

CONVENTION OF COMMERCE AND NAVIGATION,

BETWEEN HIS MAJESTY AND THE MOST CHRISTIAN KING.

Together with two additional Articles, thereunto annexed.

Signed at London, Jan. 26, 1826.

In the Name of the Most Holy Trinity.

HIS Majesty the King of the United Kingdom of Great Britain and Ireland, on the one part, and His Majesty the King of France and Navarre, on the other part, being equally animated by the desire of facilitating the commercial intercourse between their respective Subjects; and being persuaded that nothing can more contribute to the fulfilment of their mutual wishes in this respect, than to simplify and equalize the Regulations, which are now in force relative to the Navigation of both Kingdoms, by the reciprocal abrogation of all discriminating duties levied upon the Vessels of either of the two Nations in the Ports of the other, whether under the head of duties of tonnage, harbour, light-house, pilotage, and others of the same description, or in the shape of increased duties upon goods on account of their being imported or exported in other than National Vessels;—have named as their Plenipotentiaries to conclude a Convention for this purpose, that is to say:—

His Majesty the King of the United Kingdom of Great Britain and Ireland, The Right Honourable George Canning, a Member of His said Majesty's Most Honourable Privy Council, a Member of Parliament, and His said Majesty's Principal Secretary of State for Foreign Affairs; and The Right Honourable William Huskisson, a Member of His said Majesty's Most Hon. Privy Council, a Member of Parliament, President of the Committee of Privy Council for Affairs of Trade and Foreign Plantations, and Treasurer of His said Majesty's Navy.—

And His Majesty the King of France and Navarre, The Prince of Jules, Count de Polignac, a Peer of France, Maréchal de Camp of His Most Christian Majesty's Forces, Knight of the Royal and Military Order of St. Louis, Officer of the Royal Order of the Legion of Honour, Grand Cross of the Order of St. Maurice of Sardinia, Aide-de-Camp of His Most Christian Majesty, and His Ambassador at the Court of his Britannic Majesty:—

Who, after having communicated to each other their respective Full Powers, found to be in due and proper form, have agreed upon and concluded the following Articles:—

ARTICLE I.

From and after the Fifth of April of the present year, French Vessels coming from or departing for the Ports of France, or, if in ballast, coming from, or departing for any place, shall not be subject, in the Ports of the United Kingdom, either on entering into, or departing from the same, to any higher duties of tonnage, harbour, light-house, pilotage, quarantine, or other similar or corresponding duties, of whatever nature or under whatever denomination, than those to which British Vessels, in respect of the same voyages, are or may be subject, on entering into or departing from such Ports; and, reciprocally, from and after the same period, British Vessels coming from or departing for the Ports of the United Kingdom, or if in ballast, coming from or departing for any place, shall not be subject, in the Ports of France, either on entering into, or departing from the same, to any higher duties of tonnage, harbour, light-house, pilotage, quarantine, or other similar or corresponding duties, of whatever nature, or under whatever denomination, than those to which French Vessels, in respect of the same voyages, are or may be subject on entering into or departing

from such Ports; whether such duties are collected separately, or are consolidated in one and the same duty;—His Most Christian Majesty reserving to Himself to regulate the amount of such duty or duties in France, according to the rate at which they are or may be established in the United Kingdom: at the same time, with the view of diminishing the burthens imposed upon the Navigation of the Two Countries, His Most Christian Majesty will always be disposed to reduce the amount of the said burthens in France in proportion to any reduction which may hereafter be made of those now levied in the Ports of the United Kingdom.

ARTICLE II.

Goods, wares, and merchandize, which can or may be legally imported into the Ports of the United Kingdom from the Ports of France, if so imported in French Vessels, shall be subject to no higher duties than if imported in British Vessels, and reciprocally, goods, wares, and merchandize, which can or may be legally imported into the Ports of France, from the Ports of the United Kingdom if so imported in British Vessels, shall be subject to no higher duties than if imported in French Vessels. The produce of Asia, Africa, and America, not being allowed to be imported from the said Countries, nor from any other in French Vessels, nor from France in French, British, or any other Vessels, into the Ports of the United Kingdom, for home consumption, but only for warehousing and re-exportation, His Most Christian Majesty reserves to himself to direct that, in like manner, the produce of Asia, Africa, and America, shall not be imported from the said Countries, nor from any other, in British Vessels nor from the United Kingdom in British, French, or any other Vessels, into the Ports of France, for the consumption of that Kingdom, but only for warehousing and re-exportation.

With regard to the productions of the Countries of Europe, it is understood between the High Contracting Parties, that such productions shall not be imported, in British ships, into France, for the consumption of that Kingdom, unless such Ships shall have been laden therewith in some Port of the United Kingdom; and that His Britannick Majesty may adopt, if he shall think fit, some corresponding restrictive measure, with regard to the productions of the Countries of Europe, imported into the Ports of the United Kingdom in French Vessels; the High Contracting Parties reserving, however, to Themselves the power of making, by mutual consent, such relaxations in the strict execution of the present Article, as They may think useful to the respective interests of the two Countries, upon the principle of mutual concessions, affording each to the other reciprocal or equivalent advantages.

ARTICLE III.

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

ARTICLE IV.

It is mutually agreed between the High Contracting Parties, that in the intercourse of Navigation between their two Countries, the Vessels of any third Power shall in no case, obtain more favourable conditions than those stipulated in the present Convention, in favour of British and French Vessels.

ARTICLE V.

The fishing boats of either of the Two Countries, which may be forced by stress of weather to seek shelter in the Ports, or on the Coast of the other Country, shall not be subject to any duties or port charges, of any description whatsoever; provided the said boats when so driven in by stress of weather, shall not discharge or receive on board any cargo or portion of cargo, in the Ports, or on the parts of the Coast where they shall have sought shelter.

ARTICLE VI.

It is agreed that the provisions of the present Convention between the High Contracting Parties shall be reciprocally extended and in force, in all the Possessions subject to their respective Dominion in Europe.

ARTICLE VII.

The present Convention shall be in force for the term of ten years, from the 5th of April of the present year; and further, until the end of twelve months after either of the High Contracting Parties shall have given notice to the other of its intention to terminate its operation; each of the High Contracting Parties reserving to itself the right of giving such notice to the other, at the end of the said term of ten years; and it is agreed between Them, that, at the end of the twelve month's extension agreed to on both sides, this Convention, and all the stipulations thereof, shall altogether cease and determine.

ARTICLE VIII.

The present Convention shall be ratified, and the Ratifications shall be exchanged in London, within the space of one month, or sooner if possible.

In witness whereof the respective Plenipotentiaries have signed the same, and have affixed thereto the Seals of their Arms. Done at London, the 26th day of January, in the year of our Lord one thousand eight hundred and twenty six.

(L. S.) GEORGE CANNING.

(L. S.) WILLIAM HUSKISSON.

ADDITIONAL ARTICLES.

ARTICLE I.

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

The same facilities shall be granted, reciprocally, in the Colonies of France, with regard to the importation, in British Vessels of all kinds of merchandize, (being productions the growth and manufacture of the United Kingdom, or of any Country under the British Dominion) with the exception of such as are prohibited to be imported into the said Colonies, or are permitted to be imported only from Countries under the Dominion of France. And whereas all goods, the produce of any Foreign Country may now be imported into the Colonies of the United Kingdom, in the Ships of that Country, with the exception of a limited List of specified Articles, which can only

be imported into the said Colonies in British Ships, His Majesty the King of the United Kingdom reserves to Himself the power of adding to the said List of excepted Articles any other, the produce of the French Dominions, the addition whereof may appear to His Majesty to be necessary for placing the Commerce and Navigation to be permitted to the Subjects of each of the High Contracting Parties with the Colonies of the other, upon a footing of fair reciprocity.

ARTICLE II.

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

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

These two additional Articles shall have the same force and validity as if they were word for word, in the Convention signed this day. They shall be ratified, and the Ratification shall be exchanged at the same time.

In witness whereof the respective Plenipotentiaries have signed the same, and have affixed thereto the Seals of their Arms.

Done at London, the twenty-sixth day of January, in the year of our Lord one thousand eight hundred and twenty-six.

[L. S.] GEORGE CANNING.

[L. S.] WILLIAM HUSKISSON.

DESTRUCTION OF THE ROYAL THEATRE BY FIRE.

About half past one o'clock this morning, this immense pile of building was discovered to have taken fire. The first alarm was given by the firemen on the beat, and from what was then seen it appeared to have commenced at the back of the stage. At half past one the whole building presented one continued body of flame, and the appearance on the horizon was truly grand. The height of the building composed principally of wood, gave every effect to the scene, and a fathoming might have been picked up on either side of the bridges from the glare of light. By a quarter to two o'clock, the engines from the different fire offices were in motion, but from the variance of the wind were led astray, some crossing the water and others going to the northward. At two o'clock there were at least twenty engines ready to go to work, but not more than eight or ten could be kept going, and those of course with little effect. About a quarter past two, several of the adjacent houses caught fire on the top, from the flakes of burning embers, but we are happy to say by the great exertion of the firemen, they were preserved from destruction. Not five pounds worth of property was saved from the Theatre, and though no lives were lost we regret to state several persons were injured in trying to save the property. At two o'clock all appeared safe to the watchmen of the house, so rapidly did it proceed, that those in the house narrowly escaped. With respect to the cause of the calamity, all that could be learned was, some of the wooden

from the fire w... in which Moun... have lodged in... ignited, set the... the building... The flame... the building... when the roof... chinery falling... tructive progress... died until mu... from the excess... walls still rema... approach with... ascertain the r... However, durin... mant has heard... perty belongin... and the loss to... above 14,000... tors only occup... term of months... choly casualty... thrown out of... from the loss o... plements, &c... calamity had n... neighbour hood... damaged, and v... conflagration... men. Above t... time in full... joining house... abundant. A... Guards under... ments, where... clear space of... exertions of t... This service w... was computed... sand persons v... clock, in the... tants of the h... as far as Raic... from the roof... was the glare... atom could b... ground. The... full appearance... of a volcano... casual y. T... currence is as... College... A MEETI... of the Co... ed at the Col... next, at 11 o'c... Frederic... ALL perso... vious to... settle their acc... Fredericton, 2... JOHN... HAS recei... per the... Supply of... S... And is in dai... which will b... Credit of three... Fredericton... A LO... A Respo... Room... Horse lath... Miller as a... DO... Fredericton