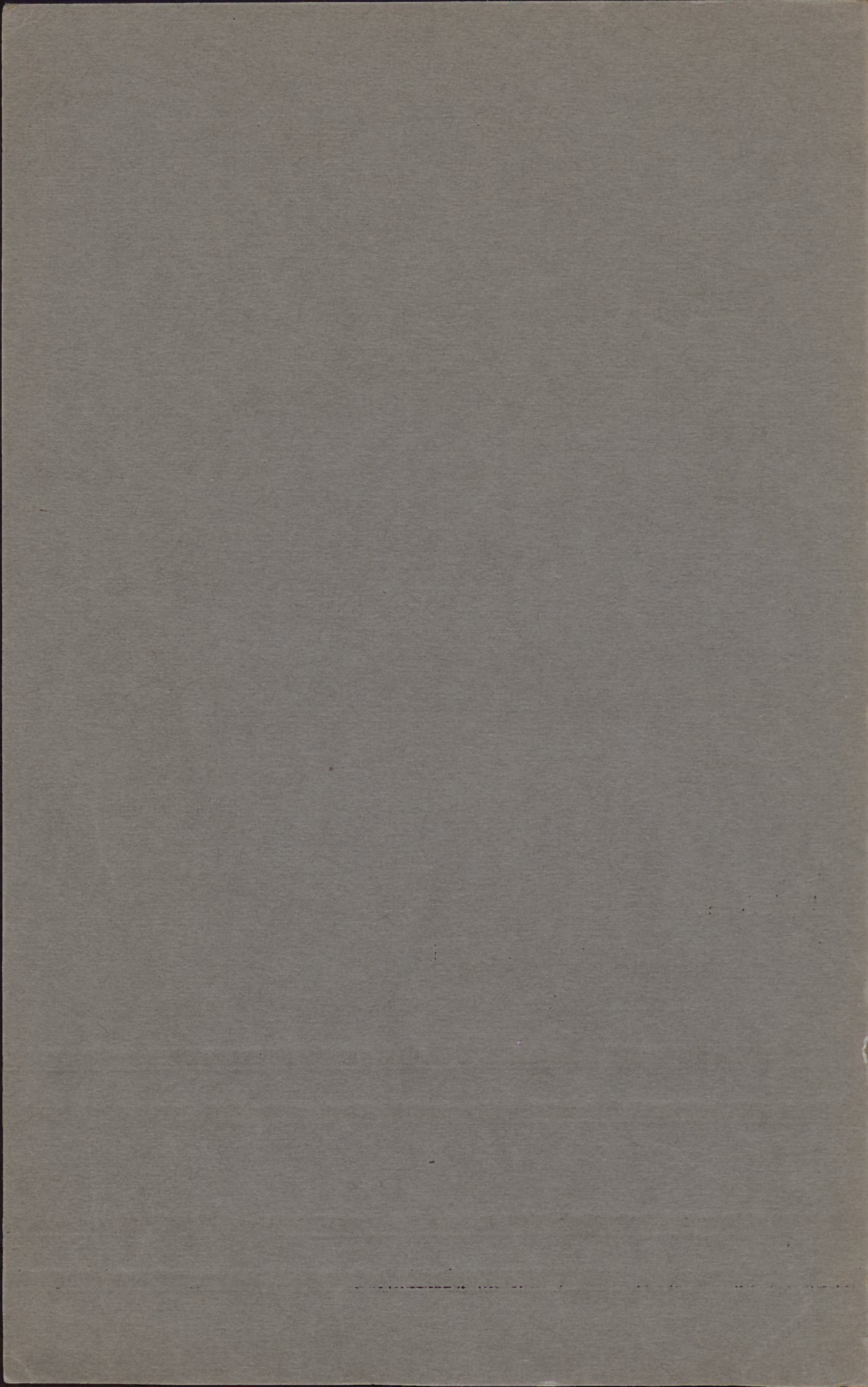


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CORRESPONDENCE

RESPECTING THE

LIST OF PAPERS

OPERATION OF FRENCH NAVIGATION LAWS

ON

BRITISH SHIPPING.



8968

Presented to both Houses of Parliament by Command of Her Majesty.

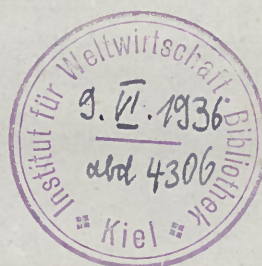
1867.

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LIST OF PAPERS.

No.		Pag
1.	The Earl of Clarendon to Earl Cowley February 26, 1866	1
2.	Earl Cowley to the Earl of Clarendon March 8, —	2
3.	Earl Cowley to the Earl of Clarendon March 30, —	2
4.	Earl Cowley to the Earl of Clarendon June 17, —	3
	One Inclosure.	
5.	Earl Cowley to the Earl of Clarendon June 28, —	9
	One Inclosure.	
6.	Lord Stanley to Mr. Fane September 5, —	14
7.	Memorandum communicated to Lord Stanley by Prince de la Tour d'Auvergne, November 9, 1866	15
8.	Earl Cowley to Lord Stanley November 9, —	16
	One Inclosure.	
9.	Lord Stanley to Earl Cowley November 22, —	18
10.	Mr. Fane to Lord Stanley December 24, —	19
	One Inclosure.	
11.	Lord Stanley to Mr. Fane December 27, —	22
12.	Lord Stanley to Mr. Fane January 8, 1867	22
	One Inclosure.	



Correspondence respecting the Operation of French Navigation Laws on British Shipping.

No. 1.

The Earl of Clarendon to Earl Cowley.

(Extract.)

Foreign Office, February 26, 1866.

YOUR Excellency is aware that Her Majesty's Government have recently concluded with Prussia and certain of the Zollverein States a Treaty of Navigation, of which a copy is inclosed for your Excellency's information.

Her Majesty's Government consider that the conclusion of this Treaty affords a fitting opportunity for again calling the attention of the Government of the Emperor to the important subject of the operation of the French Navigation Laws upon the shipping of this country.

Her Majesty's Government would learn with sincere pleasure that the Imperial Government were disposed to improve and extend the relations of navigation between France and England by taking steps to remove the burdens under which British shipping now labours in French ports, and to concede to it that equality of treatment which has been unconditionally extended by England to the shipping of France.

Her Majesty's Government most fully appreciate the wise and liberal policy which His Imperial Majesty has desired to pursue in this matter, and they have learnt with great regret that the "Projet de Loi" respecting the French Navigation Laws recommended by the "Conseil Supérieur" failed to receive the sanction of the Legislative Chambers; they are anxious to know whether this measure will be again introduced by the Imperial Government with a fair prospect of being passed into law.

The shipping interests of this country are now placed in a very unfavourable position by the differential duties levied on British ships in French ports; and looking to the fact that for the last fifteen years French ships have been admitted into British ports on a footing of perfect equality with British shipping, Her Majesty's Government believe that they may fairly invite the Imperial Government to take into consideration the modification of the French Navigation Laws. Her Majesty's Government appeal with confidence on this subject to the Government of the Emperor, as they are convinced that whilst a change effected in a liberal spirit in these laws would prove advantageous to this country, it would at the same time confer vast benefits upon France herself.

Your Excellency will speak to M. Drouyn de Lhuys in this sense, and ascertain and report to me what is the present feeling of the French Government on this subject, and whether they would be disposed to enter into negotiations for a Treaty of Navigation with this country, or whether they contemplate any change in their Navigation Laws which would render a Treaty unnecessary.

No. 2.

Earl Cowley to the Earl of Clarendon.—(Received March 9.)

My Lord,

Paris, March 8, 1866

ON the receipt of your Lordship's despatch of the 26th ultimo, desiring me to ascertain whether the French Government would now be willing to enter into negotiations for a Treaty of Navigation with Great Britain, I addressed an official note to M. Drouyn de Lhuys, embodying the substance of your Lordship's despatch.

Yesterday evening I had an opportunity of speaking to the Minister of Commerce upon the subject, and I was happy to obtain from him the assurance that one of the first measures, if not the first, which would be proposed to the Legislative Body, after the discussion of the Address, would be a law for the modification of the French Navigation Laws.

His Excellency, however, expects considerable opposition to the proposition which will be made by the Government.

I have, &c.
(Signed) COWLEY.

No. 3.

Earl Cowley to the Earl of Clarendon.—(Received March 31.)

(Extract.)

Paris, March 30, 1866.

IN pursuance of the instructions contained in your Lordship's despatch of the 26th ultimo, I addressed a note to M. Drouyn de Lhuys, in which I forwarded a copy of the Treaty of Navigation between England and Prussia and certain of the Zollverein States.

In this note I said that Her Majesty's Government considered the present as a fitting opportunity for again calling the attention of the Imperial Government to the operation of the French Navigation Laws upon the shipping of Great Britain. I stated that Her Majesty's Government fully appreciated the liberal policy which His Imperial Majesty has desired to pursue, and I expressed their regret that the "Projet de Loi" respecting the French Navigation Laws failed to receive the sanction of the Legislative Chambers. I pointed out that Her Majesty's Government could fairly appeal for a modification of the French Navigation Laws, as French ships had for the last fifteen years been on a footing of perfect equality with English shipping, and I urged that a change effected in a liberal spirit would prove not only a great advantage to England, but to France also.

I have now received a note from M. Drouyn de Lhuys on this subject. M. Drouyn de Lhuys begins by stating that the opinion that English shipping suffers greatly by the present laws is not borne out by statistics. In support of his argument he gives the amount of tonnage of English ships the year before the Treaty of Navigation of 1826, in the year 1858, and lastly in the year 1864, showing a very large increase. For French shipping he gives the amount of tonnage as follows:—In 1835, 105,618 tons; in 1858, 703,000; and in 1864, 611,482 tons.

As regards the liberal spirit in which French shipping is treated in England, he states that it has been of small gain to France, as she cannot compete with her.

His Excellency maintains that the "local exemptions" weigh very heavily on French shipping, and expresses great pleasure at learning that efforts are being made for their suppression, but he adds that as long as any of them remain, they may fairly balance the advantages which the Board of Trade consider are enjoyed by French ships in English ports.

M. Drouyn de Lhuys then states that the Government of the Emperor are determined to carry out the principles of the "Projet de Loi," which was submitted to the Corps Législatif in the last session, and he states his conviction that this "Projet," which he is convinced will satisfy all the requirements of Her Majesty's Government, will be submitted to the Chamber after Easter, and will be sanctioned by that Body.

In conclusion, he remarks that even after these beneficial changes have taken place, there will still be a charge weighing heavily on the shipping of both nations,

the duty which English ships pay on arriving in French ports, and which are equal to those paid by French ships in English ports. He states that it is impossible for France to take the initiative in their abolition, and he expresses the hope that England will take the first step.

No. 4.

Earl Cowley to the Earl of Clarendon.—(Received June 18.)

My Lord,

Paris, June 17, 1866.

I HAVE the honour to inclose herewith to your Lordship, extracted from the "Moniteur" of this day, the law relative to the Merchant Shipping, and a Decree annexed to it.

I have, &c.

(Signed) COWLEY.

Inclosure in No. 4.

Extract from the "Moniteur" of June 17, 1866.

Paris, le 16 Juin, 1866.

Loi sur la Marine Marchande.

NAPOLEON, par la grâce de Dieu et la volonté nationale, Empereur des Français, à tous présents et à venir, salut:

Avons sanctionné et sanctionnons, promulgué et promulguons ce qui suit:—

Loi.

(Extrait du Procès-Verbal du Corps Législatif.)

"Le Corps Législatif a adopté le projet de loi dont la teneur suit:

"Article 1. Tous les objets bruts ou fabriqués, y compris les machines à feu et les pièces des machines entrant dans la construction, le gréement, l'armement et l'entretien des bâtiments de mer destinés au commerce, en bois ou en fer, à voiles ou à vapeur, seront admis en franchise de droits, à charge de justifier, dans le délai d'un an, de l'affectation desdits objets à la destination ci-dessus prévue.

"Des Décrets Impériaux détermineront les justifications et les conditions auxquelles cette immunité sera subordonnée.

"Toute infraction aux dispositions de ces Décrets donnera lieu au paiement des droits dont sont ou seront frappés les objets indiqués ci-dessus, et de plus sera punie d'une amende égale au triple de ces mêmes droits.

"Art. 2. La prime accordée par les Articles 1 et 2 de la loi du 6 Mai, 1841, aux machines à feu de fabrication Française, à installer à bord des navires nationaux destinés à une navigation internationale maritime, est et demeure supprimée.

"Toutefois ladite prime continuera d'être payée aux appareils dont la mise en chantier antérieurement à la promulgation de la présente loi sera dûment justifiée.

"Art. 3. Six mois après la promulgation de la présente loi, les bâtiments de mer à voiles ou à vapeur, grésés et armés, seront admis à la francisation, moyennant le paiement d'un droit de 2 francs par tonneau de jauge.

"Le même droit sera appliqué aux coques de navires en bois ou en fer.

"Art. 4. Les droits de tonnage établis sur les navires étrangers entrant dans les ports de l'Empire seront supprimés à partir du 1er Janvier, 1867.

"Les droits de tonnage actuellement perçus tant sur les navires Français que sur les navires étrangers, et affectés, comme garantie, au paiement des emprunts contractés pour travaux d'amélioration dans les ports de mer Français, sont maintenus.

"Des Décrets Impériaux, rendus sous forme de règlements d'administration publique, pourront, en vue de subvenir à des dépenses de même nature, établir un droit de tonnage qui ne pourra excéder 2 francs 50 centimes par tonneau, décime compris, et qui portera à la fois sur les navires Français et étrangers.

"Art. 5. Trois ans après la promulgation de la présente loi, les surtaxes de pavillon aujourd'hui applicables aux produits importés des pays de production, autrement que par navires Français, seront supprimées.

"Art. 6. Dans le cas où le pavillon Français serait, dans un pays étranger, soumis au profit du Gouvernement, des villes ou des corporations, soit directement, soit

indirectement, pour la navigation, l'importation ou l'exportation des marchandises, à des droits ou des charges quelconques dont les bâtiments dudit pays seraient exempts, des Décrets Impériaux pourront établir, sur les bâtiments de ladite nation entrant dans les ports de l'Empire, d'une Colonie ou d'une Possession Française, et sur les marchandises qu'ils ont à bord, tels droits ou surtaxes qui seraient jugés nécessaires pour compenser les désavantages dont le pavillon Français serait frappé.

"Art. 7. Les dispositions qui précèdent sont applicables aux Colonies de la Martinique, de la Guadeloupe et de la Réunion.

"Dispositions Spéciales à l'Algérie."

"Art. 8. Les dispositions des Articles 1, 3 et 4 de la présente loi sont applicables en Algérie.

"Art. 9. La navigation entre la France et l'Algérie, et entre l'Algérie et l'étranger, pourra s'effectuer par tous pavillons.

"Le cabotage d'un port à l'autre de cette Possession Française pourra, sur une autorisation du Gouverneur-Général de l'Algérie, être fait par navires étrangers.

"Art. 10. Les surtaxes de navigation établies, en Algérie, sur les marchandises importées par navires étrangers sont supprimés.

"Sont également supprimées les modérations de droits accordées par l'Article 9, paragraphe 2, de l'Ordonnance du 16 Décembre, 1843, à certaines marchandises prises dans les entrepôts Français et exportées en Algérie par bâtiments Français.

"Art. 11. La prohibition établie sur les sucres raffinés importés de l'étranger en Algérie est levée. Lesdits sucres raffinés payeront, en sus du droit sur le sucre brut, une surtaxe de 5 francs par cent kilogrammes.

"Art. 12. Les Lois, Décrets et Ordonnances qui seraient contraires aux dispositions de la présente loi sont et demeurent abrogés."

"Délibéré en séance publique, à Paris, le 20 Avril, 1866.

"Le Président,

(Signé) "A. WALEWSKI.

"Les Secrétaires,

(Signé)

"LAFOND DE SAINT-MUR.

"COMTE W. DE LA VALETTE.

"H. BUSSON-BILLAULT.

"ALFRED DARIMON.

"THOINET DE LA TURMELIERE."

(Extrait du Procès-Verbal du Sénat.)

"Le Sénat ne s'oppose pas à la promulgation de la loi relative à la marine marchande.

"Délibéré et voté en séance, au Palais du Sénat, le 1er Mai, 1866.

"Le Président,

(Signé) "TROPLONG.

"Les Secrétaires,

(Signé)

"FERDINAND BARROT.

"COMTE BOULAY DE LA MEURTHE.

"Général BARON CHARON.

"Vu et scellé du sceau du Sénat :

"Le Sénateur Secrétaire,

(Signé)

"FERDINAND BARROT.

"Mandons et ordonnons que les présentes, revêtues du sceau de l'Etat et insérées au "Bulletin des Lois," soient adressées aux Cours, aux tribunaux et aux autorités administratives, pour qu'ils les inscrivent sur leurs registres, les observent et les fassent observer, et notre Ministre de la Justice et des Cultes est chargé d'en surveiller la publication."

Fait au Palais des Tuileries, le 19 Mai, 1866.

(Signé)

NAPOLÉON.

Par l'Empereur :

Le Ministre d'Etat,

(Signé)

E. ROUHER.

Vu et scellé du grand sceau :

Le garde des sceaux, Ministre de la Justice et des Cultes,

(Signé)

J. BAROCHÉ.

NAPOLÉON, par la grâce de Dieu et la volonté nationale, Empereur des Français,

A tous présents et à venir, salut :

Sur la proposition de notre Ministre de l'Agriculture, du Commerce et des Travaux Publics ;

Vu l'article 1er de la Loi du 19 Mai, 1866, sur la marine marchande ;

Avons décrété et décrétons ce qui suit :—

Article 1. A partir de la promulgation du présent Décret, seront admis en franchise de droits à l'importation, conformément à l'Article 1 de la Loi du 19 Mai, 1866, sur la marine marchande, les objets bruts ou fabriqués entrant dans la construction, le gréement, l'armement et l'entretien des bâtiments de mer en bois ou en fer, à voiles ou à vapeur, destinés au commerce.

Ne seront pas considérés comme faisant partie de l'armement, les objets tels que meubles meublants, literie, linge, vaisselle, coutellerie, verres et cristaux de table, et en général tous objets destinés à l'usage des personnes.

Art. 2. Pourront seuls jouir du bénéfice des dispositions du présent Décret, en ce qui concerne les matières brutes, les constructeurs des navires et les fabricants d'objets destinés à la construction, à l'armement, au gréement ou à l'entretien des bâtiments de mer.

A cet effet, ils auront à justifier de leur qualité auprès des douanes d'importation.

Art. 3. Les déclarations faites en douane pour l'admission en franchise présenteront à l'égard de chaque espèce de produits les indications exigées par les règlements de douane pour la liquidation des droits.

Art. 4. Les importateurs devront s'engager, par une soumission valablement cautionnée, à justifier, dans un délai qui ne pourra excéder une année, de l'affectation aux bâtiments de mer des matières premières entrées en franchise, ou des produits fabriqués avec ces matières, ou enfin des machines et mécaniques, des parties détachées de machines et autres objets complètement achevés admis en franchise temporaire.

Si, à l'expiration du terme d'un an, les justifications ci-dessus n'ont pas été produites, la douane liquidera les droits d'office et en poursuivra le recouvrement, conformément au 3me paragraphe de l'Article 1er de la Loi du 19 Mai, 1866.

Art. 5. Toute déclaration s'appliquant à des machines et mécaniques, à des parties détachées et à d'autres objets complètement fabriqués, devra contenir la description desdits objets, afin d'en garantir l'identité, et ce sans préjudice de l'estampille, laquelle pourra être appliquée aux machines à feu ou autres, aux pièces de machines, aux chaudières, aux voiles et à tels autres objets pour lesquels le service des douanes jugera cette mesure utile.

Art. 6. L'incorporation aux bâtiments des matières premières ou la mise à bord des objets fabriqués destinés à la construction, au gréement ou à l'armement sera précédée d'une déclaration énonçant :—

1. La nature et le poids des matières premières ainsi que des produits fabriqués à employer ou à embarquer ;
2. La date, le numéro et le bureau de délivrance de chaque acquit-à-caution ;
3. Le navire à la construction, à la réparation ou à l'usage duquel lesdites matières premières ou lesdits objets fabriqués auraient été affectés.

Lorsqu'il s'agira d'un objet fabriqué ayant exigé l'emploi de plusieurs métaux, la déclaration indiquera le poids de chaque espèce de métal.

Art. 7. La douane, pour contrôler les déclarations d'emploi, soit des matières premières, soit des produits fabriqués, fera usage de tel procédé qu'elle jugera nécessaire.

Art. 8. Ne pourront être affectés aux navires, en compensation :—

1. Des fers en barres de forme irrégulière, que des produits fabriqués avec des fers de forme également irrégulière ;
2. Des tôles et des cuivres laminés d'un millimètre d'épaisseur et au dessous, que des objets fabriqués avec des tôles ou des cuivres laminés n'excédant pas cette épaisseur.

Dans aucun cas, il ne sera admis pour l'apurement des comptes d'importation, des objets confectionnés avec des matières d'un degré de fabrication moins avancé que celui des produits soumissionnés à l'entrée.

Art. 9. Les produits fabriqués avec des matières premières introduites en franchise devront représenter ces mêmes matières, poids pour poids et sans aucun déchet.

Art. 10. Toute infraction aux dispositions du présent Décret donnera lieu à l'application des pénalités édictées par le 3^{me} paragraphe de l'Article 1 de la Loi du 19 Mai, 1866.

Art. 11. Tout objet mis à bord des bâtiments de mer et toute matière incorporée dans la construction desdits bâtiments sous le bénéfice des dispositions du présent Décret seront, en cas de débarquement, de désarmement, de réparation ou de démolition du navire, soumis aux dispositions de la législation générale en matière de douane.

Art. 12. Nos Ministres de l'Agriculture, du Commerce et des Travaux Publics, et des Finances, sont chargés, chacun en ce qui le concerne, de l'exécution du présent Décret.

Fait aux Palais des Tuileries, le 8 Juin, 1866.

(Signé) NAPOLEON.

Par l'Empereur :

Le Ministre de l'Agriculture, du Commerce et
des Travaux Publics,

(Signé) ARMAND BEHIC.

(Translation.)

Law on Merchant Shipping.

Paris, June 16, 1866.

NAPOLEON, by the grace of God and the national will, Emperor of the French, to all present and to come, greeting :

We have sanctioned and do sanction, we have promulgated and do promulgate, as follows :—

LAW.

(Extract from the Procès-Verbal of the Corps Législatif.)

“ The Corps Législatif has adopted the following Project of Law :

“ Article 1. All objects, raw or manufactured, including steam machinery and parts of machines entering into the construction, the rigging, the equipment, and the maintenance of sailing or steam-vessels destined for commerce, in wood or iron, shall be admitted duty free, subject to the condition of proving, within the space of one year, that the said objects have been applied to the use specified above.

“ Imperial Decrees will determine the proofs and conditions under which this immunity will be enjoyed.

“ Every infraction of the provisions of these Decrees will necessitate the payment of the duties which are or shall be levied upon the articles enumerated above; and, in addition, will be punished with a fine equal to three times the amount of the same duties.

“ Art. 2. The bounty accorded by Articles 1 and 2 of the Law of May 6, 1841, to steam machinery of French manufacture, intended to be placed on board national vessels destined for a maritime international navigation, is and remains suppressed.

“ Nevertheless, the said bounty will continue to be allowed on apparatus which shall be duly proved to have been in course of construction previously to the promulgation of the present law.

“ Art. 3. Six months after the promulgation of the present law sailing or steam-vessels, rigged and equipped, shall be admitted to registration upon payment of a duty of 2 francs per ton measurement.

“ The same duty shall be applicable to hulls of wood or iron.

“ Art. 4. The tonnage dues established upon foreign vessels entering ports of the Empire shall be suppressed from the 1st January, 1867.

“ The tonnage dues actually collected, as well upon French as upon foreign vessels, and applied as guarantee to the payment of loans contracted for improvements in French ports, are maintained.

“ A tonnage duty, not exceeding 2 francs 50 centimes per ton (*décime* included), and applying equally to French and foreign vessels, may be established with a view of meeting expenses of a similar nature, by Imperial Decrees in the form of regulations for public administration.

“ Art. 5. Three years after the promulgation of the present law the surcharges on the flag at present applicable to merchandize imported from the country of production, in other than French vessels, shall be suppressed.

" Art. 6. In cases where the French flag, in a foreign country, shall be directly or indirectly subjected, to the profit of the Government, of cities or corporations, to duties or other charges for navigation, importation, or exportation of merchandize, from which the vessels of the said country are exempt, such duties or surcharges as may be held necessary to compensate for the disadvantage to which the French flag is subjected may be established by Imperial Decree on vessels of the said country which enter ports of the Empire or of French Colonies or Possessions.

" Art. 7. The preceding provisions are applicable to the Colonies of Guadeloupe, Martinique, and Réunion.

"Provisions specially applicable to Algeria.

" Art. 8. The provisions of Articles 1, 3, and 4 of the present Law are applicable in Algeria.

" Art. 9. The navigation between France and Algeria, and between Algeria and foreign countries, may be effected by all flags:

" The coasting trade from one port to another of this French possession may, upon permission of the Governor-General of Algeria, be performed by foreign vessels.

" Art. 10. The surcharges for navigation established in Algeria on merchandize imported in foreign vessels are suppressed.

" The abatements of duties granted by Article 9, paragraph 2, of the Ordinance of the 16th December, 1843, to certain goods taken from French warehouses and exported to Algeria in French vessels, are suppressed.

" Art. 11. The prohibition established upon refined sugars imported from foreign countries into Algeria is removed. The said refined sugars shall pay, over and above the duty on raw sugar, a surcharge of 5 francs per 100 kilogrammes.

" Art. 12. The Laws, Decrees, and Ordinances which shall be opposed to the provisions of the present Law, are and remain repealed.

" Resolved, in public assembly, at Paris, 20th April, 1866.

" The President,

(Signed)

" A. WALEWSKI.

" The Secretaries,

(Signed)

" LAFOND DE SAINT-MUR.

" COMTE W. DE LA VALETTE.

" H. BUSSON-BILLAULT.

" ALFRED DARIMON.

" THOINET DE LA TURMELIERE."

(Extract from Minute of the Senate.)

" The Senate is not opposed to the promulgation of the Law relating to merchant shipping.

" Resolved and voted in assembly, at the Palais du Sénat, the 1st May, 1866.

" The President,

(Signed)

" TROPLONG.

" The Secretaries,

(Signed)

" FERDINAND BARROT.

" COMTE BOULAY DE LA MEURTHE.

" General BARON CHARON.

" Seen and sealed with the Seal of the Senate:

" The Secretary of the Senate,

(Signed)

" FERDINAND BARROT.

" We notify and order that these presents, sealed with the seal of State, and inserted in the 'Bulletin des Lois,' be addressed to the Courts, Tribunals, and Administrative Authorities, that they may insert them in their registers, observe them, and cause them to be observed, and our Minister of Justice and Worship is charged with the superintendence of their publication.

" Done at the Palace of the Tuileries, 19th May, 1866.

(Signed)

NAPOLEON.

By the Emperor:

The Minister of State,

(Signed)

E. ROUHER.

Seen and sealed with the great seal:

The Keeper of the Seals, Minister of Justice and Worship,

(Signed)

J. BAROCHE.

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NAPOLEON, by the Grace of God and the national will, Emperor of the French,

To all present and to come, greeting :

At the suggestion of our Minister of Agriculture, Commerce, and Public Works ;

And seeing Article 1 of the Law of May 19, 1866, on merchant shipping ;

We have decreed and do decree, as follows :—

Article 1. From the date of the promulgation of the present Decree shall be admitted, free of import duty, conformably to Article 1 of the Law of May 19, 1866, with respect to the Mercantile Marine, all raw or manufactured objects entering into the construction, rigging, equipment, and maintenance of steam or sailing-vessels, of wood or iron, destined for commerce.

Objects such as moveable furniture, bedding, linen, plates and dishes, cutlery, table glass, and, in general, all objects intended for personal use, shall not be considered as forming part of the equipment.

Art. 2. Shipbuilders, and manufacturers of objects destined for the construction, equipment, rigging, or the maintenance of vessels, can alone enjoy the benefit of the provisions of the present Decree as far as raw materials are concerned.

With this view they will have to prove their title at the Custom-houses of importation.

Art. 3. Declarations made at the Custom-house for the admission of articles duty free must bear, with respect to every kind of produce, the indications required by the Custom-house Regulations for the liquidation of the dues.

Art. 4. Importers should engage, by an undertaking guaranteed in due form, to prove, within a period not exceeding one year, that the raw material admitted free, or the products manufactured with such material, or, finally, the machines and machinery, detached portions of machines, and other objects completely finished and temporarily admitted free, have been applied to the use of vessels.

If, at the expiration of the term of one year, the before-mentioned proofs have not been produced, the Custom-house will liquidate the official fees, and take steps for their recovery, conformably to the third paragraph of Article 1 of the Law of May 19, 1866.

Art. 5. All declarations relative to machines and machinery, to detached parts of the same, and to other objects completely manufactured, should contain the description of the said objects, in order to ensure identification, and this without prejudice to the stamp which may be applied to steam or other machinery, to pieces of machines, to boilers, to sails, and to such other objects as the Custom-house officers may think fit to apply it.

Art. 6. The incorporation into vessels of the raw material, or the placing on board of manufactured articles destined for construction, rigging, or equipment, shall be preceded by a declaration specifying :—

1st. The nature and weight of the raw material, as well as the manufactured products to be employed or embarked ;

2nd. The date, number, and office of delivery of Custom-house discharge ; and,

3rd. The vessel to the construction, repair, or use of which the said raw materials or the said manufactured articles shall have been applied.

When a manufactured article which shall have required several metals in its construction is in question, the declaration shall indicate the weight of each kind of metal.

Art. 7. The Custom-house, in order to control the declarations of the employment, whether of the raw materials or of the manufactured articles, shall make use of whatever mode of proceeding it may judge necessary.

Art. 8. There shall not be applied to vessels in substitution :—

1st. For iron in bars of irregular shape, any except articles manufactured with iron of a like irregular shape.

2nd. For iron plates and rolled copper of a millimètre and less in thickness, any objects unless manufactured with sheet iron or rolled copper not exceeding that thickness.

In no case shall objects be admitted for the auditing of the importation accounts made up with materials of a degree of manufacture less advanced than that of the objects tendered for entry.

Art. 9. Products manufactured with raw materials introduced duty free should represent those same materials weight for weight, and without any waste.

Art. 10. All infractions of the provisions of the present Decree will be followed

by the application of the penalties inflicted under the third paragraph of Article 1 of the Law of the 19th May, 1866.

Art. 11. All objects placed on board vessels, and all material incorporated into the construction of the said vessels under the provisions of the present Decree, shall, in case of landing, or in case of the dismantling, repairing, or demolition of the ships, be subjected to the provisions of general legislation in matters of Customs.

Art. 12. Our Ministers of Agriculture, Commerce and Public Works, and of Finance, are charged, in so far as each is concerned, with the execution of the present Decree.

Done at the Palace of the Tuileries, the 8th day of June, 1866.

(Signed) NAPOLEON.

By the Emperor:

The Minister of Agriculture, Commerce, and
Public Works,

(Signed) ARMAND BEHIC.

No. 5.

Earl Cowley to the Earl of Clarendon.—(Received June 29.)

My Lord,

Paris, June 28, 1866.

I HAD the honour in my despatch of the 30th March last to communicate to your Lordship the note which I had received from M. Drouyn de Lhuys on the subject of the navigation laws of France and England.

In that note, after discussing the general question of the maritime intercourse of the two countries, his Excellency stated his conviction that the Merchant Shipping Act, which had up to that time failed to obtain the sanction of the Legislative Chambers, would be adopted by them this session, and that it would be found to meet all the requirements of Her Majesty's Government.

A copy of the Act in question was transmitted to your Lordship with my despatch of the 17th instant, and as the Act had now become law, M. Drouyn de Lhuys has addressed to me a further note, copy of which I beg to inclose herewith.

His Excellency commences by observing that, as Her Majesty's Government have already expressed their appreciation of the liberal spirit in which the Act is conceived, it becomes almost superfluous for him to point out those of its stipulations which appear to him to possess peculiar interest for the commerce of the United Kingdom. His Excellency thinks it right, however, to call attention to Articles 1, 2, and 3, which admit, free of duty, materials for the construction of ships (under which denomination steam-engines are included) and reduce to 2 francs per ton the dues for the "francisation" of sailing- and steam-vessels, which were fixed by the Treaties of 1860 at from 20 to 60 francs per ton. Articles 4 and 8 suppress tonnage dues both in France and in French Colonies, and finally, his Excellency adds, the last remains of the restricted system which has prevailed in France up to the present day, will disappear in three years with the abolition of the differential duties.

No country, his Excellency continues, will profit by these advantages to so large an extent as Great Britain, for, besides enjoying the lion's share of the direct trade with France, her merchant navy will be able to carry to French markets the produce of foreign countries on equal terms with the navies of those countries. Her Majesty's Government must not, however, lose sight of the fact that the advantages promised by the new Act are only to be conceded to countries by whom perfect and entire reciprocity of treatment is extended to French ships; and it therefore becomes necessary to consider the question of local exemptions.

The rest of his Excellency's note is taken up by a strong appeal to Her Majesty's Government to abolish these exemptions. His Excellency will not, he says, go into the question of the exact amount of prejudice which results to French ships from them, though he observes that, to arrive at that amount, it would be necessary to take into consideration, not only the number of ships which enter ports where they are in force, but the number of ships which are deterred by them from entering such ports. Even admitting them to be as of little importance, as by Her Majesty's Government they are considered to be, very strong feeling exists against them in France, and it finds expression in numerous representations to the

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Imperial Government. This feeling is so strong, indeed, that, even [were not strict reciprocity made incumbent on foreign countries as a condition to their enjoyment of the advantages of the new Act, the French Government would still have been forced, on general grounds, to make every effort to obtain the abolition of a system so obnoxious to French ship-owners. M. Drouyn de Lhuys cannot but hope, he says, that Her Majesty's Government will no longer refuse to that of France a boon which, while it can be conceded by England at very small cost, will be most highly appreciated in France, and will make it more easy for the Government to defend those principles of commercial liberty which they are striving day by day to develop in France.

It is not in his Excellency's province, he adds, to suggest to Her Majesty's Government a means of giving to French ship-owners the satisfaction to which they attach so much importance, but he thinks that in the interest of the two countries he may remind your Lordship of the proposition already brought forward by the French Government for the complete and reciprocal suppression of all dues which weigh on the mercantile navies of the two countries, by extending to French vessels the privileges enjoyed by certain English vessels in various ports of the United Kingdom. When this proposal was brought forward on a previous occasion by France a simple answer to it was that even if the duty of 1 franc 20 centimes per ton, levied on British vessels in direct intercourse with France, were to be remitted, there would still remain the duty of 4 francs 50 centimes per ton, to which they are subjected on arrival from any other country than England or her possessions in Europe. This objection can now no longer be made, as from the 1st of January these duties are done away with, and will be followed in three years by the abolition of differential duties.

In conclusion, his Excellency states that having learnt that Her Majesty's Government is, equally with that of the Emperor, alive to the necessity of reforming the stipulations affecting the maritime intercourse of the two countries, he cannot but indulge the hope that they will receive favourably the overtures at present made to them, and that they may be disposed to proceed without delay to the negociation of some arrangement, which shall complete and take the place of the Treaty of Navigation of 1826.

I have, &c.
(Signed) COWLEY.

Inclosure in No. 5.

M. Drouyn de Lhuys to Earl Cowley.

M. l'Ambassadeur,

Paris, le 26 Juin, 1866.

EN répondant, le 29 Mars dernier, à la communication que votre Excellence a bien voulu me faire au sujet du régime de la navigation Anglaise en France, j'ai eu l'honneur de vous informer que le Corps Législatif serait appelé à délibérer pendant le cours de la présente session sur le projet de loi concernant la marine marchande dont il avait été saisi par le Gouvernement de l'Empereur. A la suite d'une discussion approfondie, la réforme de nos règlements maritimes a en effet été votée par les deux Chambres, et la sanction Impériale qu'elle vient d'obtenir en fait une loi de l'Etat.

Vous aviez apprécié par avance, M. l'Ambassadeur, les principes libéraux sur lesquels repose la loi nouvelle; j'ai donc à peine besoin de signaler à votre Excellence celles de ses dispositions qui me paraissent devoir particulièrement intéresser le commerce et la marine du Royaume Uni. Je citerai les Articles 1, 2, et 3, qui affranchissent de tout droit les matériaux de la construction navale, y compris les machines à vapeur, et réduisent à 2 francs par tonneau de jauge les droits respectivement fixés par les Traités de Commerce de 1860 à 60 et 20 francs par tonneau pour la francisation des bâtiments à voile ou à vapeur. Les Articles 4 et 8 suppriment les droits de tonnage, tant en France qu'en Algérie et dans nos colonies; enfin, les derniers vestiges du régime restrictif qui s'était maintenu en France jusqu'à ce jour sont destinés à disparaître avec les surtaxes de pavillon dans un délai de trois ans.

Aucun pays n'est appelé à profiter dans une plus large mesure de ces immunités nouvelles que la Grande Bretagne. La part prépondérante que son pavillon obtient dès à présent dans l'intercourse entre l'Angleterre et la France

permet de prévoir le développement considérable qui lui est réservé, lorsqu'il pourra disputer aux marines étrangères, dans les mêmes conditions de libre concurrence, le transport et l'importation sur le marché Français des produits de leur propre pays. Il me paraît inutile d'insister sur ces avantages ; les réclamations que le Gouvernement de Sa Majesté Britannique n'a cessé de nous adresser, depuis qu'il a lui-même réformé ses lois de navigation, témoignent suffisamment, en effet, qu'il se rend compte, comme nous-mêmes, de l'impulsion que la suppression des droits de tonnage et des surtaxes de pavillon afférentes aux marchandises est destinée à donner aux échanges et aux relations maritimes des deux pays.

Votre Excellence n'ignore pas, toutefois, que la loi impose au Gouvernement de l'Empereur l'obligation de ne concéder ces immunités nouvelles qu'aux pays qui auraient consacré comme nous-mêmes le principe d'une rigoureuse et complète égalité de traitement entre la marine nationale et la marine Française en tout ce qui concerne la navigation. Je remplis donc un devoir en vous signalant de nouveau, M. l'Ambassadeur, la question des exemptions locales dont j'ai déjà eu l'honneur de vous entretenir par ma dépêche précitée du 29 Mars. Je sais que le Gouvernement Britannique, tout en reconnaissant qu'un régime de privilège subsiste encore, dans certains ports Anglais, au profit des navires ou de certaines corporations de la localité, conteste l'importance du préjudice que ces exemptions partielles, considérablement restreintes depuis 1862, peuvent apporter à la navigation Française, et qu'il en évalue le montant à un chiffre relativement insignifiant. Je ne me propose pas d'entrer dans l'examen et la discussion des données sur lesquelles se fonde cette évaluation ; je me bornerai à vous faire observer que, pour apprécier exactement l'influence exercée par les exemptions locales, ainsi que les effets de toute taxe différentielle, il importe de tenir compte beaucoup moins des navires non favorisés qui acquittent le droit intégral, que de ceux qui ne l'acquittent pas du tout, parce qu'ils s'abstiennent d'entrer dans les ports où ils ne rencontreraient pas le régime de la libre concurrence. Quoiqu'il en soit, si le Gouvernement Anglais considère comme dénuées de toute valeur les taxes différentielles qui sont encore maintenues dans quelques-uns de ses ports jusqu'en 1872, et au delà jusqu'à la mort des bénéficiaires de certains privilèges viagers, cette opinion n'est pas partagée en France par les intéressées. De nouvelles plaintes se sont produites devant le Corps Législatif pendant la discussion de la loi sur la marine marchande ; elles ne sont que l'écho affaibli des réclamations très vives que les armateurs des ports de la Manche et de la Mer du Nord avaient fait entendre dans l'enquête qui a précédé la présentation de la loi. Lors même qu'une disposition spéciale, celle de l'Article 6, ne subordonnerait pas expressément à une rigoureuse condition de réciprocité l'admission des pavillons étrangers au bénéfice des franchises nouvelles, le Gouvernement de l'Empereur ne se trouverait donc pas moins tenu de poursuivre le redressement d'une inégalité qui est l'objet d'une aussi vive préoccupation de la part de nos navigateurs. J'ai la confiance que le Cabinet de Londres, qui avait appelé de ses vœux la réforme que nous accomplissons en ce moment et qui ne repousse pas moins que nous le système des droits différentiels, ne nous refusera pas plus longtemps la satisfaction que nous lui demandons de nouveau. Tout concourt pour recommander au Gouvernement Britannique l'abolition des dernières traces du régime qui achève de disparaître en France, l'insignifiance qu'il attribue aux exemptions locales et l'opinion peut-être exagérée qu'on se fait chez nous de leur importance. N'en résulte-t-il pas qu'au prix d'un sacrifice minime, il pourra nous concéder un avantage qui sera hautement apprécié de ce côté du Détroit, et qui facilitera au Gouvernement Français la défense des principes de liberté commerciale dont il s'efforce de développer de jour en jour l'application.

Il ne m'appartient pas, M. l'Ambassadeur, de discuter les moyens qui s'offrent au Gouvernement Anglais pour donner une juste satisfaction à notre marine, mais je crois rester sur le terrain de nos intérêts communs en rappelant à votre Excellence la proposition dont le Gouvernement de l'Empereur a déjà plusieurs fois saisi le Cabinet de Londres pour la suppression complète et réciproque de tous les droits qui pèsent sur la marine dans les deux pays. C'est encore l'égalité que nous désirons voir établir dans le régime de nos pavillons respectifs, mais au lieu de revenir à l'égalité de traitement entre les navires de deux pays par la suppression des faveurs dont jouissent certains navires privilégiés, il s'agirait d'arriver à ce résultat incontestablement équitable en généralisant le privilège, c'est-à-dire, en faisant de la franchise réciproque et complète des droits de navigation, perçus pour le compte ou au nom de l'Etat, par les corporations qui le représentent, le droit commun des deux pavillons. Lorsque nous avons précédemment soumis cette proposition

au Gouvernement Britannique, il a pu avec raison alléguer qu'elle ne présentait qu'une application restreinte du principe sur lequel elle reposait. Il nous a fait observer que, si le droit de 1 franc 20 centimes par tonneau doit cesser d'être perçu sur les navires Anglais à l'intercourse directe, il n'en resteraient pas moins assujettis à la taxe de 4 francs 50 centimes, quand ils arriveraient de tout autre pays que de l'Angleterre et de ses possessions d'Europe. Mais aujourd'hui cette objection ne peut plus nous être opposée. C'est en effet la franchise complète que nous offrons, à partir du 1er Janvier prochain, aux navires Britanniques sans distinction de provenance, avec l'engagement de faire suivre cette concession du sacrifice de toutes les surtaxes de pavillon dans un délai de trois ans. Je me réfère donc avec d'autant plus de confiance aux considérations qui ont motivé nos propositions antérieures pour la suppression réciproque des droits de tonnage.

D'après la communication que votre Excellence a bien voulu me faire au commencement de cette année, je sais que le Cabinet de Londres reconnaît comme nous la nécessité de remanier les stipulations qui règlent nos relations maritimes; je me flatte donc qu'il accueillera favorablement les ouvertures que votre Excellence voudra bien lui transmettre, et que nous pourrions procéder immédiatement à la négociation d'un arrangement nouveau destiné à remplacer, en le complétant, le Traité de Navigation de 1826.

Agréez, &c.
(Signé) DROUYN DE LHUYS.

(Translation.)

M. l'Ambassadeur,

Paris, June 26, 1866.

IN replying, on the 29th of March last to the communication which your Excellency had the goodness to make to me on the subject of the Navigation Laws of England and France, I had the honour to inform you that the Corps Législatif would be called on to deliberate, in the course of the present session, on the Project of Law relating to merchant shipping which had been brought before them by the Government of the Emperor. After an exhaustive discussion, the reform of our maritime regulations was, in effect, voted by the two Chambers, and the Imperial sanction which it has just received constitutes it a law of the State.

You appreciated at the outset, M. l'Ambassadeur, the liberal principles upon which the new law is based. I have therefore scarcely need to point out to your Excellency such of its provisions as appear to me especially calculated to interest the commerce and shipping of the United Kingdom. I will only mention Articles 1, 2, and 3, which exempt from all duty materials used in shipbuilding, including steam engines, and reduce to 2 francs per ton measurement the dues fixed respectively by the Treaties of Commerce of 1860 at 60 and 20 francs per ton of sailing or steam-vessels. Articles 4 and 8 suppress tonnage dues both in France and in Algeria, and in our Colonies. In a word, the last traces of the restrictive system, maintained till now in France, are destined to disappear, together with the surcharges on the flag, within a period of three years. No country is in a position to profit in a greater measure by these new immunities than Great Britain. The preponderance maintained till now by the English flag in the intercourse between England and France gives reason to anticipate the considerable development in store for her, when she is able to contest with foreign shipping, on the same conditions of free competition, the transport and importation into the French market of the produce of her own country. It seems useless for me to dwell upon these advantages. Indeed, the representations unceasingly addressed to us by Her Britannic Majesty's Government since the reform of their own Navigation Laws sufficiently show that they appreciate, as we do, the impulse which the suppression of tonnage dues, and the surcharges on the flag attaching to merchandize, must give to commerce and to the maritime relations of the two countries.

Your Excellency is nevertheless aware that the Law imposes upon the Government of the Emperor the obligation of conceding these new immunities to those countries alone which pledge themselves, as we do, to the principle of a strict and complete equality of treatment between their national marine and that of France in all that regards navigation. It is therefore my duty again to call your attention, M. l'Ambassadeur, to the question of "local exemptions," to which I have already had the honour to allude in my above-mentioned despatch of the 29th March. I am aware that the British Government, whilst acknowledging that a privileged system still exists in certain English ports in favour of the vessels, or certain corporations

of the locality, disputes the importance of the prejudicial effect which these partial exemptions, much reduced since 1862, can have on French navigation, and estimates the total amount of them at a comparatively insignificant figure. I do not propose to enter upon the examination and discussion of the data on which this estimate is founded; I will confine myself to pointing out to you that in order to appreciate exactly the influence exercised by local exemptions, as well as the effect of all differential duties, it is necessary to consider much less the non-favoured vessels which pay the entire duty, than those which do not pay it at all, because they abstain from entering ports where they do not compete on equal terms. However this may be, if the British Government consider as unworthy of consideration the differential duties still maintained in some English ports till the year 1872, and beyond that date till the death of the holders of certain life-privileges, this opinion is not shared in France by the interested parties.

Fresh complaints have come before the Corps Législatif during the discussion of the law on merchant shipping, and they are but the feeble echo of the urgent representations made by the shipowners in the ports of the Channel and the North Sea during the inquiry which preceded the presentation of the law. Even were there no special provision (that of Article 6) stipulating expressly for perfect equality as the condition on which foreign flags should be admitted to the new exemptions, the Government of the Emperor would not be the less bound to seek the reform of an inequality which is the object of equally earnest attention on the part of your sailors. I fully trust that the Cabinet of London, which has specially desired the reforms we are now accomplishing, and which repudiates no less than ourselves the system of differential duties, will no longer refuse us the satisfaction which we again ask. All things unite to recommend to the British Government the abolition of the last traces of the system which has just disappeared in France—the insignificance attached by them to the local exemptions, and the perhaps exaggerated opinion entertained here of their importance.

Does it not follow that at the price of a trifling sacrifice England can concede to us an advantage which would be highly appreciated on this side the Channel, and which will render it more easy for the French Government to defend the principles of free trade, the application of which they are daily endeavouring to extend?

It is not for me, M. l'Ambassadeur, to discuss the means which are open to the English Government for giving a just satisfaction to our marine; but I think I am keeping to the ground of our common interests in recalling to your Excellency the proposition which the Government of the Emperor has already many times made to the Cabinet of London for the complete and reciprocal suppression of all dues which affect the shipping of both countries. It is, moreover, equality which we desire to see established in the regulations of our respective flags; but, instead of arriving at equality of treatment between the ships of two countries by the suppression of benefits enjoyed by certain privileged vessels, it would be better to arrive at this incontestably equitable result by throwing open the privilege—that is to say, by making the reciprocal and complete exemption from navigation dues levied for, or in the name of, the State by the corporations which represent it, a common right to both flags. When we formerly submitted this proposal to the British Government, they were able with reason to allege that it was only a limited application of the principle on which it was grounded. They pointed out that, if the duty of 1 franc 20 centimes per ton should cease to be levied on British vessels engaged in direct trade, they would, notwithstanding, be subject to the duty of 4 francs 50 centimes on arriving from all countries except England and her European possessions. But now that objection can no longer be raised. It is, in fact, complete exemption which we offer, from the 1st of January next, to British ships, without distinction as to whence they come, together with the promise to follow up this concession by the sacrifice of all surcharges on the flag within a period of three years.

I refer, therefore, with the more confidence to the considerations on which our former proposals for the reciprocal abolition of tonnage dues were founded.

From the communication which your Excellency had the goodness to make to me at the beginning of this year, I am aware that the Cabinet of London is, like ourselves, alive to the necessity of remodelling the regulations which govern our maritime relations. I flatter myself, then, that they will receive favourably the overtures which your Excellency will have the kindness to transmit to them, and

that we may be able at once to proceed to the negotiation of a new arrangement, destined to replace, whilst it will complete, the Treaty of Navigation of 1826.

Receive, &c.

(Signed) DROUYN DE LHUYS.

No. 6.

Lord Stanley to Mr. Fane.

Sir,

Foreign Office, September 5, 1866.

WITH reference to Earl Cowley's commercial despatch of the 30th March and 28th of June, and to his Excellency's political despatch of the 17th of June, I have to state to you that Her Majesty's Government received with the greatest satisfaction the intelligence that the new French Merchant Shipping Act had received the sanction of the Legislature, and you will express to the French Government the gratification with which Her Majesty's Government have witnessed this new proof of the liberal and enlightened principles of commercial policy which animate the Imperial Government.

Much as this important measure of relief to shipping will benefit the maritime interests of countries engaged in trade with France, there is reason to believe that it is by French trade and French shipping that the good effects will be most largely and most directly felt, and that in a very few years the opposition which the measure has hitherto encountered from certain classes in France will give place to feelings of general confidence and satisfaction.

With reference to that portion of the note of M. Drouyn de Lhuys, of which a copy is inclosed in Lord Cowley's despatch of the 28th of June, in which he called the attention of Her Majesty's Government to the 6th Article of the law in question, by which the Imperial Government is enabled to impose countervailing charges or sur-taxes on the ships and cargoes of those countries in which French ships and their cargoes are not placed, both in respect of Imperial and local charges, on the same footing as national ships and their cargoes, and in which M. Drouyn de Lhuys in connection with this proviso, reverted to the question of "local exemptions" in certain ports of the United Kingdom, I can only repeat the opinion which Her Majesty's Government have frequently expressed as to the erroneous estimate formed by the French Government of the character and amount of these exemptions, which cannot be considered as falling within the description of disabilities against which the article quoted by M. Drouyn de Lhuys is directed. At the same time Her Majesty's Government entirely share the desire of the Imperial Government to remove any restrictions on the trade and navigation of France in the ports of the United Kingdom which may press unequally upon French shipping.

The French Government is already aware that the only disabilities under which French shipping, as compared with British, now labours in this country, are those created by the existence in certain ports of the "local exemptions" above referred to, and that they share these disabilities in common with all British ships not enjoying these special local privileges.

You will acquaint the French Government that the Lords of Trade have lately taken steps to procure full information as to those exemptions actually in force, and that the result will be communicated to the French Government as soon as it is obtained.

As regards M. Drouyn de Lhuys' proposal for the abolition of tonnage dues in this country, I have to observe that the French Government is aware that many of these dues are simply levied in payment of services rendered to the ships which pay them, as, for instance, for the maintenance of lights and buoys; and many charges formerly levied in respect of services rendered to shipping generally, but not to the particular ships which were called on to pay them, have been abolished, and the charges confined to the ships actually receiving the benefit.

But the principle on which charges of this kind rest is recognized by the 4th Article of the French law itself, by which tonnage dues levied for the payment of loans contracted for the improvement of French ports are to be maintained; and it can, therefore, hardly be to charges of this description that M. Drouyn de Lhuys' remarks were intended to apply.

It is true that there remain some charges on shipping which are still levied by

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certain local authorities in the United Kingdom for purposes not directly connected with shipping; but with respect to these, Her Majesty's Government are fully alive to the importance, as occasions may arise, of relieving shipping from such charges, and will lose no opportunity which may present itself for placing the matter on a more satisfactory footing. The French Government will, however, understand the difficulty of dealing with private rights, such as these are, in a complete and summary manner. In many cases they are charges such as the "consumption" or "octroi" duties charged in France and other countries, and whatever opinion may be entertained as to their expediency, or as to the principles of taxation on which they rest, they are in no sense differential duties on shipping; they weigh equally on British as on French and other foreign ships, and cannot, therefore, rise to complaint on the ground of reciprocity.

In conveying these explanations to the French Government, you will express to them the full appreciation by Her Majesty's Government of the liberal character of the recent law, and their earnest desire to co-operate to the utmost of their power in the removal of all restrictions on the maritime intercourse of the two countries; and you will add that, as soon as the further information to which I have alluded has been received, Her Majesty's Government will be prepared to give their best consideration to any proposals for regulating the maritime relations of the United Kingdom and France by means of an arrangement destined to replace the Treaty of Navigation of 1826.

I am, &c.
(Signed) STANLEY.

No. 7.

Memorandum.—(Communicated to Lord Stanley by Prince de la Tour d'Auvergne, November 9, 1866.)

LA loi sur la marine marchande, votée par le Corps Législatif le 19 Mai dernier, permet au Gouvernement de l'Empereur d'étendre aux opérations d'intercourse indirecte des navires Anglais, les immunités dont ils jouissent déjà à leur arrivée en droiture dans les ports Français.

Son application présenterait en outre pour l'Angleterre les avantages suivants :—

1. Affranchissement de tout droit sur les matériaux de construction navale, y compris les machines à vapeur ;

2. Réduction à 2 francs par tonneau de jauge, des droits respectivement fixés par les Traités de Commerce de 1860 à 60 francs et à 20 francs pour la francisation des bâtiments à voile ou à vapeur ;

3. Suppression des droits de tonnage, tant en France qu'en Algérie et dans nos Colonies ;

4. Enfin, les surtaxes de pavillon sont destinées à disparaître dans un délai de trois ans.

Mais, d'après la loi, ces immunités nouvelles ne peuvent être accordées qu'aux pays qui auraient consacré le principe d'une rigoureuse et complète égalité de traitement.

Pour être en mesure de faire participer la marine du Royaume Uni au bénéfice de cette loi, le Gouvernement de l'Empereur a dû lui demander :—

La suppression des exemptions locales et des taxes locales différentielles qui seront encore maintenues dans quelques-uns des ports du Royaume Uni jusqu'en 1872, et au delà jusqu'à la mort des bénéficiaires de certains privilèges viagers. C'est en compensation de ces taxes que le Gouvernement Anglais est grevé en France d'un droit de 1 franc 20 centimes par tonneau à l'intercourse directe et de 4 francs 50 centimes pour les navires Anglais venant de tout autre pays que de l'Angleterre ou de ses possessions d'Europe, droits que disparaîtraient avec les taxes dont nous demandons la suppression.

En un mot, le Gouvernement de l'Empereur propose d'arriver à une égalité complète des deux pavillons en faisant de la franchise réciproque et complète des droits de navigation perçus, pour le compte et au nom de l'Etat, par les corporations qui le représentent, le droit commun des deux pavillons. Il offre cette franchise complète, à partir du 1er Janvier prochain, aux navires Britanniques, sans distinction de provenance, avec l'engagement de faire suivre cette concession du sacrifice de toutes les surtaxes de pavillon dans un délai de trois ans. On estime

que le bénéfice que la marine Britannique retirerait de l'abolition de ces taxes s'élèverait à 1,200,000 ou 1,300,000 francs, tandis que celui qu'en obtiendrait la marine Française serait infiniment moins considérable.

Le Gouvernement de l'Empereur espère que le Gouvernement de la Reine voudra bien prendre en considération les faits exposés ci-dessus.

(Translation.)

THE Merchant Shipping Law, voted by the Legislative Body on the 19th of May last, enables the Imperial Government to extend to the indirect trade of English ships the immunity which they already enjoy in direct trade on their arrival in French ports.

Its adoption would, moreover, extend the following advantages to England:—

1. The exemption from all dues on the materials of naval construction, including steam-engines.

2. The reduction to 2 francs per ton measurement of the dues fixed by the Treaties of Commerce of 1860 at 60 francs and 20 francs respectively on the admission to registration of sailing or steam ships.

3. The suppression of tonnage dues both in France, Algeria, and in our Colonies.

4. Lastly, the cessation of the surcharges on the flag at the end of three years.

According to the law, however, these new immunities can only be granted to such countries as shall have adopted the principle of strict and entire equality of treatment.

In order to be able to extend the benefit of this law to the shipping of the United Kingdom, the Imperial Government have been obliged to require:—

The suppression of local exemptions, as well as of differential local taxes, which in some parts of the United Kingdom are to last till the year 1872, and beyond that term during the life of the holders of certain life-privileges. In compensation for the levy of these taxes the English Government is burdened in France by dues of 1 franc 20 centimes per ton on direct trade, and of 4 francs 50 centimes on English ships coming from countries other than Great Britain or her possessions in Europe, which dues would terminate with the cessation of taxes, the suppression of which we request.

In short, the Imperial Government proposes to place the two flags on a footing of perfect equality, by basing the common rights of both on their mutual and complete exemption from the navigation dues levied on account, and in the name, of the State by such authorities as may represent it. This exemption would take effect on the 1st of January next, and is offered to British ships, without reference to the country whence they may come, on the understanding that its concession will entail the cessation of all surcharges on the flag at the end of three years. The profits accruing to British commerce by the abolition of these taxes are rated at 1,200,000 or 1,300,000 francs, whilst those derived from it by French shipping would be far less considerable.

The Government of the Emperor hopes that that of the Queen will take into consideration the facts above set forth.

No. 8.

Earl Cowley to Lord Stanley.—(Received November 10.)

My Lord,

Paris, November 9, 1866.

WHILE I was with M. de Moustier yesterday, his Excellency placed in my hands a paper, of which your Lordship will find a copy inclosed, and which he begged me to consider in the light of a statement made to me verbally, as not being acquainted with the matter, he could not venture upon a conversation in regard to it.

On looking at this paper it seems to me to have been drawn up with the intention of making M. de Moustier acquainted with the view taken by the French Government of the question of "local dues" payable by French ships in certain ports of Great Britain, which has been the subject of so much discussion between the two Governments. Your Lordship will best judge whether any answer is to be returned to it.

I have, &c.

(Signed) COWLEY.



Inclosure in No. 8.

Memorandum relative to Local Dues payable by French Ships in British Ports.

LES navires Français acquittent à leur arrivée dans les ports de la Grande Bretagne un ensemble de droits équivalant à 1 franc par tonneau. Par réciprocité, le Traité de 1826 a soumis les navires Anglais au paiement du même droit en France. Sur la réclamation du Gouvernement Britannique, les navires nationaux qui jouissent chez nous de la franchise complète des droits de tonnage ont été exceptionnellement assujettis à l'acquittement de cette taxe de 1 franc de manière à maintenir une entière égalité entre eux et les navires Anglais, chacun d'eux payant un droit total de 2 francs par tonneau à chaque voyage d'aller et retour.

Nous n'avons pas tardé à nous apercevoir que cette égalité n'était pas réelle: non pas que les Français payassent en Angleterre plus de 1 franc par tonneau, mais les réclamations de nos capitaines nous apprirent que la plupart des navires Anglais payaient moins que les nôtres.

L'explication de cette inégalité se trouve dans les privilèges dont les navires Anglais ou leurs patrons jouissent dans les ports où ils sont immatriculés.

Nous avons considéré que cet état de choses constituait par voie de détaxe, au préjudice de notre marine, un régime différentiel en opposition avec les stipulations du Traité de 1826, et qui n'est pas moins condamné par notre loi nouvelle sur la marine marchande.

Il s'agit, en effet, d'abolir en France, à partir du 1er Janvier prochain, tous droits de tonnage perçus sur les pavillons étrangers, et nous désirons faire disparaître à partir de cette époque le droit de 1 franc par tonneau établi en vertu du Traité de 1826, sur les navires Français et Anglais dans nos ports.

L'immunité complète étant consacrée en France, nos navires doivent, ils rester soumis en Angleterre à des taxes constituant à leur préjudice un régime différentiel.

La loi du 19 Mai nous autorise à consentir au maintien des taxes prélevées en Angleterre, mais elle exige absolument l'abolition des privilèges résultant des exemptions locales.

Nous avons donc soumis au Gouvernement Britannique, dans le cours de cette année:—

1. Une demande tendant à obtenir, à titre de réciprocité, l'abolition des taxes de navigation en Angleterre;

2. Une réclamation ayant pour objet de faire disparaître l'inégalité de traitement entre les navires Français et Anglais dans l'application des taxes à maintenir.

Si nous pouvons, jusqu'à un certain point, transiger sur la première demande, la loi du 19 Mai ne nous laisse pas la même latitude quant à notre réclamation contre le régime différentiel.

Le Gouvernement Anglais objecte, il est vrai, que les privilèges accordés dans certains ports à des navires Anglais ne constituent pas un régime différentiel, parce que la généralité des navires Anglais n'en jouissent pas.

A cela on peut répondre que les privilèges et le régime différentiel contre lesquels nous réclamons, existent précisément dans chaque port au profit de ceux des navires Anglais qui peuvent le plus avantageusement faire concurrence aux nôtres.

Le Cabinet de Londres affirme qu'il s'efforce depuis longtemps de faire disparaître les exemptions locales, et que celles qui subsistent encore n'ont pas d'importance.

Nous reconnaissons que beaucoup de ces privilèges ont déjà été rachetés; mais, si les exemptions qui sont encore maintenues n'ont que peu d'importance, nous sommes d'autant plus autorisés à demander que le Gouvernement Anglais se mette en mesure, en les rachetant immédiatement, de nous donner la satisfaction sans laquelle nous ne pouvons lui appliquer le bénéfice de la loi du 19 Mai.

(Translation.)

FRENCH vessels arriving in British ports are liable to dues amounting in all to 1 franc per ton. By way of reciprocity, the Treaty of 1826 subjected British ships to equal dues in France. On the demand of the British Government, the French ships, which with us enjoy complete exemption from tonnage dues, were exceptionally subjected to the payment of this tax of 1 franc, with a view to maintaining

D 2

perfect equality between them and British ships, each of them paying dues to the amount of 2 francs per ton on each voyage out and back.

We were not slow to perceive that this equality was not real; not that French ships paid more than 1 franc per ton in England, but that the complaints of our captains showed that the majority of English ships paid less than our own.

This inequality can be accounted for by the privileges enjoyed by English ships or their masters in the harbours where they are registered.

We came to the conclusion that this state of things, by means of this remission of taxes, practically established a system of privileges prejudicial to our shipping and opposed both to the stipulations of the Treaty of 1826 and to the spirit of our new Merchant Shipping Law.

Indeed, it is intended, on and after the 1st of January next, to abolish all tonnage dues levied on foreign flags in France, and we wish on the same date to suppress the dues of 1 franc per ton to which English and French shipping, by virtue of the Treaty of 1826, is subjected in our ports.

Complete exemption being established in France, is it just that our ships should still in England be subjected to taxes whereby a differential system prejudicial to them is established? The Law of the 19th of May authorizes us to consent to the continuance of the taxes levied in England; but it absolutely requires the abolition of privileges emanating from local exemptions.

We have, therefore, submitted to the British Government in the course of the present year:

1. A request, founded on a right of reciprocity, that taxes on shipping be abolished in England.

2. A claim involving the cessation of inequality in the treatment of French and English ships as regards the levy of such taxes as are to be continued.

We admit that, within certain limits, we are able to come to a compromise as regards the first of these demands; but the Law of the 19th of May does not leave us the same latitude as regards our protest against the system of privileges.

The British Government contended, it is true, that the privileges granted in certain ports to British ships do not in themselves constitute a differential system, inasmuch as the generality of British ships do not enjoy them.

To this we may answer that the privileges, as well as the differential system against which we protest, exist in each harbour precisely in favour of such of the English vessels as can with the greatest advantage compete with our own.

The British Cabinet states that they have long endeavoured to suppress local exemptions, and that those which still exist are of no importance.

We admit that many of those privileges have already been redeemed; but, if the exemptions still in force are of but little importance, we are all the more justified in asking the British Government to redeem them at once, and to place themselves in a position to make those concessions to us, without which we cannot admit them to the benefit of the Law of the 19th of May.

No. 9.

Lord Stanley to Earl Cowley.

My Lord,

Foreign Office, November 22, 1866.

I COMMUNICATED to the Lords of the Committee of Privy Council for Trade a copy of your Excellency's despatch of the 9th ultimo, as also of the Memorandum communicated to me by Prince de la Tour d'Auvergne, of which copy is inclosed herewith for your information.

It appears that the French Government, whilst still desirous to press on Her Majesty's Government the expediency and justice of altering or abolishing the local dues levied in this country by municipal authorities for their own purposes, and by harbour and light-house authorities for the purpose of harbours and lights, do not at present insist upon these points. It is therefore unnecessary for me to dwell upon them on the present occasion, more especially as the French Government have on several occasions been informed that there is nothing in these taxes as they now exist of a differential nature—nothing which inflicts any special injury on French trade or on the French flag—nothing which cannot be defended on the strictest principles of reciprocal freedom.

As regards local exemptions, however, it appears that the French Government do not consider themselves justified in abandoning the view they have taken of the question, and that they make the abolition of those duties a condition necessary to their according to British vessels the immunities from special and differential taxation in French ports, which it is the object of the French Navigation Law to confer on all nations which give complete reciprocity.

On this point, Her Majesty's Government, whilst they must adhere to the view of the merits of the question which they have frequently expressed to the French Government, are desirous to meet that Government on their own terms, and to endeavour, by removing what is undoubtedly an anomaly, to leave no grounds for the supposition that this country shrinks from the fullest application of those principles of free and equal treatment which she has steadily advocated.

The exemptions, however, of which the French Government complain exist by virtue of law, and can only be removed by an Act of Parliament, and it is the intention of Her Majesty's Government to introduce a Bill for this purpose when Parliament assembles, and to use their best endeavours to pass that Bill as soon as possible.

It is, however, evident that it will be impossible to obtain the enactment of such a measure in time to put an end to the exemptions before the 1st of January next, when the French Navigation Law comes into operation; and under these circumstances Her Majesty's Government trust that the French Government, acting in the spirit which they have evinced in their dealings on this subject, will not postpone the application of this French law to British ships, but will allow it to come into operation on the 1st of January next, reserving to themselves perfect freedom of action should the proposed Bill not meet with the sanction of Parliament.

Your Excellency will lose no time in making a communication in this sense to the French Government, and in reporting the result to me.

I am, &c.
(Signed) STANLEY.

No. 10.

Mr. Fane to Lord Stanley.—(Received December 25.)

My Lord,

Paris, December 24, 1866.

IN reply to your Lordship's despatch to Lord Cowley of the 22nd ultimo, I have the honour to inclose copy of a note from M. de Moustier, setting forth the conclusions at which the Imperial Government have arrived upon the question of the "local exemptions" at present existing in British ports.

His Excellency commences by stating that these conclusions are entirely in accordance with the views of Her Majesty's Government. Lord Cowley had communicated to the Imperial Government the intention of that of Her Majesty to bring in a Bill for the removal of the exemptions complained of, and had added that the former Government would retain entire freedom of action should that Bill not meet with the sanction of Parliament; the Imperial Government had considered, therefore, that they might with safety leave it to the enlightened spirit of Her Majesty's Government to suppress in due time the tonnage dues paid in British ports by ships of the two countries; and they had in consequence by a special measure, to take effect from the 1st January next, suppressed in their own ports the tonnage dues now levied on English and French vessels hailing from British ports, and had decided to extend to British vessels all the advantages assured to foreign flags by the French Merchant Shipping Act of 19th May last.

M. de Moustier then expresses a confident hope, that in consideration of the liberal initiative thus taken by France, Her Majesty's Government will lose no opportunity that may arise for relieving commerce of the remaining charges which are still levied by certain local authorities in the United Kingdom for purposes not directly connected with shipping, and, in justification of this hope, he quotes that passage of your Lordship's despatch of the 5th September in which I am directed to convey an assurance to the above effect to the Imperial Government.

His Excellency concludes by saying, that "if Her Majesty's Government see no objection, the French Government would be glad to receive from them some

details as to the charges alluded to in the lines which he quotes from your Lordship's despatch, as well as regarding the Bill which it is in contemplation to lay before Parliament for the removal of local exemptions.

I have, &c.

(Signed) JULIAN FANE.

Inclosure in No. 10.

M. de Moustier to Earl Cowley.

M. le Comte,

Paris, le 22 Décembre, 1866.

LA communication que vous avez bien voulu me faire le 24 du mois dernier au sujet du règlement des relations maritimes entre la France et l'Angleterre a été de la part des différentes administrations Françaises compétentes l'objet d'un examen approfondi, dont le Gouvernement de Sa Majesté a dû naturellement attendre le résultat avant de prendre une résolution définitive sur les propositions que votre Excellence a été chargée de lui soumettre.

Je me félicite, M. le Comte, de pouvoir vous annoncer que cette décision est entièrement conforme aux vues du Gouvernement de Sa Majesté Britannique.

Votre Excellence m'avait fait l'honneur de m'informer que le Cabinet de St. James, désireux de donner un nouveau gage de son attachement aux principes de liberté commerciale qu'il n'a cessé de professer en toute circonstance, était décidé, tout en réservant son opinion sur le fond même de la question, à faire disparaître les exemptions locales que le Gouvernement de l'Empereur persistait à dénoncer comme constituant un régime différentiel au préjudice de la marine Française, et qu'il avait en conséquence l'intention de présenter, à cet effet, un projet de loi au Parlement dès la prochaine session, s'engageant d'ailleurs à faire tout ce qui dépendrait de lui pour que la loi fût votée dans le plus bref délai possible.

Dans la prévision où, contrairement à l'attente des Ministres de la Reine, cette proposition n'obtiendrait pas l'agrément du Parlement, vous avez eu soin d'ajouter, M. le Comte, qu'il était bien entendu que le Gouvernement Français demeurerait libre de révoquer les mesures qu'il aurait pu adopter de son côté en raison de la décision prise par le Gouvernement Britannique de supprimer les exemptions locales.

Bien que votre Excellence n'ait pu nous donner également satisfaction sur la seconde de nos demandes, tendant à l'abolition réciproque des droits de tonnage perçus dans les ports de France en vertu de la Convention de 1826, et dans les ports d'Angleterre à des titres divers, nous avons considéré que toute inégalité de régime devant désormais disparaître entre la navigation Française et Anglaise dans les ports du Royaume Uni, nous pouvions avoir confiance dans les vues éclairées du Gouvernement Britannique pour supprimer avec le temps les charges qui pèsent indistinctement sur la marine des deux pays.

Nous avons donc résolu d'abolir par une mesure spéciale, à partir du 1er Janvier prochain, le droit de tonnage de 1 franc plus les décimes qui atteint les navires Anglais et Français dans nos ports à leur arrivée des côtes du Royaume Uni où de ses possessions Européennes. Il en résulte que dès le commencement de l'année prochaine la marine Britannique jouira de la plénitude des avantages que la loi du 19 Mai dernier assure aux pavillons étrangers, tant en France qu'en Algérie et dans nos trois colonies de la Martinique, de la Guadeloupe et de la Réunion.

Le Cabinet de St. James ne pouvant manquer d'apprécier à sa juste valeur l'initiative libérale prise par le Gouvernement de l'Empereur, j'ai la confiance qu'il ne perdra aucune occasion de donner suite aux intentions que votre Excellence a témoignées à M. le Marquis de la Valette dans sa communication du 8 Septembre dernier, au sujet du rachat de certaines taxes locales dont le produit n'est pas directement affecté aux besoins de la navigation. Vous voudrez bien me permettre en raison du grand intérêt que nous attachons à cette question, de vous rappeler les termes mêmes de votre dépêche précitée.

"It is true that there remain some charges on shipping which are still levied by certain local authorities in the United Kingdom for purposes not directly connected with shipping, but with respect to these Her Majesty's Government are fully alive to the importance, as occasions may arise of relieving shipping from

such charges, and will lose no opportunity which may present itself for placing the matter on a more satisfactory footing."

Je vous serais obligé, M. le Comte, si le Gouvernement de Sa Majesté Britannique n'y voit pas d'inconvénient, de vouloir bien me donner, en répondant à la présente communication, quelques indications tant sur les taxes qui se trouvent désignées dans les lignes qui précèdent que sur la teneur du Bill relatif aux exemptions locales dont le Parlement va être saisi.

Agréé, &c.
(Signé) MOUSTIER.

(Translation.)

M. le Comte,

Paris, December 22, 1866.

THE communication which you had the goodness to make to me on the 24th ultimo, on the subject of the revision of maritime relations between France and England has been subjected, by the various competent French Departments, to a most careful examination, the result of which His Majesty's Government were naturally forced to await before coming to a definite conclusion on the proposals which your Excellency was instructed to make.

I have much pleasure in being able to inform you, M. le Comte, that this decision entirely coincides with the views of Her Britannic Majesty's Government.

Your Excellency did me the honour to inform me that the Cabinet of St. James', desirous of giving a new pledge of their attachment to the principles of Free Trade, which they have always professed under all circumstances, were determined, whilst reserving their opinion on the main point of the question, to do away with the local exemptions, which the Government of the Emperor persisted in denouncing as constituting a system of privileges prejudicial to French shipping, and that they intended to present a Bill to Parliament next session to effect this object, at the same time promising to do all that lay in their power to procure the passing of the law with the least possible delay.

You were good enough to add, M. le Comte, that if, contrary to the expectation of the Ministers of the Queen, this proposal should not obtain the sanction of Parliament, it was fully understood that the French Government were at liberty to revoke any measures they might have taken on their part, in consequence of the resolution of the British Government to suppress the local exemptions.

Although your Excellency has not been able to give us equal satisfaction with regard to our second request, having for its object the reciprocal abolition of tonnage dues levied in French ports in virtue of the Convention of 1826, and in English ports under different heads, we have considered that all inequalities of Tariff being destined henceforth to disappear between French and English shipping in the ports of the United Kingdom, we might confide in the enlightened views of the British Government to suppress in time the dues which weigh without distinction on the shipping of both countries.

We have therefore resolved to abolish, by a special enactment, from the 1st of January next, the tonnage duty of 1 franc including the décimes ("plus les décimes"), which is imposed on French and English vessels on their arrival in our ports from the coasts of the United Kingdom, or its European possessions. It follows, therefore, that from the commencement of next year British shipping will enjoy in full the advantages which the Law of the 19th of May last affords to foreign flags, both in France, in Algeria, and in our three colonies of Martinique, Guadeloupe, and Réunion.

The Cabinet of St. James' cannot fail to appreciate at its true worth the initiative thus liberally taken by the Government of the Emperor; and I am confident that they will lose no opportunity of carrying out the intentions of which your Excellency informed M. le Marquis de Lavalette in your communication of the 8th of September last, as to the buying up of certain local dues, the produce of which is not directly applied to shipping purposes. You will perhaps allow me, in view of the great interest we attach to this question, to remind you of the precise terms of your above-mentioned despatch:—

"It is true that there remain some charges on shipping which are still levied by certain local authorities in the United Kingdom for purposes not directly connected with shipping; but with respect to these Her Majesty's Government are fully alive to the importance, as occasions may arise, of relieving shipping from such charges, and will lose no opportunity which may present itself of placing the matter on a more satisfactory footing."

I shall be obliged to you, M. le Comte, if Her Britannic Majesty's Government see no objection thereto, if you will have the goodness, in replying to this communication, to give me some information on the dues which are alluded to in the above-quoted lines, as well as to the tenour of the Bill relative to local exemptions about to be presented to Parliament.

Receive, &c.
(Signed) MOUSTIER.

No. 11.

Lord Stanley to Mr. Fane.

Sir,

Foreign Office, December 27, 1866.

I HAVE received your despatch of the 24th instant, in which you inclose copy of a note from M. de Moustier, in which his Excellency communicates the answer of the French Government to the proposals made to them by Her Majesty's Government, as regards the question of local exemptions.

Her Majesty's Government fully appreciate the friendly spirit in which those proposals have been met by the French Government, and you will lose no time in conveying to M. de Moustier their thanks for the arrangement under which the French Government have consented to suppress, from the 1st of January next, the tonnage dues now levied in French ports on vessels sailing from British ports, and to extend to British vessels all the advantages assured to foreign flags by the French Merchant Shipping Act of the 19th of May.

Her Majesty's Government, on their part, will use their utmost endeavours to carry out the arrangement as regards "local exemptions," which were set forth in my despatch to Earl Cowley of the 22nd ultimo; and in communicating to the Lords of Trade a copy of your despatch, I shall request their Lordships, as far as it may be in their power, to enable me to supply the further details and explanations requested in M. de Moustier's note.

I am, &c.
(Signed) STANLEY.

No. 12.

Lord Stanley to Mr. Fane.

Sir,

Foreign Office, January 8, 1867.

I REGRET that the necessity for consulting the Board of Trade has prevented me from supplying at an earlier date the information regarding "local exemptions" in this country, requested by M. de Moustier in the note of which copy is inclosed in your despatch of the 24th ultimo.

I now transmit to you, for communication to the French Government, a return which, though not yet quite perfect or complete, still shows with sufficient accuracy for the immediate purpose what those exemptions now are. It will be seen that they may be divided into three classes, viz.:—

1. Exemptions in favour of freemen which are expiring daily, and will expire altogether as soon as persons who were existing and had claims in 1835 cease to exist.

2. Exemptions in favour of ships registered at particular ports.

3. Exemptions in favour of persons residing at particular ports.

In communicating this paper to M. de Moustier, you will state that the draft of the Bill which Her Majesty's Government proposes to submit to Parliament, is at present in course of preparation, under the orders of the Board of Trade; but until it has been communicated to me I am unable to comply with his Excellency's wish to be supplied with information as to the nature of the provisions by which the object desired will be obtained.

As regards M. de Moustier's further request for particulars as to the charges still levied in this country by certain local bodies on shipping, for purposes not directly connected with shipping, you will refer his Excellency to the Report of

the Commissioners of 1852, of which copy is herewith inclosed, and you will state that the Board of Trade will take all means in their power to bring the information therein contained down to the present time.

I inclose for your information copy of the "London Gazette" of the 4th instant, in which you will find the notification which the Lords of Trade have made of the concessions which the French Government have made in favour of British commerce in this matter.

I am, &c.
(Signed) STANLEY.

Inclosure in No. 12.

TABLE showing at what Ports Exemptions still exist, &c.

Name.	Persons, &c., exempt.	How Exempt.	Amount of Tax.	When Exemption will Expire.
Faversham ..	Vessels belonging to residents are exempt from anchorage duty levied by authority of the Lord of the Manor.	Favour of Lord of the Manor.	£ 19	May cease at any time at will of Lord.
Chichester ..	Freemen, from one-half quay dues, levied by prescriptive right of the Corporation.	.. ..	136	Extinction of class of freemen.
Southampton ..	Vessels belonging to the port, from tonnage and other dues.	.. ..	4,350	
Cowes ..	Vessels registered at Cowes, from harbour dues.	.. ..	58	
Newport ..	Freemen of Newport, from dues ..	.. ..	230	Ditto.
Exeter ..	Freemen of Exeter, from town dues ..	Under charter ..	716	
Teignmouth ..	Vessel belonging to the port, from anchorage dues.	.. ..	27. 9s.	
Torquay ..	Ditto, pay annually 8d. per ton, while others pay 4d. each time.	.. ..	2,510	Completion of new harbour.
Plymouth ..	Cinque Ports vessels, from anchorage dues.	Charters ..	282	
Brixham ..	Resident owners, from harbour dues ..	.. ..	648	
Totness ..	Freemen of Totness, from quay dues ..	.. ..	346	Extinction of class of freemen.
Fowey ..	Vessels belonging to Fowey and the Cinque Ports, from anchorage dues.	.. ..	32	
Falmouth ..	Vessels belonging to Falmouth, Truro, and Cinque Ports, from anchorage and flag money.	.. ..	313	
Penryn ..	Local vessels, from mastage dues ..	.. ..	..
St. Michael's Mount	Fish belonging to inhabitants, from dues on goods.	.. ..	157	
Bideford ..	Barnstaple Corporation, from imports and tonnage duties.	.. ..	97	
Bristol ..	Freemen of Bristol, London, and Liverpool, from town dues on goods imported from foreign ports.	.. ..	4,389	Ditto.
Swansea ..	Freemen of Swansea, from dues on certain goods.	Ancient customs ..	1,564	Ditto.
Carmarthen ..	Freemen of Carmarthen, from dues on certain goods.	Under the Municipal Acts.	76	Ditto.
Beaumaris ..	Burgesses of the old Corporation, from town dues.	.. ..	350	Extinction of old Corporation, when the town dues will expire.
Liverpool ..	Freemen of Liverpool, Bristol, London, Waterford, and Wexford, being inhabitant householders, from town and anchorage dues.	Ancient charters or customs.	144,100	
Lancaster ..	Freemen of Lancaster, from anchorage dues.	.. ..	8	
Newcastle ..	Freemen of London, Dover, Rye, Faversham, Folkestone, Sandwich, York, and Newcastle, are exempt from export dues.	By prescription ..	13,456*	Extinction of class of freemen.

* 810% allowed to persons exempt.

Name.	Persons, &c., exempt.	How Exempt.	Amount of Tax.	When Exemption will Expire.
Scarborough ..	Freemen of Scarborough, from water tolls.	By prescription ..	£ 160	Extinction of class of freemen.
Kingston-on-Hull ..	Freemen of Hull, from anchorage ..	.. ..	2,494	Ditto.
Bridlington ..	Vessels belonging to persons resident in Bridlington, from mastage dues.	.. ..	2l. 12s.	
King's Lynn ..	Freemen of Lynn, from beacon ..	Charters and usage.	1,961	Ditto.
Wells ..	Vessels belonging to Wells, from ballast dues.	.. ..	814	
Great Yarmouth ..	Freemen's vessels carrying coal ..	By prescription, confirmed by 5 Anne	400*	
Colchester ..	Vessels belonging to Colchester, from anchorage and groundage dues.	.. ..	8l. 11s.	

SCOTLAND.

Leith ..	Fish and oysters, from import dues ..	.. ..	42,176	
Fisherrow ..	Ditto ..	.. ..	
North Berwick ..	Burgesses from one-half shore dues	Act of Council ..		
Leven ..	Ships belonging to Leven, from one-half tonnage dues.	Authority of proprietor.	112	
Burntisland ..	Burgesses and freemen, from one-half shore dues.	.. ..	1,574	Ditto.
Dundee ..	Burgesses pay one-half shore placks	Charter ..	278	
St. Andrew's ..	Ditto, tonnage dues	.. ..	320	
Newport ..	Boats belonging to Newport, from shore dues.	Will of Lord of the Manor.	10	
Aberdeen ..	Vessels belonging to Aberdeen pay 9d. for ballast; other vessels 1s.	.. ..	1,427	
Portsoy ..	Vessels belonging to places in Earl Seafield's interest pay one-half harbour dues.	.. ..	315	
Cullen ..		.. ..	226	
Whitehills ..		.. ..	56	
Blackpitts ..		.. ..
Gardenstown ..	Vessels belonging to Gardenstown and Troup pay one-half shore dues.	Authority of Mr. Campbell.	82	
Inverness ..	Local boats under five tons register.	.. ..	105	
Glasgow ..	Vessels of burgesses of Dumbarton, from harbour dues.	21 and 22 Vict., c. 149, s. 108.	585	Extinction of class.
Port Glasgow ..	Burgesses of Dumbarton, for dues and works existing prior to 1864.	.. ..	2,951	

IRELAND.

Wicklow ..	Vessels belonging to Wicklow pay annually 4d. per ton; others pay 3d. per voyage.	.. ..	130	
Cork ..	Freemen of Cork, from Mayor's fees.	.. ..	317	Ditto.
Kinsale ..	Local vessels ..	Charter ..	40	
Carlingford ..		Custom ..	128	

* Drawback allowed, 82%.

[100]

REPORT OF THE COMMISSIONERS OF THE GENERAL LAND OFFICE
FOR THE YEAR 1861

Presented to both Houses of Parliament by Command
of Her Majesty

Shipping
of Foreign Navigation Laws on British
Consequences respecting the Operation

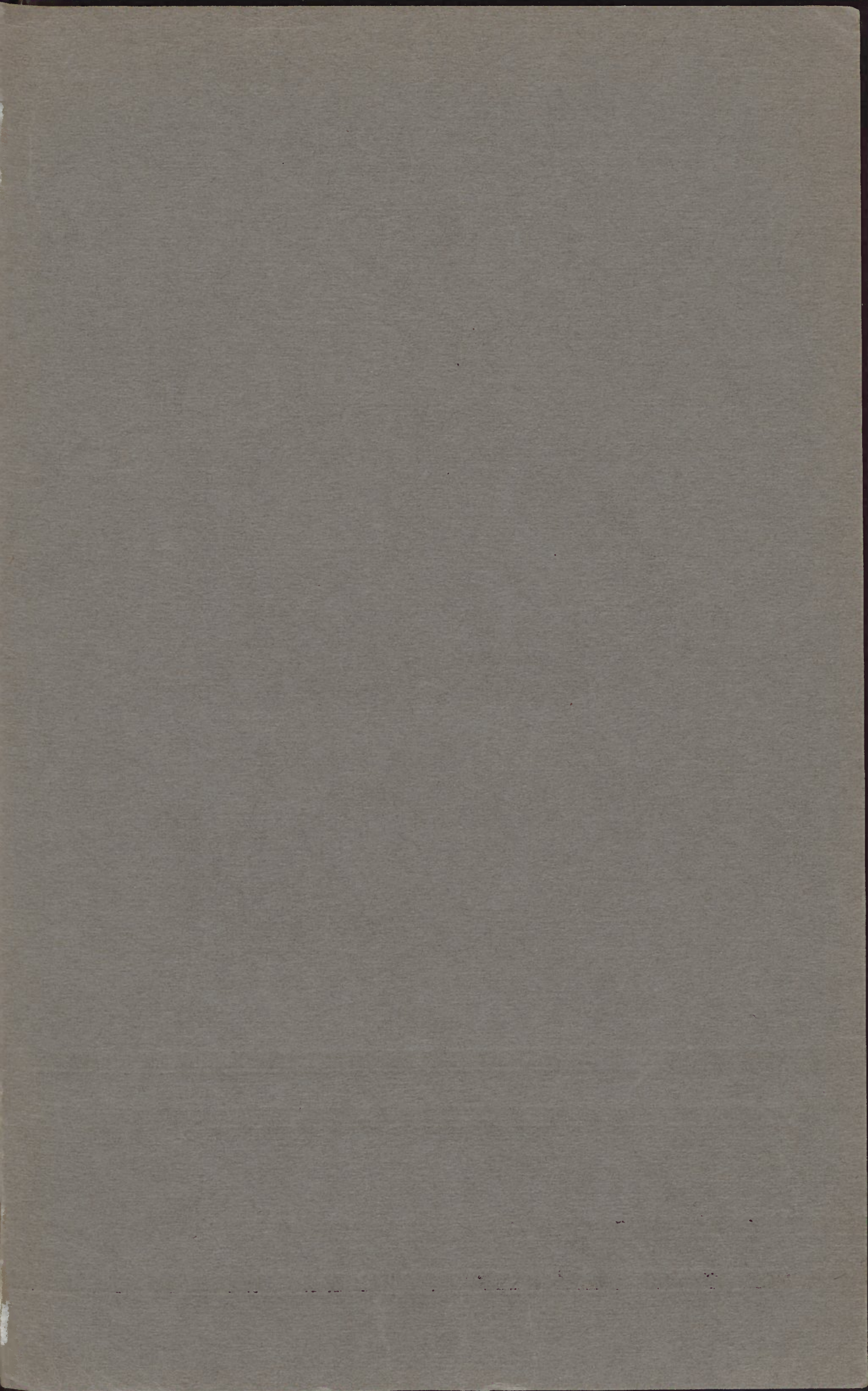
LONDON

FRANCE.

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