

instituted with the view of facilitating the navigation.

Beyond these dues vessels are liable to no other due or claim whatever.

Companies who avail themselves of the permission to have their vessels piloted by their own Pilots will be allowed a reduction of 20 per cent. on the navigation dues payable by such of their vessels as ascend the river. This reduction will be made at the time that the monthly accounts are settled.

ART. 9. The amount of the dues is paid to the Director in charge of the Navigation Cash Office at the Port of Sulina, who gives a receipt for the same.

A table, converting the coins in use on the Lower Danube into francs, is kept posted up in the cash office.

This table is revised as circumstances may require.

Dues, of which the legality is contested or the payment disputed by the parties interested, are paid into the Navigation Cash Office as deposits.

Demands for the entire or partial restitution of dues paid are brought before the European Commission or before the International Authority, which shall replace it. They must be made, in writing, within three months of the payment or deposit, under pain of forfeiture.

ART. 10. The navigation dues levied under the present tariff are calculated on the net tonnage of the vessel, as shown by the system of measurement adopted by the European Commission of the Danube.

The unit of tonnage measurement adopted by the European Commission is a capacity of 100 English cubic feet, equal to 2.83 cubic metres.

The tonnage of vessels is derived from the ship's papers, but Captains whose vessels have been measured by the Tonnage Department of the Captain of the Port's office at Sulina, according to the rule applicable to empty vessels, are allowed to pay their dues on the footing of the tonnage shown in the certificate of measurement delivered by the Captain of the Port.

ART. 11. Vessels entering the Danube without papers indicating their tonnage are measured approximatively by the sworn Tonnage Surveyors attached to the office of the Captain of the Port of Sulina, and the amount of the dues to be paid is calculated on the tonnage thus ascertained.

The same procedure is observed if the tonnage borne on the ship's papers is manifestly inaccurate.

The measurement is made, in each case, by direction of the Captain of the Port, in virtue of his office, or on the requisition of the Director of the Cash Office, and the competent Consular Authority is advised of the time at which it will be proceeded with in order that he may be present if he see fit.

These operations are carried out by the Tonnage Surveyors, free of expense, but they can form the object of no appeal or claim whatever.

ART. 12. Every vessel, raft, or float of timber which endeavours, by any means whatsoever, to escape from the payment of the dues fixed by the present tariff, whether wholly or in part, is liable to a fine of twice the amount of these dues at least, and of four times the amount at most, in addition to the payment of the dues themselves as above mentioned.

If the tonnage borne on the ship's papers appears to be fraudulent the capacity of the vessel is verified.

The fine is inflicted in the first instance by the Captain of the Port of Sulina; the sentence is notified to the party condemned in the form pre-

scribed by Article 151 of the Regulations of Navigation and Police applicable below Galatz.

Appeals against sentences are made either to the European Commission or to the authority which shall succeed it, or to the mixed tribunal which may eventually be instituted for this purpose.

They must be lodged within three months of the notification of the sentence or they will be of no effect.

Sentences given on appeal cannot be further appealed against.

Sentences pronounced by the Captain of the Port take effect notwithstanding an appeal; if appealed against the amount of the fine is lodged, as a deposit, in the Navigation Cash Office, where the amounts of the fines definitively inflicted are also paid in.

ART. 13. The Commanders of the vessels of war stationed at the mouths of the Danube in conformity with Article 19 of the Treaty of Paris, have power to enforce the payment of the dues laid down in the present tariff, and of the fines definitively inflicted in respect of the vessels of their own country and those whose flag they are charged to protect, either in virtue of treaties or usage, or in virtue of a special or general delegation.

The action of the war vessels is called in through the medium of the Captain of the Port of Sulina, on the requisition of the Director of the Navigation Cash Office.

In the absence of a war vessel entitled to employ force in respect of an offending vessel, the Captain of the Port has recourse to the intervention of the Roumanian man-of-war stationed at Sulina.

ART. 14. The dues above mentioned will be applicable, in so far as clearances are concerned, to all vessels leaving on and after January 1, 1890.

Vessels entering prior to January 1, 1890, and leaving after that date will in respect of any entry dues to which they may be subject, pay those laid down in the tariff now in force.

Galatz, November 18, 1889.

*Foreign Office, December 16, 1889.*

THE Queen has been pleased to approve of Mr. Federico Alfonzo Pezet as Consul-General in London for the Republic of Peru.

*Whitehall, December 16, 1889.*

THE Queen has been pleased to direct Letters Patent to be passed under the Great Seal of the United Kingdom of Great Britain and Ireland, constituting and appointing the Right Honourable George Francis Hamilton (commonly called Lord George Francis Hamilton); Admiral Sir Richard Vesey Hamilton, K.C.B.; Rear-Admiral Henry Fairfax, C.B.; Rear-Admiral John Ommalley Hopkins; Captain Frederick George Denham Bedford, C.B.; and Ellis Ashmead Bartlett, Esq., to be Her Majesty's Commissioners for executing the office of Lord High Admiral of the said United Kingdom of Great Britain and Ireland, and the Dominions, Islands, and Territories thereunto belonging.

*Whitehall, December 16, 1889.*

THE Queen has been pleased to direct Letters Patent to be passed under the Great Seal of the United Kingdom of Great Britain and Ireland, for presenting the Reverend James Charles