British vessels than those payable in the same ports by Hawaiian vessels ; nor in the ports of Her Britannic Majesty's territories on Hawaiian vessels than shall be payable in the same ports on British vessels.

ARTICLE VI.

Goods imported in Vessels of either Country.

The same duties shall be paid on the importation of any article which is or may be legally importable into the Hawaiian Islands, whether such importation shall be in Hawaiian or in British vessels ; and the same duties shall be paid on the importation of any article which is or may be legally importable into the dominions of Her Britannic Majesty, whether such importation shall be in British or in Hawaiian vessels.

Goods exported in Vessels of either Country. Bounties and Drawbacks.

The same duties shall be paid, and the same bounties and drawbacks allowed, on the exportation of any article which is or may be legally exportable from the Hawaiian Islands, whether such exportation shall be in Hawaiian or in British vessels ; and the same duties shall be paid, and the same bounties and drawbacks allowed, on the exportation of any article which is or may be legally exportable from Her Britannic Majesty's dominions, whether such exportation shall be in British or in Hawaiian vessels.

ARTICLE VII.

Whale-ships.

British whale-ships shall have access to the ports of Hilo, Kealakekua, and Hanalei, in the Sandwich Islands, for the purpose of refitment and refreshment, as well as to the ports of Honolulu and Lahaina, which two last-mentioned ports only are ports of entry for all merchant-vessels ;* and in all the above-named ports they shall be permitted to trade or to barter their supplies or goods, excepting spirituous liquors, to the amount of 200 dollars *ad valorem* for each vessel, without paying any charge for tonnage, or for harbour dues of any description, or any duties or imposts whatever upon the goods or articles so traded or bartered. They shall also be permitted, with the like exemption from all charges for tonnage and harbour dues, further to trade or barter, with the same exception as to spirituous liquors, to the additional amount of 1,000 dollars *ad valorem* for each vessel, paying upon the additional goods and articles so traded and bartered no other or higher duties than are payable on like goods and articles when imported in national vessels and by native subjects. They shall also be permitted to pass from port to port of the Sandwich Islands for the purpose of procuring refreshments ; but they shall not discharge their seamen or land their passengers in the said islands except at Honolulu and Lahaina ; and in all the ports named in this Article British whale-ships shall enjoy, in all respects whatsoever, all the rights, privileges, and immunities which are or may be enjoyed by national whale-ships, or by whale-ships of the most favoured nation.

Vessels of War.

The like privilege of frequenting the three ports of the Sandwich Islands named in this Article, which are not ports of entry for merchant-vessels, is also guaranteed to all the public armed vessels of Great Britain.

Vessels with Disease on Board. Quarantine.

But nothing in this Article shall be construed as authorising any British vessel, having on board any disease usually regarded as requiring quarantine, to enter, during the continuance of any such disease on board, any ports of the Sandwich Islands other than Honolulu or Lahaina.

ARTICLE VIII.

Privileges of Merchants and their Agents, &c. Monopolies.

All merchants, commanders of ships, and others, the subjects of Her Britannic Majesty, shall have full liberty, in the Hawaiian Islands, to manage their own affairs themselves, or to commit them to the management of whomsoever they please, as broker, factor, agent, or interpreter ; nor shall they be obliged to employ

* See also Protocol, page 49.

any other persons than those employed by Hawaiian subjects, nor to pay to such persons as they shall think fit to employ any higher salary or remuneration than such as is paid, in the like cases, by Hawaiian subjects. British subjects in the Hawaiian Islands shall be at liberty to buy from and to sell to whom they like, without being restrained or prejudiced by any monopoly, contract, or exclusive privilege of sale or purchase whatever and absolute freedom shall be allowed in all cases, to the buyer and seller, to bargain and fix the price of any goods, wares, or merchandise imported into, or exported from, the Hawaiian Islands, as they shall see good, observing the laws and established customs of those islands. The same privileges shall be enjoyed in the dominions of Her Britannic Majesty by Hawaiian subjects, under the same conditions.

Protection of Persons and Property. Courts of Law and Justice.

The subjects of either of the contracting parties, in the territories of the other, shall receive and enjoy full and perfect protection for their persons and property, and shall have free and open access to the courts of justice in the said countries respectively, for the prosecution and defence of their just rights; and they shall be at liberty to employ in all causes the advocates, attorneys, or agents, of whatever description, whom they may think proper; and they shall enjoy, in this respect, the same rights and privileges as native subjects.

ARTICLE IX.

Police of the Ports. Lading and Unlading of Ships. Warehousing. Disposal of Property. Administration of Justice. Imposts, Duties, &c.

In whatever relates to the police of the ports, the lading and unlading of ships, the warehousing and safety of merchandise, goods, and effects, the succession to personal estates by will or otherwise, and the disposal of personal property of every sort and denomination by sale, donation, exchange, or testament, or in any other manner whatsoever, as also with regard to the administration of justice, the subjects of each contracting party shall enjoy, in the territories of the other, the same privileges, liberties, and rights as native subjects, and they shall not be charged, in any of these respects, with any other or higher imposts or duties than those which are or may be paid by native subjects, subject always to the local laws and regulations of such territories.

Intestacy.

In the like event of any subject of either of the two contracting parties dying without will or testament, in the territories of the other contracting party, the Consul-General, Consul, or Acting Consul of the nation to which the deceased may belong shall, so far as the laws of each country will permit, take charge of the property which the deceased may have left, for the benefit of his lawful heirs and creditors, until an executor or administrator be named according to the laws of the country in which the death shall have taken place.

ARTICLE X.

Requisitions. Forced Loans. Taxes.

The subjects of Her Britannic Majesty residing in the Hawaiian Islands, and Hawaiian subjects residing in the dominions of Her Britannic Majesty, shall be exempted from all compulsory military service whatsoever, whether by sea or land, and from all forced loans, or military exactions or requisitions; and they shall not be compelled, under any pretext whatsoever, to pay any ordinary charges, requisitions, or taxes other or higher than those that are or may be paid by native subjects.

ARTICLE XIII.

Rupture of Friendly Relations. Protection of Persons and Property.

For the better security of commerce between the subjects of Her Britannic Majesty and of the king of the Hawaiian Islands, it is agreed that if at any time any rupture or any interruption of friendly intercourse should unfortunately take place between the two contracting parties, the subjects of either of the two contracting parties shall be allowed a year to wind up their accounts and dispose of their property; and a safe-conduct shall be given them to embark at the port which they shall themselves select. All subjects of either of the two contracting parties who may be established in the territories of the other in the exercise of any trade or special employment shall in such case have the privilege of remaining and continuing such trade and employment therein without any manner or interruption, in full enjoyment of their liberty and property, as long as they behave peaceably, and commit no offence against the laws; and their goods and effects, of whatever description they may be, whether in their own custody or intrusted to individuals or to the State, shall not be liable to seizure or sequestration, or to any other charges or demands than those which may be made upon the like effects or property belonging to native subjects. In the same case, debts between individuals, public funds, and the shares of companies shall never be confiscated, sequestered, or detained.

ARTICLE XVI.

Wrecks and Salvage.

If any ship of war or merchant-vessel of either of the contracting parties should be wrecked on the coasts of the other, such ship or vessel, or any parts thereof, and all furniture and appurtenances belonging thereunto, and all goods and merchandise which shall be saved therefrom, or the produce thereof if sold, shall be faithfully restored to the proprietors upon being claimed by them or by their duly authorised agents; and if there are no such proprietors or agents on the spot, then the said goods and merchandise, or the proceeds thereof, as well as all the papers found on board such wrecked ship or vessel, shall be delivered to the British or Hawaiian Consul in whose district the wreck may have taken place; and such consul, proprietors, or agents 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 goods and merchandise saved from the wreck shall not be subject to duties, unless cleared for consumption.

Whalers.

Extract from the Protocol of the Signature of the preceding Treaty.

The undersigned Plenipotentiaries met at 11 A.M., pursuant to adjournment, and agreed to the following :—

That the present Treaty is to be accepted in substitution of the Treaty of March 26, 1846.

That it is understood that, besides the three ports named in Article VII. as accessible to whalers, the provisions of that Article shall equally extend to the other ports now open to whalers, or that hereafter may be opened by law.

July 10, 1851.

(Signed) Wm. MILLER.
R. C. WYLLIE.

No. 39.—SERVIA.

*Treaty of Commerce between Her Majesty and the Prince of Servia. Signed at Nisch, January 26 (February 7), 1880.**

ARTICLE I.

Commerce and Trade. Residence. Taxes and Imposts.

British subjects who reside temporarily or permanently in Servia, and Servian subjects who reside temporarily or permanently in the territories, including the colonies and foreign possessions of Her Britannic Majesty, shall enjoy therein, with respect to residence and the exercise of commerce and trade, the same rights as, and shall not be subject to any higher or other imposts or taxes, whether general, municipal, or local, than natives, or the subjects of any other country the most favoured in this respect by either of the contracting parties.

Acquisition and Disposal of Property. Protection of Persons and Property. Law and Justice.

British subjects in Servia, and Servian subjects in the territories, including the colonies and foreign possessions, of Her Britannic Majesty, shall enjoy the same treatment as natives, or as is now granted, or may hereafter be granted, to the subjects of any other country the most favoured in this respect, with regard to the acquisition, the holding, and the disposal of property, and all charges on it, with regard to access to courts of law, and in the prosecution and defence of their rights, and in regard to domiciliary visits to their dwellings, manufactories, warehouses, or shops.

ARTICLE XII.

Ships and Cargoes.

British ships and their cargoes shall, in Servia, and Servian vessels and their cargoes shall, in the territories, including the colonies and foreign possessions of Her Britannic Majesty, from whatever place arriving, and whatever may be the place of origin or destination of their cargoes, be treated in every respect as national ships and their cargoes.

Port, Harbour, Pilotage, and other Dues.

The preceding stipulation applies to local treatment, dues, and charges in the ports, basins, docks, roadsteads, harbours, and rivers of the two countries, pilotage, and generally to all matters connected with navigation.

Every favour or exemption in these respects, or any other privilege in matters of navigation which either of the contracting parties shall grant to a third power, shall be extended immediately and unconditionally to the other party.

National Vessels.

All vessels which, according to British law, are to be deemed British vessels, and all vessels which, according to Servian law, are to be deemed Servian vessels, shall, for the purposes of this Treaty, be respectively deemed British or Servian vessels.

No. 40.—SIAM.

(1) *Treaty of Commerce between Her Majesty and the Kings of Siam, Signed at Bangkok, April 18, 1855.*

ARTICLE I.

Residence. Trade. Protection.

There shall henceforward be perpetual peace and friendship between Her Majesty the Queen of Great Britain and Ireland, and her successors, and their Majesties the First and Second Kings of Siam, and their successors. All British subjects coming to Siam shall receive from the Siamese Government full protection

* This Treaty does not apply to the Dominion of Canada or to the British South African colonies (see Declaration of July 4, 1881, "Commercial No. 23, 1881").

and assistance to enable them to reside in Siam in all security, and trade with every facility, free from oppression or injury on the part of the Siamese; and all Siamese subjects going to an English country shall receive from the British Government the same complete protection and assistance that shall be granted to British subjects by the Government of Siam.

ARTICLE IV.

Taxes.

British subjects are permitted to trade freely in all the seaports of Siam, but may reside permanently only at Bangkok, or within the limits assigned by this Treaty. British subjects coming to reside at Bangkok may rent land, and buy or build houses, but cannot purchase lands within a circuit of 200 *sen* (not more than four miles English) from the city walls, until they shall have lived in Siam for ten years, or shall obtain special authority from the Siamese Government to enable them to do so. But with the exception of this limitation, British residents in Siam may at any time buy or rent houses, lands, or plantations, situated anywhere within a distance of twenty-four hours' journey from the city of Bangkok, to be computed by the rate at which boats of the country can travel. In order to obtain possession of such lands or houses, it will be necessary that the British subject shall, in the first place, make application through the Consul to the proper Siamese officer; and the Siamese officer and the Consul having satisfied themselves of the honest intentions of the applicant, will assist him in settling, upon equitable terms, the amount of the purchase-money, will mark out and fix the boundaries of the property, and will convey the same to the British purchaser under sealed deeds. Whereupon he and his property shall be placed under the protection of the Governor of the district and that of the particular local authorities; he shall conform, in ordinary matters, to any just directions given him by them, and will be subject to the same taxation that is levied on Siamese subjects.* But if through negligence, the want of capital, or other cause, a British subject should fail to commence the cultivation or improvement of the lands so acquired within a term of three years from the date of receiving possession thereof, the Siamese Government shall have the power of resuming the property, upon returning to the British subject the purchase-money paid by him for the same.

(2) *Agreement Supplementary to the Treaty of April 18, 1855. Signed at Bangkok, May 13, 1856.*

ARTICLE IV.

Taxes.

The IV. Article of the Treaty provides for the payment, on the lands held or purchased by British subjects, of "the same taxation that is levied on Siamese subjects." The taxes here alluded to are those set forth in the annexed schedule.†

Treaty of June 20, 1826, referred to in the Agreement of May 13, 1856.

ARTICLE X.

Unrestricted Trade between certain specified Localities. (Opium.)

The English and Siamese mutually agree that there shall be an unrestricted trade between them in the English countries of Prince of Wales' Island, Malacca, and Singapore, and the Siamese countries of Ligor, Merdilong Singora, Patani, Junkceylon, Queda, and other Siamese provinces. Asiatic merchants of the English countries, not being Burmese, Peguers, or descendants of Europeans, shall be allowed to trade freely overland and by means of the rivers. Asiatic merchants, not being Burmese, Peguers, or descendants of Europeans, desiring to enter into and trade with the Siamese dominions from the countries of Mergui, Tavoy, Tenasserim, and Ye, which are now subject to the English, will be allowed to do so freely, overland and by water, upon the English furnishing them with proper certificates. But merchants are forbidden to bring opium, which is positively a contraband article in the territories of Siam; and should a merchant introduce any, the Governors shall seize, burn, and destroy the whole of it.

No. 41.—SOUTH AFRICAN REPUBLIC.

A Convention between Her Majesty the Queen of the United Kingdom of Great Britain and Ireland and the South African Republic. Signed in London, February 27, 1834.

ARTICLE XIV.

Travelling and Residence. Acquisition of Property. Commercial Agents. Taxes on Commerce and Industry, &c.

All persons, other than natives, conforming themselves to the laws of the South African Republic (a) will have full liberty, with their families, to enter, travel, or reside in any part of the South African Republic; (b) they will be entitled to hire or possess houses, manufactories, warehouses, shops, and premises; (c) they may carry on their commerce either in person or by any agents whom they may think fit to employ; (d) they will not be subject, in respect of their persons or property, or in respect of their commerce or industry, to any taxes, whether general or local, other than those which are or may be imposed upon citizens of the said Republic.

* See Article IV. of Additional Agreement of May 13, 1856.

† It has not been thought necessary to give the Schedule of Taxes, to be paid on garden ground, plantations, or other lands.

No. 42.—SPAIN.

- (1) *Convention between the Governments of Great Britain and Spain respecting the Commercial Relations of the two Countries. Signed at Madrid, April 26, 1886.*

ARTICLE I.

The Government of Her Majesty the Queen Regent of Spain will grant to the United Kingdom of Great Britain and Ireland, and to Her Britannic Majesty's colonies* and foreign possessions, most-favoured-nation treatment in all that concerns commerce, navigation, and Consular rights and privileges in Spain, and in the Spanish colonies and foreign possessions, co-extensive in amount of benefit with that accorded to France and Germany under the Treaties of February 6, 1882, and July 12, 1883.

- (2) [Protocols respecting the freedom of commerce and navigation in the Sulu Archipelago were signed by the Representatives of Great Britain, Germany, and Spain on March 11, 1887, and March 7, 1885.]

- (3) *Extracts from Treaties between Spain and France, and Spain and Germany, referred to in the Commercial Convention between the Governments of Great Britain and Spain. Signed at Madrid on April 26, 1886.*

Treaty of Commerce and Navigation between Spain and France. Signed in Spanish and French at Paris, February 6, 1882.

ARTICLE I.

Commerce and Navigation. Taxes, Imposts, &c. Privileges, &c., of Trade, Industry, and Navigation.

There shall be full and entire freedom of commerce and navigation between the Kingdom and Spain and the French Republic.

The native and naturalised subjects of the two States shall not pay, in respect of their trade or industry, in the ports, towns, or other places of the respective countries, whether they are there established, or temporarily resident, other or higher duties, taxes, impost, or contributions of whatever description than those levied, or which may hereafter be levied, upon native subjects; and the privileges, immunities, and other favours of whatever kind which shall be enjoyed in respect of trade, industry, and navigation by the citizens of either State shall be likewise enjoyed by those of the other, save in the exceptions contained in the present Treaty.

ARTICLE II.

Vessels and Cargoes. Travelling. Residence. Acquisition of Property. Commerce. Agents, &c.

The native and naturalised subjects of each of the two high contracting parties shall, equally with native subjects, be entitled to enter with their vessels and freights all the ports and rivers of the States, provinces, and possessions of the other; to travel, reside, and settle wherever they shall deem suitable to their interests; to acquire and possess all kinds of movable and immovable property; to exercise every kind of industry and calling; to carry on wholesale and retail business; to hire the houses, warehouses, and shops which they may require; to despatch and receive merchandise or valuables by sea or land; to receive consignments, both from the country and from abroad; and this without paying other duties than those which are or may be imposed on native subjects.

They shall be entitled, in buying and selling, to fix the price of merchandise and goods of whatever description, whether imported or native, whether sold in the country or intended for exportation; provided always they conform to the laws and regulations of the country.

They shall be entitled to conduct and administer their own business themselves, or to have themselves represented by persons properly authorised, whether for purchasing or selling their goods, effects, or merchandise, or for lading, unloading, and dispatching their vessels.

ARTICLE III.

Protection of Persons and Property.

Spaniards in France, and Frenchmen in Spain, shall mutually enjoy a constant and complete protection for their persons and property, and shall have the same rights (except political rights) and the same privileges which are or shall be granted to native or naturalised subjects, upon condition, however, of their submitting, with regard thereto, to the laws of the country where they reside.

Courts of Justice.

They shall, consequently, have free and easy access to the courts of justice, both for claiming and for defending their rights, to all the degrees of jurisdiction, established by law. They shall be entitled to employ, in the courts of every instance, advocates, solicitors, and agents of every kind, according as they may deem expedient, and in fine they shall, in this respect, enjoy the same rights and advantages as are accorded or may hereafter be accorded to native subjects.

ARTICLE IV.

Taxes. Imposts. Requisitions.

Spaniards in France, and Frenchmen in Spain, shall be liable to pay both the ordinary and extraordinary taxes due upon the immovable property possessed by them in the country of their residence, and upon the profession or industry which they carry on, provided always that the same be in accordance with the general

* It was agreed by an exchange of notes, bearing the same date of this Convention, that it should be open to any British colony to withdraw from it, on notice to that effect being given by Her Majesty's Ministers at Madrid to the Spanish Minister for Foreign Affairs, within a year after the date of its signature; but they all agreed to be bound by it.

laws and regulations of the respective States. They shall, equally with the natives, be subject to burdens and levies in kind, as well as to municipal, urban, provincial, and departmental taxes to which their movable property, their profession, or industry may render them liable.

Moreover, Spaniards in France, and Frenchmen in Spain, shall be exempt from any war tax, advance payment of ordinary imposts, from loans and credits, and any other extraordinary tax whatever, which may be established in either of the two countries on account of exceptional circumstances, except when such burdens are imposed upon landed property.

They shall likewise be exempt from all municipal duty or employment, and from all personal service, whether in the army or navy, or the militia or national guard, and also from all requisition to perform military services.

ARTICLE V.

Disposal of Property by Will, &c. Succession Duties.

The native or naturalised subjects of the two States shall be entitled to dispose at their discretion, by donation, sale, exchange, will, or in any other manner, of all the property which they possess in the respective territories, and to withdraw their whole capital from the country. The native or naturalised subjects of either of the two States capable of inheriting property situate in the other shall be entitled to take possession, without hindrance, of the property coming to them by law, even *ab intestato*, and the said heirs or legatees shall not be obliged to pay other or higher succession duties than such as would be imposed in similar cases upon the natives of the country where the property is.

ARTICLE VI.

Embargoes. Non-detention of Vessels, &c., for Military Expeditions, &c.

The native or naturalised subjects of the two high contracting parties shall not be, on either side, liable to any embargo, nor to be detained with their vessels, crews, vehicles, and commercial effects of whatever kind, for any military expedition, nor for any public service, without a previously agreed-on indemnity being granted to the interested parties. They shall, however, be liable to requisitions for transport (baggage); but in this case they shall be entitled to the remuneration officially fixed by the competent authority in each province, department, or locality, for the natives.

ARTICLE XVIII.

Taxes, Imposts, &c., on Consumption.

The Spanish Government guarantees that French products shall not in any case be subjected, by any provinces, communes, establishments, or corporations, to taxes on consumption or any other imposts of any denomination whatsoever, other or higher than those to which the products of the country are liable; and the French Government, on its part, guarantees that the products of Spain shall not be subjected by any departments, communes, establishments, or corporations, to taxes on consumption, or to any other imposts of any denomination whatsoever other or higher than those to which the products of the country are subject.

ARTICLE XXI.

Vessels and Cargoes.

Spanish vessels, laden or not, and their cargoes in France or Algiers, and French vessels, laden or not, and their cargoes in Spain, upon their arrival from any port, whatever the place of the origin or of the destination of their cargo, shall in every respect, upon their entry, during their stay, and at their departure, enjoy the same treatment as the native vessels and their cargoes.

ARTICLE XXII.

Port to Port Trade.

Spanish vessels entering a port of France, and, reciprocally, French vessels entering a port of Spain, intending to unlade in such port only a portion of their cargo, shall, provided they conform to the laws and regulations of the respective States, be entitled to retain on board the portion of their cargo shipped for another port, whether of the same or of another country, and to re-export it without being compelled to pay upon such portion of their cargo any customs duty except that of surveillance, and the same shall be at the rate fixed for native shipping.

ARTICLE XXIII.

Harbour, Tonnage, and other Dues: Exemptions.

Wholly exempt from shipping, harbour, tonnage, and clearance dues in the ports of either party are—

1. Vessels, from whatever port, who enter in ballast and leave in ballast.
2. Vessels which, passing from a port of one of the two States into one or more ports of the same State, either to unlade there the whole or a portion of their cargo, or to take up or complete their freight, shall show that they have already paid these duties.
3. Vessels which, having entered a port with freight, whether by choice or stress, shall leave it without having effected any commercial transaction.

The unloading and relading of merchandise to facilitate the repair of a vessel which shall have been compelled to put into port, the transshipment on board another vessel in case the first shall have been rendered unseaworthy, the outlay necessary for revictualling, and the sale of averaged goods when authorised by the customs administration, shall not be regarded as commercial transactions.

ARTICLE XXV.

National Vessels.

Vessels navigating under the flag of either of the two States, owned and registered according to the laws of the country, and furnished with papers and letters regularly issued by the competent authorities, shall be considered as French or Spanish vessels respectively.

The high contracting parties agree to settle in concert the conditions on which the respective certificates of tonnage measurement shall be reciprocally admitted in either countries.

ARTICLE XXVI.

Lading and Unlading Dues.

The two high contracting parties reserve to themselves the power to impose upon any article mentioned in the present Treaty, or upon any other article, to the same extent as they shall affect native vessels, the lading and unlading dues, devoted to paying for the requisite establishments at the port of importation or exportation.

With respect to the berthing of vessels, and their lading or unlading in the ports, roads, harbours, or basins, and generally all formalities and regulations to which trading vessels may be subjected, with their crews and cargoes, no privilege or favour shall be extended to native vessels in either of the two States which shall not be likewise granted to the vessels of the other power, the will of the high contracting powers being that in this respect also Spanish and French vessels should be treated on a footing of perfect equality.

ARTICLE XXIX.

Coasting Trade and Fishing reserved.

The provisions of the present Treaty apply neither to the coasting trade nor to the right of fishing.

Each of the high contracting parties reserves to its native subjects the exclusive right of fishing in its territorial waters.

Treaty of Commerce and Navigation between Spain and Germany. Signed in Spanish and German at Berlin on July 12, 1883.

ARTICLE I.

Commerce and Navigation, Privileges, Taxes, Duties, &c.

Between the high contracting parties there shall be a perfect and complete freedom of commerce and navigation. The subjects of each of the high contracting parties shall reciprocally enjoy in the territories of the other, so far as the present Treaty makes no exception, with respect to commerce, navigation, and industry, the same rights, privileges, and advantages of every kind which are or shall be conferred upon nationals; and no other or more onerous general, or local taxes, burdens, restrictions, or duties of any sort shall be imposed on them than are or shall be imposed on nationals.

ARTICLE II.

Taxes, Agents, &c. Travelling. Residence. Acquisition of Property. Imports, Exports. Commerce and Navigation. Privileges of Merchants and others.

The subjects of each of the high contracting parties shall be permitted reciprocally in the territories of the other, to an equal degree with the nationals to enter all harbours and rivers with their vessels and cargoes, to travel, to sojourn, and to establish themselves, to carry on wholesale or retail trade and industry, to hire or to possess houses, warehouses, and shops, to send goods or specie by sea or land, as well as to receive consignments, whether from the country where they reside or from aboard, on payment of those taxes only as are or shall be payable by nationals; they may buy and sell with or without the agency of a middleman chosen by them, and fix the price of goods, effects, wares, or other articles, whether imported or native, and whether the same are intended for the home market or for exportation: and so long as they obey existing laws and ordinances they may transact their business affairs, present customs declarations, acting themselves or being represented by another, according as they find it suitable, and only against such charges as have been agreed to with the latter.

ARTICLE III.

Acquisition and Disposal of Property by Will, &c. Religious Liberty.

The subjects of the high contracting parties shall be empowered in the territories of the other, to the same extent as the nationals, to acquire and possess any kind of movable or immovable property, and to dispose of it by sale, exchange, donation, testament, or any other way, as well as to acquire inheritances by testament or in accordance with the laws. And in none of the said cases shall they be subjected to different or higher taxes or imposts than the nationals.

They shall reciprocally enjoy the free exercise of their religion, in accordance with the laws of the country.

Law and Justice.

They shall have free access to the tribunals for the purpose of prosecuting their actions and of protecting their rights, and, with this object, they shall enjoy all the rights and exemptions of the nationals, and be empowered, like them, to employ in any legal case barristers, attorneys, or solicitors, properly admitted according to the law of the land.

ARTICLE VI.

Military Requisitions, &c.

The subjects of each of the high contracting parties shall, in the territories of the other, be free from every sort of compulsory service, whether official, judicial, administrative, or municipal, from all personal service in the army, navy, in the territorial or naval reserves, or in the national militia, from all burdens, forced loans, military requisitions, and impositions, of whatever kind they may be, which are imposed in case of war or in consequence of other extraordinary circumstances, except as regards the obligation of billeting troops and furnishing supplies for the army in the same degree as nationals. Their property shall not be sequestered, and their ships, cargoes, goods, effects shall not be embargoed for any public purpose without the interested parties having previously fixed the amount of compensation upon just and equitable grounds.

ARTICLE XV.

Taxes.

Goods of all kinds imported from the territories of one of the high contracting parties into those of the other shall not be charged with any higher interior taxes, or taxes on consumption, raised on behalf of the State or of Municipalities, than those which are imposed on or shall be imposed on similar goods of national origin.

ARTICLE XVII.

Lighthouse, Tonnage, Pilotage, Harbour, Towing, Quarantine, and other Shipping Dues, Imposts, &c.

The ships of one of the high contracting parties, which enter or leave the harbours of the other in ballast or with cargo, whatever be the place of their departure or destination, shall be treated in the said ports in every respect on the same footing as national ships. As well on arriving as during their stay and on their departure they shall be charged no other or higher lighthouse, tonnage, pilot, harbour, towing, or quarantine dues, or other impost of any kind assessed on the ship, whether they be raised in the name of, or for the benefit of, the State, public officials, Municipalities, or any Corporation, than such as are imposed or shall be imposed there on national ships.

Loading and Unloading Ships and Cargoes.

With respect to the berthing, loading, and unloading of ships in harbours, bays, roads, and creeks, as well as generally with respect to all formalities and other regulations to which trading ships, their crews and cargoes, may be liable, it is agreed that no privilege and no favour shall be extended to the ships of one of the high contracting parties which are not likewise extended to the ships of the other, since it is the decided wish of the high contracting parties that in this respect also their respective ships shall be treated on a footing of perfect equality.

ARTICLE XVIII.

Coasting Trade.

With respect to the coasting trade, either one of the high contracting parties may claim for its ships all rights and favours which the other party has granted or shall grant to any third country in so far as the one party grants similar rights and favours in its own territory to the ships of the other party.

The ships of either of the high contracting parties which enter a harbour of the other party to fill up or to unload a portion of its cargo can, provided they comply with the laws and regulations of the country, retain on board that portion of it which is destined for some other harbour of the same country or some other country, and can re-export it without being called upon to pay for this latter portion of the cargo any tax other than supervision dues, which, moreover, must not be higher than those levied on national vessels.

ARTICLE XIX.

Exemptions from Tonnage and Harbour Dues.

Shall be entirely free from tonnage and clearance dues in the harbours of either of the high contracting parties:—

1. Ships which enter and depart in ballast, from any place whatsoever.
2. Ships which come from a harbour or several harbours of the same country, and which can prove that they have already paid the above dues.
3. Ships which of their own free will or from necessity enter a harbour with cargo, and sail from the same without transacting any mercantile operation.

In case the entry has been from necessity, the unloading and reloading of the goods for the purpose of caulking the ship, the transfer of cargo to another ship, should the first have been rendered useless, the necessary transactions for provisioning the crew, as well as the sale of averaged goods, with the consent of the Custom-house authorities, shall not be considered commercial transactions.

Final Protocol.

To ARTICLE XVIII.

Coasting Trade reserved.

The Spanish Plenipotentiary declares that the coasting trade in Spain is in general reserved for ships of the Spanish mercantile marine.

The German Plenipotentiaries accept this declaration, and declare, on their side, that so long as German ships, are excluded from the coasting trade in Spain, Spanish ships shall have no claim to participation in the coasting trade in Germany.

The Spanish Plenipotentiary accepts this declaration.

No. 43.—SWEDEN.

Declaration of Sweden for the Abolition of certain Dues affecting British Commerce in the Ports of Sweden. Signed at Stockholm, April 24, 1824.

(Declaration No. 1.)

Commerce and Navigation. Pilotage, Lighthouse, Tonnage, Port, and other Dues.

That English merchant-ships arriving in the ports or waters of the Kingdom of Sweden shall in future be placed upon the same footing as national vessels, with respect to pilot, lighthouse, and tonnage dues, and, in

general, with respect to all those duties which are included in the denomination of port dues payable to the Crown ("Skepps-umgålder"), of whatever description they may be;

That English merchant-ships shall be equally assimilated to national vessels with respect to salvage dues, without any restriction or difference;

And that, as Swedish commerce is already in the enjoyment of reciprocal advantages in the ports of Great Britain, the above-mentioned arrangements in favour of English commerce shall be put in force in all the ports of the Kingdom of Sweden, without delay and with as much expedition as possible.

(Declaration No. 2.)

Imports, Exports. Colonies. Commerce and Navigation.

That all articles of the growth, produce, or manufacture of the Kingdom of Great Britain and of its colonies, which, according to the existing regulations, may be imported into Sweden on board of Swedish vessels, may be imported into Sweden in English ships direct from the ports of Great Britain without being subject, on their entry, to other or higher duties to the Crown than if imported on board a Swedish vessel;

That all articles, the exportation whereof is not prohibited, may be exported from the ports of the Kingdom of Sweden on board of English vessels, to any place whatever, without being subject, on their export, to other or higher duties to the Crown, than if exported on board a Swedish vessel;

But that, as Swedish merchant-vessels do not enjoy the liberty of visiting the ports of the colonies and foreign possessions of England, it is understood that the privileges above specified are not applicable to goods imported into the ports of Sweden in vessels belonging to the said colonies and foreign possessions, or in vessels strictly English, coming direct from the English colonies;

And, finally, that the above-mentioned stipulations, founded upon the promise of an exact reciprocity in the ports of Great Britain, in favour of Swedish commerce, shall be put in force in the ports of the Kingdom of Sweden from June 1 of the present year (1824).

No. 44.

(2) *Convention of Commerce and Navigation between Great Britain and Sweden. Signed at London, March 18, 1826.*

ARTICLE I.

Confirming Declaration of April 24 and July 16, 1824.

The several stipulations contained in the Declarations exchanged between the Plenipotentiaries of His Majesty the King of the United Kingdom of Great Britain and Ireland, and His Majesty the King of Sweden and Norway, on April 24 and July 16, 1824; shall continue in force between the high contracting parties, respectively, for the term of the present Convention, and shall be equally binding upon the said parties, their officers and subjects (except as far as the same may be hereinafter varied), as if the same had been inserted, word for word, in this Convention.

ARTICLE II.

Shipping Dues.

British vessels entering or departing from the ports of the Kingdoms of Sweden and Norway, and Swedish and Norwegian vessels entering or departing from the ports of the United Kingdom of Great Britain and Ireland, shall not be subject to any other or higher ship duties or charges than are or shall be levied on national vessels entering or departing from such ports respectively.

ARTICLE III.

Commerce and Navigation. Imports and Exports.

All goods, wares, and merchandise, whether the production of the Kingdoms of Sweden and Norway, or of any other country, which may be legally imported from any of the ports of the said kingdoms into the United Kingdom of Great Britain and Ireland, in British vessels, shall, in like manner, be permitted to be so imported directly in Swedish or Norwegian vessels; and all goods, wares, and merchandise, whether the production of any of the dominions of His Britannic Majesty, or of any other country, which may be legally exported from the ports of the United Kingdom, in British vessels, shall, in like manner, be permitted to be exported from the said ports in Swedish or Norwegian vessels. An exact reciprocity shall be observed in the ports of Sweden and Norway, so that all goods, wares, and merchandise, whether the production of the United Kingdom, or of any other country, which may be legally imported from the ports of the United Kingdom into the ports of Sweden and Norway, in Swedish or Norwegian vessels, shall, in like manner, be permitted to be so imported from the ports of the United Kingdom in British vessels; and all goods, wares, and merchandise, whether the production of any of the dominions of His Swedish Majesty, or of any other country, which may be legally exported from the ports of Sweden or Norway in Swedish or Norwegian vessels, shall, in like manner, be permitted to be exported from the said ports in British vessels.

ARTICLE IV.

Commerce and Navigation. Bounties, Drawbacks, &c.

All goods, wares, and merchandise, which can legally be imported into the ports of either country directly from the other, shall, upon such importation, be admitted at the same rate of duty, whether imported in vessels of the one or the other country; and all goods, wares, and merchandise, which can be legally exported from the ports of either country, shall, upon such exportation, be liable to the same duties, and be

entitled to the same bounties, drawbacks, and allowances, whether exported in vessels of the one or the other country.

ARTICLE V.

Differential Treatment.

No priority or preference shall be given, directly or indirectly, by the Government of either country, or by company, corporation, or agent acting in its behalf or under its authority, in the purchase of any article of the growth, produce, or manufacture of either country, imported into the other, on account of, or in reference to, the character of the vessel in which such article was 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.

ARTICLE VI.

Colonial and Foreign Possessions.

From and after the date of the present Convention, British ships shall be allowed to proceed direct from any port of His Britannic Majesty's dominions, to any colony of His Majesty the King of Sweden and Norway not in Europe, and to import into such colony any goods, the growth, produce, or manufacture of the United Kingdom, or of any of the British dominions, not being such goods as are prohibited to be imported into such colony, or as are admitted only from the dominions of His Majesty the King of Sweden and Norway; and such British ships, and such goods so imported in them, shall be liable, in such colony of His Majesty the King of Sweden and Norway, to no higher or other charges than would be there payable on Swedish or Norwegian ships importing the like sorts of goods, or payable on the like goods, the growth, produce, or manufacture of any foreign country, allowed to be imported into the said colony in Swedish or Norwegian ships. And, from and after the same date, Swedish and Norwegian vessels shall be allowed to proceed direct from any ports of the dominions of His Majesty the King of Sweden and Norway, to any colony of the United Kingdom of Great Britain and Ireland (other than those in the possession of the East India Company), and to import into such colony any goods, the growth, produce, or manufacture of the kingdoms of Sweden and Norway, or of any of their dominions, not being such goods as are prohibited to be imported into such colony, or as are admitted only from the dominions of His Britannic Majesty; and such Swedish and Norwegian vessels, and such goods so imported in them, shall be liable, in such colony of the United Kingdom of Great Britain and Ireland (other than those in the possession of the East India Company), to no other or higher charges than would be there payable on British vessels importing the like sort of goods, or payable on the like goods, the growth, produce, or manufacture of any foreign country, allowed to be imported into the said colony in British ships.

ARTICLE VII.

Colonial and Foreign Possessions. Differential Treatment.

From and after the date of the present Convention, British ships shall be allowed to export from any colony of His Majesty the King of Sweden and Norway, not in Europe, any goods not prohibited to be exported from such colony; and such British ships, and such goods so exported in them, shall be liable, in such colony, to no other or higher charges than would be payable by, and shall be entitled to the same drawbacks as would be there allowable on, Swedish or Norwegian ships exporting such goods. And the like liberty and privileges of exportation shall be reciprocally granted in the British colonies (other than those in the possession of the East India Company) to Swedish and Norwegian ships, and to goods exported in them.

ARTICLE X.

Commerce and Navigation.

In consideration of the advantages and facilities which the navigation and commerce of the United Kingdoms of Sweden and Norway will enjoy, under the present Convention, and the Act of Parliament of July 5, 1825, His Majesty the King of Sweden and Norway consents that, from and after this date, vessels of the United Kingdom of Great Britain and Ireland shall be allowed to import into Sweden any merchandise or goods of European origin, which are likewise permitted to be imported into Sweden from any port whatever, with the exception of the following articles:—

Salt, hemp, flax, oil of kinds, grain of all kinds, wine, tobacco, salt or dried fish, wool, and stuffs of all kinds, which, as before, shall be imported into Sweden only in vessels of Sweden and Norway, or in vessels of the countries of which such articles are the produce.

The said excepted articles shall, however, be allowed to be imported into Sweden in vessels of the United Kingdom of Great Britain and Ireland, proceeding direct from some port of the United Kingdom, provided such articles shall have been previously landed and warehoused in a port of the United Kingdom, after having been imported thither from the country of their origin.

These stipulations in favour of British commerce shall remain in force during the continuance of the present Convention, and as far as the Act of Parliament of July 5, 1825, shall continue to grant to the navigation and commerce of Sweden equivalent facilities of the same nature.

ARTICLE XI.

Duties on Personal Property.

His Majesty the King of the United Kingdom of Great Britain and Ireland, and His Majesty the King of Sweden and Norway, mutually agree that no higher or other duties shall be levied in any of their dominions upon any personal property of their respective subjects, on the removal of the same from the dominions of their said Majesties, reciprocally, either upon the inheritance of such property, or otherwise, than are or shall be payable in each State, upon the like property, when removed by a subject of such State respectively.

No. 45.—TUNIS.

- (1) *Convention between the Governments of Great Britain and of Tunis, relative to the Holding of Real Property by British Subjects in Tunis. Signed in the English and Arabic languages at Tunis, October 10, 1863.*

ARTICLE II.

Taxes.

British subjects possessing immovable property shall pay the same municipal and fiscal taxes which are paid by natives, and shall discharge in general the obligations which are by law attached to, and are discharged by, the like property held by natives.

ARTICLE X.

Notarial and other Fees.

In all transactions relating to immovable property, British subjects shall pay the notarial and other fees which are fixed by law and are paid by natives.

ARTICLE XVII.

Acquisition and Disposal of Property.

British subjects holding immovable property in the Regency of Tunis shall, in conforming to the local laws and regulations, exercise and enjoy the same immunities, privileges, and rights that are accorded to Tunisian proprietors; and for that purpose the right of British subjects to hold immovable property being derived from the enactments founded upon the organic laws (*Aâd-el-Aman*) the said enactments are hereby confirmed; and their observance being considered necessary for the more efficient protection of the immovable property held as aforesaid, it has been further agreed that they shall be maintained, as a greater security for the due performance of the conditions of the present Convention. And they shall be furthermore entitled to all the immunities, privileges, and exemptions accorded, or to be hereafter accorded, to the subjects or citizens of the most favoured nation.

No. 46.

- (2) *General Convention between the Governments of Great Britain and Tunis. Signed in the English and Arabic languages, July 19, 1875.*

ARTICLE VIII.

Coasting Trade.

Vessels navigating under the British flag and vessels navigating under the Tunisian flag shall be free to carry on the coasting trade in the States and dominions of the contracting parties. They shall enjoy the same rights and immunities as are enjoyed by national vessels, and they shall be free either to land a portion of their cargoes, or to embark goods, foreign or native, to complete their cargoes, in each other's ports, without being obliged in each case to procure any special license from the local authorities, or to pay any charges and dues that are not paid by national vessels.

The stipulations of this Article shall, however, as regards the colonial coasting trade, be deemed to extend only to the coasting trade of such of the colonial possessions of Her Britannic Majesty as, under the provisions of the Act relating thereto, may have opened their coasting trade to foreign vessels.

ARTICLE XVII.

Arts. Professions. Industries. Taxes, Imposts, &c.

British subjects and Tunisian subjects shall be free to exercise in each other's country any art, profession, or industry; to establish manufactories and factories, and to introduce steam machinery or machinery moved by any other power, without being subjected to any other formality or to the payment of higher or other taxes and imposts than those prescribed by the laws or municipal regulations, or which are paid by natives.

It is understood that the manufactories and their appurtenances, being immovable property, shall be subject to the provisions of the Convention of the 10th October, 1863, relative to the permission granted to British subjects to hold real property in the Regency of Tunis.

ARTICLE XVIII.

Harbour, Pilotage, Lighthouse, Quarantine, and other Dues.

No harbour, pilotage, lighthouse, or quarantine dues, or other local dues, shall be levied upon British vessels which are not imposed upon Tunisian vessels or upon the vessels of the most favoured nation.

If a British vessel shall enter a Tunisian port from stress of weather and depart, it shall not be subject to the payment of the aforesaid dues, but shall pay only the fee to the pilot, should a pilot be required. Should such vessel, however, visit a Tunisian port for the purpose of procuring water and of purchasing provisions, it shall pay only a portion, not exceeding half, of the harbour, pilotage, lighthouse, and quarantine or other local dues payable at the said port.

In like manner, Tunisian vessels which shall visit any of the ports of Her Majesty's dominions shall pay only the harbour, quarantine, and other dues which are levied upon British vessels.

ARTICLE XXX.

Wrecks and Salvage.

If a ship belonging to the Queen of Great Britain, or to any of her subjects, should be wrecked or stranded on any part of the coast of the Regency of Tunis, the Tunisian authorities within whose jurisdiction the accident may occur shall, in accordance with the rules of friendship, respect her and assist her in all her wants. They shall allow and enable the master to take such steps as he may think necessary or desirable, and shall take immediate steps for the protection of her crew and of her cargo, and of any goods, papers, or other articles which may be saved from her at the time of the wreck or afterwards; and, moreover, they shall lose no time in informing the nearest British authority of the accident. They shall deliver over to him, without exception or loss, all the cargo, goods, papers, and articles which have been saved and preserved from the wreck, and they shall likewise furnish the master and the crew of the wrecked ship with such victuals and provisions as they may require, for which they shall receive payment. For their friendly aid and services in protecting, saving, preserving, and restoring to the British Consular authorities the goods and contents saved through their exertions from the wrecked vessel, or any portion thereof, they shall be entitled to such an amount of salvage as Her Majesty's Agent and Consul-General, and the chief Tunisian authority on the spot shall judge a fair compensation for their services. The master and crew shall be at liberty to proceed to any place they please, and at any time they may think proper, without any hindrance.

In like manner, the ships of His Highness the Bey, or of Tunisian subjects, shall be assisted and protected in the dominions of the Queen of Great Britain as though they were British ships, and shall be subject only to the same lawful charges of salvage to which British ships, under similar circumstances, are liable.

ARTICLE XXXIV.

Vessels and Cargoes.

The Government of the Queen of the United Kingdom of Great Britain and Ireland, in consideration of the sincere friendship that has at all times existed between Her Majesty and His Highness the Bey, agree that Tunisian ships and cargoes shall be received at the ports and harbours of the British dominions upon the same footing as British vessels and cargoes.

ARTICLE XXXV.

Vessels and Cargoes.

British vessels arriving in any of the Tunisian ports for the purpose of trade or by reason of stress of weather, or to repair damages, shall not be compelled to discharge their cargoes or any portion of their cargoes, and they shall not be made to change their destination or to receive any passengers on board unless it be with their own free will, but they shall be respected, and they shall be allowed to depart without any hindrance. Should they be compelled to land their cargoes, or a portion thereof, in order to effect repairs they shall also be permitted to re-embark such goods free of any duty or charge whatsoever.

Tunisian vessels shall receive the like friendly treatment in ports and harbours of the British dominions.

No. 47.—UNITED STATES.

Convention of Commerce between Great Britain and the United States. Signed at London, July 3, 1815.

ARTICLE II.

* * * * *

Duties, &c.

No higher or other duties or charges shall be imposed in any of the ports of the United States on British vessels than those payable in the same ports by vessels of the United States; nor in the ports of any of His Britannic Majesty's territories in Europe on the vessels of the United States than shall be payable in the same ports on British vessels.

Vessels and Cargoes. Goods imported in Vessels of either Country.

The same duties shall be paid on the importation into the United States of any articles the growth, produce, or manufacture of His Britannic Majesty's territories in Europe, whether such importation shall be in vessels of the United States or in British vessels; and the same duties shall be paid on the importation into the ports of any of His Britannic Majesty's territories in Europe of any articles the growth, produce, or manufacture of the United States, whether such importation shall be in British vessels or in vessels of the United States.

Goods exported in Vessels of either Country.

The same duties shall be paid and the same bounties allowed on the exportation of any articles the growth, produce, or manufacture of His Britannic Majesty's territories in Europe to the United States, whether such exportation shall be in vessels of the United States or in British vessels; and the same duties shall be paid and the same bounties allowed on the exportation of any articles the growth, produce, or manufacture of the United States to His Britannic Majesty's territories in Europe, whether such exportation shall be in British vessels or in vessels of the United States.

Drawbacks.

It is further agreed that in all cases where drawbacks are or may be allowed upon the re-exportation of any goods the growth, produce, or manufacture of either country respectively the amount of the said drawbacks shall be the same, whether the said goods shall have been originally imported in a British or American vessel; but when such re-exportation shall take place from the United States in a British vessel, or from the territories of His Britannic Majesty in Europe in an American vessel, to any other foreign nation, the two contracting parties reserve to themselves respectively the right of regulating or diminishing in such case the amount of the said drawback.

Colonies excluded.

The intercourse between the United States and His Britannic Majesty's possessions in the West Indies and on the continent of North America shall not be affected by any of the provisions of this Article, but each party shall remain in the complete possession of its rights with respect to such an intercourse.

No. 48.—URUGUAY.

*Treaty of Commerce and Navigation between Her Majesty and the Oriental Republic of the Uruguay.
Signed at Monte Video, November 13, 1885.*

ARTICLE III.

Vessels and Cargoes.

British ships and their cargoes shall, in Uruguay, and Uruguayan vessels and their cargoes shall, in the dominions and possessions of Her Britannic Majesty, from whatever place arriving, and whatever may be the place of origin or destination of their cargoes, be treated in every respect as national ships and their cargoes.

Port, Harbour, Pilotage, and other Dues. National Vessels.

The preceding stipulation applies to local treatment, dues, and charges in the ports, basins, docks, roadsteads, harbours, and rivers of the two countries, pilotage, and generally to all matters connected with navigation.

Every favour or exemption in these respects, or any other privilege in matters of navigation which either of the contracting parties shall grant to a third power, shall be extended immediately and unconditionally to the other party.

All vessels which, according to British law, are to be deemed British vessels, and all vessels which, according to the law of Uruguay, are to be deemed Uruguayan vessels, shall, for the purpose of this Treaty, be respectively deemed British or Uruguayan vessels.

Coasting Trade reserved.

The coasting trade is excepted from the stipulations of the present Treaty, and remains subject to the respective laws of the two countries.

ARTICLE IV.

Residence. Acquisition and Disposal of Property.

The subjects or citizens of each of the contracting parties shall be permitted to reside permanently or temporarily in the dominions or possessions of the other; and to occupy and hire houses and warehouses for purposes of commerce, whether wholesale or retail. They shall also be at full liberty to exercise full civil rights, and therefore to acquire, possess, and dispose of every description of property, movable and immovable. They may acquire and transmit the same to others, whether by purchase, sale, donation, exchange, marriage, testament, succession *ab intestato*, and in any other manner, under the same conditions as natives of the country. Their heirs and legal representatives may succeed to and take possession of it, either in person or by procurators, in the same manner and in the same legal forms as natives of the country.

Taxation, Imposts, Duties. Exports.

In none of these respects shall they pay upon the value of such property any other or higher impost, duty, or charge than is payable by natives of the country. In every case the subjects or citizens of the contracting parties shall be permitted to export their property, or the proceeds thereof if sold, freely and without being subjected on such exportation to pay any duty different from that to which natives of the country are liable under similar circumstances.

ARTICLE V.

Protection of Persons and Property. Law and Justice. Taxes.

The dwellings, manufactories, warehouses, and shops of the subjects or citizens of each of the contracting parties in the dominions and possessions of the other, and all premises appertaining thereto destined for purposes of residence or commerce, shall be respected. Except under the conditions and with the forms prescribed by the laws for natives of the country, such dwellings and premises shall be exempt from search or domiciliary visits, and books, papers, or accounts shall be exempt from examination or inspection.

The subjects or citizens of each of the two contracting parties in the dominions and possessions of the other shall have free access to the courts of justice for the prosecution and defence of their rights, without other conditions, restrictions, or taxes beyond those imposed on natives of the country, and shall, like them, be at liberty to employ, in all causes, their advocates, attorneys, or agents from among the persons admitted to the exercise of those professions according to the laws of the country.

ARTICLE VII.

Protection of Persons and Property.

The subjects or citizens of either of the two contracting parties residing in the dominions and possessions of the other shall enjoy, in regard to their houses, persons, and properties, the protection of the Government in as full and ample a manner as native subjects or citizens.

Liberty of Conscience. Religion, &c.

In like manner, the subjects or citizens of each contracting party shall enjoy in the dominions and possessions of the other full liberty of conscience, and shall not be molested on account of their religious belief; and such of those subjects or citizens as may die in the territories of the other party shall be buried in the public cemeteries, or in places appointed for the purpose, with suitable decorum and respect.

The subjects of Her Britannic Majesty residing within the territories of the Oriental Republic of the Uruguay shall be at liberty to exercise in private and in their own dwellings, or within the dwellings or offices of Her Britannic Majesty's Minister, Consuls, or Vice-Consuls, or in any public edifice set apart for the purpose, their religious rites, services, and worship, and to assemble therein for that purpose without hindrance or molestation.

The same stipulations shall be observed in regard to the citizens of the Oriental Republic of the Uruguay within the territories of Her Britannic Majesty.

ARTICLE XIII.

Rupture of Friendly Relations. Protection of Persons and Property.

For the better security of commerce between the subjects of Her Britannic Majesty and the citizens of the Oriental Republic of the Uruguay, it is agreed that if at any time any interruption of friendly intercourse, or any rupture, should unfortunately take place between the two contracting parties, the subjects or citizens of either of the said contracting parties who may be residing in the dominions or territories of the other, or who may be established there, in the exercise of any trade or special employment, shall have the privilege of remaining, and continuing such trade or employment, without any manner of interruption, in full enjoyment of their liberty and property, so long as they behave peacefully and commit no offence against the laws; and their goods, property, and effects, of whatever description they may be, whether in their own custody or intrusted to individuals or to the State, shall not be liable to seizure or sequestration, or to any other charges or demands than those which may be made upon the like goods, property, and effects belonging to native subjects or citizens. Should they, however, prefer to leave the country, they shall be allowed to make arrangements for the safe keeping of their goods, property, and effects; or to dispose of them, and to liquidate their accounts; and a safe-conduct shall be given them to embark at the ports which they shall themselves select.

ARTICLE XIV.

Colonial and Foreign Possessions.

The stipulations of the present Treaty shall be applicable to all the colonies and foreign possessions of Her Britannic Majesty, so far as the laws permit, excepting to those hereinafter named, that is to say, except to—

† India.	* Western Australia.
* The Dominion of Canada.	* Queensland.
* Newfoundland.	* Tasmania.
† New South Wales.	† New Zealand.
† Victoria.	* The Cape.
† South Australia.	* Natal.

Provided always, that the stipulations of the present Treaty shall be made applicable to any of the above-named colonies or foreign possessions on whose behalf notice to that effect shall have been given by Her Britannic Majesty's representative in the Oriental Republic of the Uruguay to the Uruguayan Minister for Foreign Affairs within two years from the date of the exchange of the ratifications of the present Treaty.

The Treaty shall apply in the case of such colonies or foreign possessions from the date when this notice is given to the Uruguayan Minister for Foreign Affairs.

No. 49.—VENEZUELA.

Treaty of Commerce and Navigation between Great Britain and Colombia. Signed at Bogotá, April 18, 1825.

ARTICLE V.

Harbour, Tonnage, Lighthouse, Pilotage, Salvage, and other Dues. Wrecks.

No higher or other duties or charges on account of tonnage, light, or harbour dues, pilotage, salvage in case of damage or shipwreck, or any other local charges, shall be imposed, in any of the ports of Colombia, on British vessels, than those payable, in the same ports, by Columbian vessels; nor, in the ports of His Britannic Majesty's territories, on Colombian vessels, than shall be payable in the same ports on British vessels.

* The colonies marked thus (*) have acceded to the above Treaty.

† Those marked thus (†) have stated that they do not desire to accede to it.

ARTICLE VI.

Export and Import Duties.

The same duties shall be paid on the importation into the territories of Colombia of any article the growth, produce, or manufacture of His Britannic Majesty's dominions, whether such importation shall be in Colombian or in British vessels; and the same duties shall be paid on the importation into the dominions of His Britannic Majesty of any article of the growth, produce, or manufacture of Colombia, whether such importation shall be in British or Colombian vessels. The same duties shall be paid, and the same drawbacks and bounties allowed, on the exportation to Colombia of any articles of the growth, produce, or manufacture of His Britannic Majesty's dominions, whether such exportation shall be in Colombian or in British vessels; and the same duties shall be paid, and the same bounties and drawbacks allowed, on the exportation of any articles the growth, produce, or manufacture of Colombia to His Britannic Majesty's dominions, whether such exportation shall be in British or Colombian vessels.

ARTICLE VII.

Nationality of Vessels.

In order to avoid any misunderstanding with respect to the regulations which may respectively constitute a British or a Colombian vessel, it is hereby agreed that all vessels built in the dominions of His Britannic Majesty, and owned by British subjects, or by any of them, and whereof the master and three-fourths of the mariners, at least, are British subjects, excepting where the laws provide for any extreme cases, shall be considered as British vessels; and that all vessels built in the territories of Colombia, and owned by the citizens thereof, or any of them, and whereof the master and three-fourths of the mariners, at least, are Colombian citizens, excepting where the laws provide for any extreme cases, shall be considered as Colombian vessels.

ARTICLE IX.

Protection of Persons and Property, Imposts, Duties, &c.

In whatever relates to the lading and unlading of ships, the safety of merchandise, goods, and effects, the succession to personal estates, and the disposal of personal property of every sort and denomination, by sale, donation, exchange, or testament, or in any other manner whatsoever, as also the administration of justice, the subjects and citizens of the two contracting parties shall enjoy, in their respective dominions and territories, the same privileges, liberties, and rights as the most favoured nation, and shall not be charged, in any of these respects, with any higher imposts or duties than those which are paid, or may be paid, by the native subjects or citizens of the power in whose dominions or territories they may be resident.

ARTICLE XI.

Rupture of Friendly Relations. Protection of Persons and Property.

For the better security of commerce between the subjects of His Britannic Majesty and the citizens of Colombia, it is agreed that, if at any time any interruption of friendly commercial intercourse, or any rupture, should unfortunately take place between the two contracting parties, the subjects or citizens of either of the two contracting parties residing in the dominions of the other shall have the privilege of remaining and continuing their trade therein, without any manner of interruption, so long as they behave peaceably and commit no offence against the laws; and their effects and property, whether intrusted to individuals or to the State, shall not be liable to seizure or sequestration, or to any other demands than those which may be made upon the like effects or property belonging to the native inhabitants of the State in which such subjects or citizens may reside.

ADDITIONAL ARTICLE.

National Vessels.

Whereas, in the present state of Colombian shipping, it would not be possible for Colombia to take advantage of the reciprocity established by Articles V., VI., and VII. of the Treaty signed this day, if that part should be carried into immediate effect which stipulates that, in order to be considered as a Colombian ship, a ship shall actually have been built in Colombia, it is agreed that, for the space of seven years, to be reckoned from the date of the ratification of this Treaty, any ships, wheresoever built, being *bonâ fide* the property of any of the citizens of Colombia, and whereof the master and three-fourths of the mariners, at least, are also Colombian citizens, excepting where the laws provide for any extreme cases, shall be considered as Colombian ships; His Majesty the King of the United Kingdom reserving to himself the right, at the end of the said term of seven years, to claim the principle of reciprocal restriction stipulated for in the VIIth Article above referred to, if the interests of British navigation shall be found to be prejudiced by the present exception to that reciprocity in favour of Colombian shipping.

Declaration by His Britannic Majesty's Principal Secretary of State for Foreign Affairs, on the Exchange of the Ratifications of the preceding Treaty.

National Vessels.

The undersigned, His Majesty's Principal Secretary of State for Foreign Affairs, at the moment of exchanging with Señor Manuel José Hurtado, Plenipotentiary of the State of Colombia, the ratifications of the Treaty of Amity, Commerce, and Navigation signed at Bogotá on the 18th day of April, 1825, by John Potter Hamilton, Esq., and Patrick Campbell, Esq., on the part of His Majesty; and Señor Pedro Gual, and

General Pedro Briceno Mendez, on the part of the State of Colombia; has been commanded by His Majesty, in order to avoid any misunderstanding which might possibly arise in the execution of that part of the VIIth Article of the said Treaty, wherein it is defined what ships shall be considered as entitled to the privileges of British and Colombian ships, to declare to Señor Hurtado that, in addition to the qualifications therein expressed, such other ships will likewise be entitled to be considered as British ships which shall have been captured from an enemy by His Majesty's ships of war, or by subjects of His Majesty furnished with letters of marque by the Lords Commissioners of the Admiralty, and regularly condemned in one of His Majesty's Prize Courts as a lawful prize, or which shall have been condemned in any competent court, for the breach of the laws made for the prevention of the Slave trade; and that, in the same manner, ships captured from the enemy by the ships of Colombia, and condemned under similar circumstances, will likewise be entitled to be considered as Colombian ships.

(Signed) GEORGE CANNING.

London, November 7, 1825.

Señor MANUEL JOSÉ HURTADO.

Act of Acceptance of the above Declaration by the Colombians Plenipotentiary.

(Translation.)

National Vessels.

The undersigned, Plenipotentiary of the State of Colombia, having received from His Britannic Majesty's Principal Secretary of State for Foreign Affairs a Declaration stating "that, in order to avoid any misunderstanding which might possibly arise in the execution of that part of the VIIth Article of the Treaty between His Britannic Majesty and the State of Colombia, signed at Bogotá on the 18th April, 1825, wherein it is defined what ships shall be considered as entitled to the privileges of British and Colombian ships, in addition to the qualifications therein expressed, such other ships will likewise be entitled to be considered as British ships which shall have been captured from an enemy by His Britannic Majesty's ships of war, or by subjects of his said Majesty furnished with letters of marque by the Lords Commissioners of the Admiralty, and regularly condemned in one of His said Majesty's Prize Courts as a lawful prize, or which shall have been condemned in any competent court for the breach of the laws made for the prevention of the Slave Trade; and that, in the same manner, ships captured from the enemy by the ships of Colombia, and condemned under similar circumstances, will likewise be entitled to be considered as Colombian ships," the undersigned, in virtue of the full powers with which he is invested, hereby accepts and adopts the said Declaration, in the name and on the behalf of his Government.

(Signed) MANUEL JOSÉ HURTADO.

London, November 7, 1825.

The Right Hon. GEORGE CANNING.

No. 50.

(2) *Convention between His Majesty and the State of Venezuela. Signed at London, October 29, 1834.*

ARTICLE. I

Adoption of Treaty with Colombia of April 18, 1825.

His Majesty the King of the United Kingdom of Great Britain and Ireland, and the State of Venezuela, the independence of which State is hereby acknowledged, recognised, and declared by His said Majesty, mutually agree to adopt and confirm, as effectually as if the same were inserted word for word herein, the several Articles and provisions of the aforesaid Treaty concluded between His said Majesty and the State of Colombia, together with the aforesaid Additional Article thereto; and that all the matters and things contained in such Treaty and Additional Article shall, *mutatis mutandis*, from and after the conclusion of the present Convention, be applied to the high contracting parties, their subjects and citizens, as effectually as if they were recited word for word herein; confirming and approving hereby all matters and things done or to be done, by their respective subjects and citizens, under the aforesaid Treaty, and in execution thereof.

ARTICLE II.

Adoption of Declaration with Colombia of November 7, 1825.

The high contracting parties further mutually agree to adopt and confirm, as part of the present Convention, as effectually as if the same were inserted word for word herein, the Declaration explanatory of that part of the VIIth Article of the aforesaid Treaty concluded between His Britannic Majesty and the State of Colombia wherein it was defined what ships should be considered as entitled to the privileges of British and Colombian ships, which Declaration was signed at London on the 7th day of November, 1825, by the Right Honourable George Canning, then His Britannic Majesty's Principal Secretary of State for Foreign Affairs, on behalf of His said Majesty, and by Señor Manuel José Hurtado, Plenipotentiary of the State of Colombia, on behalf of the said State; and that the said Declaration, and the several provisions therein contained, shall, from and after the ratification of the present Convention, *mutatis mutandis*, be applied to His said Majesty and his subjects, and to the said State of Venezuela and its citizens, as effectually as if the same were inserted word for word herein.

No. 51—ZANZIBAR.

*Treaty of Commerce and Navigation between Her Majesty and His Highness the Sultan of Zanzibar.
Signed at Zanzibar, April 30, 1886.*

ARTICLE IV.

Commerce and Navigation. Agents. Travelling, Residence, Acquisition of Property, Monopolies.

There shall be perfect freedom of commerce and navigation between the high contracting parties; each shall allow the subjects of the other to enter all ports, creeks, and rivers, with their vessels and cargoes, also to travel, reside, pursue, commerce and trade, whether wholesale or retail, in each other's dominions, and therein to hire, purchase, and possess houses, warehouses, shops, stores, and lands. British subjects shall everywhere be freely permitted, whether personally or by agent, to bargain for, buy, barter, and sell all kinds of goods, articles of import or native production, whether intended for sale within the dominions of His Highness or for export, and to arrange with the owner or his agent regarding the price of all such goods and produce, without interference of any sort on the part of the authorities of His Highness.

His Highness the Sultan of Zanzibar binds himself not to allow or recognise the establishment of any kind of monopoly or exclusive privilege of trade within his dominions to any Government, association, or individual.

ARTICLE XXIV.

Colonies and foreign Possessions.

The stipulations of the present Treaty shall be applicable to all the colonies and foreign possessions of Her Britannic Majesty so far as the laws permit, excepting to those hereinafter named, that is to say, except to—

The Dominion of Canada.
Newfoundland.
The Cape.
Natal.
New South Wales.
Victoria.

Queensland.
Tasmania.
South Australia.
Western Australia.
New Zealand.

Provided always, that the stipulations of the present Treaty shall be made applicable to any of the above-named colonies or foreign possessions on whose behalf notice to that effect shall have been given by Her Britannic Majesty's Representative in Zanzibar to His Highness the Sultan within two years from the date of the exchange of the ratifications of the present Treaty.

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	"	(April 5, 1880)		
	"	March 24, 1880	VII	40
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