

# The Edinburgh Gazette.

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FRIDAY, APRIL 27, 1866.

LORD CHAMBERLAIN'S OFFICE, ST JAMES'S  
PALACE, March 24, 1866.

NOTICE is hereby given that Her Majesty's  
Birth-day will be celebrated on Saturday  
the 26th of May next.

SYDNEY, Lord Chamberlain.

FOREIGN OFFICE, April 13, 1866.

The Queen has been graciously pleased to appoint  
Alexander Gollan, Esq. to be Her Majesty's  
Consul at Coquimbo.

FOREIGN OFFICE, April 23, 1866.

The Queen has been pleased to approve of  
Mr G. Lomer as Consul at Montreal for His  
Majesty the King of Prussia.

WHITEHALL, April 16, 1866.

The Queen has been pleased to grant unto  
James Edward Boggis, of Harewood Square, in  
the parish of St Marylebone, in the county of  
Middlesex, Esquire, Captain on half-pay of the  
55th Regiment of Foot, in the Commission of the  
Peace, and a Deputy Lieutenant for the county of  
Essex, and one of Her Majesty's Honourable  
Corps of Gentlemen-at-Arms, Her royal licence  
and authority that he may, in compliance with a  
proviso contained in a deed of settlement executed  
by Ann Rolfe, of Wormingford, in the said county  
of Essex, spinster, take and henceforth use the  
surname of Rolfe, in addition to and after that of  
Boggis:

And also to command that the said Royal  
concession and declaration be recorded in Her  
Majesty's College of Arms, otherwise to be void  
and of none effect.

WHITEHALL, April 18, 1866.

The Queen has been pleased to grant unto  
North Burton, of Thurland Castle, in the parish  
of Tunstall, in the County Palatine of Lancaster,  
Esquire, great nephew and heir-at-law of Richard  
Toulmin North, late of Thurland Castle aforesaid,  
Esquire, deceased, Her Royal licence and authority  
that he and his issue may henceforth take and

use the surname of North, in lieu of that of Bur-  
ton, and bear the arms of North; such arms being  
first duly exemplified according to the laws of  
arms, and recorded in the College of Arms, other-  
wise the said Royal licence and permission to be  
void and none effect:

And to command that the said Royal con-  
cession and declaration be recorded in Her  
Majesty's said College of Arms.

DUBLIN CASTLE, June 10, 1865.

The Lord Lieutenant has been pleased to appoint  
the Earl of Meath to be Vice-Lieutenant of the  
County of Wicklow, under the provisions of the  
Act 1 and 2 Wm. IV., ch. 17, during the absence  
of the Lieutenant of that County from Ireland.

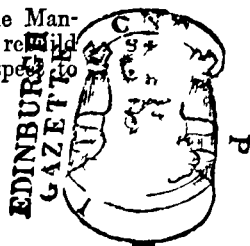
WESTMINSTER, April 23, 1866.

This day the Lords being met, a message was  
sent to the Honourable House of Commons by the  
Gentleman Usher of the Black Rod, acquainting  
them that *The Lords, authorized by virtue of a Com-  
mission under the Great Seal, signed by Her Majesty,  
for declaring Her Royal Assent to several Acts agreed  
upon by both Houses, do desire the immediate attend-  
ance of the Honourable House in the House of Peers  
to hear the Commission read; and the Commons  
being come thither, the said Commission, empower-  
ing the Lord Archbishop of Canterbury, and  
several other Lords therein named, to declare and  
notify the Royal Assent to the said Acts, was read  
accordingly, and the Royal Assent given to*

An Act for the abolition of the offices of  
Treasurer and of High Bailiff of County Courts,  
as vacancies shall occur, and to provide for the  
payment of future Registrars of County Courts.

An Act to amend the Act of the eleventh and  
twelfth years of Her present Majesty, chapter one  
hundred and seven, to prevent the spreading of  
contagious or infectious disorders among sheep,  
cattle, and other animals.

An Act to enable the Proprietors of the Man-  
chester Royal Exchange to pull down and rebuild  
the same; and for other purposes with respect to  
the said Exchange.



*Board of Trade, Whitehall,  
April 23, 1866.*

The Right Honourable the Lords of the Committee of Privy Council for Trade have received from the Secretary of State for Foreign Affairs copies of a Public Act and its *Annexes*, signed at Galatz by the European Commission of the Danube on the 2d November last, and of which, together with the Protocol relating to it, the following is a translation :—

PROTOCOL.

Conference of 1866.—Sitting of 28th March.

PRESENT: The Plenipotentiaries of Austria, France, Great Britain, Italy, Prussia, Russia, and Turkey.

The Secretary of the Conference.

THE European Commission, constituted in accordance with Art. 16 of the Treaty signed at Paris on the 30th March 1856, having effected the improvement of the navigation of the Lower Danube by means of certain important works which they have caused to be executed, and having provided regulations for the different services attached thereto, the Plenipotentiaries have accorded to their Delegates in the said Commission full powers to determine, by an international Act, the duties and obligations arising under existing circumstances.

In consequence, a Public Act was signed by them at Galatz on the 2d November 1865, on eight originals, of which one has been deposited with the Archives of the European Commission, and the others despatched by the Commissioners to their respective Governments.

The French Plenipotentiary presented to the Conference one of the originals of the Public Act.

After consideration of this Act, and of the two *Annexes* A and B, which form an integral portion of it, and of the Arrangement relating to the sums advanced by the Sublime Porte to the European Commission, which also forms a portion, the Conference gives its consent and sanction to the provisions which the Act contains.

It is agreed at the same time, in order to amend an accidental omission, that Article 5 of the Regulation of the 21st November 1864 (*Annexe A*), shall be as follows :—

“ Merchant Captains of whatever nationality, are required to observe the orders given to them in virtue of the present Regulations, whether by the Inspector-General or by the Captain of the Port of Soulina.

“ They are equally bound to declare to them, if demanded, their names, nationality, and the names of their vessel, and to produce their ship's roll, without prejudice to the provisions of Articles 10, 17, and 65, which follow.”

A special instruction, issued by the European Commission, regulates in detail the functions of these two agents.

It is moreover agreed that in the first sections of the Article 98 of the same Regulation, the word “ Article 4 ” shall be replaced by the word “ Article 5.”

Each of the contracting parties, in officially making known the Public Act and its *Annexes*, will have regard to the preceding modifications.

The present Protocol has been drawn up, and signed in original in duplicate; one copy, as in the case of the other Protocols, shall remain

attached to the Acts of the Conference; the other has been officially presented to the Plenipotentiary of His Majesty the Sultan, and shall be by the said Plenipotentiary forwarded to Constantinople to be used as, and to take the place of, the European Ratification provided for by Article 22 of the Public Act.

Done at Paris the 28th March 1866.

(Signed)

DROUYN DE L'HUYS.  
COWLEY.  
BUDBERG.  
PRINCE DE METTERNICH.  
NIGRA.  
GOLTZ.  
SAFVET.

PUBLIC ACT relating to the Navigation of the Mouths of the Danube.

Signed at Galatz, 2d of November 1865.

EUROPEAN COMMISSION OF THE DANUBE.

Protocol of the Sitting of the 26th October 1865.

PRESENT,

For Austria . M. LE CHEVALIER DE KREMER.  
” France . M. ENGELHARDT.  
” Great Britain Mr STOKES.  
” Italy . M. LE CHEVALIER STRAMBIO.  
” Prussia . M. SAINT-PIERRE.  
” Russia . M. LE BARON D'OFFENBERG.  
” Turkey . AHMET RASSIM PACHA.

The undersigned Commissioners, after referring to the Protocol closed on the 2d December 1861 (No. CXL), and to the Protocol of the sitting of the 17th October 1862 (No. CXLIX), have definitively decided, on the basis of instructions which each of them had received from his Government, upon the text of the project of Convention with respect to the navigation of the mouths of the Danube, which has been the object of a common agreement in the preceding negotiations.

After which they read the Act in question, together with its two *Annexes*, that is to say :—

1st. The Public Act, or principal instrument of the Convention relative to the navigation of the mouths of the Danube.

2. *Annexe* A, with reference to the regulation of navigation and police applicable to the Lower Danube.

3. *Annexe* B, with reference to the tariff of navigation dues to be levied at the mouth of the river.

These Acts having been acknowledged to be in conformity with the bases agreed upon between the Governments interested, the undersigned Commissioners have initialed them, and fixed a future sitting for the appending of their signatures.

Done at Galatz, the twenty-sixth day of October one thousand eight hundred and sixty-five.

(Signed)

A. DE KREMER.  
ED. ENGELHARDT.  
J. STOKES.  
STRAMBIO.  
SAINT-PIERRE.  
OFFENBERG.  
AHMET RASSIM.

## FINAL PROTOCOL.

Sitting of the 22d November 1865.

## PRESENT.

For Austria . M. LE CHEVALIER DE KREMER.  
 „ France . M. ENGELHARDT.  
 „ Great Britain MR STOKES.  
 „ Italy . M. LE CHEVALIER STRAMBIO.  
 „ Prussia . M. SAINT-PIERRE.  
 „ Russia . M. LE BARON D'OFFENBERG.  
 „ Turkey . AHMET RASSIM PACHA.

The undersigned Commissioners have collated upon the documents initialed at the sitting of the 26th October last:—

1st. The Public Act or principal instrument of the Convention relative to the navigation of the mouths of the Danube.

2d. The regulation of Navigation and Police (*Annexe A*).

And 3d. The tariff of Navigation Dues (*Annexe B*).

These different Acts have been found to be in good and due form.

With respect to the 9th Article of the Public Act, the Delegates of Austria, France, Great Britain, Italy, Prussia, and Russia, have collectively declared, in virtue of special instructions, that while they recognise in the agents charged with the riverain police of the Lower Danube, those powers which are conferred upon them by the regulation of Navigation and Police, annexed to the said Public Act, they consider them, nevertheless, as acting under the direction of the European Commission, and as invested with an international character.

It has been decided that the insertion of this declaration should not imply any consecration in perpetuity of this principle on the part of the Sublime Porte, nor prejudice in the slightest degree the right of the Riverain States, or affect the principles established by the Congress of Paris.

It has been moreover observed, with respect to Article 17 of the said Act, that, previously to the framing of the first project, which was the object of the Governments interested, the European Commission had erected and maintained a lighthouse at the St George's Mouth at its own expense; that, in consequence, the clause of the Article referred to, which provides that a portion, representing the lighthouse dues out of the total of the taxes levied at Soulina, shall belong to the *Administration générale des Phares de l'Empire Ottomane*, should be subject to this reservation, that the payments to be made to the said Administration shall not include any sums other than those actually deducted in its favour; and that the European Commission shall continue, as formerly, to retain the amount of the special tax imposed on vessels for the maintenance and lighting of St George's Light.

At the moment of proceeding to the signature of the Public Act, the Delegate of Turkey, in his capacity of President of the European Commission, observed that this Act, having for its object interests essentially commercial, should have the effect of facilitating the reciprocal relations of the different States, without prejudicing in any way, from a political point of view, the attitude of the respective Governments towards each other.

The Commissioners then affixed their signatures and the seal of their arms to the Public Act relative to the navigation of the Danube, with its two *Annexes*.

After which they proceeded to sign the arrangement with respect to the repayment of the advances made to the Commission by the Sublime Porte for the improvement of the navigation at

the Danube Mouths, the project of which is annexed to the Protocol No. CXL (No. III). This Act was signed in two originals, one of which is attached to the present Protocol.

It was thereupon observed that the arrangement in question includes only the advances and payments made by the Sublime Porte previously to the 2d of December 1861, and that since that date the Imperial Ottoman Government has paid to the European Commission, on the 31st December 1863, a sum of eleven thousand eight hundred and twenty-seven ducats, which sum should be repaid by the Commission over and above the annuities stipulated for the liquidation of the principal debt to the Sublime Porte.

The present Protocol, drawn up in eight originals, one of which will remain in the Archives of the Commission, has been read, approved, and signed by the Commission.

Done at Galatz, on the 2d of November one thousand eight hundred and sixty-five.

(Signed) A. DE KREMER.  
 ED. ENGELHARDT.  
 J. STOKES.  
 STRAMBIO.  
 SAINT-PIERRE.  
 OFFENBERG.  
 AHMET RASSIM.

## PUBLIC ACT relative to the Navigation of the Mouths of the Danube.

A European Commission having been appointed by Article 16 of the Treaty of Paris of the 30th March 1856, for the purpose of putting that portion of the Danube below Isaktcha, its mouths, and the parts adjacent to the sea, in the best conditions for navigation;

And the said Commission, acting in virtue of this order, having succeeded, after nine years activity, in effecting important improvements in the system of navigation, more especially by the construction of two dams at the mouth of the Soulina arm, which have had the effect of opening this mouth to vessels of considerable draught; by the execution of works of improvement and cleansing the same arm, by the removal of the wrecked vessels, and by the establishment of a system of buoys; by the construction of a lighthouse at the St George's Mouth; by the institution of a regular salvage service, and the creation of a marine hospital at Soulina; and, finally, by the provisional regulation of the different services of navigation on the riverain section lying between Isaktcha and the sea;

The Powers who signed the said Treaty concluded at Paris on the 30th March 1856, desiring to record that the European Commission, in thus completing a portion of its task, has acted in conformity with their intentions, and wishing also to establish by a Public Act the duties and obligations which the new arrangements have given rise to for those interested, and especially for all the shipping navigating the river, have named as their Plenipotentiaries, that is to say:—

His Majesty the Emperor of Austria, King of Hungary and Bohemia, M. Alfred Chevalier de Kremer, His Consul for the shores of the Lower Danube, decorated with the Imperial Order of the Medjidie of the Fourth Class;

His Majesty the Emperor of the French, M. Edouard Engelhardt, His Consul of the First Class, Knight of the Imperial Order of the Legion of Honour;

Her Majesty the Queen of the United Kingdom of Great Britain and Ireland, Major John Stokes,

of the Royal Engineers, decorated with the Imperial Order of the Medjidie of the Fourth Class, &c., &c.;

His Majesty the King of Italy, M. Annibal Chevalier Strambio, His Political Agent and Consul-General in the United Principalities, Commander of His Order of Saint Maurice and Lazarus;

His Majesty the King of Prussia, M. Jules Alexandre Aloyse Saint-Pierre, Knight of His Order of the Red Eagle of the Third Class with the Knot, of the Order of the Danebrog of Denmark, Officer of the Royal Order of Leopold of Belgium, decorated with the Imperial Order of Saint Anne of Russia of the Second Class, Commander of the Order of Albert de la Saxe Royale of the Second Class, and of the Order of the Branch Ernestine de Saxe, His actual Councillor of Legislation, His Political Agent and Consul-General in the United Principalities;

His Majesty the Emperor of all the Russias, M. Henri Baron d'Offenberg, His Councillor of State and Consul-General in the United Principalities, Knight of the Order of St Vladimir of the Third Class, of Saint Anne and Saint Stanislas of the Second Class, Knight of Saint John of Jerusalem, and several Foreign Orders;

And His Majesty the Sultan, Ahmet Rassim Pacha, Functionary of the rank of Mirimiran, His Governor for the Province of Toultscha, decorated with the Imperial Order of the Medjidie of the Third Class;

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

#### TITLE I.

##### Regulations relative to the Material Conditions of Navigation.

###### Art. 1.

All works and establishments created in execution of Article 16 of the Treaty of Paris of the 30th March 1856, with their accessories and dependencies, shall continue to be applied exclusively to the use of the Danube Navigation, and can never be diverted from this destination upon any pretence whatever; on this score they are placed under the security and safeguard of international law. The European Commission of the Danube, or the Authority succeeding to it in law, shall rest charged, to the exclusion of all interference whatever, with the administration of these works and establishments, to the profit of navigation, with the care of their preservation and maintenance, and with the duty of giving them all the development that the necessities of navigation may require.

###### Art. 2.

Shall be specially reserved to the European Commission, or to the Authority which shall succeed it, the right of designating and causing to be executed all works which shall be judged necessary, in the event of its being considered desirable to render permanent the improvements, up to the present time provisional, of the arm and mouth of Soulina, and of prolonging the damming of that mouth, as the state of the channel may require.

###### Art. 3.

It shall remain reserved to the said European Commission to undertake the improvement of the mouth and arm of St George, delayed by common consent, and for the present simply adjourned.

###### Art. 4.

The Sublmo Porte engages, in the future, as formerly, to give to the Commission, or to the Authority which shall succeed to it, all the aid and assistance which one or the other may need, for the execution of the works of art, and generally for all that concerns the accomplishment of its task. It will take care that the banks of the Danube, from Isaktcha to the sea remain free from all buildings or other obstacles, and it will continue, under the limitation of the annual payments to which landed property is subjected in Turkey, to leave to the disposition of the Commission in the port of Soulina the left bank, starting from the base of the Northern dike for a distance of seven hundred and sixty metres up the river, and for a breadth of one hundred and fifty metres from the bank.

It consents, moreover, to concede a convenient site, on the right bank, for the constructions which the said Commission, or the Authority succeeding to it, may judge it expedient to erect for the service of the port of Soulina, for the marine hospital, and for the other necessities of the Administration.

###### Art. 5.

In the case in which the European Commission shall make use of the reservation mentioned in Article 2 touching the amelioration of the mouth and arm of St George, the Sublime Porte consents that the said Commission may dispose, as soon as the need shall arise, of the lands and sites belonging to the domain of the State, which shall have been previously indicated and declared to be necessary both for the construction of works and for the formation of establishments which may be created in consequence of, or as complementary to, such improvements.

###### Art. 6.

It is understood that there shall not be constructed, on either bank of the river, in the ports of Soulina and St George, whether by the territorial Authority or by Companies and Societies of Commerce and Navigation, or by individuals, any wharves, quays, or other structures of a like nature, unless the plans have been communicated to the European Commission, and have been recognised to be in conformity with the general project for quays, and as in no way prejudicing the works of improvements.

#### TITLE II.

##### Regulations relative to the Administration of Navigation.

###### § 1.

##### OF REGULATION IN GENERAL.

###### Art. 7.

The navigation at the mouths of the Danube is regulated by the "*Regulation for Navigation and Police*," made by the European Commission on this day's date, and affixed to the present Act, under the letter A, in order that it may have the same force and value as if it formed an integral part of it.

It is understood that this regulation is law, not only as concerns the riverain police but also in the judgment of civil disputes arising from questions of navigation.

###### Art. 8.

The exercise of navigation on the Lower Danube is placed under the control and superin-

tendance of the Inspector-General of the Lower Danube, and the Captains of the Port of Soulina.

These two Agents appointed by the Sublime Porte should act in conformity with the Regulation, the application of which is entrusted to them, and for the strict observation of which they will take oath. Sentences emanating from their authority are pronounced in the name of His Majesty the Sultan.

In cases where the European Commission, or the permanent Riverain Commission, shall have established an offence or contravention committed by either of the said Agents against the Regulation of Navigation and Police, it shall demand his dismissal by the Sublime Porte.

If the Sublime Porte judges it necessary to proceed to a fresh inquiry into the facts already established by the Commission, the Commission shall have the right of assisting at such enquiry by means of a delegate, and when the culpability of the accused shall have been duly proved, the Sublime Porte shall, without delay, take steps to replace him.

Excepting in the case foreseen by the preceding paragraph, the Inspector-General and the Captain of the Port of Soulina cannot be removed from their respective posts except at their own request, or by result of an agreement between the Sublime Porte and the European Commission.

These Agents will therefore, one and the other, act under the control of the European Commission.

The Inspector-General, the Captains of the Ports of Soulina and Toultscha, together with the Overseers (acting under the Inspector-General), shall be remunerated by the Sublime Porte.

They shall be chosen from qualified persons.

#### Art. 9.

In virtue of the principles of the Act of the Congress of Vienna, established by Article 15 of the Treaty of Paris, the authority of the Inspector-General, and of the Captain of the Port of Soulina is exercised with respect to all flags indiscriminately.

The Inspector-General is specially charged with the police of the river below Isaktcha, the Port of Soulina excluded; he is assisted by Overseers distributed over the riverain sections under his jurisdiction.

The Captain of the Port of Soulina is charged with the police of the port and of the external harbour of Soulina.

A special instruction, framed by common consent, regulates in detail the duties of the Inspector-General and of the Captain of the Port of Soulina.

#### Art. 10.

Captains of merchant vessels, of whatever nationality, are bound to observe the orders given to them, in virtue of the Regulation of Navigation and Police, by the Inspector-General, and by the Captain of the Port of Soulina.

#### Art. 11.

The execution of the Regulation of Navigation and Police, as well as the application of the tariff hereafter mentioned in Article 13, and the following Articles of the present Act, is moreover ensured by the action of the vessels of war stationed at the mouths of the Danube, conformably to the 19th Article of the Treaty of Paris.

Each naval station deals with the vessels of its nationality, or upon those carrying flags it may be required to protect, either in virtue of Treaty or custom, or in pursuance of general or special delegation.

In default of a vessel of war having power to interfere, the International authorities on the river may have recourse to the war vessels of the territorial power.

#### Art. 12.

It is understood that the Regulation of Navigation and Police attached to the present Act, shall continue in effect up to the moment when the regulations foreseen by Article 17 of the Treaty of Paris shall have been established by common consent, and put into force.

It shall be the same with the provisions of the above Articles 8, 9, and 10, in so far as they concern the duties of the Inspector-General.

#### § 2.

### Of the Tariff of Navigation Dues.

#### Art. 13.

Article 16 of the Treaty of Paris having conferred upon the European Commission the power of imposing upon navigation a tax of a rate sufficient to cover the expenses of the above-mentioned works and establishments; and the Commission having exercised this power in fixing the Tariff of the 25th July 1860 (revised the 7th March 1863), the amounts of which have produced the resources necessary for the completion of the Soulina works, it is expressly provided by the present Act that the above-mentioned Tariff, the provisions of which have been recently completed, shall for the future be obligatory.

With this view the Tariff in question has been added to the present Act under the letter B, in order to give it the same force and value as if it formed an integral part of it.

#### Art. 14.

The product of the tax shall be appropriated:—

1st. By priority and preference to the repayment of the loans contracted by the European Commission, and of those it may contract in future for the completion of the works for the improvement of the mouths of the Danube.

2dly. To cover the expenses of the administration and the maintenance of the works and establishments.

3dly. To the repayment of the advances made to the Commission by the Sublime Porte; this liquidation shall take place conformably to the specially concluded arrangements, of this day's date, between the European Commission and the Delegates of His Imperial Majesty the Sultan.

The surplus, if any, shall be held in reserve to meet the expenses which may result from the prolongation of the Soulina Dykes, or the execution of such other works as the European Commission or the Authority succeeding it, may afterwards judge desirable.

It is expressly understood, moreover, that no part of the sums produced by the taxes levied on vessels, or of the loans realised by the appropriation of these taxes, can be employed to cover the expenses of works or administration applicable to a riverain section lying above Isaktcha.

#### Art 15.

At the expiration of every delay of five years, and with the view of diminishing, as far as possible, the charges imposed on navigation, the delegates of the powers who have established the above-named tariff shall proceed to a revision of its provisions, and the amount of the taxes shall be reduced as much as possible, care being taken to preserve the mean revenue judged necessary.

## Art. 16.

The mode of collecting the tax, and the administration of the navigation Treasury at Soulina, shall continue to be regulated by the provisions at present in force.

The Accountant charged with the collection shall be named, unanimously, by the European Commission, or by the Authority succeeding it, and shall act directly under its orders.

The general control of the operations of the Treasury shall be vested in an officer to be named by the Ottoman Government.

There shall be published annually, in the official journals of the different Powers interested, a detailed balance-sheet of the operations of the Navigation Treasury, as well as a statement shewing the appointment and employment of the produce of the Tariff.

## Art. 17.

The *Administration Generale* of the lighthouses of the Ottoman Empire having undertaken to provide the lighting, administration, and maintenance expenses for those lights forming the lighthouse system at the mouths of the Danube, the portion representing the lighthouse dues in the total of taxes levied at Soulina shall be paid into the hands of the said administration; but it is understood that these duties can only be applied as regards existing lights, and those which it may be judged necessary to establish later, to cover actual expenses.

## § 3.

## Quarantine.

## Art. 18.

The sanitary regulations applicable to the mouths of the Danube will continue to be controlled by the Superior Council of Health instituted at Constantinople, and in which the different foreign missions accredited to the Sublime Porte are represented by delegates.

These regulations shall be conceived in such a manner as to reconcile, within just limits, the necessary sanitary precautions with the interests of commerce, and they shall be based, as far as practicable, upon the principles determined in the Articles 19 and 20 hereafter following.

## Art. 19.

Vessels descending the Danube shall be exempt from all sanitary control; the same shall apply to vessels coming from the sea, so long as no epidemic prevails in the east; these vessels shall simply be required to exhibit their bills of health to the authorities of the ports where they anchor.

## Art. 20.

Should a plague-epidemic break out in the east, and if it is judged necessary to apply sanitary measures to the lower Danube, the quarantine of Soulina may be re-established; in this case vessels coming from sea shall be subjected at Soulina to the quarantine arrangements; and if the epidemic has not invaded the provinces of Turkey in Europe, they cannot be further subjected to sanitary measures in ascending the river.

But if, on the contrary, the epidemic invades one or more of the Riverain Provinces of the Danube, quarantine stations shall be established, wherever the necessity may arise, on that part of the river which traverses the territory of Turkey.

## TITLE III.

## Neutrality.

## Art. 21.

The works, and establishments of every kind, created by the European Commission, or by the Authority succeeding to it, in execution of the 16th Article of the Treaty of Paris, notably the Navigation Treasury at Soulina, and those that it may create in the future, shall enjoy the neutrality stipulated in Article 11 of the said Treaty, and shall, in case of war, be equally respected by all belligerents.

The privilege of this neutrality shall extend, with the obligations resulting from it, to the *Inspection Generale de Navigation*, to the administration of the port of Soulina, to the staff of the Navigation Treasury and the Marine Hospital, and finally to the professional staff charged with the superintendence of works.

## Art. 22.

The present Act shall be ratified; each of the High Contracting Parties shall ratify on a single copy, and the ratifications shall be deposited within two months, or, if possible, sooner, at the Chancellerie of the Imperial Divan at Constantinople.

In earnest of which the respective Plenipotentiaries have signed it, and affixed thereto the seal of their arms.

Done at Galatz, the 2d day of the month of November 1865.

(L.S.) A. DE KREMER.

(L.S.) ED. ENGELHARDT.

(L.S.) J. STOKES.

(L.S.) STRAMBIO.

(L.S.) SAINT-PIERRE.

(L.S.) OFFENBERG.

(L.S.) AHMET RASSIM.

## Art. 1.

PUBLIC ACT relative to the Navigation of the Mouths of the Danube.

## ANNEXE A.

REGULATION OF NAVIGATION AND POLICE RELATIVE TO THE LOWER DANUBE.

## General Provisions.

## Art. 1.

The navigation of the Lower Danube, below Isaktcha, is placed under the control of the Inspector-General of the Navigation of the Lower Danube and the Captain of the Port of Soulina.

Both of these agents act under the superintendence of the European Commission of the Danube, and their authority is exercised with regard to all vessels without exception.

## Art. 2.

The execution of the regulations applicable to the Lower Danube is likewise insured by the action of the vessels of war stationed at the mouths, in accordance with Article 19 of the Treaty of Paris.

Every naval station deals with the vessels of its nationality, and those whose flag it is bound to protect, whether by virtue of Treaty or custom, or by general or special delegation.

In default of a vessel of war having power to interfere, the authorities charged with the police of the river may have recourse to the vessels of the territorial power.

## Art. 3.

The Inspector-General is specially charged with the police of the Lower Danube, exclusive of the Port of Soulina.

He is assisted by several Overseers, distributed over the riverain sections under his jurisdiction.

## Art. 4.

The Captain of the Port of Soulina is charged with the police of the port and external roadstead of Soulina.

## Art. 5.

Merchant Captains of whatever nationality are bound to comply with the orders given to them, in virtue of the present Regulation, by the Inspector-General, and by the Captain of the Port of Soulina.

A special instruction, emanating from the European Commission, regulates in its details the action of these two Agents.

They are equally bound to declare to them, if demanded, their names, nationality, and the names of their vessel, and to produce to them their ship's roll, without prejudice to the provisions of Arts. 10, 17, and 65, which follow.

## Art. 6.

Independently of the judicial functions which they perform in the cases foreseen by Articles 79 and 107 of the present Regulation, the Inspector-General and the Captain of the Port decide summarily in disputes between Captains and their crews, assisted in such cases by two Captains of the nationality of the litigants, or, in default of these, by two other Captains. This authority is not exercised, however, until one of the interested parties has demanded their intervention, and when a more competent authority is not at hand.

## TITLE I.

## OF THE POLICE OF THE ROADSTEAD PORT AND OF SOULINA.

## CHAPTER I.

## Of the Police of the Roadstead of Soulina.

## Art. 7.

The Roadstead of Soulina comprehends the waters of the sea for a radius of two nautical miles around the head of the northern dyke.

## Art. 8.

Every vessel arriving from sea and entering the Soulina Roadstead is required to hoist its national flag.

## Art. 9.

If it remains in harbour to take in or discharge cargo, it is nevertheless subject to the orders of the Captain of the port and of his agents in all that concerns the police of the navigation.

It has especially to conform to the provisions of the present Regulation comprised under Title V, relating to the lighter service.

## Art. 10.

It must anchor in the place indicated by the chief or sub-chief of the pilots of Soulina, after which the Captain or second officer should present himself, within twenty-four hours, at the office of the Captain of the port, for the purpose of depositing the vessel's papers.

## Art. 11.

The boats of vessels anchored in the roadstead are not permitted to circulate in the channel and port without carrying a light.

## CHAPTER II.

## Of the Police of the Port of Soulina.

## Art. 12.

The Port of Soulina comprehends the Soulina arm for a distance of three nautical miles from the opening of the channel formed by the heads of the dykes at the mouth.

## Art. 13.

No sailing or steam-vessel drawing more than 60 tons can clear the Soulina channel either when arriving from sea or when leaving the river, without having on board a pilot certificated by the local authorities.

This provision, however, does not apply to steam-vessels making periodical voyages, which are at liberty to employ their own pilots.

The pilotage service is regulated by special provisions contained in Title IV of the present Regulation.

## Art. 14.

No vessel can enter or clear the Port of Soulina without hoisting its national flag.

The authorities of the port do not permit passages to vessels without flags.

## Art. 15.

In cases when, by reason of stormy weather, the Soulina channel is judged impassable by the Captain of the Port, a blue flag is hoisted on the lighthouse tower to give notice that the local pilots are unable to come into the roadstead.

## Art. 16.

Two guard-boats lie at the two entries of the port.

Captains drop anchor at the spots indicated by the masters of these boats.

## Art. 17.

They afterwards present themselves, within the twenty-four hours, at the office of the Captain of the port to produce their ship's papers.

They are at the same time bound (Captains of steam-vessels engaged in the postal service and making periodical journeys excepted,) to present their papers to the Accountant of the Navigation Treasury of Soulina, who places on the ship's roll of every vessel entering the Danube, of whatever capacity, a stamp bearing these words:—“*Commission Européenne du Danube. Caisse de navigation de Soulina,*” the date of the year, and a number. This stamp is cancelled before the clearance of the vessel by means of the impression of the stamped signature.

If the vessels do not remain more than twenty-four hours at Soulina the ship's papers are immediately returned to the Captains after the completion of the prescribed formalities; in the contrary case they remain at the office of the Captain of the port, by whom they are transmitted, if necessary, to the competent Consular authority, after payment of the navigation dues and the discharge or consignment of fines levied in virtue of the present Regulation; excepting under these circumstances the ship's papers should always remain on board.

## Art. 18.

When once at anchor, vessels moor themselves by means of cables to the posts placed along the

banks for this purpose, or to vessels already anchored.

ART. 19.

They rig in their jib booms and fore booms, which cannot in any case be used for mooring small craft.

During all the period of anchorage the yards are braced fore and aft.

ART. 20.

Lighters and vessels coasting close in shore are not permitted to circulate in the port at night time.

The boats of the port or of merchant vessels cannot change their position at night time without carrying a lighted lantern.

ART. 21.

The heating of pitch or tar on board vessels within the port is not permitted.

Captains will take care that on board their vessels no other lights than lamps with glasses, or lanterns, are used.

CHAPTER III.

Provisions common to the Roadstead and the Port of Soulina.

Art. 22.

Art. 64 of the present Regulation which forbids the throwing overboard of ballast except at the spots designated for the purpose, applies especially to the roadstead and to the port of Soulina properly so called.

Art. 23.

The removal of anchors, chains, and other objects abandoned in the port and the external roadstead cannot take place without the permission of the Captain of the Port.

Art. 25.

In cases of stranding, shipwreck, or casualty, the Captain of the Port makes every effort to insure the preservation of the cargo, vessel, and gear, and to protect the general interests of navigation.

This done, he divests himself of the administration of the salvage, and forwards the documents drawn up by him to the nearest competent authority.

TITLE II.

OF THE POLICE OF THE RIVER.

CHAPTER I.

General Rule.

Every Captain or Master of a steam or sailing vessel, moving or stationary, anchored or moored to the shore, is bound to take care that his vessel causes no hindrance to navigation, nor any injury either to other vessels or to the landing-places, buoys, signals, towing-paths, or other arrangements for navigation placed on the river or shores, and he should at the same time take steps to preserve them himself.

Vessels navigating or stationed in the Soulina arm are required to carry their anchors swung freely at the cat-heads, without attaching them at the ship's side.

The conductors of floats and rafts are subjected to the same precautionary regulations as vessels. Rafts and floats, when they descend the Soulina arm, must have a draught of water less by one English foot at least than the depth of the shallowest of the shoals of the said arm. In no case are they permitted to draw more than twelve English feet.

CHAPTER II.

Regulations for Vessels Crossing or Passing each other.

Art. 26.

As a general rule it is forbidden for one vessel to pass another going in the same direction, and for two vessels advancing towards each other to cross at any point where the river is not sufficiently broad.

Art. 27.

No vessel may cross the course of another in such a manner as to check its progress.

When a vessel going up the river encounters another descending it at a point where the breadth is insufficient, it should stop below the passage until the other vessel has traversed it; if the vessel going up the river is already in occupation of the passage, the descending vessel is required to let go the anchor, which should always be carried astern, and to remain above until the road is free.

Art. 28.

Steam vessels in the narrower passages may not approach to within short distances of the vessel preceding them.

Art. 29.

When two steam-vessels, or two sailing vessels, with a fair wind, meet going in contrary directions, the one ascending the river should bear to the left, and the one descending it to the right, which will bring them starboard of each other, as is the custom at sea. The same takes place when a steam-vessel meets a sailing vessel with a fair wind.

The Captain or Master who transgresses these rules should prove, in case of collisions, that it was not possible to observe them; in default of this he is responsible before the competent tribunal for the accidents resulting therefrom.

He is besides bound to make the signals prescribed by Articles 31 and 32 which follow.

If two steam-vessels make simultaneously the same signal, that of the descending vessel shall be held as rule.

Art. 30.

When two steam-vessels going contrary ways arrive at a bend in the river they should show the signals prescribed by Articles 31 and 32 hereafter, and the one which is below stops until the other vessel has cleared the passage.

Art. 31.

When a steam-vessel desires to precede another vessel going in the same direction, it gives notice of its intention before getting to a short distance from the other vessel, by striking a bell or whistling five times, and waving a hand-flag from the fore-castle, or by hoisting a flag half-mast during the day, or a lighted lantern with a white glass during the night, upon these signals, the foremost vessel proceeds to the left, leaving the passage to the vessel following, which proceeds to the right; as soon as the latter arrives to within half a ship's length of the former, or of the vessel towed by it, it should slacken speed until it has been passed.

Art. 32.

When a sailing vessel of superior speed catches up another vessel, and desires to pass it, it gives signal of its intention by hailing its forerunner, who is bound to permit it to go to windward.

If a steam-vessel wishes to pass a sailing vessel going in the same direction as its own, it



gives the signals prescribed by Article 31 before arriving to within a short distance of the vessel in advance, and goes to windward of it.

## Art. 33.

Steam-vessels descending the river should slacken speed at points where there are sharp bends, until from the vessel's stern the eye can command the passage. If vessels occupy the bend, the steamer gives notice of its approach by a whistle signal.

## Art. 34.

All steamers are bound to avoid drifting vessels, whether they meet them in mounting or descending the river.

The drifting vessel should, on its side, when it meets other vessels sailing or steaming, keep parallel to the banks, so as to present the least obstacle to the passage.

## Art. 35.

Vessels tacking should take precautions so as not to cross the course of steam-vessels.

## Art. 36.

Captains and Masters of heavy laden vessels, or of laden vessels under sixty tons, are bound to avoid as much as possible the route taken by steamers which meet or overtake them.

Captains of steam-vessels, on their side, when they pass vessels such as those designated above, should slacken speed, or stop completely in cases where the said vessels are endangered, provided always that they can do so without danger to themselves or to the vessels which they have in tow.

## Art. 37.

In conforming to the Rules 26 to 36 which precede the present, vessels should have regard to the dangers of the navigation, and take into consideration those particular circumstances which may justify a departure from them in order to guard against a more immediate danger.

## CHAPTER III.

## Rules for the Towing Service.

## Art. 38.

Captains or Masters of towing-boats, with or without convoys, are required to observe all the preceding provisions, and especially the rules prescribed by Articles 31, 32, and 33, when one convoy is desirous of passing another; except in this case no convoys can ever be side by side, either when moored or when proceeding on their voyage.

In cases of meeting with sailing or steam-vessels proceeding in a contrary direction, the tow-vessel, if it is mounting the river, has the power of disregarding the prescriptions of Article 29, in order to keep itself out of the current, if it can do so without danger to the vessels which it meets.

The tow-vessel is bound, if it avails itself of this power, to make the signals prescribed by the foregoing Articles 31 and 32.

## Art. 39.

As a general rule all steam-vessels not towing convoys, as well as all sailing vessels under a fair wind, should give place to a convoy of towed vessels. In default of space sufficient to effect this, the captains and masters, as well of the tow as the vessels towed, are bound, even in cases where the prescribed signals have not been made, to deviate in accordance with the provisions of the said Articles, and to arrange in one line the vessels tugged.

Captains and Masters of tow-boats, and vessels towed, should besides, whenever they meet other vessels, bring the vessels forming the convoy as near as possible to each other, so as to leave sufficient room for the other craft.

Paddle tugs may not moor alongside any vessels that they tug in the Soulina Channel.

It is forbidden, as a general rule, to navigate in this arm with more than two vessels moored side to side.

## CHAPTER IV.

## Rules for Towing.

## Art. 40.

The path which runs along the bank of the river is specially destined for the towing of vessels either by men, or animals of draught; pedestrians and carriages may also use it.

## Art. 41.

The towing-path should be free from all obstacles which hinder its use, as bushes, trees, enclosures, houses, or other constructions.

## Art. 42.

It is prohibited to establish in the river, and especially near the banks, mills or boats, irrigation wheels, and other similar constructions, without the formal sanction of the authority directing the River Police.

## Art. 43.

It is expressly forbidden to dig ditches across the towing-path, unless the river proprietor undertakes to establish to maintain the communication by means of a bridge.

## Art. 44.

Mooring-posts having been established along the Soulina, Captains and Masters will avoid fixing stakes or fastening anchors on the towing-paths for mooring their vessels.

## Art. 45.

If two vessels, whilst being towed in opposite directions, meet on the same bank, the vessel going up-stream must give way to enable the other vessel to pass.

If a vessel towed by animals should overtake a train of vessels towed by men, the latter must allow the former to pass.

In the case where a vessel being towed meets another moored in the river, the captain of the latter is bound to permit the sailors of the towed vessel to get on board his ship to pass the tow-rope.

## Art. 46.

It is forbidden to pass tow-boats unless on the opposite bank to that on which the towing is performed.

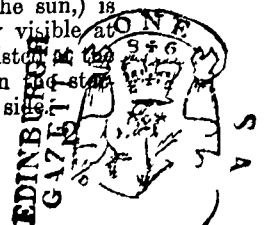
Towed boats are required, in conformity with the signals prescribed by the above Articles 31 and 32, to keep as close as possible to the bank which they skirt.

## CHAPTER V.

## Rules for Navigating the River during the Night, or in Foggy Weather.

## Art. 47.

Every steam boat navigating during the night (between the rising and setting of the sun,) is required to show a white light, easily visible at the distance of at least two miles, hoisted at the top of the foremast, a green light on the board side, and a red light on the port side.



The side lights must be provided on board with screens placed from back to front, in such a manner that the green light cannot be perceived on the port quarter, nor the red light on the star-board quarter.

Sailing vessels under sail, or being towed, must carry the same lights as steam-ships under weigh, except the white light at the foremast, which they must not use at any time.

Steam-boats towing one or several other vessels at the same time, must carry, independently of their side lights, two white lights placed one above the other at the mast-head, to distinguish them from other steam-boats.

For the application of the rules prescribed by the present Article, every steam-vessel proceeding under sail only, is considered as a sailing vessel, and every steam-ship, of which the machinery is in movement, is considered, whatever sails may be employed, as a steam-vessel.

Rafts navigating at night must carry a white light at each angle, and three white lights at the mast-head, placed one underneath the other.

#### Art. 48.

Sailing vessels, vessels towed by steam-tugs, and rafts, must not proceed when it is not sufficiently clear to permit both banks of the river to be seen at the same time.

#### Art. 49.

In foggy weather steam-boats must only proceed slowly, and sound the bell on board without ceasing, sounding the whistle also every five minutes; and they are required to drop anchor if the fog should become so dense that it is impossible for them to perceive the bank on the side they are keeping or to which their course is directed.

#### Art. 50.

Vessels are forbidden to leave their hawsers across the stream during the night or in foggy weather.

### CHAPTER VI.

#### Rules for Vessels at Anchor.

#### Art. 51.

It is expressly forbidden to cast anchor or to moor vessels in the navigable channel.

With the exception provided for by Art. 66 hereafter, it is likewise forbidden to vessels to moor or to anchor in the bends of the river even along the banks, under penalty of liability for any damage that may arise therefrom.

Outside the ports, two or several vessels will not be permitted to be anchored or moored alongside of each other along the towing paths.

#### Art. 52.

When, on account of fogs, a vessel or raft is obliged to stop elsewhere than at a regular place of anchorage, it will be requisite, in the case of steam-vessels, to sound the bell on board, and in contrary cases to hail with the speaking trumpet. These signals must be repeated every five minutes.

#### Art. 53.

Every vessel stopped on the river during the night must be furnished with a lighted lantern, placed at the extremity either of one of the main yards, or in some other prominent part of the vessel, on the side of the channel, so that it may be clearly perceived by vessels descending or ascending the stream.

Rafts remaining at anchor during the night must carry the lights prescribed by the last paragraph of Art. 47 above, except those at the two angles on the side of the bank, which must be extinguished.

#### Art. 54.

When a vessel, for the purpose of mooring, or in case of grounding referred to in the following chapter, is obliged to place a cable or a chain across the channel, these moorings must be promptly loosened as soon as another vessel presents itself for passage.

### CHAPTER VII.

#### Rules in case of Grounding or Shipwreck.

#### Art. 55.

Every Captain or Master of a vessel, or of a raft grounded in the stream of the Soulina, is required to station at a suitable point, and at least one kilometre up-stream above his vessel, a look-out, charged to hail vessels and rafts descending the stream, to warn them of the nature and of the locality of the accident.

#### Art. 56.

Steam-vessels are only permitted to use half steam in passing places where a vessel or a raft has grounded or sunk.

#### Art. 57.

Every shipwreck in the stream of the Soulina is regarded, unless in exceptional cases, and until there is proof to the contrary, as arising from negligence or ill-will on the part of the Master or the crew.

The Pilot of the vessel is personally responsible for the shipwreck if there is reason to believe it to have been occasioned by unskilful seamanship.

#### Art. 58.

If, contrary to all probability, a vessel should be wrecked in the Soulina, the Master should endeavour by every means to haul at once to one of the banks, so as not to rest fixed in the channel.

The Captain of the wrecked vessel and his crew must remain on board, or on the bank in proximity to the scene of disaster, until the official report mentioned in Art. 59 following has been drawn up.

They are forbidden to remove, on any pretext whatever, any of the cargo, materials, anchors, chains, cables, &c.

#### Art. 59.

Directly after the shipwreck the Pilot of the vessel must apprise, as promptly as possible, the Inspector-General of Navigation, through the agents for watching the river.

The Inspector-General will at once proceed to the spot and prepare a detailed official report of the disaster, which he must communicate to the proper authority.

#### Art. 60.

If the Inspector-General should consider it necessary in the interests of navigation to take immediate measures, he will summon the Captain of the vessel for this purpose, who will be compelled to declare at once whether it is his intention to abandon his vessel, or to act with his crew under the orders of the Inspector-General, who will direct the salvage until the operation, having become a matter of private interest, ceases to be a measure of public utility.

A vessel of which salvage has been effected by the care of the authority charged with the police of the river can be held to cover the cost of salvage, and of the custody of the materials.

## Art. 61.

Every work undertaken by the owners, assurers, and other persons interested, with the view to effect the salvage of wrecked vessels or of their cargoes, must be performed under the inspection of the Inspector-General or of his agents, and can be at any moment forbidden if of a nature to impede the navigation of the river.

## Art. 62.

If, unless in the case of emergency provided for by Art. 60 above, the removal of the hull, or of portions of the wreck should be considered requisite, the proprietors, assurers, or others interested must effect it within a month of the notification made to them to this effect, in default of which the work can be performed by the staff of the Inspector-General under the conditions prescribed by Art. 60 above; the shipwrecked vessel, together with the rigging or the fragments is specially liable, in such case, for the payment of the cost of removal.

## Art. 63.

In case of damage, and particularly if such damage be caused by collision, the Inspector-General, if he is able to prove the facts, and in case of being required by one of the parties interested, must likewise prepare a report, and forward it to the proper authority.

## CHAPTER VIII.

## Rules for Throwing Ballast Overboard.

## Art. 64.

Vessels are absolutely forbidden to throw ballast into the bed of the stream or into the road of Soulina, and it is equally forbidden for them to discharge it at sea in the neighbourhood of the roads, at a bottom of less than 60 feet English.

The discharge of ballast on land outside the Port of Soulina can only be effected at such points of the bank as may be determined by the Inspector-General of Navigation, and indicated by public notice.

The Captain of the Port of Soulina will indicate the places at which ballast can be discharged in the port.

The ballast discharged should be in all cases carried to such a distance that the foot of the heap should be at least 20 feet from the natural bank of the stream.

The provisions of this Article apply equally to cinders and ashes thrown from steamers.

## Art. 65.

To ensure as far as possible the execution of the preceding Article, every vessel in ballast quitting the Port of Soulina for one of the ports situated above, must be furnished with a certificate of the Captain of the Port, stating the draught of water produced by the ballast.

This certificate must be preserved on board throughout the duration of the voyage up the river, to be produced whenever required by the Inspector-General or his agents.

## TITLE III.

## Administration of the Port of Toulcha.

## Art. 66.

Every vessel desiring to stop at Toulcha must be moored to the right bank. More than three vessels will not however, at any time, be allowed to moor alongside each other.

## Art. 67.

No vessel will be allowed to anchor in the navigable channel before Toulcha on the right of the warpings and the red buoys fixed along the left bank of the river, nor between the posts on the right bank, bearing reversed anchors.

## Art. 68.

Vessels will be allowed to haul on the buoys and warpings to double the bend of the river at Toulcha, but will not in any case be permitted to moor to any fixed posts.

It is understood that this provision does not apply to steam-vessels making periodical voyages, and which may stop temporarily before Toulcha.

It is equally forbidden for two or several vessels to haul at the same time on the same buoy.

## TITLE IV.

## PILOTAGE SERVICE AT THE MOUTH AND IN THE STREAM OF THE RIVER.

## CHAPTER I.

## Pilotage at the Mouth.

## Art. 69.

Pilotage at the mouth being compulsory, as stated in Art. 13 of the present Regulations, a special staff of certificated and responsible pilots do duty at Soulina under the direction of the Chief Pilot and of the Captain of the Port.

These Pilots will be entitled Pilots of the first class.

## Art. 70.

A boat will be ready to convey the pilots on board vessels coming towards port from seawards so soon as the look-out on the lighthouse tower signals their approach.

Pilots are required to go to meet vessels as far as one mile from the angle of the northern dyke.

## Art. 71.

When on board they will inform the Captains of the depth of water on the bar, and the Captains will declare to the Pilots the draught of water and the tonnage of the lading of their vessels.

The tonnage of lading must be declared by the Pilot without delay to the Captain of the Port of Soulina.

## Art. 72.

Every Pilot not belonging to the Soulina Pilot Staff, who may be on board a vessel about to pass the bar, is required as soon as possible after the arrival of the local Pilot to yield to him the conduct of the vessel.

## Art. 73.

On leaving the river the local Pilot is required to conduct the vessel to the distance of a quarter of a mile at least to the east of the angle of the northern dyke.

## Art. 74.

The pilotage duty both for entry at and clearance from the river being comprised in the navigation dues charged at Soulina, it is forbidden for Pilots ranked as first class to receive any remuneration on the part of the Captain whose vessel they may pilot.

## CHAPTER II.

## Pilotage in the River.

## Art. 75.

Independently of the staff of Pilots of the first class charged with the conduct of vessels in the channel of the mouth of the Soulina and directed by the Captain of the Port, there is a special service of Pilots, equally certificated and responsible, designated Pilots of the second class, for vessels which navigate the river between Soulina and Ibraïla.

The service of river pilotage, properly so called, is placed under the inspection of the Inspector-General of the navigation, and is directed by a Chief Pilot, who has three offices, at Galatz, at Ibraïla, and at Toultscha, and by a deputy residing at Soulina.

## Art. 76.

Masters of merchant vessels will not be required to take a certificated Pilot in remounting the river when they themselves effect the voyage on board of their vessel; the Deputy-Pilot of Soulina, charged with the river pilotage, is required, nevertheless, in the same case to procure a Pilot if the Master of a vessel should require it.

In navigating down the river, every vessel of above 60 tons, as well as every raft or train of wood, must take a certificated Pilot of the second class. The same is required for vessels above sixty tons remounting the river without having the Master of the vessel on board.

## Art. 77.

In going up the river the voyage commences the moment the vessel quits the Port of Soulina to ascend the river, and it terminates on the arrival of the vessel either at its port of destination or at Ibraïla, when destined for a port situated above Ibraïla, or at Matchin.

The down voyage commences at Ibraïla, or on quitting the port at which the vessel has taken its cargo, or its expedition if descending empty in case the port should be situated below Ibraïla, the voyage terminating at the moment the vessel is anchored in the Port of Soulina.

Vessels leaving Matchin, Guelchid, or a port situated above Ibraïla, must take their Pilot for the down voyage in passing Ibraïla, those which leave the ports of Réni or Ismail have the option of taking the Pilot in passing Toultscha.

## Art. 78.

Masters of vessels will arrange with the Pilots the pay which is to be paid to the latter for their services for piloting of vessels ascending the river.

In case however of disputes in this respect, the authorities of the ports will not admit on the part of the Pilots any demand, of which the object is to obtain payment of more than half a Dutch ducat per diem beyond what they receive on board. The pilotage due for vessels going down the river is comprised in the navigation dues charged at Soulina.

The Chief Pilot of the river service deducts the sum of four francs from the amount of the due

paid by each vessel for pilotage on descending the river; the surplus of the due is paid to the Pilot.

This due can only be validly paid to the Accountant of the Navigation Treasury at Soulina.

## CHAPTER III.

## Rules common to the Mouth and the Course of the River.

## Art. 79.

The Inspector-General and the Captain of the Port of Soulina, each within his jurisdiction, will decide disputes between certificated Pilots and Captains of merchant vessels in case the latter require their intervention.

## Art. 80.

Certificated Pilots are required to inform the Inspector-General or the Captain of the Port of Soulina of any infractions committed in their presence.

They are forbidden to have any interest, direct or indirect, in any lighterage operation or undertaking.

## Art. 81.

Pilots who, through incapacity or carelessness, have occasioned a collision, grounding, or wreck, are dismissed, without prejudice however to any civil action which claimants may bring against them before any competent tribunal.

If the events which have occasioned the disaster are of a nature to entail criminal punishment, the Pilots will be handed over to the proper authorities to be tried conformably with the law.

## TITLE V.

## Lighterage Services.

## CHAPTER I.

## GENERAL REGULATIONS.

## Art. 82.

The lighters on the Lower Danube are divided into two classes, namely, those which are exclusively employed in the local service at the Soulina mouth, or of any passage in the course of the stream; and those which are employed in the coasting trade in lading, at an interior port, to discharge at Soulina or in the outer road.

## Art. 83.

No person will be allowed to undertake any operation of local lighterage without having caused to be registered by the Captain of the Port of Soulina, the vessels intended to be used as lighters, and before being furnished with a licence from the Captain of the Port.

Before granting the licence the Captain must cause the vessel intended for lighterage services to be visited by a Commission, in order to determine if such vessel is in good condition, and will certify her capacity in tons register, and her burden in kilos of Constantinople. This examination will be renewed every year. The licence granted by the Captain of the Port should always be kept on board the lighter.

Vessels furnished with regular ships' papers may be employed occasionally to lighter other vessels, the Captains being required to make, for each operation, a special declaration, and to deposit their papers, including the roll of the crew, either at the office of the Captain of the Port of

Soulina, if it be a case of lightering a vessel at the mouth, or at the office of the Inspector-General, in case of operations to be effected in the stream.

## CHAPTER II.

## Of Local Lighters.

## Art. 84.

The lighters, whether sailers or steamers, are not permitted to have any vacant space in the hold except such as may be duly recognized by the Captain of the Port at the time the licence is accorded.

## Art. 85.

It is forbidden to lighters, from the moment they have come alongside of vessels of which they are to receive the cargo, to leave such vessels until the said vessels have weighed anchor.

The Master of the vessel being lightered has the right to place at his own cost such guard as he may choose on board the lighter he employs.

It is forbidden to lighters which go into the roads to load on the deck.

## Art. 86.

No lighter can leave the Port of Soulina to go to the road without the written permission of the Captain of the Port; such permission is presented at the guard-ship stationed, conformably to Art. 16 of the present Regulations, at the entry of the port, on the side towards the sea.

## Art. 87.

As a general rule, lighters must leave the Port of Soulina at the same time as the vessels they have lightered.

Whenever a vessel has been served by several lighters, the Captain of the Port will arrange the departure in such a manner that they will not have to remain too long in the road without being able to reload.

## Art. 88.

Any lighter which may rejoin in the road the vessel she has lightered, must not quit such vessel on any pretext, except in case of bad weather, before having returned the cargo to the said vessel.

As regards local lighterage operations performed in the inner course of the river, the lighters sail in consort with the lightered vessels.

So soon as the relading of goods has been effected on board the lightered vessel, the Master is required to give a written acquittance.

## Art. 89.

Lighters entering the Port of Soulina after having lightered a boat, must present their written permission to leave to the guard-boat, which has the right to visit them.

Lighters which quit the roads during the evening or during the night, after having lightered a vessel which has left the river, must cast anchor in a place specially designated for their anchorage, and are not allowed to ascend further until the next day.

## Art. 90.

The surveillance of local lighterage operations which may be effected at the mouth is performed by the Captain of the Port of Soulina; the surveillance of such operations as may be performed in the river being exercised by the Inspector-General, or by his agents.

## CHAPTER III.

## Coasting Lighters.

## Art. 91.

Operations of coasting lighterage may be effected by all steam transports, towing lighters, sailing vessels, or lighters furnished with regular papers, on condition that the Captains or Conductors have delivered to them for each voyage, to the Consular Authorities or proper local officers in the ports in which they load their cargo, a Certificate stating the object and conditions of the operation.

## Art. 92.

So soon as a coasting lighter arrives in the Port of Soulina the Conductor must proceed to the office of the Captain of the Port, and present the Certificate above mentioned.

If the lighter discharges the whole of her cargo in the interior of the Port of Soulina; she must moor alongside the vessel which is to receive the merchandize, and must not leave until the entire discharge of the cargo has been effected.

If the cargo of the lighter is to be discharged either wholly or partly in the road of Soulina, the master of the lighter returns the Certificate prescribed by Art. 91 to the Captain of the Port, who delivers to the master his authority to leave.

## Art. 93.

The provisions of the present Regulations as to local lighters are equally applicable to coasting lighters during their stay in the port or in the road of Soulina.

Nevertheless the steam transports and tow-boats are not subjected in re-entering to the visit prescribed by Art. 89 above, unless one of the parties interested should demand it, and in cases of suspected fraud.

## CHAPTER IV.

## Special Regulations in case of Bad Weather.

## Art. 94.

When a vessel, obliged by stress of weather to quit the roadstead of Soulina, leaves on board the lighter the whole or part of her cargo, the master of the lighter must return to port and retain provisionally his lading.

## Art. 95.

If, in the case provided for by the preceding article, the lightered vessel should not re-appear within twelve days, the masters of the lighters have the right to demand of the Captain of the Port the authority to discharge the cargo and to consign it into the hands of duly authorized persons, and they may demand the payment of the freight agreed on, as if they had replaced the cargo on board the vessel lightered, but without any additional charge.

If, previously to the expiration of the time above specified, the vessel returns to the roadstead to leave again, the days lapsed will not be reckoned, and a new interval will commence from the day of her appearance.

## CHAPTER V.

## Special Regulations in case of Fraud.

## Art. 96.

In case of presumed inexactitude, or of false statement of the capacity of the lighter, the

merchant captain has the right to have the tonnage verified by a commission specially designated, according to circumstances, either by the Captain of the Port of Soulina or by the Inspector-General of Navigation.

The costs of examination are to be paid by the captain who may have required it, unless the inexactitude or false declaration should be proved, in which case they will have to be paid by the lighter.

Art. 97.

If the captain of a vessel lightered has reason to believe that a part of her cargo has been fraudulently appropriated on board the lighter he may have chartered, he must report it either to the Captain of the Port of Soulina or to the Inspector-General, who will take the measures prescribed by their special instructions.

If it is discovered that the suspicion is unfounded, the cost of inquiry must be paid by the captain of the lightered vessel.

TITLE VI.  
INFRACTIONS.

CHAPTER I.  
PENALTIES ATTACHED.

§ 1.

Infractions of Regulations of Title I, respecting the Police of the Roads and Port of Soulina.

Art. 98.

Every infraction of the regulations of the second paragraph of Art. 4,\* and of the provisions of Arts. 8, 10, 11, 14, 16, 19, 20, 21, and 23 of the present Regulations, will be punished by a fine of not less than one Dutch ducat nor exceeding 5 Dutch ducats.

The master of every sea-going ship, other than packet-boats employed on the packet service, found in the Danube, and of which the roll of the crew does not bear the stamp referred to in Art. 17 of the present regulations, or bears one or several cancelled stamps, is subject to a fine of not less than 10 ducats nor exceeding 50 ducats.

§ 2.

Infractions of Provisions of Title II, respecting the Police of the River.

Art. 99.

All infractions of the provisions of the second paragraph of Art. 25, and of the provisions of Arts. 27, 29, 31, 32, 33, 34, 36, 38, 39, 41 to 54 inclusive, 56, 60, and 65, will be punished by a penalty of not less than 3 nor exceeding 10 ducats.

Any conductor of a raft or float found navigating in the arm of the Soulina, and having a draught of water superior to that prescribed by the 3d paragraph of Art. 25 above, is amenable to a fine of not less than 10 ducats and not exceeding 50 ducats.

Every infraction of the provisions of Art. 64 is equally amenable to a fine of not less than 10 ducats and not exceeding 50 ducats, if any ballast has been unlawfully loaded or thrown overboard. The fine for throwing overboard cinders or ashes in the bed of the arm of the Soulina, in the road, or in the adjacent parts of the sea, where the depth is less than 60 feet English, is 5 ducats.

\* Art. 5 is to be substituted for Art. 4.

§ 3.

Infractions of Regulations of Title III, respecting the Police of the Port of Toultscha.

Art. 100.

Infractions of the provisions of Arts. 66, 67, and 68 will be punished by a fine of 5 ducats.

§ 4.

Infractions of Provisions of Title IV, respecting Pilot Service.

Art. 101.

Any infraction of the provisions of the first paragraph of Art. 13, or of the second paragraph of Art. 76, is punishable by a fine of not more than 30 nor less than 15 ducats.

Any refusal of the declarations prescribed by Art. 71, or intentional inexactitude in these declarations, either on the part of the captains or on the part of the pilots, and any infraction of Art. 72, will be punishable by a fine of not less than 5 ducats nor exceeding 10 ducats.

Every infraction committed by the certificated pilots of the 1st and 2d class, or by the chief or sub-chief pilots, of the provisions of the present Regulations, or of the instructions which are given to them, and to which there is no special penalty attached, is punishable by a fine of not more than 30 ducats.

§ 5.

Infractions of the Provisions of Title V, respecting the Lighter Service.

Art. 102.

All infractions of the provisions of Articles 83, 84, 85, 86, 87, 88, 89, 90, 91, 92, and 94, are punishable by a fine of not less than 5 nor more than 10 ducats.

§ 6.

Injuries and Acts of Violence.

Art. 103.

Every injury to, or offence committed against the Agents charged to maintain the control of the navigation, engaged in the performance of their duties, as well as any injury to, or offence committed against the Authority under whom such Agents act, is punishable by a fine of not less than 1 ducat nor more than 5 ducats.

Should any act of violence be perpetrated against the Police Agents in the execution of their duty, the maximum penalty may be fixed as high as 30 ducats.

CHAPTER II.

Rules for the application of Penalties.

Art. 104.

The maximum penalty can be doubled in case of repetition of the offence.

As regards Captains of sea-going vessels, repetition of an offence will be held to have been committed in case of two infractions occurring during the time that the vessel has not quitted the Danube.

As regards Masters of lighters and pilots, the same offence is considered as repeated when it occurs twice within the space of one year.

Art. 105.

Penalties are not applicable in case of infractions arising from stress of weather.

Art. 106.

Independently of the penalties to which they are condemned, persons contravening the regulations may be sued before the proper tribunals to make good any damages they may have occasioned.

Art. 107.

Masters of vessels are personally responsible for infractions committed by their crew.

Art. 108.

The Inspector-General of Navigation and the Captain of the Port of Soulina take cognizance of infractions committed within their jurisdiction against the provisions of the present Regulations, and can, in the first instance, pronounce the application of the penalties incurred on account of such infractions.

The notification of their judgments is made at Soulina, in the Court of the Consular or Local Authority to whom the person convicted is amenable, if the offence has been committed in descending the river, and is made to the same Authority at the port of entry of the vessel where the infraction has been committed going up the river; it may also be legally given to the person committing the offence.

Art. 109.

The penalties are applied, until they reach the amount of 100 ducats a year, to the augmentation of the fund created for the benefit of necessitous pilots; the surplus is paid to the account of the navigation dues, to be applied to the support of the marine hospital established at Soulina.

Art. 110.

Judgments may be appealed against within three months of notification, either before the European Commission, or before the Mixed Tribunal which may eventually be instituted at Soulina.

In case of appeal the amount of the penalty is paid to the navigation treasury, and will be held there until the termination of the suit.

Judgment on appeal is definitive, and cannot be made the subject of any further appeal.

An appeal can only be made within the expiration of three months from the time of notification, afterwards the amount of the penalty will belong to the Navigation Treasury.

Art. 111.

The present Regulations will take effect after the ratification of the public Act to which it is annexed, and on the day, fixed by special publication, made by the European Commission for the purpose.

The provisional navigation regulations, of the 24th November 1864, cease to have effect from the same date.

CONCLUDING PROVISION.

Art. 112.

The present Regulation annexed to the public Act, dated this day, can be modified according to necessity by the European Commission, or by the International Authority which may be sub-

stituted in its place in virtue of Article 17 of the Treaty of Paris.

Done at Galatz, this 2d November 1865.

(Signed)

A. DE KREMER.  
E. ENGELHARDT.  
J. STOKES.  
STRAMBIO.  
SAINT-PIERRE.  
OFFENBERG.  
ARMET RASSIM.

Act relating to the Navigation of the Mouths of the River Danube.

ANNEXE B.

TARIFF of NAVIGATION DUES to be levied at the Mouth of the Danube.

PREAMBLE.

THE EUROPEAN COMMISSION OF THE DANUBE.

WHEREAS by Art. 16 of the Treaty of Paris of the 30th March 1856, declaring that the cost of the works to be executed in freeing the mouths of the Danube and of the adjacent portions of sea from the obstacles which obstruct them, as well as the costs of the establishments intended to secure and to facilitate the navigation, should be paid by means of charges fixed by the Commission;

Whereas the provisional tariff was framed in consequence on the 25th January 1860, and a revised tariff on the 7th March 1863;

Whereas the works undertaken at the mouth of the Soulina are now finished, and that, by means of the increased depth which has been obtained, the obstacles to navigation at this point have been removed;

Whereas the works of improvement and cleansing executed in the stream of the river, the construction of a lighthouse at the Saint George's mouth, the improvements introduced with regard to the establishments to which the Treaty refers, the creation of a marine hospital at Soulina, to which sick or shipwrecked seamen are gratuitously admitted, ensure to the navigation of the river considerable advantages;

Whereas under these circumstances, and to provide as much for the paying off of the amount spent on the works, as also the cost of their preservation as well as of their eventual development, and of the maintenance of the above said establishments, it is necessary to adopt definite regulations in the place of the provisional arrangements of the tariff actually in force;

And whereas experience has shown that it will be to the advantage of the navigation that all the dues charged for the improvement works should be incorporated into a single fixed due, with the charges made on account of lighting and pilotage,

Have decreed the following tariff:

Art. 1.

Every sailing vessel measuring more than 30 tons, quitting the port of Soulina to go to sea, and which may have completed, according to her manifest, more than one third of her full lading, will pay per ton measurement a fixed navigation due, of which the amount will be determined hereafter, according to the total tonnage of the vessel and to the depth of the channel at the mouth of the arm of the Soulina.

VESSELS ascending stream to take cargo at an inland port, will pay the duties specified in the following Table :—

Vessels.	Amount of Duty per Ton according to Depth of Water at Mouth.						
	Less than 10 feet.	Of 10 feet and not more than 11 feet.	Of more than 11 feet to 12 feet.	Of more than 12 feet to 13 feet.	Of more than 13 feet to 14 feet.	Of more than 14 feet to 15 feet.	Of more than 15 feet.
	f. c.	f. c.	f. c.	f. c.	f. c.	f. c.	f. c.
Of more than 30 and less than 100 tons .	0 80	0 80	0 80	0 80	0 80	0 80	0 80
100 to 150 tons .	1 05	1 55	2 05	2 05	2 05	2 05	2 05
More than 150 and not exceeding 200 tons	1 05	1 55	2 05	2 55	2 55	2 55	2 55
More than 200 and not exceeding 250 tons	1 05	1 55	2 05	2 55	2 80	2 80	2 80
More than 250 and not exceeding 300 tons	1 05	1 55	2 05	2 55	2 80	3 05	3 05
More than 300 tons	1 05	1 55	2 05	2 55	2 80	3 05	3 30

VESSELS which load their cargo in the Port of Soulina without mounting the river beyond the said Port, will pay only the following dues :—

Vessels.	Amount of Duty per Ton according to Depth of Water at Mouth.						
	Less than 10 feet.	Of 10 feet and more than 11 feet.	Of more than 11 feet to 12 feet.	Of more than 12 feet to 13 feet.	Of more than 13 feet to 14 feet.	Of more than 14 feet to 15 feet.	Of more than 15 feet.
	f. c.	f. c.	f. c.	f. c.	f. c.	f. c.	f. c.
Of more than 30 and less than 100 tons .	0 50	0 50	0 50	0 50	0 50	0 50	0 50
100 to 150 tons .	0 90	1 30	1 80	1 80	1 80	1 80	1 80
More than 150 and not exceeding 200 tons	0 90	1 30	1 80	2 15	2 15	2 15	2 15
More than 200 and not exceeding 250 tons	0 90	1 30	1 80	2 15	2 35	2 35	2 35
More than 250 and not exceeding 300 tons	0 90	1 30	1 80	2 15	2 35	2 55	2 55
More than 300 tons .	0 90	1 30	1 80	2 15	2 35	2 55	2 80
Vessels of 300 tons or more, which, in consequence of want of sufficient depth of water, cannot receive their entire cargo in port	0 90	1 30	1 50	1 70	1 80	1 90	2 00

Art. 2.

Steamboats belonging to a public company, specially engaged in the conveyance of passengers and making periodical voyages according to previous announcement, will pay on leaving the river a fixed duty of 60 centimes per ton measurement, whether wholly or partly laden.

This duty will be calculated on the net tonnage of the boat as may be indicated by the ship's papers, that is to say, after deduction of the

weight of machinery and fuel has been made from the total tonnage.

If the tonnage of the machinery is not indicated in the ship's papers, a deduction of 37 per cent. will be made on the total tonnage for paddle-wheel ships, and of 32 per cent. for screw vessels; the deduction will be made after the conversion of the tonnage of the vessel into English tons, effected in conformity with the regulations of Article 14 hereafter.

These vessels will be freed from all duty on entering the river.



## Art. 3.

All commercial steam-vessels, other than those specified in the preceding Article, will be subject to the same dues as sailing vessels, except the amount deducted for machinery and fuel, which will be effected on their total tonnage upon the base determined by the preceding Article. The amount of the fixed duty that such vessels will have to pay per ton measurement, will be determined conformably to the foregoing table, according as they shall or shall not have ascended the river above the Port of Soulina, and after the deduction accorded to them by the first paragraph of the present Article.

Steam-vessels not included in the category determined by Art. 2 above, and which shall make the voyage of the Danube, going and returning more than twice in the same year, will enjoy a deduction of 40 per cent. on the amount of the duties charged on entry and clearance, for each of the light voyages, before the end of the year, which they may perform after the two first, and if the number of annual voyages should exceed 10, the reduction shall be 60 per cent. for each voyage after the tenth during the year.

The number of voyages such vessels may have performed entering or clearing with less than one third of their cargo, will not be reckoned in the number of voyages necessary to obtain the advantage of the above reduction of dues.

## Art. 4.

Sailing-vessels and commercial steam-vessels, besides those specified in Art. 2, which may enter the Port of Soulina from the sea, and which shall have according to their manifest more than one-third cargo, will pay for entering in the river the fourth part of the tax imposed for clearance by Arts. 1 and 3 above. The duty on entry will only be paid by vessels at the moment when they leave the river. The said vessels will pay on entry the integral amount of the tax fixed by Arts. 1 and 3, if they leave the river with less than one-third of their cargo.

## Art. 5.

Lighters freighted for the passage of the mouth of the Soulina by vessels which have paid the duties established by the preceding Articles will pay for each passage performed with a complete or partial lading, only the following amount:—

Lighters of a burden of from 10 to 50 tons, 6 francs.

Those of a burden of more than 50 tons and not exceeding 100 tons, 8 francs.

## Art. 6.

Vessels which remain anchored in the road of Soulina to load or discharge by means of lighters the whole or part of their cargo, will not be subjected to the dues established by Arts. 1, 3, or 4, above, they will pay only a uniform tax of 100 francs for each vessel, to contribute to the expenses of the establishments by which they profit.

Such of the said vessels as may enter the port without performing any operation of commerce which may be of a nature to subject them to the dues established by Arts. 1, 2, 3, or 4 above, will pay in addition to the above duty of 100 francs authorized by the preceding paragraph, 50 cents per ton for lighthouse and pilotage duty. This duty will be levied only once, on the vessels leaving port.

Lighters freighted to transport across the mouth the cargoes of vessels which shall have paid no other dues than those established by the

present Article, must pay for each passage across the mouth, with an entire or partial lading, a fixed due of 1 franc per ton on the total tonnage.

The lighters employed in discharging ballast will be exempt from all dues.

The duties of 50 centimes per ton respectively imposed by the present Article on sea-going vessels or lighters will be calculated for steam-boats on the net tonnage, in conformity with the rules established by Article 2.

## Art. 7.

Rafts and floats, of which the demensions do not exceed 100 English feet in length by 40 feet in width, and which have been towed in descending the arm of the Soulina, will have to pay, on leaving the mouth, a fixed duty of 100 francs.

The duty will be 300 francs for every raft and float which shall have been towed in going down the arm of the Soulina, as well as for those of which the dimensions exceed 100 feet English in length, or 40 feet in width.

## Art. 8.

Vessels of war are exempt from all dues either on entering or clearing the Soulina mouth, as are also tugs when they are not employed as lighters in conveying portions of the cargo of the vessels tugged.

## Art. 9.

Vessels of more than sixty tons which enter the port of Soulina and clear again with less than a third of their cargo, and which are in consequence exempted from the dues established by the preceding Arts. 1, 2, and 3, shall pay on clearance a tax of fifty-five centimes per ton for lighthouse and pilotage dues.

The same tax shall be paid by sea-going vessels serving occasionally as lighters, and this shall be over and above the duty of 1 franc per ton imposed by paragraph 3 of Article 6 above.

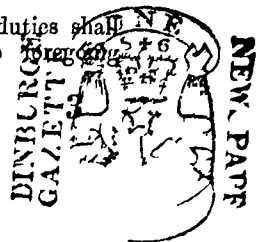
Sea-going vessels or lighters which put into Soulina from stress of weather, and those which, by reason of casualties, are obliged to take refuge in the port, and are unable to continue their voyage, shall be free of all duty, provided they go to sea again without engaging in any commercial operation.

## Art. 10.

Both sailing and steam-vessels, without exception, coming from sea with more than a third of their lading, and entering the port of Soulina to discharge a portion of their cargo, and which set sail again to continue their voyage to another port, shall pay, per ton guage, a fixed duty of 2 francs when the depth of the mouth exceeds 15 English feet; but if the depth is 15 feet only or under, this fixed duty shall decrease in the proportion established by Article 1 of the present Tariff, for those vessels of more than 300 tons which do not ascend the river, and which, from the insufficiency of water in the Soulina passage, are not able to receive their entire cargo.

This fixed duty shall be levied upon a third of the taxable tonnage, if the quantity of merchandize unloaded at Soulina does not exceed a third of the total and taxable capacity of the vessel, but it shall be levied on two-thirds of the tonnage if the quantity unloaded is more than one-third, and does not exceed two-thirds of such capacity.

Should it exceed two-thirds, the duties shall be leviable in accordance with the Arts. 1 and 3.



If the vessel which has discharged at Soulina, in the case foreseen by the preceding Article, less than two-thirds of its cargo, should receive merchandize in that port, it shall pay, over and above the tax leviable on account of the discharge, one-quarter of this tax, which shall be levied on a third or two-thirds of its taxable tonnage, according as the quantity of merchandize received is confined within a third or two-thirds of the vessel's capacity.

The duties fixed by the preceding Articles shall include—

The tax imposed upon vessels to cover the expenses of works and other improvements effected by the European Commission ;

The duties actually in force for the maintenance of the lighthouses constituting the lighthouse system of the mouths of the Danube ; and

The duties destined to cover the expenses occasioned by the pilotage service in the Soulina passage, and those of the other establishments instituted with the view of facilitating navigation.

Independently of these duties, vessels shall not be subjected to any other tax or charge, excepting the fees of the riverain pilots, which they shall pay for the descent, in conformity with the Article following.

#### Art. 12.

Sailing vessels over sixty tons, which shall have ascended the river above the port of Soulina, as well as rafts or floats of timber, shall pay, on leaving the river, for the obligatory pilotage of the descent, a fixed tax as follows :—

For the passage from Galatz, or from a port situated beyond this point to Soulina, one hundred and twenty francs ;

For the passage from Réni or Ismail to Soulina, one hundred francs ;

And for the passage from Toulitcha to Soulina, seventy-two francs.

This tax shall be reduced to half for steam-vessels.

The steam-vessels mentioned in the foregoing Art. 2, may be exempted from this tax, provided that the pilot on board holds a pilotage certificate of the second class. As regards the pilotage of the ascent, which is purely optional, the fee of the pilot can be fixed by arrangement, and it is paid to him direct by the captain of the vessel piloted.

#### Art. 13.

The amount of the duties shall be paid over to the Accountant charged with the administration of the Navigation Treasury of the port of Soulina, who will deliver a receipt for the same.

A statement, showing the reduction into francs of the moneys in use upon the Lower Danube shall always be placarded in the office of collection.

This statement shall be periodically revised.

In cases where the liability to duty is contested, or payment questioned by the parties, the amount of duty shall be paid over to the Navigation Treasury as a deposit.

Demands for entire or partial restitution of the duties shall be carried before the European Commission, or before the International Authority which shall succeed it ; they should be stated in writing within three months of the payment or of the deposit, under pain of forfeiture.

#### Art. 14.

The term ton guage shall be understood to mean the registered ton English.

The tonnage of vessels shall be taken from the papers on board.

The reduction of the tons of different countries into English measure shall be made according to the table annexed to the present tariff.

#### Art. 15.

Vessels entering the Danube without papers showing their tonnage shall be subjected, with the sole view of fixing the navigation dues to which they are liable conformably to the present tariff, to an approximative valuation, to be made by two *experts*, under the direction of the Captain of the Port, and with the concurrence of the competent Consular authority. The Accountant of the Navigation Treasury shall have the option of assisting at the operation either in person or by means of a delegate.

The same shall take place if the tonnage borne upon the papers is notably incorrect, or if disputes arise with respect to the valuation of the portion of the cargo of a vessel in the case of the foregoing Arts. 1 and 4.

The estimate of the tonnage, in default of papers on board, shall be made at the expense of the vessel concerned ; the same shall take place if the *experts* declare an excess of more than five tons over the capacity indicated by the papers on board, or if it is decided, contrary to the declaration of the Captain or Master, that the vessel carries more than a third of its full cargo ; in the contrary case the expenses will be charged to the Navigation Treasury. In no case can these estimates give rise to any appeal or application whatever.

#### Art. 16.

The depths by which the duties established by the present tariff shall be determined, shall be taken at the bar of Soulina in English feet.

The soundings shall be made under the direction and responsibility of the engineer charged with the improvements at the mouth, the results shall be placarded at the office of the Navigation Treasury, and at the office of the Captain of the Port.

If the state of the weather does not permit of such soundings, the amount of duties to be levied shall be based on the last depths taken.

No supplementary payment for clearance dues can be exacted from vessels, nor, except in cases of duly proved errors in the soundings, shall any partial restitution from the Navigation Treasury be required on account of the difference, however great it may be, between the depth of the mouth at the moment of the clearance of the vessel and that which shall have served as a basis for the settlement of the taxes paid.

#### Art. 17.

Every vessel, raft, or float, which shall attempt, by any means whatever, the escape, wholly or partly, from payment of the duties fixed by the present tariff, shall be liable, in addition to the duties which it is required to pay in conformity with what precedes, to a fine equal to four times the amount.

If the tonnage indicated upon the ship's papers, or the declaration relative to the quantity of merchandise loaded or unloaded at Soulina, according to the foregoing Art. 10, appears to be false, verification of the vessel's capacity, or of the quantity of merchandise compared with the total tonnage, can be resorted to in the manner prescribed by the foregoing Art. 15.

The application of the fine shall be pronounced in the first instance by the Captain of the Port of Soulina ; the sentence of condemnation shall be notified to the condemned party either in person, or in the office of the Local or Consular

authority resident at Soulina, having charge of the interests of the nation to which he may belong.

The appeal against condemnations must be carried before the European Commission, or before the international authority which shall succeed to it.

Appeal must be made within the three months of the notification, under pain of becoming null.

The forms of procedure shall be ultimately determined by special regulations. Judgments rendered upon appeals shall not be susceptible of any further redress.

The penalties pronounced by the Captain of the Port shall have effect, notwithstanding the appeal; in case of petition the amount of the fine shall be consigned as a deposit to the Navigation Treasury.

The amount of the fines when definitely declared, shall be paid into the said Treasury, to be applied towards defraying the expenses of the Marine Hospital.

Art. 18.

The Commanders of ships of war stationed at the mouths of the Danube, conformably to Art. 19 of the Treaty of Paris, shall be called upon to assure the payment of the duties established by the present tariff and of the penalties when definitely settled, with respect to vessels of their own nationality, and those whose flags

they protect, either by treaty or custom, or in virtue of a special or general commission.

The action of the ships of war shall be demanded *en regle* through the Captain of the Port of Soulina, upon the requisition of the Accountant charged with the administration of the Navigation Treasury.

In default of a ship of war having power to coerce an offending vessel, the Captain of the Port shall have recourse to the intervention of the Ottoman man-of-war stationed at Soulina.

Art. 19.

The Provisional Tariff of the 7th of March 1863 shall cease to be applied, and the present tariff shall come into force after the ratification of the Public Act to which it is annexed, and upon the date to be hereafter fixed by a special notification of the European Commission to that effect.

Done at Galatz, the 2d of November one thousand eight hundred and sixty-five.

(Signed)

A. DE KREMER.  
ED. ENGELHARDT.  
J. STOKES.  
STRAMBIO.  
SAINT-PIERRE.  
OFFENBERG.  
AHMET RASSIM.

TABLE shewing the proportions between the ton register English and the measures adopted in other Countries for gauging Vessels.

Vessels.	Factor by which the unit of measure of each country should be multiplied.		Observations.
	Tons.	Lasts.	
Austria ... ..	0.82	...	1 English ton equal to 61 $\frac{53}{100}$ kilos of Constantinople
France ... ..	1.00	...	
Italy ... ..	0.89	...	
Turkey ... ..	...	...	
Prussia ... ..	0.98	1.50	
Russia ... ..	1.08	1.89	
America (United States) ... ..	1.00	...	
Belgium ... ..	0.95	1.81	
Bremen ... ..	...	1.89	
Denmark ... ..	1.02	1.96	
Spain ... ..	1.00	...	
Greece ... ..	0.76	...	
Hamburg ... ..	...	2.77	
Hanover ... ..	0.98	2.25	
Holland ... ..	0.89	1.75	
Lubeck ... ..	...	1.89	
Mecklenburg ... ..	1.09	2.44	
Norway ... ..	0.98	2.08	
Oldenburg ... ..	0.96	1.50	
United Principalities ... ..	1.00	...	1 English ton { 4 $\frac{8}{100}$ kilos of Galatz equal to { 3 $\frac{10}{100}$ „ of Braila
Sweden ... ..	1.02	1.98	

Galatz, the 2d November 1865.

ANNEXE to the Final Protocol of the 2d November 1865.

Arrangement relative to the repayment of the advances made by the Sublime Porte for the improvement of the navigation of the mouths of the Danube.

The Sublime Porte having engaged, in the sitting of the Congress of Paris of the 27th March 1856 (Protocol No. 16) to make the necessary advances for the execution of the

works with which the European Commission of the Danube was charged by the terms of Art. 16 of the Treaty of the 30th of the same month, it has provided for the expenses of the said Commission up to the moment when, by the coming in force of a tariff of navigation dues at the Soulina mouth, the costs for the completion of the works commenced have been levied directly by the Commission itself on vessels navigating the river.

Independently of the sum which it has paid in specie, the Sublime Porte has authorised the European Commission to cut in the forest of Dobrudcha a part of the wood necessary for the works, and it has moreover placed at the disposal of the Commission a dredging machine and a tug, furnished by the Arsenal of the Imperial Navy.

The article 16 of the Treaty of Paris before mentioned, having stipulated that the expenses of the improvements executed at the mouths of the Danube, and those of the establishments having for object the securing and facilitating of the navigation, shall be re-imbursed by means of fixed duties paid by the vessels, it becomes necessary to determine the amount of the sums due to the Sublime Porte, as much on account of its advances in specie as on account of its payments of all kinds, together with the mode and conditions of the repayment of the sum for which it is recognised as creditor.

It is with this end that the arrangement as follows has been concluded between the delegates of the Sublime Porte on the one hand, and the delegates of the six other Powers, represented in the European Commission of the Danube on the other:—

Art. 1.

The debt to the Sublime Porte, repayment of which is to be effected by means of the navigation dues levied at the mouths of the Danube, is to be liquidated as follows:

a. The sums which the European Commission has received in specie, during the year 1856 to 1860, inclusively, as shown by the journal of the receipts of the Commission, amount to 316,975*d.* 19*p.* 3*p.*

b. The sum due to the Sublime Porte for the price of the wood which the said Commission has felled in the forest of Dobrudcha, and employed for the improvements, is fixed by common consent at 3,252*d.* 40*p.* 33*p.*

c. The hire of the tug placed by the Arsenal of the Imperial Navy at the disposal of the European Commission is calculated at 15 per cent. per annum on the cost price of the said tug, for the 146 days of effective service during which it has been employed in the works; this amount is consequently fixed and agreed upon as the sum of 480*d.*

d. The hire of the steam dredge employed by the Commission is also calculated at 15 per cent. on the cost price for the two years during which it remained at the service of the European Commission; this sum is fixed and agreed upon in consequence at the sum of 3,000*d.*

The sum total of the advances made by the Sublime Porte, and of the value of the funds furnished by it, amounts therefore to 323,708*d.* 13*p.* 36*p.*

From this sum should be deducted 14,555*d.* 33*p.* 24*p.*, being the amount of the expenses for constructing the telegraphic line established by the European Commission between Soulina, Toultscha, Ismail, and Galatz, which the Sublime Porte has consented to defray, as set forth in the declaration made by its delegate in the sitting of the 3d of March 1857. (Protocol, No. XVII, § 6.)

From which it results that the debt to the Sublime Porte becomes reduced to and fixed at the sum of three hundred and nine thousand one hundred and forty-two ducats, twenty-six piastres, twelve paras (309,142*d.* 26*p.* 12*p.*)

Art. 2.

This sum of three hundred and nine thousand one hundred and forty-two ducats, twenty-six

piastres, twelve paras, shall be paid to the Sublime Porte by the European Commission of the Danube, or by the Authority which shall succeed to this last, in fifty annual payments of fourteen thousand three hundred and ninety ducats each, including the repayment of the capital and the interest, calculated at the rate of four per cent. per annum. The first payment shall fall due immediately after the completion of the principal works undertaken for the improvement of the mouths of the Danube.

The net produce of the navigation dues levied at the mouths, deductions of the necessary sums being made, shall be specially applied to this payment, both for the purpose of repaying the sums due to the Ottoman bank, for the guarantee of which the produce of the tariff has by permission been pledged, as with the view of assuring the maintenance, preservation, and development of the improvements, and the service of the establishments mentioned in Article 16 of the Treaty of Paris.

Art. 3.

In consideration of the delay consented to by the Sublime Porte for the repayment of the debt due to it, and of the facilities which it has afforded to the European Commission from the commencement of the works, the said Commission renounces entirely all claims to interest, and other expenses which have been incurred to procure the necessary supplies, when a delay has arisen in the payments of the Sublime Porte.

Art. 4.

The Sublime Porte consents that the salaries of the Staff of the Administration of the Port of Soulina shall be paid in future by the European Commission, as well as the sums which may be actually due to the said Staff for the past. Such payments shall take place on the account of the Sublime Porte, being charged on the first instalments due, conformably to the stipulations of the foregoing Article 2.

Art. 5.

It is understood that the European Commission of the Danube shall always have the option of discharging the whole or the remainder of the debt due to the Sublime Porte in virtue of the present arrangement, and this, too, without waiting for the expiration of the annual payments stipulated in the foregoing Article 2.

In the case of one or more of these payments having been paid off at the period when repayment is offered by the Commission, this repayment shall not include more than the sum remaining due as capital, to be determined by calculation.

The Authority succeeding to the European Commission shall equally have the option of making such anticipatory repayment.

Art. 6.

The present arrangement shall be ratified by the Sublime Porte within a period of two months, or sooner if possible.

It has been signed in original in duplicate at Galatz, this second day of November eighteen hundred and sixty-five.

(Signed)

A. DE KREMER.  
ED. ENGELHARDT.  
J. STOKES.  
STRAMBIO.  
SAINT-PIERRE.  
OFFENBERG.  
AHMET RASSIM.

## ADMIRALTY, April 17, 1866.

Commander Thomas Henry Lysaght has been promoted to be Retired Captain, under the provisions of the Orders in Council of 1st August 1860, 9th July 1864, and 24th March 1866, with seniority from the 13th instant.

## ADMIRALTY, April 20, 1866.

John Sloan, Esq., M.D., has this day been promoted to the rank of Deputy-Inspector-General of Hospitals and Fleets on the Retired List.

## ADMIRALTY, April 21, 1866.

The undermentioned Sub-Lieutenants and Acting Sub-Lieutenants have been this day promoted to the rank of Lieutenant and Acting Lieutenant respectively in Her Majesty's Fleet:—

Francis Romilly.  
Edward Albert Liardet.  
Frederick Augustus Gardner (Acting).  
Arthur Stephens Phillpotts.  
Frederick Ralph Carr.  
Frederic Echlin (Acting).  
Charles Alfred Woodroffe.  
Charles Saville Broome.  
St. Vincent Nepean (Acting).  
Algernon Heber Percy.  
George Harvey Rainier (Acting).  
Harry Laurence Henderson Veitch (Acting).  
Gerard Henry Ultred Noel.  
Robert Henry Paul,  
Astley Robert Cooper.  
Edward Seymour Evans.  
Philip Henry Worgan.  
Edward Alverne Bolitho.  
Honourable Archibald Robert Hewitt.  
John James Frushard Bell.  
John James Ava Campbell (Acting).  
The Reverend George Haynes W. MacDowall has been this day appointed a Chaplain in Her Majesty's Fleet.

## ADMIRALTY, April 23, 1866.

Herbert Frank Roe, Esq. to be Paymaster in Her Majesty's Fleet, with seniority of 13th March 1866.

Commissions signed by the Lord Lieutenant of the County of Berwick.

## 3d Berwickshire Rifle Volunteer Corps.

Ensign Hilton Middleton to be Lieutenant, vice Martin, deceased. Dated 13th April 1866.  
Robert Craig to be Ensign, vice Middleton, promoted. Dated 13th April 1866.

Commission signed by the Lord Lieutenant of the County of Fife.

## 4th Fifeshire Rifle Volunteer Corps.

The Reverend John Millar to be Honorary Chaplain, vice Urquhart, resigned. Dated 18th April 1866.

Commission signed by the Lord Lieutenant of the County of Ross.

## 1st Administrative Battalion of Ross-shire Rifle Volunteers.

Captain Robert Bruce Aeneas MacLeod to be Major, vice Mackenzie, promoted. Dated 12th April 1866.

Commissions signed by the Lord Lieutenant of the Counties of Orkney and Zetland.

## 4th Orkney Artillery Volunteer Corps.

Second Lieutenant John Dickson Turner to be First Lieutenant, vice Alexander Robertson, resigned. Dated 13th April 1866.  
Mr Edward Dowling Stanley to be Second Lieutenant, vice J. D. Turner, promoted. Dated 13th April 1866.

Commissions signed by the Lord Lieutenant of the County of Elgin.

Sir George Macpherson Grant to be Deputy Lieutenant. Dated 16th April 1866.

William Grant, Esq. to be Deputy Lieutenant. Dated 16th April 1866.

John Grant, Esq. Junior, to be Deputy Lieutenant. Dated 16th April 1866.

## 2d Elginshire Rifle Volunteer Corps.

James Jameson to be Captain, vice Cameron, resigned. Dated 16th April 1866.  
Charles J. Johnston to be Lieutenant, vice Jameson, promoted. Dated 16th April 1866.

## 6th Elginshire Rifle Volunteer Corps.

James Stephen to be Lieutenant, vice Macbean, resigned. Dated 16th April 1866.

## BANKRUPTS

FROM THE LONDON GAZETTE.

## BANKRUPTCIES ANNULLED.

James Forsdike, of 71, High Street, Shoreditch, Middlesex, tobacco manufacturer.  
John Hinks, of Cosford, near Rugby, Warwick, farmer and grazier.  
Philip Hale, the younger, of Hatton, Chester, farmer.  
Alfred Hezekiah Hollyman, late of Clevedon, Somerset, yeoman, but now of Cardiff, Glamorgan, out of business.

## BANKRUPTCIES AWARDED,

John O'Brien, late of 33, Danvers Street, previously of 155, King's Road, Chelsea, both in Middlesex, commission agent, a prisoner for debt in the Debtors' Prison for London and Middlesex.  
William Robert Sidney, (sued as William Sidney, and as W. R. Sidney,) late of 22, Coulson Street, Chelsea, Middlesex, commission agent and general merchant.  
Matthew Trattles, late of 19, Markfield Terrace, Tottenham, Middlesex, carpenter and builder.  
Gustave Edward Hofer, (sued as G. E. Hofer,) late of 38, Finsbury Square, London, mining agent, a prisoner for debt in the Debtors' Prison for London and Middlesex.  
Robert Bacon, late of 44, Paddington Street, Marylebone, Middlesex, plumber, a prisoner for debt in the Debtors' Prison for London and Middlesex.  
Richard Bowie, of 105, Manor Street, and of 33, High Street, Clapham, Surrey, nurseryman and florist.  
Cornelius Reynolds, late of the Rose and Crown Tavern, Whitefriars, London, and now of 32, Edward Street, Hampstead Road, Middlesex, carpenter.  
Frederick George William Mullar, of Marlborough Villa, Oxford Road, Kilburn, Middlesex, surgeon, and doctor of medicine.  
Charles Piggott, of Chatteris, journeyman plumber and glazier, late of Cottenham, both in Cambridge, plumber, glazier, brewer, and cowkeeper.  
Richard Palmer Childs, of North Villa, Park Road, Clapham, Surrey, and 90, Dean Street, Soho, Middlesex, upholsterer and cabinetmaker.  
Thomas Spring, formerly of 88, then of 99, and now of 88, Prince of Wales Road, Haverstock Hill, Middlesex, pianoforte tuner.  
Charles William Eustace Pineo, (sued and committed as Charles W. E. Pineo,) of 15, High Street, Portsmouth, Hants, architect and surveyor, a prisoner for debt in Hants County Gaol at Winchester.  
Henry Tripp, of Hope Cottage, Woodbine Grove, Penge, Surrey, carpenter and undertaker.

- William Witt, of East Mill Farm, Fordingbridge, Hants, farmer.
- Richard Clutterbuck, late of Leadenhall Market, London, but now of 1, Albert Terrace, York Road, Camden Town, Middlesex, fishmonger and poulterer.
- Alfred Bradley Bloxam, of 14, Southampton Street, Strand, wine merchant, and residing at 46, Princes Square, Bayswater, both in Middlesex.
- Joseph Ward, of 21 and 23, Westbourne Place, Paddington, Middlesex, wine and spirit merchant, grocer, and Italian warehouseman, lately carrying on the same businesses at the same places with Joseph Page.
- Benjamin Thomas Byatt, of 305, High Street, Camberwell, Surrey, cheesemonger.
- Henry Stubbs, formerly of 5, Park Place, Carlisle Street, Lambeth, and now of 8, Shepherd's Place, Upper Kennington Lane, Surrey, carman, and dealer in manure.
- Henry Norton, of Woodbine Grove, Penge, Surrey, tea dealer and grocer.
- George Parker, of 39, Above Bar Street, Southampton, pastrycook, confectioner, and eating-house keeper.
- Eliazer De Winter, (trading under the name or style or E. De Winter,) of 99, Blackman Street, Borough, Surrey, leather merchant and picture frame manufacturer.
- Thomas Sanders, of Gresham House, Old Broad Street, London, contractor for building works.
- Thomas Metcalf Johnson, of 8, Eaton Grove, Upper Holloway, Middlesex, clerk to a land agent.
- John Davies Taylor, (sued as John Taylor,) formerly of 15, Albert Street, Islington, then of 6, River Terrace, Hammersmith, then of 35, Offord Road, Islington, all in Middlesex, then of 10, South Terrace, Walworth, Surrey, then of 12, Oxford Place, then of Caves Terrace, then and late of 4, Mall Road, all in Hammersmith, Middlesex, master mariner, a prisoner for debt in the Debtors' Prison for London and Middlesex, London, (in formâ pauperis).
- William Catchpole, of 5, Church Road, Homerton New Town, out of business, formerly of 3, Wellington Terrace, Wick Road, South Hackney, both in Middlesex, china and glass dealer.
- Edwin Mutter, formerly of Little Grosvenor Street, Berkley Square, Middlesex, then of 4, Stewart's Lane, but now of 21, Havelock Terrace, both in Battersea, Surrey, grocer and railway porter.
- John Denham, of 15, Star Street, Ryde, Isle of Wight, Hants, builder.
- Moria Maclean, of 61, King William Street, London, merchant, trading under the name, style, or firm of Maclean & Company.
- Joseph Clark, of 14, Lumber Court, Upper Saint Martin's Lane, Middlesex, green grocer.
- John Thomas Bains Lever, of 10, Storey Street, Caledonian Road, Islington, Middlesex, railway porter, formerly of Ramsey, Huntingdon, miller and baker.
- John Diver, of Thetford, Norfolk, (and not Retford, as previously advertised,) brazier, tinman, and gasfitter.
- Samuel Instone, late of the Fox and Hounds Inn, Wellington, Salop, licensed victualler, and now a prisoner for debt in the Liverpool Borough Gaol at Walton, Lancaster.
- John Hampton, of Saint Michael's, Tenbury, Worcester, clerk in Holy Orders.
- Charles Biles, late of 4, Old Bread Street, and at the Crown and Mill, Castle Mill Street, both in Bristol, licensed victualler and dealer in milk, a prisoner for debt in the Gaol at Bristol.
- John Smith and David Smith, lately carrying on business in copartnership as grocers and drapers at Mountain Ash, Glamorgan, but which business is now carried on there by the said John Smith alone, the said David Smith now residing at Aberdare, Glamorgan.
- John Berry, late of Gomersal, York, maltster.
- William Gray and William Jordan, of Middleborough, York, boot and shoe makers, trading under the style or firm of Jordan & Co.
- John Taylor, of Middleham, York, saddler.
- Charles Price, of 49, Minto Street, Kensington, Liverpool, Lancaster, contractor, and late a prisoner for debt in the Liverpool Borough Gaol at Walton, Lancaster.
- William Harkness, formerly of Tramere Park, afterwards of 139, Bridge Street, Birkenhead, clerk to a glass manufacturer, but now of 26, Sussex Street, Birkenhead, all in Chester, commission agent.
- William Deeley, now of 40, Moon Street, Liverpool, Lancaster, clerk, and previously of Ross, Hereford, builder, and timber and slate merchant.
- James Clarke, of Liverpool, Lancaster, merchant's clerk.
- Richard Wood, of 1 and 3, Hampton Street, Birmingham, Warwick, fruiterer, greengrocer, fishmonger, and retailer of beer.
- John Jackson, of Reeds Holme Mill, Crawshaw Booth, Lancaster, cottonspinner and manufacturer.
- William Downes, now and previously at 4, Alexander Place, Villa Street, Hockley, Birmingham, Warwick, gardener.
- Edwin Harrison, at the Bridge Tavern, Wood Street, patent jet manufacturer, and previously of 32, Sun Street West, huckster, and part of the same time occupying a workshop at 27, Wrentham Street, all in Birmingham, Warwick, patent jet manufacturer.
- Richard Harding, of 12, Gate Street, and late of Bethesda Street, both in Hanley, Stafford, plumber.
- Henry Patrick, late of Leeds, York, shopkeeper.
- John Musgreave Whiteley, grocer and provision dealer, and lately in partnership with John Holderness, as flock dealers, carrying on business at Moorside, both in Armsley, near Leeds, York.
- Edward Bolland, (sued and committed as Edward Bollans,) late of Thornhill, near Dewsbury, York, cloth merchant, but now of Batley, near Leeds, York, out of business, and late a prisoner in the Gaol at York Castle.
- George Aston, of Monmore Lane, Willenhall, Stafford, grocer and provision dealer.
- Robert Jackson, of Snowhill, Wolverhampton, Stafford, chemist and druggist.
- Robert Bannister, late of Hesketh Bank, but now of 28, Dalton Road, Barrow-in-Furness, Dalton, both in Lancaster, ship carpenter.
- John Norton, of Witton-cum-Twambrooks, Witton, Great Budworth, Chester, formerly a brick maker and farmer, now a labourer.
- Richard Woolliams, formerly of the Barrack Tavern, Saint Owen, innkeeper, but now out of business, and in lodgings at Park Street, Bartonsham, both in Hereford.
- Daniel Noonan, of Bradford, York, beerhouse keeper, and now or late a prisoner for debt in York Castle.
- Thomas Fawthrop Fyrth, of Bradford, York, farrier.
- Charles Almond, of Middleton, Northampton, carpenter and joiner.
- William Wells, of Harlestone, Northampton, tailor and grocer.
- Anne Williams, late of Rock Cottage, Briton Ferry, Glamorgan.
- Lewis Young, of Farnborough Road, Farnborough, Hants, fishmonger and fruiterer.
- Richard Fletcher, now of Mill Street, Brierley Hill, Kingswinford, Stafford, haulier, and previously thereto of South Street, Brierley Hill aforesaid, cinder dealer and haulier.
- Thomas Key, of Digby Fen, Lincoln, farmer.
- Thomas Bird, residing at 23, Torr Street, Everton, and at the same time occupying a beerhouse at 3, Old Goree, Queen's Dock, both in Liverpool, Lancaster, beerhouse keeper.
- William Simpson, of 21, Cobden Street, previously of 10, Bright Street, both in Everton, formerly of 18, Queen Anne Street, all in Liverpool, Lancaster, journeyman draper.
- George Roberts, of Monkswood, Monmouth, hay dealer.
- Henry Whiteley, of Bayhall Terrace, Birkby, book-keeper, and formerly of Cross Church Street, both in Huddersfield, York, bookseller and stationer.
- George Calvert, of Mold Green, Dalton, York, joiner.
- John Lumsdon, of the Neville Arcade, Westgate Street, refreshment-house keeper, and retailer of ale and porter, and formerly of 20, Cloth Market, both in Newcastle-upon-Tyne, eating-house keeper.
- Francis Witton Huggins, formerly of Litchurch Cottage, Litchurch, Derby, out of business, then of Portobello, near Edinburgh, Scotland, agent, then travelling in France, afterwards and now of Osmaston Road, Derby, traveller and agent.
- John Charlton, of Brassington, Derby, tax collector, (in formâ pauperis).
- George Kay, of Hobbhall Farm, Wirksworth, Derby, farmer, (in formâ pauperis).
- John Massey, of Cubley, Derby, farmer, (in formâ pauperis).
- Thomas Lamb Lawson, of South Hetton, Durham.
- John Bennett, of Wooda Cottage, St Thomas, Launceston, Cornwall, late relieving officer, and dealer in timber, now out of business.
- Thomas Chapman, of Salter Hebble, Halifax, York, wheelwright.
- John Gillard, of Drayton, Somerset, carpenter.
- Henry Pearce, of Holly Hall, Dudley, Worcester, licensed victualler and miner, and lately in partnership with James Round and Samuel Round, as charter masters at New High Lane Pitts, Dudley aforesaid.
- William Edgerton, of Longton, Stoke-upon-Trent, Stafford, beerseller.

CORN IMPORTED AND EXPORTED.

AN ACCOUNT showing the Quantities of the several kinds of Corn and Meal Imported into each division of the United Kingdom; and the Quantities of British and Foreign Corn and Meal, of the same kinds, Exported from the United Kingdom, in the Week ended the 21st April 1866.

	QUANTITIES IMPORTED INTO				QUANTITIES EXPORTED FROM THE UNITED KINGDOM.		
	England.	Scotland.	Ireland.	The United Kingdom.	British.	Colonial and Foreign.	Total Exported.
	Cwt.	Cwt.	Cwt.	Cwt.	Cwt.	Cwt.	Cwt.
Wheat .....	218,404	31,472	156,596	406,472	...	2,231	2,231
Barley .....	122,189	39,929	5,500	167,618	25	36	61
Oats .....	95,509	60	...	95,569	9,268	181	9,449
Rye .....	835	...	...	835	...	...	...
Pease .....	13,801	679	...	14,480	344	...	344
Beans .....	3,269	4,412	...	7,681	...	37	37
Indian Corn.....	148,469	16,068	71,170	235,707	...	231	231
Buck Wheat .....	2,972	...	...	2,972	...	...	...
Beer or Bigg .....	...	...	...	...	...	...	...
Total of Corn (exclusive of Malt)...	605,448	92,620	233,266	931,334	9,637	2,716	12,353
Wheat Meal or Flour	86,902	32,372	24,009	143,283	710	213	923
Barley Meal.....	...	...	...	...	...	...	...
Oat Meal .....	1,540	...	...	1,540	913	...	913
Rye Meal.....	...	...	...	...	...	...	...
Pea Meal.....	...	...	...	...	...	...	...
Bean Meal .....	...	...	...	...	...	...	...
Indian Corn Meal ...	183	...	...	183	...	17	17
Buck Wheat Meal ...	...	...	...	...	...	...	...
Total of Meal ..	88,625	32,372	24,009	145,006	1,623	230	1,853
Total of Corn and Meal (exclusive of Malt).....	694,073	124,992	257,275	1,076,340	11,260	2,946	14,206
Malt (entered by the Quarter) .....	Quarters.	Quarters.	Quarters.	Quarters.	Quarters.	Quarters.	Quarters.
	...	...	...	...	1,148	...	1,148

Office of the Inspector-General of Imports and Exports,  
Custom-House, London, April 23, 1866.

JOHN A. MESSENGER,  
Inspector-General.

A STATEMENT, showing the Quantities Sold and Average Price of BRITISH CORN, Imperial Measure, as received from the Inspectors and Officers of Excise, conformably to the Act of the 27th and 28th Victoria, cap. 87, in the Week ended 21st April 1866.

	QUANTITIES SOLD.		AVERAGE PRICE.	
	Qrs.	Bus.	s.	d.
Wheat ... ..	73,215	0	44	9
Barley ... ..	14,817	6	37	2
Oats ... ..	3,455	3	24	8

A. W. FONBLANQUE,  
Comptroller of Corn Returns.

Statistical and Corn Department, Board of Trade,  
April 23, 1866.

A COMPARATIVE STATEMENT, for the corresponding Week, in each of the Years from 1862 to 1865, of the Quantities of BRITISH CORN Sold in the Towns from which Returns are received under the Act of the 27th and 28th Victoria, cap. 87, and of the Average Prices as ascertained under the Act 5th and 6th Victoria, cap. 14, so far as relates to 1862, 1863, and 1864.

Corresponding Week in	QUANTITIES SOLD.						AVERAGE PRICES.					
	WHEAT.		BARLEY.		OATS.		WHEAT.		BARLEY.		OATS.	
	Qrs.	Bus.	Qrs.	Bus.	Qrs.	Bus.	s.	d.	s.	d.	s.	d.
1862 ... ..	46,718	4	17,325	6	13,043	6	57	9	36	8	21	1
1863 ... ..	56,346	7	14,245	0	6,799	5	45	6	35	4	21	6
1864 ... ..	74,164	0	25,652	5	8,069	5	40	1	30	10	19	3
1865 ... ..	62,003	5	19,049	3	3,145	5	39	7	30	0	22	7

Statistical and Corn Department, Board of Trade,  
April 23, 1866.

A. W. FONBLANQUE,  
Comptroller of Corn Returns.

A RETURN shewing the Amounts received from, and paid to, Savings' Banks, and Post-Office Savings' Banks, in the United Kingdom, by the Commissioners for the Reduction of the National Debt, during the Four Weeks ending Saturday, 21st April 1866.

	Total Amount received by the Commissioners.			Total Amount paid by the Commissioners.		
	£	s.	d.	£	s.	d.
<b>SAVINGS' BANKS—</b>						
In Money and Interest credited ... ..	8,815	9	2	261,912	9	5
To Transfer Certificates from Post-Office Savings' Banks to Savings' Banks ... }	51	7	8	.....		
By Transfer Certificates from Savings' Banks to Post-Office Savings' Banks ... }	.....			12,281	3	1
Total ... ..	£8,866	16	10	£274,193	12	6
<b>POST-OFFICE SAVINGS' BANKS—</b>						
In Money and Interest credited ... ..	£139,808	15	9	.....		
To Transfer Certificates from Savings' Banks to Post-Office Savings' Banks ... }	12,281	3	1	.....		
By Transfer Certificates from Post-Office Savings' Banks to Savings' Banks ... }	.....			51	7	8
Totals ... ..	£152,089	18	10	51	7	8

Total Amounts on the 21st April 1866, at the Credit of—

The Fund for the Banks for Savings ... ..	£37,464,335	3	0
The Post-Office Savings' Banks Fund ... ..	7,157,745	2	8
Total ... ..	£44,622,080	5	8
Ditto—by last Monthly Account ... ..	£44,735,368	10	2

A. Y. SPEARMAN,  
Comptroller-General.

H. THOMAS, Check Officer,  
National Debt Office, 23d April 1866.



THE ERINS COPPER MINING COMPANY (Limited)

**N**OTICE is Hereby Given that the Affairs of The ERINS COPPER MINING COMPANY (Limited) having been fully wound up, and the Liquidator having made up an Account shewing the manner in which such winding up has been conducted, and the property of the Company disposed of, a General Meeting of the Company will be held on Monday the 28th day of May next, at 11 o'clock forenoon, within the Chambers of the Liquidator, 186, West George Street, Glasgow, for the purpose of having the said Account laid before them, and hearing any explanation that may be given by the Liquidator, preparatory to the final Dissolution of the Company, in terms of the Companies' Act, 1862.

JAMES KEYDEN, Liquidator.

Glasgow, 24th April 1866.

**G**EORGE MILNE, Bank Agent in Aberdeen, Trustee on the sequestrated estate of GEORGE THOMSON, Merchant in Aberdeen, hereby intimates that an account of his intromissions with the funds of the estate, brought down to the 11th day of April current, and state of the funds recovered and of those outstanding as at the same date, have been made up and examined by the Commissioners on said estate, in terms of the Statute; and that they have postponed payment of a dividend until the recurrence of another statutory period, and dispensed with sending circulars to the Creditors.—Of all which Intimation is hereby given, in terms of the Statute.

GEORGE MILNE, Trustee.

Aberdeen, April 26, 1866.

**S**EQUESTRATION of EWEN CAMERON, Tacksman of Ness Park and Dalcrombie, and residing at Ness Park, near Inverness.

**R**OBERT DAVIDSON, Bank Agent in Inverness—Trustee in said sequestration, hereby intimates that an account of his intromissions with the funds of the estate, brought down to the 10th instant, and a state of the funds as at same date, have been made up and examined by the Commissioners, who have postponed the declaration of a dividend till the recurrence of the next statutory period.

R. DAVIDSON, Trustee.

Inverness, April 23, 1866.

**R**OBERT FERGUSSON, Messenger-at-Arms in Ayr, Trustee on the sequestrated estate of JAMES JONES, Grocer and Spirit Dealer, High Street, Ayr, hereby intimates that the Commissioners have postponed the declaration of the dividend till the recurrence of another statutory period, and have dispensed with sending circulars to the Creditors. The Trustee hereby calls a meeting of the Creditors to be held in the Tam o'Shanter Inn, Ayr, on Monday the 7th day of May next, at 12 o'clock noon, to consider an offer of composition, with security, made by the Bankrupt.

ROBERT FERGUSSON, Trustee.

Ayr, April 25, 1866.

#### NOTICE.

**J**OHAN FERME, Agent in Haddington for the British Linen Company's Bank, Trustee on the sequestrated estate of JAMES AITKEN, Plasterer in Haddington, hereby intimates that the Commissioners have postponed a dividend until the recurrence of another statutory period.

JOHAN FERME, Trustee.

Haddington, April 25, 1866.

**S**EQUESTRATION of JOHN THORNE, Farmer, Firhills, in the Parish of St Vigeans, and County of Forfar.

**A**S Trustee in said sequestration, I hereby intimate that the Commissioners having audited my accounts, brought down to the 10th instant, postponed the declaration of a dividend, and dispensed with circulars to those Creditors whose claims were admitted by me at last and former statutory periods.

Dundee, April 24, 1866.

WM. STIVEN.

**T**HE Estates of SAMSON CRAMMOND, General Dealer and Merchant, Murraygate, Dundee, were sequestrated on the 23d day of April 1866, by the Sheriff of the County of Forfar.

The first deliverance is dated the 23d day of April 1866.

The meeting to elect the Trustee and Commissioners is to be held at one o'clock afternoon, on Friday the 4th day of May 1866, within the British Hotel, Dundee.

A composition may be offered at this meeting; and to entitle Creditors to the first dividend, their oaths and grounds of debt must be lodged on or before the 23d day of August 1866.

A Warrant of Protection has been granted to the Bankrupt.

All future Advertisements relating to this sequestration will be published in the Edinburgh Gazette alone.

ALEXR. GIBSON, Agent,

10, Reform Street, Dundee.

Dundee, April 23, 1866.

**T**HE Estates of JOHN SMALL, Grain Merchant, Symington Mill, Biggar, in the County of Lanark, were sequestrated on the 25th day of April 1866, by the Sheriff of Lanarkshire.

The first deliverance is dated the 16th day of April 1866.

The meeting to elect the Trustee and Commissioners is to be held at 12 o'clock noon, on Friday the 4th day of May 1866, within the Elphinstone Arms Inn, Biggar.

A composition may be offered at this meeting; and to entitle Creditors to the first dividend, their oaths and grounds of debt must be lodged on or before the 25th day of August 1866.

All future Advertisements relating to this sequestration will be published in the Edinburgh Gazette alone.

WILLIAM ANNAN,

Writer, Lanark, Agent.

**T**HE Estates of JOHN HORNE, Farmer, residing at Haddoleys, in the Parish of Gamery, and County of Banff, were sequestrated on the 25th day of April 1866, by the Sheriff of Banff, Elgin, and Nairn, (acting in Banffshire).

The first deliverance is dated 25th April 1866.

The meeting to elect the Trustee and Commissioners is to be held within the Library of the Society of Solicitors, Low Street, Banff, on Wednesday the 9th day of May 1866, at 12 o'clock noon.

A composition may be offered at this meeting; and to entitle Creditors to the first dividend, their oaths and grounds of debt must be lodged on or before the 25th day of August 1866.

A Warrant of Protection has been granted to the Bankrupt.

All future Advertisements relating to this sequestration will be published in the Edinburgh Gazette alone.

GARDEN M. HOSSACK, Solicitor, Banff, Agent.

**T**HE Estates of MRS MARGARET ECCLES, Broker, No. 184, New Dalmarnock Road, Bridgeton, Glasgow, were sequestrated on the 25th day of April 1866, by the Sheriff of Lanarkshire.

The first deliverance is dated the 10th day of April 1866.

The meeting to elect the Trustee and Commissioners is to be held at 12 o'clock noon, on Friday the 4th day of May 1866, within the Faculty Hall, Saint George's Place, Glasgow.

A composition may be offered at this meeting; and to entitle Creditors to the first dividend, their oaths and grounds of debt must be lodged on or before the 25th day of August 1866.

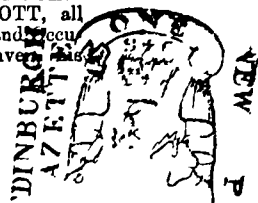
All future Advertisements relating to this sequestration will be published in the Edinburgh Gazette alone.

ARCHD. FERGUSON,

Writer, Glasgow, Agent.

#### NOTICE.

**A** Petition having been presented to the Sheriff of Perthshire at the instance of the Scottish Provincial Assurance Company, Incorporated by Act of Parliament, for Sequestration of the Estates of JOHN SCOTT, JAMES SCOTT, and PETER SCOTT, all Farmers at East Arditie, and Joint Tenants and Occupants of the Farm of East Arditie, by Methven & Co.



Lordship of this date granted warrant for citing the said John Scott, James Scott, and Peter Scott, to appear in Court at Perth, on Wednesday the 2d day of May next, at 11 o'clock forenoon, to shew cause why sequestration of their estates should not be awarded.—Of all which Intimation is hereby given.

JOHN KIPPEN, Solicitor, Perth,  
Agent for the Petitioners.

Perth, April 24, 1866.

SEQUESTRATION of JAMES SCOTT, Carpenter,  
Pitlochry.

GEORGE BRUCE, Glazier in Perth, has been elected Trustee on the estate; and George Kyd, Writer in Perth, as Mandatory for Messrs Robertson, Donaldson, & Company, Timber Merchants in Perth, and Frederick Miller, Clerk in Perth, as Mandatory for William Forbes, Logiealmond Tavern, Perth, have been elected Commissioners. The examination of the Bankrupt will take place within the Sheriff-Court-house of Perth, on Friday the 4th day of May next, at two o'clock afternoon. The Creditors will meet in the Writing-Chambers of Alexander Wilson, Solicitor in Perth, on Monday the 14th day of May next, at 12 o'clock noon.

GEORGE BRUCE, Trustee.

Perth, April 25, 1866.

SEQUESTRATION of WILLIAM M'LENNAN, Boot and Shoe Maker, 27, Jamaica Street, Glasgow, as a Partner of the Firm of M'LENNAN & COMPANY, Boot and Shoe Makers, Antigua Place, Glasgow, and as an Individual.

JOHN THOMSON DUNCAN, Accountant, Glasgow, has been elected Trustee on the estate; and John Hunter Mackintosh, Merchant, Glasgow, William Snodgrass, Accountant, Glasgow, and Thomas M'Nab, Leather Merchant, Glasgow, have been elected Commissioners. The examination of the Bankrupt will take place within the Sheriff's Chambers, County Buildings, Wilson Street, Glasgow, on Wednesday the 9th day of May next, at 12 o'clock noon. The Creditors will meet in the Office of the Trustee, No. 146, Buchanan Street, Glasgow, on Thursday the 17th day of May next, at 12 o'clock noon.

J. THOMSON DUNCAN, Trustee.

Glasgow, April 26, 1866.

SEQUESTRATION of DAVID WHYTE & COMPANY, Potatoe Merchants, Drumtogle, near Dunning, in the County of Perth, and David Whyte, Potatoe Merchant at Drumtogle aforesaid, the only Partner of that Company, as such Partner, and as an Individual.

MELVILLE JAMESON, Solicitor in Perth, has been elected Trustee on the estate; and George Kyd, Solicitor in Perth, Alexander Wilson, Solicitor in Perth, and Andrew Honey, Farmer, Wester Balgowan, by Dunning, have been elected Commissioners. The examination of the Bankrupt will take place in the Sheriff-Court-house, Perth, on Thursday the 3d day of May proximo, at 11 o'clock forenoon. The Creditors will meet in the Guild Hall, High Street, Perth, on Wednesday the 16th day of May proximo, at 12 o'clock noon.

MELVILLE JAMESON, Trustee.

Perth, April 25, 1866.

SEQUESTRATION of the Estates of the Deceased JOHN SPROAT, Merchant in Kirkcudbright.

DAVID M'LELLAN, Banker in Kirkcudbright, has been elected Trustee on the estate; and Samuel Cavan, Merchant in Kirkcudbright, John Williamson, Merchant in Kirkcudbright, and David Jenkins, Writer in Kirkcudbright, have been appointed Commissioners. The Creditors will meet in the Commercial Hotel, Kirkcudbright, on Monday the 7th day of May 1866, at 12 o'clock noon. And to entitle Creditors to the first dividend their oaths and claims will require to be lodged in the hands of the Trustee on or before the 3d day of August 1866.

DAVID M'LELLAN, Trustee.

Kirkcudbright, April 26, 1866.

SEQUESTRATION of WILLIAM ORR STEVENS, Jeweller, and Importer of Continental Manufactures, Buchanan Street, Glasgow.

MONCRIEFF MITCHELL, Chartered Accountant, Glasgow, Trustee on the said sequestrated estates, hereby intimates that at the second general meeting of the Creditors to be held within the Chambers of Mitchell & Watson, Accountants, 4, National Bank Buildings, Glasgow, on Friday 11th May next, at 12 o'clock noon, a Commissioner will be elected in room of Mr John Robertson Reid, Coalmaster, Glasgow, who has resigned.

MONCRIEFF MITCHELL, Trustee.

Glasgow, April 26, 1866.

THE Trustee on the sequestrated estate of JAMES MORRISON, Grain Dealer, Springfield, Bishopbriggs, hereby calls a general meeting of the Creditors of the said James Morrison, to be held in the Chambers of Messrs D. & A. Cuthbertson, Accountants, 110, West George Street, Glasgow, on Monday the 21st day of May, at 12 o'clock noon, for the purpose of deciding on an offer of composition which has been made by the Bankrupt and entertained for consideration.

ROBERT BROWN, Trustee.

Glasgow, April 26, 1866.

ROBERT GIBB STEPHEN, Ironmonger in Dundee, Trustee on the sequestrated estate of JAMES BACON, Grate Manufacturer and House Furnisher in Dundee, hereby intimates that at a general meeting of Creditors called for the purpose, and held on 25th current, the Bankrupt made an offer of composition to his Creditors of Fourpence per pound on all debts due by him at the date of his sequestration, payable one day after the date of his discharge; he farther offered to pay or provide for the expenses attending the sequestration and remuneration to the Trustee, and offered John Chisholm, residing in Dundee, as security for the payment thereof: That the Creditors, and Mandatories for Creditors present at said meeting having unanimously resolved that the said offer and security should be entertained for consideration, Notice is hereby given that another general meeting of the Creditors will be held within the Office of David Gordon Stewart, Solicitor, 41, Reform Street, Dundee, on Saturday the 19th May 1866, at 11 o'clock forenoon, for the purpose of finally deciding on the Bankrupt's offer and the security proposed.

R. G. STEPHEN, Trustee.

Dundee, April 26, 1866.

SEQUESTRATION of ALEXANDER DUFF, Joiner  
in Inverness.

JAMES SIMPSON, Solicitor, Inverness, Trustee on the sequestrated estate of Alexander Duff, Joiner, Inverness, hereby intimates that at a general meeting of the Creditors of the said Alexander Duff, held on 18th April current, the Bankrupt made an offer of a composition of Two Shillings per pound to his Creditors on all debts due by him at the date of the sequestration of his estates, payable at three months from the date of his final discharge, and offered Donald M'Leod, Painter, Inverness, as his security; the said Alexander Duff further offered to pay or provide for the whole expenses attending the sequestration and the remuneration to the Trustee. That the Creditors present at said meeting having resolved that the offer and security should be entertained for consideration, the same will be finally decided upon at a general meeting of Creditors to be held within the Writing-chambers of James Anderson, Solicitor, 15, Union Street, Inverness, on Thursday the 10th day of May next, at three of the clock afternoon.—Of which meeting Intimation is hereby given.

JAMES SIMPSON, Trustee.

Inverness, April 24, 1866.

WILLIAM BROWN, Accountant in Glasgow, Trustee on the sequestrated estates of JOHN LAMONT, Writer in Glasgow, now deceased, hereby intimates that an account of his intrusions with the funds of said estates, brought down to the 11th day of April current, has been made up and examined by the Commissioners, in terms of the Statute; that he has examined the claims of the several Creditors who have duly lodged their oaths and grounds of debt, and completed lists of those Creditors entitled to be ranked on the funds of the estate, and also of those whose claims have been rejected in whole or in part; farther, that a first dividend will be paid to those Creditors whose claims have been admitted by the Trustee, at the Counting-house of M'Gowan & Brown, Accountants, 87, St Vincent Street, Glasgow, on the 12th day of June next.—Of all which Notice is hereby given, in terms of the Statute.

WM. BROWN.

Glasgow, April 26, 1866.

ROBERT BOYD, Accountant, Paisley, Trustee on the sequestrated estate of ROBERT ADAMS, Brick Manufacturer, Love Street, Paisley, hereby intimates that a first and final dividend will be paid to those Creditors whose claims have been admitted by the Trustee, at his Counting-house, No. 3, County Place, Paisley, on the 12th day of June 1866.

ROBT. BOYD, Trustee.

Paisley, April 24, 1866.

**WILLIAM JOHNSTON**, Accountant in Glasgow, Trustee on the sequestrated estate of **JOHN GREENHORN**, sometime Lime Merchant, Braehead, in the County of Lanark, hereby intimates that on and after Tuesday the 12th day of June 1866 an equalising, and a second and final dividend from said estate, will be paid within the Office of Thomson & Johnston, Accountants, 70, George Square, Glasgow, to those Creditors whose claims have been admitted by the Trustee.

WM. JOHNSTON, Trustee.  
70, George Square,  
Glasgow, April 24, 1866.

**SEQUESTRATION** of **THOMSON & COSSAR**, Drysalters, York Lane, Edinburgh, and of **William Thomson** and **Thomas Cossar**, the Individual Partners of that Company.

**THE** Commissioners have audited my accounts to the 26th instant, and postponed declaring a dividend until next statutory period.

DAVID KINNEAR, Trustee.  
Edinburgh, April 27, 1866.

**SEQUESTRATION** of **DR NICHOLAS LABONE**, Professor of Languages, Glasgow.

**MY** accounts with the estate, down to the 12th instant, have been audited by the Commissioners, who have postponed a dividend and dispensed with circulars to the Creditors.

GEORGE MACKINLAY, Trustee.

**JOHN FITZSIMIONS**, sometime residing in Broughton Street, afterwards Fishmonger, No. 58, Leith Street, Edinburgh, and presently Prisoner in the Prison of Edinburgh, has raised a process of Cessio Bonorum in the Court of Session against his Creditors. The Summons will be enrolled in the Second Division of the Court; and the Creditors are hereby required to appear on the thirtieth day from the date of this Notice, with continuation of days, if so advised.—Of all which Notice is hereby given, in terms of the Statute.

J. M. MACQUEEN, S.S.C., Agent.  
Edinburgh, April 27, 1866.

**THOMAS MACDONALD**, sometime residing at Lieurary, present Prisoner in the Prison of Wick, has presented a Petition to the Sheriff of the Counties of Sutherland and Caithness for liberation, interim protection, and decret of Cessio Bonorum; and all his Creditors are hereby required to appear within the Ordinary-Court-house at Wick, on Tuesday the 29th day of May next, at noon, when he will appear for examination.

WM. GRAY, Writer, Wick,  
Agent for Petitioner.  
Wick, April 24, 1866.

NOTICE.

**THE** Copartnership of **WILLIAMSON & FOULIS**, Wholesale Grocers, Tea, Spice, and Fruit Merchants in Glasgow, of which the Subscribers are sole Partners, was this day **DISSOLVED** by mutual consent.

All debts due to and by the Company will be received and paid by the Subscriber **John Williamson**, at No. 315, Sauchiehall Street, Glasgow.

Glasgow, April 26, 1866.

JOHN WILLIAMSON.  
ROBERT FOULIS.

DAVID HANNAY, Writer, Glasgow, Witness.  
ROB. M'CLURE, Writer, Glasgow, Witness.

**THE** business carried on here by the Subscribers, sole Partners thereof, under the Firm of **HAMILTON & NICOL**, Wrights, was **DISSOLVED** on the 1st day of July 1865, by mutual consent.

HAMILTON & NICOL.  
JAMES HAMILTON.  
ANDREW NICOL.

ARTHUR ROBERTSON, Letter Carrier, Hamilton,  
Witness.

WM. SMITH, Accountant, Hamilton, Witness.  
Hamilton, April 25, 1866.

NOTICE.

**THE** Copartnership carrying on business as **Flethers** in **Forres**, under the Firm of **HARROLD & ROSS**, **Flethers**, **Forres**, of which the Subscribers are the sole Partners, has this day been **DISSOLVED** by mutual consent.

**Felix Calvert Mackenzie**, Solicitor in **Forres**, has been authorised to receive and discharge the debts due to the Firm.

WM. HARROLD.  
JOHN R. ROSS.

ALEX. MATR, Bank Clerk, **Forres**, Witness.  
ROB. STEWART, Solicitor's Clerk, **Forres**, Witness.  
**Forres**, April 21, 1866.

Glasgow, April 24, 1866.

**THE** Copartnership Concern of **BROWN & HOUSTON**, Merchants and Commission Agents here, of which the Subscribers were the sole Partners, has this day been **DISSOLVED** by mutual consent.

The affairs of the Dissolved Company will be liquidated at No. 66, Miller Street.

DAV. BROWN.  
CAMPBELL HOUSTON.

ROBERT BRODIE, Writer, Glasgow, Witness.  
GEO. MACDONALD, Law-Clerk, Glasgow, Witness.

NOTICE.

**THE** Copartnership business carried on by the Subscribers, under the Firm of **FERGUSON & AIKMAN**, Marble Surface and Gum Paper Manufacturers, No. 105, High Street, Edinburgh, was on 16th March 1866, **DISSOLVED** by mutual consent.

ROBERT FERGUSON.  
WILLIAM AIKMAN.

HUGH WATT, S.S.C., Edinburgh, Witness.  
JNO. RITCHIE, Writer, Edinburgh, Witness.

Edinburgh, April 23, 1866.

Montrose, April 20, 1866.

**THE** Firm of **BURNS & COMPANY**, Chemical Manufacturers in **Montrose**, was this day **DISSOLVED** by mutual consent of the Subscribers, the sole Partners thereof.

JOHN H. BURNS.  
A. BLUES.

CHAS. D. THOMSON, Writer, **Montrose**, Witness.  
CHAS. A. ANDERSON, Clerk to Thomson & Savege,  
Writers, **Montrose**, Witness.

The Subscriber, **John Hamilton Burns**, who carries on the business on his own account, will pay all debts due by the Firm, and is authorised to uplift and discharge all debts due to it.

JOHN H. BURNS.

*N.B.—The Fees of all Notices must be paid in advance, and all Letters post-paid.*

Printed and Published at the Office, 13, North Bank Street, by **WILLIAM ALEXANDER LAURIE**,  
Printer to the **QUEEN'S MOST EXCELLENT MAJESTY**.

\* \* This Gazette is filed at the Offices of the London and Dublin Gazettes.

Friday, April 27, 1866.

Price One Shilling and Ninepence.

