

contained in Article II thereof. I think that as there are two other riverian States represented in the Conference, it would be well to ascertain in what manner their Governments intend to act in future relative to the maintenance of the free navigation of the river.

"I therefore take the liberty of asking each of those Plenipotentiaries whether it is in their power to give explanations on this subject."

The Plenipotentiary of His Majesty the King of Denmark reads the following Declaration:—

"The Plenipotentiary of His Majesty the King of Denmark declares that his Government engages to maintain in future, as in the past, so far as it is concerned, the works serving to maintain the navigability of the Elbe, without imposing, by way of compensation, any new duty whatever, either upon the hull of vessels which shall ascend or descend that river, or upon their cargoes."

The Plenipotentiary of Hamburg, responding on his side to the invitation of the Plenipotentiary of Great Britain, says that he might perhaps contest the competency of the Conference to deal with the question thus raised. He will however abstain from doing so. In consequence, he has the honour to make, in the name of the Senate, the following Declaration:—

"The Plenipotentiary of the Free City of Hamburg declares that the abolition of the Stade toll will never be for that city a motive for altering the actual state of things relative to the maintenance at its expense of the navigability of the Elbe from Hamburg to the sea, which state of things will subsist in all respects without alteration."

At the request of the Plenipotentiary of the Netherlands, the Conference decides that the Declarations which have been read shall be textually inserted in the Protocol of the sitting, as well as the explanations of the Plenipotentiary of Great Britain which gave rise to them.

*Board of Trade, Whitehall,  
July 2, 1861.*

The Right Honourable the Lords of the Committee of Privy Council for Trade have received from the Secretary of State for Foreign Affairs, a copy of the following Instructions, issued by the Hanoverian Government to the Office of the Stade Toll, at Hamburg, for the purpose of carrying out the stipulations of the Treaty and Protocol of the 22d ultimo, for the abolition of the Stade Toll.

(Translation.)

Order.

A.

*Ships of all States which may or may not have acceded to the Treaty are, from the 1st of July of this year, released from stopping or anchoring before the Schwinge for the purpose of making declaration of toll.*

B.

*Ships of the States which took part in the Redemption Treaty, and have since fulfilled the reserved condition made in Articles VI and VII of the Treaty (i.e., the obtaining the necessary approval of the Legislative Bodies, and the formal ratification), are to be treated in accordance with the provisions of the following sections, 1-5:—*

Up to this time the reserved condition has been fulfilled by Belgium and Brazil.

So soon as this shall be done by other States also, a further order thereupon shall be issued.

§ 1. Cargoes of those ships, supposing their nationality to be shown in accordance with the direction (§ 3), will be released from payment of the Stade (Brunshausen) Toll, as also from payment of any other duties for the action of the guardship at Brunshausen, from the 1st of July of this year, in case and so far as the Treaty with the individual State to which the ship belongs be brought to complete settlement by fulfilment of the above reserved condition, by the 1st July of this year; and if not, then from the day on which this complete formal settlement is made known to the Royal Government.

§ 2. In regard to the cargoes of the ships mentioned in the preceding section, the production of cargo documents from and after the day of release will no longer be required.

§ 3. On the other hand, masters of the ships mentioned in § 1, in order to acquire exemption from toll, are further bound to prove their nationality in passing the toll line; and that not merely by hoisting their flag, but by delivering in a paper whether sea pass or commission, or ship's register, or certificate of build (Bielbrief), &c., &c., notifying the nationality of the ship.

If the nationality of the ship be not sufficiently shown in passing the toll line, the proof of nationality must be completed in the harbour of the place to which she is bound.

For the rest, the control in this case will not be stringently maintained, except in the case of those vessels whose nationality is not already known otherwise to the Elbe Toll officials at Brunshausen.

§ 4. As a rule, upon proof of nationality shown, an official certificate (Annex 1), will be given to the Master by the officer of the Elbe Toll Guardship, at Brunshausen.

This certificate is to be delivered in at the office of the Elbe Toll Guardship, on the return voyage, instead of the return certificate (Retourschein).

§ 5. The obligation to prove nationality ceases so soon as the Treaty for redeeming the Stade (Brunshausen) Toll shall be brought to complete settlement by all the contracting States, through fulfilment of the reserved condition mentioned above.

C.

*In regard to ships of those States which have concluded the Treaty of Redemption, but have not yet brought the same to complete settlement, namely, at present, Bremen, Denmark, France, Great Britain, Hamburg, Hanover, Lubeck, Mecklenburgh, Netherlands, Norway, Austria, Portugal, Prussia, Russia, Spain, and Sweden, the following provisions will be observed until a complete settlement be obtained on their part, when their ships will be treated in accordance with B, Sections 1-5.*

§ 6. The amount of duty upon goods passing the toll line in the ships here treated of, will, instead of being definitively paid, be either (as may be preferred by those bound to pay the duties)

A. Deposited at one of the toll places, Brunshausen, Hamburg, or Harburg, or,

B. Secured by the bond of a ship's broker, whose ability to pay is known at the respective toll place.