



The Edinburgh Gazette.

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TUESDAY, JANUARY 21, 1862.

SCOTTISH UNIVERSITIES COMMISSION.

*At Edinburgh, the Eighteenth Day of January
Eighteen hundred and Sixty-two Years.*

ORDINANCE,
No. 25.

Edinburgh,
No. 6.

WHEREAS, by Deed of Mortification, dated the Seventeenth Day of January Eighteen hundred and Sixty-two, *John Muir*, Esquire, Doctor of Laws of the University of *Edinburgh*, Doctor of Civil Law of the University of *Oxford*, and late of the *Bengal Civil Service*, now residing in *Edinburgh*, being, as therein mentioned, desirous that a Chair or Professorship of the Sanskrit Language, Literature, and Philosophy, and of Comparative Philology, should be instituted and endowed in the University of *Edinburgh*, did, for the Considerations mentioned in the said Deed, assign, transfer, and make over to and in Favour of the University of *Edinburgh*, subject to the Conditions therein mentioned, and hereinafter set forth, all and whole the Sum of Forty thousand Rupees, invested, as therein mentioned, in Promissory Notes, bearing Five per cent. Interest, payable half-yearly by the Governor-General of *India* in Council, with the Interest that was, at the Date of the said Deed, or might thereafter become, due upon the same, and the said Promissory Notes granted for the said Sum, with full Power to the *Senatus Academicus* of the said University to procure the same transferred to their own Names, or to the Names of any of them, in Trust for the University, and also to uplift, discharge, convey, and re-invest the same, subject to the Control and Review of the University Court of the said University, as prescribed by the Act of the Twenty-first and Twenty-second Years of the Reign of Her present Majesty, Chapter Eighty-three, intituled 'An Act to make Provision for the better Government and Discipline of the Universities of *Scotland*, and improving and regulating the Course of Study therein; and for the Union of the Two Universities and Colleges of *Aberdeen*,' but in Trust always for the Use and Behoof of the Professor for the Time being of the said Chair of the Sanskrit Language, Literature, and Philosophy, and of Comparative Philology, who should receive the free annual Proceeds of the said Sum, in whatever Way the same might come to be invested; but providing and declaring, that the foregoing Endowment was made on the following Conditions, viz., *First*, That the Commissioners for the Purposes of the said recited Act should forthwith, by an Ordinance, found a Chair or Professorship of the Sanskrit

Language, Literature, and Philosophy, and of Comparative Philology, in the University of *Edinburgh*, and should recommend to the Commissioners of Her Majesty's Treasury to pay, out of such Moneys as might be provided by Parliament for the Purpose, the Sum of Two hundred Pounds *per annum* to the said Professor, and that the same should be so paid; and, in Default, at any Time, of Payment of the said annual Sum of Two hundred Pounds, by the same running into Arrear for more than Twelve Months, that then the foresaid Grant and Assignment should stand void, and the said Fund of Forty thousand Rupees, in whatever Way invested at the Time of Default as aforesaid, should revert to him, the said *John Muir*, his Heirs, and Assigns, and the said *Senatus Academicus* of the University of *Edinburgh*, should convey the same to him, or his Heirs, or Assigns: *Second*, That, upon the first Occasion of an Appointment to the Chair, the Right to nominate and appoint the Professor should belong to the said *John Muir*, and that thereafter the Patronage of the said Chair should be vested in Her Majesty, and Her Successors: *Third*, That the said Professor of the Sanskrit Language, Literature, and Philosophy, and of Comparative Philology, should be bound to teach and instruct Students in the Sanskrit Language, Literature, and Philosophy, and in Comparative Philology, and also to deliver in each Winter Session at least Fifteen Lectures on Sanskrit Literature and Philosophy, and also at least Fifteen Lectures on Comparative Philology, which, in addition to the regular Students of his Class, might be attended by such other Persons as should desire to attend the same, on Payment of such Fees, as should be sanctioned by the University Court; and further, that the said Professor should be bound to instruct such of his ordinary Students, as might desire it, in the Principles of Hindu Law: *Fourth*, That the Interest accruing on the said Sum of Forty thousand Rupees, subsequent to the last half-yearly Payment thereof immediately preceding the Date of the said Deed, and the annual Sum of Two hundred Pounds to be provided by Parliament as aforesaid, and such Fees from Students, as might be sanctioned by the University Court of the University of *Edinburgh*, should be paid to the said Professor, the said Interest and Government Salary at the usual half-yearly or quarterly Periods of Payment, as the case might be, and the Students' Fees at the usual Period: And whereas the Commissioners under the said Act are empowered, *inter alia*, to make Ordinances in order

to found new Professorships, where they are required, and also to provide by whom the Right of presenting or appointing to such new Professorships shall be exercised; and the Commissioners of Her Majesty's Treasury are empowered by the same Act to pay, out of such Moneys as may be provided by Parliament for the Purpose, such Sums of Money as the Commissioners under the Act shall recommend to be paid, *inter alia*, for the Endowment of new Professorships: And whereas it is expedient that a Professorship of the Sanskrit Language, Literature and Philosophy, and of Comparative Philology, should be founded in the University of *Edinburgh*: The Commissioners under the said Act statute and ordain, as follows:—

I. There shall be a Professorship of the Sanskrit Language, Literature, and Philosophy, and of Comparative Philology, in the University of *Edinburgh*; and the Professor shall be a Professor in the Faculty of Arts in the said University.

II. Subject always to the Conditions mentioned in the said recited Deed of Mortification, there shall be attached to the said Professorship the net Interest

or annual Proceeds of the said Sum of Forty thousand Rupees, mortified by the said *John Muir*, Esquire, as aforesaid, or of the Fund in which for the Time being the same may be invested; and, in addition, the Sum of Two hundred Pounds, to be annually voted by Parliament.

III. The Right of presenting or appointing the Professor, on the first Occasion of an Appointment to the said Professorship, shall belong to the said *John Muir*, Esquire, and, failing him, to Her Majesty, Her Heirs, and Successors; and, thereafter, the Patronage of the said Professorship, and the Right of presenting or appointing the Professor, shall be vested in and exercised by Her Majesty, Her Heirs, and Successors.

In Witness whereof, these Presents are sealed with the Seal of the Commission.

JOHN INGLIS, *Chairman*.

L. S.

FOREIGN OFFICE, January 17, 1862.

COPIES of Correspondence with Her Majesty's Minister in the United States:—

From Lord Lyons to Earl Russell.

Dated Washington, December 31, 1861.

MY LORD, (Received January 15, 1862.)

THE Secretary of State of the United States has informed me that, having learned that Messrs J. W. Zacharie and T. J. Rogers, American citizens, were taken from a vessel called the "*Eugenia Smith*," under the British flag, and under circumstances similar to those involved in the case of Messrs Mason and Slidell, and that they are now confined in Fort Lafayette, he has caused orders to be given for their discharge, and permission for them to return to Norfolk, in Virginia, by way of Fortress Monroe. I have, &c.,

(Signed) LYONS.

Extract of a Despatch from Lord Lyons to Earl Russell.

Dated Washington, December 31, 1861.

(Received January 15, 1862.)

I HAVE the honor to enclose herewith to your Lordship a copy of a note from Mr Seward to the Secretary of the Navy, which has been communicated to me to-day by Mr Seward, referring to the fact of a British schooner, the "*James Campbell*," captured for breach of blockade, having been brought into New York with the British flag flying under that of the United States; Mr Seward condemns this act in the strongest terms; the act was disavowed with equal promptitude by the naval authorities of the United States, under whose notice it was brought.

Enclosure in Lord Lyons's Despatch.

Department of State, Washington,
December 31, 1861.

To the Honourable Gideon Welles,

SIR, Secretary of the Navy.

THIS Department has received unofficial information that the schooner "*James Campbell*," captured

by the blockading squadron, was carried into New York with the British flag flying under that of the United States. This unseemly act must have been occasioned by a misapprehension of his duty by the officer who ordered or allowed it. I will consequently thank you to give such orders as may tend to prevent a repetition of the same.

I have, &c.,

(Signed) WILLIAM H. SEWARD.

Extract of a Despatch from Lord Lyons to Earl Russell.

Dated Washington,

December 31, 1861.

"I HAVE the honor to enclose herewith to you a copy of a note from Mr Seward to the Secretary of the Navy, which has been communicated to me to-day by Mr Seward. It refers to the circumstances of an oath having been exacted, as a condition of release, by the Commander of the United States' steamer, from three British seamen captured for breach of blockade, to the effect that they should undertake not to be employed in a similar proceeding for the future. Your Lordship will see that Mr Seward strongly condemns this act, and releases the seamen from the obligation taken by them."

Enclosure in Extract from Lord Lyons's Despatch of December 31, 1861.

Department of State, Washington,
December 31, 1861.

To the Honourable Gideon Welles.

SIR,

"THIS Department has been informally apprized that Commander Woodhall, of the United States' steamer '*Connecticut*,' recently exacted as a condition of the release of members of the crew of the British schooner '*Adeline*,' captured for a breach of the blockade, that they should enter into an engagement not to be employed in a similar proceeding in future. It occurs to this Department that, as the requirement referred to is not warranted

by public law, the commanders of blockading vessels should be instructed not to exact any similar condition for the release of persons found on board vessels charged with a breach of the blockade. It may be lawful to detain such persons as witnesses, when their testimony may be indispensable to the administration of justice; but when captured in a neutral ship, they cannot be considered, and ought not to be treated as prisoners of war. Angus Smith, John Mooney, and John H. McHenry, the alleged British subjects above referred to, are consequently to be considered as absolved from the obligation represented to have been required of them by Commander Woodhall.

I have, &c.,
(Signed) WILLIAM H. SEWARD."

WHITEHALL, January 16, 1862.

The Queen has been pleased to direct letters-patent to be passed under the Great Seal, granting the dignity of a Baronet of the United Kingdom of Great Britain and Ireland unto Charles Wentworth Dilke, the younger, of Sloane Street, in the county of Middlesex, Esquire, and the heirs-male of his body lawfully begotten.

WINDSOR CASTLE, November 14, 1861.

The Queen was this day pleased to confer the honour of Knighthood upon Patrick MacChombaich de Colquhoun, Esq., LL.D., Chief Justice of the Ionian Islands.

ST JAMES'S PALACE, January 2, 1862.

The Queen has been pleased to appoint Dr William Jenner, now Physician Extraordinary to Her Majesty, to be one of the Physicians in Ordinary to Her Majesty.

WHITEHALL, January 6, 1862.

The Queen has been pleased to present the Reverend Hugh Fraser to the church and parish of Berriedale, in the presbytery and county of Caithness, vacant by the transportation of the Reverend Gilbert McMillan to the church and parish of Loth, in the presbytery of Dornoch.

FOREIGN-OFFICE, December 14, 1861.

The Queen has been graciously pleased to appoint Gerald Raoul Perry, Esq., now British Vice-Consul at Realejo, to be Her Majesty's Consul in French Guiana.

The Queen has also been graciously pleased to appoint St Vincent Lloyd, Esq., now British Vice-Consul at Poti, to be Her Majesty's Consul at Syra.

The Queen has also been graciously pleased to appoint Frank Ringler Drummond Hay, Esq., now First British Vice-Consul at Constantinople, to be Her Majesty's Consul at Cairo.

FOREIGN-OFFICE, December 27, 1861.

The Queen has been graciously pleased to appoint William Webb Follett Syngé, Esq., to be Her Majesty's Commissioner and Consul-General in the Sandwich Islands.

FOREIGN-OFFICE, December 28, 1861.

The Queen has been graciously pleased to appoint Major John Stokes, of the Royal Engineers, to be Her Majesty's Vice-Consul in the Delta of the Danube.

By virtue of An Act passed in the twenty-fourth year of the reign of His Majesty King George the Third, intituled "An Act to repeal so much of two Acts made in the tenth and fifteenth years of the reign of His present Majesty as authorizes the Speaker of the House of Commons to issue his warrant to the Clerk of the Crown for making out writs for the election of Members to serve in Parliament, in the manner therein mentioned, and for substituting other provisions for the like purposes."

I do hereby give notice, that the death of Sir Charles Merrik Burrell, Bart., late a Member serving in this present Parliament for the borough of New Shoreham, hath been certified to me in writing, under the hands of two Members serving in this present Parliament, and that I shall issue my warrant to the Clerk of the Crown to make out a new writ for the electing of a Member to serve in this present Parliament for the said borough of New Shoreham, at the end of fourteen days after the insertion of this notice in the London Gazette.

Given under my hand, this fifteenth day of January 1862.

JOHN EVELYN DENISON, Speaker.

WAR-OFFICE, PALL-MALL,
January 17, 1862.

MEMORANDUM.

The Queen, desiring to perpetuate the remembrance of Her beloved Husband's connection with the Rifle Brigade, and feeling sure that it will be gratifying to the Corps to bear the name of one who, as its Colonel-in-Chief, took such deep and constant interest in its welfare, has been pleased to command that it shall bear in future the designation of "The Prince Consort's Own Rifle Brigade."

WAR-OFFICE, PALL-MALL,
January 17, 1862.

36th Foot—Paymaster Chambre should have been described, in the Gazette of 14th instant, as late Captain 14th Light Dragoons, not as late Chaplain.

CHAPLAIN'S DEPARTMENT.

The Reverend Reginald Heber Bullock to be Chaplain of the Fourth Class. Dated 23d April 1861.

MILITARY STORE DEPARTMENT.

Assistant-Superintendent of Stores W. A. Howell to be Deputy Superintendent of Stores. Dated 17th January 1862.

ADMIRALTY, January 9, 1862.

Corps of Royal Marines.

Major-General Anthony Blaxland Stransham to be Inspector-General of Royal Marines.

(2022.)

*Board of Trade, Whitehall,
January 13, 1862.*

WITH reference to the translation, inserted in the London Gazette of the 10th May last, of the regulations adopted by the European Commission of the Danube for facilitating and securing the navigation of that river, the Right Honourable the Lords of the Committee of Privy Council for Trade give notice, that they have received from the Secretary of State for Foreign Affairs a copy of the following amended translation of those regulations, which has been forwarded by the British Member of that Commission :—

TEMPORARY PROVISIONS IN MODIFICATION OF ARTICLES 1 AND 3 OF THE TARIFF OF 25TH JULY 1860.

The European Commission of the Danube, with reference to the provisional tariff of navigation dues applicable to the Soulina mouth, enacted the 25th July 1860, considering that a part of the produce of these dues is devoted to covering

the expenses of works of improvement executed along the course of the Soulina river, and that it is therefore just to grant to vessels receiving their cargo in the port at the river mouth a reduction on the amount of tolls paid by those ascending the river; considering moreover that it is of importance, whilst awaiting the final revision of the tariff of the 25th July 1860, to facilitate to commerce as much as possible the profitable transactions now taking place in the exportation of grain by means of vessels of a large tonnage chartered for the port and roadstead of Soulina; enacts the following temporary provisions :

ARTICLE 1.

There is added, in continuation of the first article of the provisional tariff enacted by the European Commission on the 25th July 1860, a paragraph conceived in the following terms :

Sailing-vessels of more than thirty tons, who ship their cargo at the port of Soulina, but who do not ascend the river above the said port, shall only pay a toll as regulated in the following table :—

VESSELS.	Amount of Toll to pay by Ton register with a depth on the bar of						
	Less than 10 feet.	From 10 to 11 feet.	More than 11 feet to 12 feet.	More than 12 feet to 13 feet.	More than 13 feet to 14 feet.	More than 14 feet to 15 feet.	More than 15 feet.
	frs. cts.	frs. cts.	frs. cts.	frs. cts.	frs. cts.	frs. cts.	frs. cts.
Of more than 30 tons and less than 100 tons	0 45	0 45	0 45	0 45	0 45	0 45	0 45
From 100 tons to 150 tons.....	0 85	1 25	1 75	1 75	1 75	1 75	1 75
Of more than 150 tons to 200 tons	0 85	1 25	1 75	2 10	2 10	2 10	2 10
Of more than 200 tons to 250 tons	0 85	1 25	1 75	2 10	2 30	2 30	2 30
Of more than 250 tons to 300 tons	0 85	1 25	1 75	2 10	2 30	2 50	2 50
Of more than 300 tons	0 85	1 25	1 75	2 10	2 30	2 50	2 75
Of 320 tons and upwards, who, from want of sufficient water on the bar, cannot ship the whole of their cargo in the port	0 80	1 0	1 20	1 40	1 60	1 80	2 0

The tolls specified in the above table are only applicable to vessels that do not ascend the river.

ARTICLE 2.

The second clause of Article 3 of the tariff is to be replaced by the following paragraph :—

“The amount of the fixed toll per ton register which these vessels will have to pay, will be regulated, according as they ascend the river or not, in conformity with the above tables, after the deduction of 40 per cent. guaranteed them by the present article.”

ARTICLE 3.

The foregoing temporary provisions have the same weight and authority as the other provisions of the tariff of 25th July, of which henceforth they form a component part.

They will come into force immediately after their publication in the port of Soulina.

Given at Galatz, the 15th July 1861.

THE EUROPEAN COMMISSION
OF THE DANUBE.

APPENDIX TO PROTOCOL, No. CXV.

Provisional Regulations for the Administration of Navigation on the Lower Danube between Isaktscha and Soulina.

GENERAL PROVISIONS.

ARTICLE 1.

Every captain or master of a sailing or steam vessel in the act of navigating, or at anchor, is bound to take precautions that his vessel does not cause damage or hindrance to other vessels, or to signals, towing-paths, and other establishments, placed in the river, or on the banks, for the benefit of navigation, and he will attend to the preservation of his own vessel with the same care.

Superintendents of floats of wood, and rafts, and persons employed in the technical service of the river, or in that of the ports and quays, will be bound to observe the same precautionary regulations.

ARTICLE 2.

No vessel may steer across the course taken by another vessel in such a manner as to impede it on its way.

When a vessel, for the purpose of mooring, or of getting off a bank, shall be obliged to stretch a cable or chain across the channel, these hawsers must be slackened the moment a vessel wishes to pass.

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

ARTICLE 3.

Steam-boats descending stream are bound to slacken speed at the points where the river describes sharp curves, until a clear passage is visible from the stern of the vessel. If any other vessel should be in the bend, the steamer must signal its approach by means of a whistle.

ARTICLE 4.

No vessel may moor or cast anchor in the concave part of a curve in the river under pain of being responsible for all damages that may be occasioned by such act to other vessels, in addition to the fine ordered by Article 41 of these regulations.

Regulations for vessels crossing or passing one another.

ARTICLE 5.

Captains and masters of vessels are forbidden to pass other vessels going in the same direction as themselves, and two vessels sailing in opposite directions may not cross in places where the channel does not afford sufficient breadth.

Any vessel ascending stream, and being likely to meet a vessel descending, at a point which does not afford sufficient breadth, must stop below the passage till the other vessel has passed it; if the ascending vessel should be actually in the passage at the time of meeting the other, the descending vessel must cast the anchor, which she should carry astern, in accordance with Article 14 following, and stop until the passage is clear.

ARTICLE 6.

In narrow passages steam-vessels must not approach too closely vessels which precede them.

ARTICLE 7.

When two steam-vessels, or two sailing-vessels, sailing with a favourable wind, meet whilst proceeding in different directions, the one ascending stream must steer towards the left bank, and the

vessel descending towards the right bank, so that both go to starboard according to the custom of the sea. Any captain or master breaking these regulations will be absolutely responsible for all accidents which may result; he is bound besides to give the signals prescribed by Articles 8 and 9 following.

If two steam-vessels give the same signal simultaneously, the signal of the ascending vessel will have the preference.

ARTICLE 8.

When a steam-vessel wishes to pass another steam-vessel going in the same direction, it must signal, at sufficient distance, by means of five strokes on the bell, or five whistles, and by waving a flag on the fore-castle, or by hoisting half-mast, a blue flag, replaced at night by a white light. Upon these signals the vessel in advance will be obliged to steer to the left, and to give passage to the other vessel, which will take the right; as soon as the vessel following is half a length from the vessel in front, or from the tail of a convoy in tow, the latter must slacken speed till it has been overtaken.

ARTICLE 9.

A sailing-vessel coming up with another slower sailing-vessel, and desiring to pass, must signal its intention in good time, by hailing the vessel in advance, which will be required to let her pass to windward.

A steam-vessel wishing to pass a sailing-vessel going in the same direction as itself will be required to give the signals prescribed by Article 8, within a proper distance, and must pass the sailing-vessel to leeward.

Towing Regulations.

ARTICLE 10.

Captains or masters of tugs, navigating with or without vessels in tow, are bound to observe all the preceding provisions; they are, moreover, specially bound to conform to the provisions of Articles 7, 8, and 9, when a convoy wishes to pass another; in which case excepted, two convoys must never be side by side, either at anchor or navigating in company.

ARTICLE 11.

Any steam-vessel not towing a convoy, as well as every vessel sailing with a fair wind, will be bound, as a general rule, to give passage to a convoy of vessels in tow. In want of sufficient space for doing this, captains and masters, both of tugs and vessels in tow, will be bound, even in cases where the signals prescribed by the Articles 7, 8, and 9 preceding, have not been given, to draw aside, agreeably to the provisions of the said Articles, and to arrange in single file the vessels in tow.

Captains and masters of tugs and vessels in tow are also required, in all cases of meeting other vessels, to close together as nearly as possible the vessels in tow, so as to leave sufficient passage to other vessels.

Steam-vessels with paddle-boxes must not lash vessels that they are towing alongside of them in the Soulina channel. It is generally forbidden to navigate in the said channel with more than two vessels lashed abreast.

Special provisions relative to Sailing Vessels.

ARTICLE 12.

No attempt is to be made to pass a vessel tracked from the shore, except by steering between her and the bank opposite the one from which she

is being towed. Vessels in tow are bound, upon the signals prescribed by Articles 8 and 9 preceding, to keep as near as possible to the bank which they are skirting.

ARTICLE 14.

Vessels descending stream are required to have constantly at the stern an anchor ready to be dropped, to enable them to stop in case of necessity, as particularly prescribed in Article 5 preceding.

ARTICLE 15.

Every steam-vessel is bound to avoid vessels which it may meet drifting, either in going up or down stream. The vessel drifting is required on its part, when it meets other vessels, either sailing or steam vessels, to steer parallel to the banks, in order to offer as little obstacle as possible to a free passage.

ARTICLE 16.

Vessels tacking must not get in the way of steam-vessels.

ARTICLE 17.

Masters and captains of vessels heavily laden, or in cargo, of less than 60 tons burden, are required to keep as much as possible out of the way of steam-vessels, which may meet, or which may come up with them.

Captains of steam-vessels are required, when passing near vessels of the kind mentioned in the preceding paragraph, to slacken speed, and to stop completely in case of danger to the said vessels, if they can do so without danger to themselves, or to the vessels they may be towing.

Regulations relative to towing from the Banks.

ARTICLE 18.

The paths that follow both banks of the Danube are specially intended to be used for the towing of vessels either by men or by horses; foot-passengers and carriages can also make use of them.

ARTICLE 19.

Any proprietor, farmer, or occupant of land bordering the river, is bound to give up for the towing service a breadth of 8 metres, measured from the highest point of the edge of the bank, or, when the bank does not form a ledge, from the line of the highest high-water mark which does not render towing impracticable.

ARTICLE 20.

The said proprietors, farmers, or occupants, must not consider themselves as released, either entirely or in part, from this obligation, when, in consequence of the giving way of the banks the actual path has totally disappeared, or has simply narrowed; in this case they must contribute from their land all the new breadth required.

ARTICLE 21.

The towing-path must be free from all obstacles which can impede its use, such as houses and other erections, bushes, trees, and enclosures.

Proprietors, farmers, and occupants, are bound to remove such obstacles, in default of which the authorities appointed to the administration of the river will order their removal.

It is forbidden to leave on the path, momentarily, impediments, such as carriages, waggon, &c.

ARTICLE 22.

The establishment in the river, and especially near the banks, of boat-mills, irrigating wheels,

and other similar constructions, is forbidden, without a formal permission from the authority having charge of the police administration of the river.

This permission will not be given except in cases of absolute necessity.

ARTICLE 23.

It is expressly forbidden to dig ditches across the towing-path, or to remove earth from it. Ditches actually existing will be filled up.

ARTICLE 24.

Mooring-posts having been fixed along the Soulina, captains and masters must avoid driving stakes or fixing anchors on the towing-paths for the purpose of mooring their vessels.

The number of mooring-posts will be increased, if necessary.

ARTICLE 25.

If two vessels in tow, coming in opposite directions, meet at the side of the same bank, the one going up stream must stand out to let the other pass.

If a train of vessels, towed by horses, comes up with one towed by men, the latter must allow the former to pass.

In cases of a towed vessel meeting another moored in the river, the captain of the latter must allow the sailors belonging to the towed vessel to come on board to carry over the towing-rope.

Measures to be taken during the Night, or in a Fog.

ARTICLE 26.

All steam-vessels navigating during the night (between sun-set and sun-rise) must be furnished with a white light, easily visible at a distance of two miles, hoisted on the foremast, a green light on the starboard, and a red one on the port.

Sailing-vessels need only carry a white light on the foremast.

Steam-vessels towing one or more other vessels, must be furnished besides with a red light placed under the white one on the mast.

Vessels in tow will carry a single white light at the head of the bowsprit.

ARTICLE 27.

Sailing-vessels, convoys in tow, and rafts, may not navigate when both banks of the river cannot be seen at the same time.

ARTICLE 28.

In a fog, steam-vessels may not navigate except at slackened speed. The bell on board must be struck without intermission, or a whistle must be given every five minutes. They are bound to drop anchor if the fog becomes so thick that they cannot see the bank they are following, or towards which they are steering.

Regulations relative to Vessels at Anchor.

ARTICLE 29.

Outside of the ports two vessels may never be anchored or moored alongside of one another against the towing-path, and vessels are absolutely forbidden to drop anchor in the channel of navigation.

ARTICLE 30.

If, in consequence of a fog, a vessel or raft is obliged to stop at any other place than a regular mooring-place, the bell on board must be struck if the vessel is a steamer, and if not, the speaking-trumpet must be used. These signals must be repeated every five minutes.

ARTICLE 31.

Every vessel stopping in the river during the night must be furnished with a lighted lantern, which should be placed on one of the masts on the side toward the channel, or in any other part of the vessel where it may be seen equally both up and down stream.

Rafts, stationed at anchor during the night, must be furnished at each of their angles, on the channel side, with two lighted lanterns, placed one alongside the other, on a high point, and easily visible at a distance.

Cases of running aground, and wreck.

ARTICLE 32.

Pilots, piloting vessels in that part of the Danube between Isaktcha and Soulina, are bound to acquaint captains and masters of these vessels with the provisions of the present regulations relative to cases of grounding and wreck.

ARTICLE 33.

Every captain, or master of a vessel or raft, grounded in the Soulina channel, is bound to place, if possible, at a spot conveniently situated, and at least two kilometres above his vessel, a look-out, charged with hailing vessels and rafts coming down the stream, to acquaint them of the nature and place of the accident.

ARTICLE 34.

Steam-vessels may not use more than half power while passing places where a vessel or raft has gone aground or foundered.

ARTICLE 35.

Every shipwreck in the channel of Soulina is regarded with suspicion, unless in exceptional cases, and is presumed, until the contrary has been proved, to be owing to negligence or evil-intent on the part of the captain or crew of the wrecked vessel. The pilot of a vessel is personally responsible for the wreck, if caused by bad management, as regulated by Article 46 of the Pilotage Regulations of 9th October 1857.

ARTICLE 36.

If, contrary to all probability, a vessel should be wrecked in the channel of Soulina, the captain is bound to use every effort to haul it immediately alongside one of the banks, so that it may not remain in the channel.

The captain of the wrecked vessel and his crew are bound to remain on board or on the bank, close to the vessel, until the report, spoken of in Article 37 following, has been drawn up by the proper officer. They are forbidden, under any pretext whatever, to take away any part of the ship's cargo, stores, anchors, chains, cables, &c.

ARTICLE 37.

Immediately after the wreck, the pilot of the vessel must, as promptly as possible, by means of the river police, acquaint the Chief Inspector of the technical service of the Danube.

The Inspector will proceed at once to the spot, and will examine the wreck with reference to the damage that may result from it to the navigation in general; he will ascertain the circumstances which may tend to exculpate the captain, pilot, and crew of the vessel, whose depositions and declarations he will take; he will draw up a summary report of the whole, and give to the captain of the wrecked vessel, if proper, a certificate stating that the wreck was occasioned by circumstances beyond control; if the contrary should be

the case, he will report the fact to the proper authority.

ARTICLE 38.

If the Inspector of Technical Works thinks it necessary to take immediate measures, and to carry out certain plans in the interest of the navigation, he will demand for this purpose the assistance of the captain of the wrecked vessel, who will be bound, either to declare on the spot that he abandons his vessel, or to act with his crew under the orders of the Inspector, who will superintend the salvage until the work ceases to be of public utility, and has become an affair of private interest.

The vessel, the salvage of which has been effected by the help of the authorities charged with the river administration, will be liable for the payment of a moderate sum to cover the salvage expenses, and towards keeping in repair the gear used for such purposes.

ARTICLE 39.

All works, undertaken by owners, insurers, and interested parties, with the object of effecting the salvage of wrecked vessels and their cargoes, must be carried out under the superintendence of the Inspector of Technical Works on the Lower Danube, and may be forbidden if considered to be of a nature likely to cause any damage whatever to the navigation.

ARTICLE 40.

If the removal of the carcass or remains of a wrecked vessel should be considered necessary, the owners, insurers, or other interested parties are bound to accomplish it within the month after they have received notification of the fact, in default of which the work may be officially performed by the Inspector of Technical Works, and the wrecked vessel, with its equipments and cargo, will be specially liable for the payment of salvage expenses.

Infractions.

ARTICLE 41.

Infractions of the provisions of Articles 1, 4, 15, 29, and 31 of the present regulations will be punished with a fine of from 5 to 10 Dutch ducats. Every infringement of the provisions of Articles 18, 19, 20, 21, 22, 23, 24, and 25, will be punished, according to circumstances, with a fine of from 3 to 10 ducats.

The penalties published by the present Article are not applicable to cases of infractions resulting from circumstances beyond control.

ARTICLE 42.

Independently of the fines to which offenders may be subjected, they can be proceeded against, in the proper courts, for civil compensation, on account of damages of every description which may have been caused by the infractions committed by them.

ARTICLE 43.

The territorial authorities are charged with carrying out the present regulations; their agents will lend their assistance when required to those appointed to look after the preservation of the works of improvement executed on the Lower Danube. In the case of action by the vessels of war stationed at the mouth of the river, it will be exercised in accordance with the terms of Article 19 of the Treaty of Paris, of 30th March 1856, which provides that the business of the said vessels is to secure the carrying out of the regulations adopted by common accord.

ARTICLE 44.

The present regulations will come into force as soon as they have been published in the ports of Soulina, Toultscha, Ismail, Galatz, and Ibraila.
The text will be forwarded to the Consular authorities of the said ports.

ARTICLE 45.

The provisions of the regulation of 24th November 1858, relative to towing in the Soulina, are abrogated, and will cease to be applied on the present regulations coming into force.
Galatz, 27th June 1860.

THE EUROPEAN COMMISSION OF THE DANUBE.

APPENDIX, No. 1, TO PROTOCOL, No. CXVI.

Provisional Tariff relative to shipping dues leviable at the Soulina mouth, in accordance with Article 16 of the Treaty of Paris, of 30th March 1856.

THE EUROPEAN COMMISSION OF THE DANUBE.

Whereas Article 16 of the Treaty of Paris of 30th March 1856 stipulates that the expences of the works performed for the purpose of clearing the mouths of the Danube, and the portions of sea adjoining, of the obstacles which obstructed them, and those of the establishments for securing and facilitating navigation, shall be covered by means of levying the fixed dues determined by the Commission ;

And whereas the increase of depth produced by the provisional works undertaken at the Soulina mouth, and by the works of improvement executed in the course of the river, at the shallows of Argagnis, as well as the improvements introduced in the establishments referred to in the Treaty, have had already the effect of diminishing the impediments that vessels meet with in the Danube, and the consequent expences incurred ;

And whereas, in order to prevent the expence of improvements, of which present commerce is beginning to reap the benefits, falling exclusively on future commerce, it is just to subject shipping at once to a provisional tax, *proportionate* to the advantages which it now enjoys, until the definitive tariff, which will be established on the completion of the works, comes into operation ;

And whereas, in order to simplify as much as possible the collection, it is desirable that the different dues paid by vessels, both for the works of improvement and for the service of the establishment, such as lighting and pilotage, should be merged in a single shipping due ;

The Commission has enacted the following provisional tariff :—

ARTICLE 1.

Every sailing-vessel, of more than 30 tons register, leaving the Port of Soulina to go to sea, and which shall have on board, according to its manifest, more than half of its full lading, shall pay a fixed shipping due according to tonnage, the amount of which shall be regulated in accordance with the following table, with regard to the total tonnage of the vessel, and the depth on the bar at the mouth of the Soulina branch.

VESSELS	Amount of Dues to pay by Tons register, with a depth at the mouth						
	Of less than 10 feet.	Of from 10 feet to 11 feet.	Of more than 11 feet to 12 feet.	Of more than 12 feet to 13 feet.	Of more than 13 feet to 14 feet.	Of more than 14 feet to 15 feet.	Of more than 15 feet.
	frs. cts.	frs. cts.	frs. cts.	frs. cts.	frs. cts.	frs. cts.	frs. cts.
Of more than 30 tons and less than 100 tons	0 75	0 75	0 75	0 75	0 75	0 75	0 75
Of 100 tons register at least, and not more than 150 tons	1 0	1 50	2 0	2 0	2 0	2 0	2 0
Of more than 150 tons, and not more than 200 tons ...	1 0	1 50	2 0	2 50	2 50	2 50	2 50
Of more than 200 tons, and not more than 250 tons ...	1 0	1 50	2 0	2 50	2 75	2 75	2 75
Of more than 250 tons, and not more than 300 tons ...	1 0	1 50	2 0	2 50	2 75	3 0	3 0
Of more than 300 tons	1 0	1 50	2 0	2 50	2 75	3 0	3 25

ARTICLE 2.

Steam-vessels belonging to a public company, specially appropriated to the carriage of passengers, and performing periodical voyages, according to a bill published in advance, shall pay each time, on leaving the river, a fixed due of 25 cen-

times per registered ton, without taking into account whether the lading is full or partial.

This due shall be calculated on the total tonnage of the vessel, deducting 40 per cent. for space occupied by engines, and coal, &c.

These vessels will be free from all dues on entering the river.

ARTICLE 3.

Any merchant steam-vessels, other than those mentioned in preceding Article, shall be subjected to the same dues as sailing-vessels; a deduction of 40 per cent. being also made on their total tonnage, on account of the engines and coals.

The amount of dues which these vessels will have to pay per ton register, will be settled in accordance with the above table, after the deduction of 40 per cent. secured to them by the present Article.

ARTICLE 4.

Merchant-vessels, either sailing or steam, other than those mentioned in Article 2, which shall enter the port on coming from sea, and which shall have, according to their manifest, more than half their lading, shall pay for entering the river the fourth part of the due imposed on them for their passage outwards by the Articles 1 and 3 above.

The due for entering will not be paid by vessels till the time of the departure from the river.

The said vessels shall pay for entering the whole amount of the due fixed by Articles 1 and 3 if they leave the river with less than half their cargo.

ARTICLE 5.

Lighters chartered for the passage of the Soulina bar, by vessels which have paid the dues fixed by the preceding Articles, shall pay for each passage made with a full or partial lading only the following tolls, namely:—

- Lighters of 10 to 50 tons burden, 6 francs;
- Those of more than 50 tons and not exceeding 100 tons, 8 francs;
- And those of more than 100 tons burden, 12 francs.

ARTICLE 6.

Vessels of more than 20 tons register, which remain at anchor in the roads of Soulina to load or unload all or part of their cargo without entering the port, will not be liable for the dues fixed by the preceding Articles. They will only pay a uniform due of 50 francs a vessel towards the expenses of the establishments, such as lighting and pilotage, from which they derive actual benefit.

Lighters chartered to transport across the mouth the cargoes of said vessels, shall pay for every passage across the bar, with whole or partial lading, a fixed due of one franc per ton on their total tonnage.

Steam lighters will be allowed a deduction of 40 per cent. on the tonnage, in calculating the dues they will have to pay.

ARTICLE 7.

Vessels of war will be free from all tolls both on entering and on leaving the port of Soulina.

ARTICLE 8.

Sea-going vessels, or lighters seeking shelter in the port of Soulina from bad weather, those putting in to repair damages, and those obliged, in consequence of any accident whatever to take refuge in the port, and unable to continue their sea voyage, shall be free from all dues, provided that they put to sea again without engaging in any mercantile transactions.

ARTICLE 9.

The dues fixed by the present tariff will comprise:—

The tolls imposed on vessels to cover the expenses of works and other improvements carried on by the European Commission;

The dues actually in force for the maintenance of the lighthouses at Soulina and the Isle of Serpents, and the dues destined to cover the expenses caused by the pilotage service at the Soulina bar.

In addition to these dues, vessels will not be subject to any other tax or charge whatever, except for the hire of the river pilots, which they will have to pay according to the provisions of the Pilotage Regulations.

ARTICLE 10.

The amount of dues will be paid over to the responsible officer in charge of the administration of the Navigation Cash Office of the Port of Soulina, who will give a receipt for the same.

The annexed list, under letter A,* represents the equivalents in francs of the moneys in use on the Lower Danube.

ARTICLE 11.

The term, register ton, will be understood to mean the English ton, weighing 1,015 kilogrammes.

The tonnage of vessels will be ascertained from the ship's papers.

The reduction of tons of different countries into English measure will be made according to the annexed table, under the letter B. †

ARTICLE 12.

Vessels entering the Danube, without papers indicating their tonnage, will be subject, with the sole view of fixing the navigation tolls which they are bound to pay in accordance with the present tariff, to an approximate estimate, made under the direction of the Port-Captain, with the assistance of the proper Consular authority, by two masters of vessels, one of whom will be chosen in preference from those of the country to which the vessel concerned belongs.

In the same manner shall be decided disputes which may arise on the proportion of a vessel's lading in the cases provided by the above Articles 1 and 4.

The estimate of tonnage, in default of ship's papers, shall be taken at the expense of the vessel which is the subject of the estimate. The same will be the case for the estimate of the amount of the ship's lading, if it is larger than declared by the captain or master of the vessel; if the contrary be the case, the expense will be at the charge of the navigation chest.

In any case these estimates shall be final, and can give rise to no appeal whatever.

ARTICLE 13.

The depth, according to which the dues fixed by the present tariff shall be settled, shall be taken on the bar of the Soulina in English feet.

Soundings will be taken every day under the directions and on the responsibility of the engineer appointed to superintend the works of improvement at the mouth of the river; the result will be posted up daily at the Navigation Cash Office, and at that of the Port-Captain.

If the state of the sea does not allow soundings to be taken, the amount of the dues to be levied will be based on the last depth ascertained.

* Not received.

† Not received.



ARTICLE 14.

Every vessel which shall attempt, by any means whatever, to evade payment of the dues fixed by the present tariff, shall be liable, besides the dues which it will have to pay in accordance with the preceding provisions, to a fine equal to four times the amount of the dues.

The exaction of this fine will be decided by the Port-Captain of Soulina.

Appeals against these sentences must be brought before the European Commission of the Danube, or before the international authority, which shall take its place. The period within which the appeal must be made, and the form of proceedings, will be settled hereafter by special dispositions.

The judgments pronounced by the Port-Captain will take effect notwithstanding the appeal. In case of appeal the amount of the fine will be paid as a deposit into the navigation chest.

The amount of the fine adjudged, when decided upon as legal, will accrue to the said chest, to be devoted to the assistance of shipwrecked persons.

ARTICLE 15.

Captains of vessels of war stationed at the mouths of the Danube, agreeably to Article 19 of the Treaty of Paris, will be called upon to insist upon the payment of the dues fixed by the present tariff, and of fines accruing under its stipulations, by vessels of their country and of those whose flag they shall be authorized to protect either in virtue of a Treaty or of a general or special delegation.

The assistance of vessels of war will be demanded according to rule, through the intervention of the captain of the port of Soulina, on the requisition of the responsible agent appointed to administer the navigation chest.

In default of a vessel of war authorized to exercise a coercive action over an offending vessel, the captain of the port will have recourse to the intervention of the Turkish ship of war stationed at Soulina.

ARTICLE 16.

The present tariff will come into force the 1st September 1860 (new style).

Chartered vessels, which shall have taken their departure for their destination at the time when the present tariff shall have been authentically known in the port which they have left, shall not be subject, for the voyage already commenced, to the dues fixed by this tariff; they shall only pay for that voyage the dues in force at the time of their departure.

ARTICLE 17.

The present tariff being only provisional can be revised.

Given at Galatz, the 5th July 1860.

(Signed) BECKE.
ENGELHARDT.
J. STOKES.
BITTER.
D'OFFENBURG.

APPENDIX, No. 1, TO PROTOCOL,
No. CXVII.*Provisional Regulations for the Administration of
the Port and Roads of Soulina.*

ARTICLE 1.

The territory over which the authorities charged with the administration of the port of Soulina exercise jurisdiction, is comprised of:—

1st. The port, properly so called, that is, the arm of the Soulina for a space of three nautical miles, starting from the opening of the channel formed by the heads of the piers at the mouth of the river;

2d. And the roads of Soulina, or the sea for a radius of two nautical miles round the head of the north pier.

I.

The Administration of the Port properly so called.

ARTICLE 2.

Merchant-vessels entering the port of Soulina, either on coming from the sea or descending the river, are bound to conform strictly with the directions of the Port-Captain and his officers in everything concerning the service of the port and the administration of navigation.

ARTICLE 3.

Guard-boats are stationed at the two entrances to the port. These boats point out to captains entering the port the position where they must cast anchor.

ARTICLE 4.

The port of Soulina is divided transversely into sections, the number of which is fixed provisionally at six, the order of the numbers beginning from the sea. The limits of these sections are marked by posts of different colours, placed on the two banks of the river.

The first section is reserved for ships of war on the station and transport-vessels engaged in the service of the European Commission; it serves also for the anchorage and landing-places of steam-vessels making periodical voyages.

The second section is reserved for tugs, steam-transports, and tow-barges, performing the duties of lighters.

The third for merchant-vessels which, after having lightened, are ready to go to sea; and for lighters into which these vessels have already discharged part of their cargo.

The fourth for vessels which have still to discharge all or part of their cargo upon lighters.

The fifth for vessels ascending stream, which stop at Soulina only to wait for a favourable wind.

And the sixth for empty lighters; these last are strictly forbidden to go near laden lighters.

The space included between the first section and the lighthouse must remain always completely free, except in case of unavoidable circumstances.

ARTICLE 5.

Every captain who shall infringe the preceding Article by casting anchor in a prohibited place, and who does not immediately, on being ordered by a guard-boat, proceed to the anchorage assigned to him, shall be liable to a fine of from 15 to 20 ducats, fixed by Article 23 above.

ARTICLE 6.

Immediately after taking his mooring-place, every captain of a sailing-vessel, or his second in command, is bound to report himself at the Port-Captain's office, to present his bill of health and other papers.

If the vessel stays less than 24 hours at Soulina, these papers will be returned to the captain immediately, without being viséd; if this is not the case, they will remain deposited at the office of the Port-Captain, through whom they will be remitted to the proper Consular authorities, after the payment of shipping dues and fines, levied in compliance with the regulations in force.

ARTICLE 7.

After having cast anchor, vessels must be moored by cables to the posts fixed for the purpose along the two banks, or to vessels already moored.

ARTICLE 8.

After fulfilling the provisions of the preceding Articles, they must take in their boom and jib-boom, which in no case may be used for mooring boats.

During the whole period of remaining at anchor the yards must be braced fore and aft.

ARTICLE 9.

No vessel is permitted to enter or leave the port of Soulina without hoisting the colours of its Country; the authorities of the port will not give passage to any vessel without a flag.

ARTICLE 10.

The Port-Captain will regulate as follows the movements of vessels on the days of Bogas (days when the wind is favourable for vessels leaving port) :—

1. Vessels may not heave anchor or quit their moorings before they have on board the pilot of the administration charged with taking them over the bar.

2. Vessels must leave in turn, one after the other; a guard-boat will watch their movements, and stop the departure of every vessel not presenting the Port-Captain's permit.

3. The chief pilot will remain at the bar to direct the movements of vessels crossing it, and to prevent all confusion and collision between the vessels.

ARTICLE 11.

Close in-shore boats, as well as lighters, are subject to the strict supervision of the Port-Captain; they are forbidden to move about the port during the night,—that is, during the interval the guns are fired at sunset and sunrise.

Boats belonging to the port, or to merchant-vessels, may not ply during the night without carrying a lighted lantern.

ARTICLE 12.

It is prohibited to heat tar or pitch on board vessels inside the port, or to do anything that might cause a fire.

ARTICLE 13.

It is equally prohibited to keep up a fire on board after the evening gun has been fired by the Turkish vessel on the station.

Captains are bound to see that no lights whatever are used on board their vessels other than glass lamps or lanterns.

ARTICLE 14.

In case of a fire on board a vessel, the captains of all the ships at anchor are bound to send a part of their crews to assist in saving the vessel in danger and its cargo.

The sailors not sent upon this service will remain on board their own vessels.

ARTICLE 15.

Repairs required by the state of a vessel can only be executed in the place set apart for the purpose.

The Port-Captain will see, moreover, that the execution of the repairs causes no obstacle to navigation.

ARTICLE 16.

Immediately after the evening gun has been fired from the Turkish vessel on the station, sailors must return on board.

ARTICLE 17.

The construction of steps, quays, and other works in the river, and especially near the banks, without a formal authority from the Port-Captain, is forbidden.

This authority cannot be granted unless the utility of the work is duly proved, and with the consent of the European Commission of the Danube, which will lay down the conditions judged necessary for the public interest, and to which the party will be bound to conform.

The Port-Captain is bound to see that no works are undertaken without authority, and to prevent the continuation of those irregularly commenced.

II.

Service of the Roads.

ARTICLE 18.

Merchant-vessels which arrive in the roads of Soulina, and take up their moorings there to load or discharge their cargo, without entering the port, will be required to comply with the orders of the Port-Captain and his agents in everything that concerns the management of navigation.

They are bound to anchor at the place pointed out by the chief pilot of the port, or by the deputy-chief pilot, and are forbidden to change their anchorage without authority.

ARTICLE 19.

As soon as the vessel has cast anchor, the captain, or his second in command, must report himself at the Health Office, to get his bill of health viséd, and at the Port-Captain's office to present his ship's papers.

These papers will be registered in a special register.

ARTICLE 20.

Boats, belonging to vessels anchored in the roads, are forbidden to cross the bar, and to ply in the port during the night, that is to say, after the firing of the evening gun from the Turkish vessel on the station, without carrying a lighted lantern.

III.

Regulations applicable to the Port and the Roads.

ARTICLE 21.

No one may undertake, without the permission of the Port-Captain, to remove anchors, chains, and other articles abandoned in the port or roads of Soulina. The conditions on which this permission will be given will be determined by special instructions.

ARTICLE 22.

The Port-Captain will decide summarily in cases of difference between captains and their crews, calling to his assistance two captains of the same nationality as the parties at issue; or in default of these, two other captains.

He will not however exercise this portion of his powers unless his intervention is called for by one of the parties concerned, and recourse to him will not be allowed except in places where there is no proper Consular authority.

IV.

Infractions.

ARTICLE 23.

Every infraction of the provisions of Articles 7, 8, 9, 11, 13, 18, and 20, will be punished by a fine of from one to five ducats, which will be doubled in case of repetition. Infractions of the provisions of Articles 3, 4, 10, and 12, will be punished by a fine of from five to twenty ducats, which will also be doubled in case of repetition.

ARTICLE 24.

Every infraction of Article 21 will be punished by a fine of from ten to fifteen ducats.

ARTICLE 25.

The Port-Captain will decide as to the infliction of the fines incurred by infringing the provisions of the present regulations.

In case of appeal against the decision of the Port-Captain, the amount of the fines will be deposited in the navigation chest of the port of Soulina until the case has been settled.

If the appeal is not made before the expiration of six weeks, the sum deposited will revert definitely to the navigation chest, and be devoted to the relief of shipwrecked persons.

ARTICLE 26.

Masters and captains are personally responsible for infractions committed by members of their crews.

ARTICLE 27.

The Port-Captain of Soulina is charged with the execution of the present regulations.

In all cases where his intervention, and that of the agents placed under his command, is not sufficient, he may apply to the vessels of war on the station, who will lend him assistance, as far as permitted by their instructions.

ARTICLE 28.

The Provisional Regulations of the 10th June 1857, as well as the Supplementary Provisions of the 19th October 1859, are cancelled.

Galatz, 9th July 1860.

THE EUROPEAN COMMISSION OF THE DANUBE.

APPENDIX, No. 11, TO PROTOCOL, No. CXVII.

*Provisional Regulations for Pilotage on the Lower Danube.*1st SECTION.—*Pilotage on the Bar of Soulina.*

CHAPTER 1st.—GENERAL PROVISIONS.

ARTICLE 1.

No Sailing or steam vessels of more than sixty tons burden may cross the bar of Soulina, either entering from the sea or leaving the river, without having on board a local pilot.

ARTICLE 2.

The pilot service, at the Soulina Bar, will be performed by a special staff of licensed and responsible pilots.

ARTICLE 3.

The pilotage expenses will be met by means of a toll of nineteen centimes per ton burden, imposed on shipping.

The amount of this toll is comprised in the general tariff of shipping dues arranged by the European Commission of the Danube.

It will be paid by captains, according to the provisions of this tariff, into the navigation chest at Soulina.

The agent in charge of the chest will give a receipt for the amount.

All payments of pilotage tolls, not authenticated by such a receipt, will be considered null and void.

CHAPTER II.

Composition and Organisation of the Pilot Staff.

SECTION I.

GENERAL PROVISIONS.

ARTICLE 4.

The staff of pilots, charged with taking vessels over the Soulina Bar, will be composed of—

1. A chief pilot ;
2. A deputy-chief pilot ;
3. Pilots of the first class, the number of whom is fixed provisionally at thirty ;
4. Auxiliary pilots,—number not fixed.

ARTICLE 5.

The arrangement of the pilot staff at Soulina will be in the hands of the captain of the port, who will appoint the chief pilot, as well as the deputy-chief pilot.

The pilots of the first class, and the auxiliary pilots, will also be appointed by him, on the recommendation of the chief pilot.

The captain of the port will act as judge, and punish any breach of discipline committed by pilots on service ; he will maintain order and discipline, and will decide in cases of differences arising either between the pilots themselves or between the latter and their chief.

ARTICLE 6.

The chief pilot's business will be, under the direction of the captain of the port, to arrange specially the order of service, and to superintend the deputy-chief pilot and the pilots, both in the exercise of their duties and in their private conduct.

He will take all the necessary steps to prevent irregularity, and to ensure the strict observance of the provisions of the present regulations, as well as of the orders of the Port-Captain.

The deputy-chief pilot will direct, under the orders of the chief pilot, the details of the service at the bar, especially with regard to the arrival of vessels coming from sea.

He will take the place of the chief pilot in case of the latter being absent.

ARTICLE 7.

The pilots of the first class will have charge of the ordinary service of pilotage on the Soulina Bar.

The auxiliary pilots, except in the cases mentioned in Article 11, cannot be called to pilot vessels unless in the event of an insufficiency of pilots of the first class, in consequence of the arrival of too large a number of ships.

SECTION III.

SPECIAL REGULATIONS.

§ *Conditions for Admission of Pilots.*

ARTICLE 8.

Every candidate for the situation of chief pilot, deputy-chief pilot, first class pilot, or simple auxiliary pilot, must attest

That he is not more than 24 years of age ;
That he resides, or is ready to reside, at Soulina ;

That he has served for 4 years at least on board a sea-going vessel;
And that he possesses the necessary knowledge for the exercise of his calling.

ARTICLE 9.

To ensure the execution of the last provision of the preceding Article, the candidates must undergo a special examination before a Commission instituted for that purpose, which Commission will be composed—

- Of a captain of the port of Soulina;
- Of two merchant-captains;
- Of the chief pilot, or, in his absence, of the deputy-chief pilot;
- And of two pilots of the first-class.

It will be presided over by the captain of the port, in whose office it should meet.

The candidates will be examined as to—

- Their knowledge of the Mariner's compass;
- The theory and practice of working the sails;
- The handling of the rudder;
- The use of the lead, and the pole for taking soundings;
- The perfect knowledge of the sand banks, their extent, and their depth under the level of the water;
- The knowledge of the variations of the current;
- The calculation of a vessel's draught of water;
- The choice of favourable mooring-places, as well as the manner of mooring a vessel, casting and weighing anchor;
- The perfect knowledge of the signals placed on the bar, and in the shallow water, to indicate the passage; the effects of pitching and rolling;
- The rescue of vessels in danger;
- The necessary manœuvres for avoiding collision and for doubling the curves of the river, so as to prevent grounding.

The results of each examination will be verified in a report signed by the members of the Commission.

A candidate who has answered in a satisfactory manner the questions on the prescribed subjects, will receive a certificate of competency, signed by the captain of the port and the chief pilot.

ARTICLE 11.

The pilots of the first-class will be first selected, and after them the auxiliary pilots, from among the number of candidates who have undergone, with the most success, the test of examination.

In case of a vacancy, or if circumstances require that the number of pilots be increased, the mariners who have obtained the certificate of competency referred to in Article 10 above, will be alone admissible to be proposed by the chief pilot for nomination by the captain of the port, agreeably to the provision of Article 5.

Every member of the pilot-staff will receive a licence, worded after the example annexed to the present regulations (Appendix No. 1).

A special matriculation register, in which the names of all the pilots will be inscribed, will remain deposited at the office of the captain of the port and that of the chief pilot. Each pilot will have his own number of rank, which will be the same as that of his matriculation.

ARTICLE 12.

Captains and masters of steam tugs, having their head-quarters at Soulina, will be permitted to pass the examination of pilots for the bar, and to obtain the licence. When thus matriculated

on the register of Soulina pilots, they will be placed in the list of auxiliary pilots, (Article 4, No. 4.) with the right of piloting exclusively the tug upon which they are engaged, without being allowed to pilot other vessels.

They will act always under the general direction of the Port-Captain in everything concerning the application of the regulations relative to the administration of the river, to that of the port, and to pilotage.

Vessels towed by a tug, the captain or pilot of which is furnished with a pilot's licence, are equally bound to pay the pilotage toll into the navigation chest, although they have not on board a pilot of the administration.

§ THE PILOT'S BOOK.

Immediately a pilot is admitted, he will be presented by the captain of the port with a book, similar to the annexed form (Appendix No. 11).*

This book will contain:—

- The copy of his licence;
- An extract from the present regulations, containing the principal provisions;
- An extract from the general tariff concerning pilotage.

It will also contain statements, regularly filled up, of the amount of wages that the pilots have received each month;

- Of the service that he has rendered;
- Remarks and complaints of captains.

It will serve the pilot to prove his rank; and should be presented each month for the visé of the chief pilot.

Every pilot must always keep and carry his book, and is strictly forbidden to allow any one to make use of it.

§ 3. EQUIPMENTS NECESSARY FOR THE SERVICE OF PILOTAGE.

The pilots will have always at their disposal—

- Boats necessary for the ordinary service;
- And two other boats, furnished with their equipments, such as anchors, chains, cables, &c., and a life-boat, to render assistance to vessels in danger.

These boats must, while on service, carry the pilot's flag, described in No. 1 of the annexed tables (Appendix, No. 111).

§, PAY OF PILOTS.

ARTICLE 15.

There will be provided from the receipts of the pilotage tolls—

1. The necessary sums for the maintenance of the boats destined for the ordinary service.
2. And the salary of the auxiliary pilots, who, in case of an insufficiency of pilots of the first-class, may be summoned by the chief pilot to pilot vessels, and who will not be remunerated for more than the days of their actual service.

The wages of oarsmen employed in the pilotage service, and the maintenance of the boats and apparatus devoted to the service of salvage, will be paid out of the navigation chest, on the order of the administration of the port.

ARTICLE 16.

After deduction has been made on account of the amounts provided for by the preceding Article, the amount of the revenue will be divided at the expiration of each month into 67 equal portions, four of which will be given to the chief pilot, three to the deputy chief-pilot, and two to each pilot of the first class.

* Not received.

Captains, and pilots of tugs, furnished with a licence agreeably to Article 11 above, cannot share in this division of the receipts of the pilotage tolls.

CHAPTER III.

Duties of Pilots.

§ I.

GENERAL PROVISIONS.

ARTICLE 17.

The pilots, as well as their superiors, will be bound to show deference and respect to the authorities under whose inspection they are placed, and whose orders they must punctually execute in matters concerning the affairs of the service.

The pilots and the deputy-chief pilot will be particularly bound to conform absolutely to the orders of the chief pilot, and to obey in everything his instructions.

ARTICLE 18.

Members of the pilot-staff will be forbidden to quit, even temporarily, their residence at Soulina, without the special authority of the proper officer.

They must never depart from a respectful and seemly conduct in their intercourse with captains, passengers, and crews of vessels, which they may be called upon to pilot.

They will carefully avoid being found in a state of drunkenness, and also giving occasion to any complaints or difficulties whatever.

ARTICLE 19.

The payment of pilots, having been settled by Article 16 of the present regulations, they will be forbidden, under the penalty laid down in Article 46 following, to exact any remuneration in addition to the tax fixed by the tariff.

They will be forbidden equally to interest themselves, directly or indirectly, in any Lighter speculation.

§ II.

ORDINARY SERVICE.

§ SOUNDINGS.

ARTICLE 20.

The chief pilot or deputy-chief pilot, assisted by a sufficient number of pilots of the first-class, appointed in their turn for the service, will ascertain twice a-day, morning and evening, the depth of the channel over the bar.

The soundings will be made by means of a pole kept exclusively for the purpose, graduated in English feet. A model of this pole will remain constantly at the office of the chief pilot.

ARTICLE 21.

The pilots will meet each morning at an hour fixed by the captain of the port, in the office of the chief pilot, to receive his orders, and to learn the depth of the channel over the bar.

§ THE LIGHTHOUSE GUARD.

ARTICLE 22.

A pilot will be on guard always on the tower of the lighthouse, to announce, by the aid of the signals indicated in the annexed table (Appendix No. 3), the arrival of vessels, sailing or steam, coming from the sea or descending the river. He will observe, at the same time, the movements of vessels. In case of need, he will immediately acquaint the chief pilot or the captain of the port.

§ 3. PILOTAGE OF VESSELS ON THE BAR.

ARTICLE 23.

As long as the state of the sea will permit the bar to be passed, a boat ought always to be in readiness to transport the pilot on board vessels which approach the port from the roadstead.

The pilots are bound to go a mile and a half to meet vessels.

ARTICLE 24.

As soon as a pilot shall have gone on board, he must prove his qualifications to the captain by presenting his book.

He will acquaint him with the depth of the channel over the bar, according to the last soundings, and the captain will be bound on his part to inform him of the draught of his vessel. To avoid all dispute on this point, the pilot will present to the captain a ticket of draught (*billet d'immersion*) printed according to the annexed formula (Appendix No. 4). This ticket, after having been filled up and signed by the captain, will be returned to the pilot.

ARTICLE 25.

Every pilot, not belonging to the Soulina staff, who happens to be on board a vessel prepared to cross the bar, will be bound, immediately on the arrival of the local pilot, to give up to him entirely the charge of the ship, and he will be strictly forbidden to take any part whatever in the pilotage or working of the vessel on the bar. In case of necessity, the captain can be required to use coercive measures for the removal of an unprivileged pilot from the management of the vessel.

ARTICLE 26.

It is the duty of pilots to be on board before the ship entrusted to their charge quits her anchorage. They are strictly forbidden to leave vessels they are piloting across the bar before they are out of danger; they must not leave the vessels they are conducting from the roads into the river before they are anchored or moored at the moorings they ought to occupy in the port, and those proceeding from the port into the roads before they are distant a quarter of a mile to the east of the bar.

They will be bound, moreover, to see that vessels take up their moorings at the spot indicated to them in accordance with regulations of the port, and that captains, in casting anchor, observe the rules in force.

ARTICLE 27.

If a vessel about to enter Soulina should be detained on the roads, after having been boarded by the local pilot, and is prevented by any cause from crossing the bar, the pilot may not, on any pretext, leave the vessel before bringing her into port.

In this case the pilot will be entitled to mess with the petty officers.

ARTICLE 28.

If, for the purpose of lightening, the said vessel is obliged to discharge all or part of its ballast, the pilot must see that it is not discharged except at the place designated in the regulations in force on the subject of discharging ballast.

At sea, ballast may never be discharged within a distance of two miles from the bar.

In case of infraction of the preceding provision, the pilot will report the case to the chief pilot, who will inform the Port-Captain, charged with carrying out the regulations with respect to discharge of ballast.

ARTICLE 29.

On the arrival of a ship of war in the port, the chief pilot, and, in the absence of the chief pilot, the deputy-chief pilot, must present himself at once on board, and place himself at the disposal of the commander.

ARTICLE 30.

The pilot who has conducted a vessel across the bar will have it attested by the captain by means of a certificate, which should be carried in the pilot's book, as prescribed by Article 13 of the present regulations.

This certificate will be countersigned by the chief pilot on the same day on which it is delivered, and presented to the Captain of the Port, who will affix to it his official seal.

Any certificate delivered to a pilot by a merchant-captain in any other form than that prescribed by the present regulations will not be considered valid by the port authorities.

Any captain who, in consequence of negligence or of wrong manœuvres, has cause of complaint against the pilot charged with conducting his vessel, should present himself at once before the Port-Captain or chief pilot. He will also have the option of placing his grievance on the book which the pilot is bound to present to him for the purpose, when required to do so.

The chief pilot will examine into the acts imputed to the pilot, and will proceed against the delinquent according to circumstances.

ARTICLE 31.

Any pilot who has conducted a vessel over the bar, will the same day make his report to the chief pilot or deputy-chief pilot; he will acquaint him accurately with the accidents which he may have met with, and the observations which he may have made on the variations which have occurred in the direction and depth of the channel, and in the shape of the sand-banks, or the new obstacles proceeding from the grounding of vessels, abandoned anchors, &c., and on all circumstances affecting navigation.

SECTION III.

Extraordinary Services.

ARTICLE 32.

When a ship is obliged to cross the bar during a storm, or when the sea is running very high, and it is impossible for the pilot boats to get alongside, the chief pilot or deputy-chief pilot must proceed in a boat as near the bar as possible, to guide the vessel by means of a signal. This signal must be hoisted on a pole, which should be held vertically if the ship follows the right direction, and which, if the contrary is the case, should be inclined towards the side to which the ship should shape its course.

ARTICLE 33.

When, in the cases prescribed by the preceding Article and Article 44, a vessel shall cross the bar without having a local pilot aboard, and when the blue flag is hoisted on the lighthouse, the captain must present himself at the Port-Captain's office to explain why he infringed the regulations; that is to say, to explain the circumstances over which he had no control, which induced him to do so, and of which he must make a written declaration.

If the facts alleged by the captain do not appear such as to justify his proceedings, Articles 42 and 51 of the present regulations will be applied.

ARTICLE 34.

When a vessel is in danger of wreck or grounding, either in the roads or on the bar, or in the interior of the port, all the pilots and their chiefs, as well as the auxiliary pilots, are bound to meet for the purpose of rendering assistance as soon as the prescribed signal (Appendix No. III,) shall be given from the tower of the lighthouse.

The pilots will assemble at the office of the chief pilot, who will undertake, under the supervision of the Port-Captain, the direction of the measures for its preservation.

In case of a vessel running aground, the chief pilot or deputy-chief pilot will proceed with boats, and the necessary number of pilots, to the grounded vessel, and will use every effort to set it afloat.

In case of a wreck they must also be in readiness to lend their aid and assistance, and exert themselves specially to save the passengers and the crew.

ARTICLE 35.

The assistance rendered by the pilots for salvage purposes will be entirely gratuitous, unless the captain of a vessel has not asked for a pilot, or has refused to allow one on board, or has made a false declaration relative to the vessel's draught of water.

SECTION IV.

Special obligations affecting the Chief Pilot.

ARTICLE 36.

The chief pilot, as is stated in Article 6 of the present regulations, will direct the pilots in the exercise of their duties; he will be responsible equally for the regularity of the service, and in particular for the accuracy of the soundings taken at the bar, in accordance with Article 20. He will see that prescribed signals are promptly given, and will take all the necessary measures to prevent the pilots delaying to go on board vessels, and to avoid loss of time and confusion in manœuvring vessels.

ARTICLE 37.

On the days of Bogas (days of the entry and departure of vessels), the chief pilot or deputy-chief pilot must remain on the bar to direct the course of vessels, and prevent cases of grounding. He will superintend the manœuvres of the pilots on duty, and, if their number is insufficient, send for the auxiliary pilots.

ARTICLE 38.

The chief pilot will see that the pilot-boats and the life-boat, as well their tackle and other apparatus, are always kept in good repair. If he thinks it necessary to replace a part of the stores, and to make new purchases, he must make a report to the Port-Captain.

He will appoint the pilot, whose business it will be to look after the stores in question.

The pilots of the first-class will perform this office in turn, and for a fixed period; they will be held responsible for the preservation of the articles committed to their charge.

ARTICLE 39.

The chief pilot will also look to the preservation of buoys. He will inspect them from time to time, and will take care to alter their positions, according to the changes observed in the direction of the channel, and in obedience to the directions of the Port-Captain on the subject.

ARTICLE 40.

Independently of the daily soundings ordered by Article 20, the chief pilot must proceed to the bar immediately after every storm or unusual flood, to examine the position and strength of the buoys, and to ascertain generally the condition of the channel.

CHAPTER IV.

Infractions.

ARTICLE 41.

Every merchant-captain, who, except in case of circumstances over which he could have no control, as provided for in Article 34 above, shall go upon the Soulina bar, or pass it without the assistance of a pilot qualified for the purpose, shall pay as a fine twice the pilotage due prescribed by Article 3.

He will remain, moreover, responsible to the proper person for damages caused by his negligence to the ship or cargo.

The merchant-captain who, after having employed a Soulina pilot, refuses to pay the pilotage dues, shall also pay twice the due as a fine.

The captain who infringes the provisions of Article 24 of the present regulations, either by refusing to declare to the pilot the draught of his vessel, or by declaring a draught more or less than the truth, shall be punished by a fine of five Dutch ducats.

ARTICLE 42.

A foreign pilot, who may happen to be on board a vessel ready to cross the bar, and who refuses to give up the management of the vessel to a Soulina pilot, immediately on being required to do so by the latter, shall be condemned to a month's imprisonment, or to a fine of not less than 20 Dutch ducats, and not exceeding 30 ducats.

The captain who refuses to take the necessary measures for the removal of the foreign pilot, and who transgresses also the provisions of Article 25 of the present regulations, shall be punished by a fine of not less than 10 Dutch ducats, and not exceeding 20 ducats.

Every individual who, without having been licensed as a Soulina pilot, shall have piloted over the bar a vessel of more than 60 tons burden, shall be punished by a month's imprisonment, or a fine of not less than 10 Dutch ducats, and not exceeding 20 ducats.

ARTICLE 43.

If, contrary to the provisions of Article 36, the pilot called upon to pilot a vessel delays going on board in consequence of not having been instructed by the chief pilot, or, in the justifiable absence of the latter, by the deputy-chief pilot, the chief pilot or the deputy-chief pilot shall be punished with a fine of 3 Dutch ducats. In case of repetition, the fine shall be increased to 6 ducats; and if the infringement shall occur a third time, the chief pilot or deputy-chief pilot shall be discharged.

If the delay is the fault of the pilot, and if he has not obeyed at once the orders of the chief or deputy-chief pilot, the offender shall be punished by suspension for not less than forty-five days, and not exceeding three months; and the chief pilot, or the deputy-chief pilot, shall immediately report the case to the Port-Captain.

ARTICLE 44.

Every pilot, whilst in a state of drunkenness, who shall undertake to pilot a vessel, shall be sentenced to a fine of not less than 20 Dutch ducats, and not exceeding 30 ducats, and be discharged in case of repetition of the offence.

If the pilot becomes intoxicated on board the vessel entrusted to his care he shall be dismissed immediately.

ARTICLE 45.

Every member of the pilot staff who shall infringe the provisions of Article 10 above, by joining in a Lighter speculation, shall be discharged.

ARTICLE 46.

Any pilot who shall, from incompetency or evil intent, be the cause of a collision, of grounding, or of wreck, shall be discharged, without interfering with the civil action which those interested may bring against him before the proper Court to obtain compensation for damage done to the vessel or the cargo.

The chief pilot, and the deputy-chief pilot, according to circumstances, are, as well as the offending pilot, amenable to the civil law.

If the circumstances causing the accident are such as to entail criminal proceedings, the pilot will be delivered up to the proper authorities, to be tried according to law.

ARTICLE 47.

Pilots may not leave Soulina on any pretext without a written permission, on pain of being sentenced to a fine of 1 Dutch ducat for each day's absence.

If this absence exceed fifteen days, the offending pilot shall be dismissed.

ARTICLE 48.

Every infraction of the provisions of the present regulations, which shall not be subjected to a special penalty, shall be punished when committed by the chief pilot, or the deputy-chief pilot, by a fine of not less than 5 Dutch ducats, and not exceeding 10 ducats; and when committed by a pilot, by a fine of not less than 2 ducats, and not exceeding 4 ducats.

ARTICLE 49.

Fines incurred by pilots can be converted by the Port-Captain into a suspension from employ, at the rate of three days' suspension for each ducat of the fine.

The suspended pilot will lose all right, during the time of suspension, to the division of the produce of the pilotage dues, and the sum forming his portion, as well as the amount of fine, will be used for the purpose stated in Article 51 following.

ARTICLE 50.

The Port-Captain shall decide as to the infliction of fines incurred by the chief pilot, deputy-chief pilot, and the pilots, as well as by merchant-captains.

ARTICLE 51.

The amount of fines, as well as sums kept back from pilots suspended from their duties, shall be paid into the navigation chest, and employed for the preservation in good repair of the apparatus for saving life and the assistance of ship-wrecked persons.

ARTICLE 52.

The Captain of the Port will decide in cases of dispute arising between pilots and merchant-captains, in the event of his intervention being demanded by the latter. When this is not the case, the dispute will be brought before the authority to which they may be subject.

II.

Pilotage on the River.

CHAPTER I.—GENERAL PROVISIONS.

ARTICLE 53.

Independently of the pilot staff charged with piloting vessels across the Soulina bar, there will be a special pilotage service for merchant-vessels navigating within the river between Soulina and Ibraïla.

ARTICLE 54.

The direction of the river pilotage service will be located at Soulina, and will be carried on under the authority of the Port-Captain.

1. By a chief pilot, who will be appointed to superintend exclusively the service at parts distant from the portion served by the river pilots.

2. And by an unlimited number of pilots, denominated pilots of the second class.

CHAPTER II.—SPECIAL PROVISIONS.

ARTICLE 55.

No one can be admitted pilot of the second class if he is not more than twenty-four years of age, if he has not been at least four years in the sea service, and if he has not passed the examination prescribed by Articles 9 and 10 of the present regulations.

ARTICLE 56.

Pilots permanently engaged in the service of steam-ship companies whose vessels ply on the Danube, and who have piloted during a whole season, without cause or complaint, a steam-boat making periodical voyages on the river, may be licensed as pilots of the second class, and may regularly perform the duties of such, on producing at the Port-Captain's office at Soulina a certificate of competency and of good conduct from the captain of the vessel on board of which they are engaged.

This certificate will remain deposited at the Port-Captain's office, it will be noted on the matriculation paper, and the licence given to the pilot.

ARTICLE 57.

Pilots of the second class are not bound to reside at Soulina.

ARTICLE 58.

Seamen admitted as pilots of the second class will receive a licence similar to the annexed form (Appendix No. 1), to prove their rank.

A distinct register will be kept at the Port-Captain's office, when their names will be registered, as well as the date of their admission.

They will receive a pilot's book, in the manner prescribed by Art. 13 of the present regulations.

ARTICLE 59.

The up-voyage commences immediately the vessel leaves the port of Soulina to proceed to Toulitcha, Ismail, Reni, Galatz, or Ibraïla; it terminates when the vessel reaches its port of destination.

The down-voyage commences on leaving the port at which the vessel has laden her cargo, and terminates on the arrival of the vessel at the port of Soulina.

Captains ascending the stream are not bound to take a pilot; they will have the power of employing the one on board, but the captain of the port will be bound, if required, to procure them a licensed pilot.

For descending the river, every merchant-vessel, of a burden of more than 60 tons, must take a pilot of the rank of pilot of the second class,

licensed at the office of the Port-Captain at Soulina.

Any captain infringing this regulation shall pay a fine twice the amount of the pilotage due which he would have paid, in accordance with Article 61 following, without being relieved from the responsibility which he may incur towards the parties concerned, in consequence of the damage caused by his negligence to the vessel and its cargo.

ARTICLE 60.

Captains will arrange with the pilots the sum to be paid to them for piloting vessels up the stream. In case of dispute, however, on this point, the judicial authorities of the ports will not admit any claim on the part of pilots for a higher rate of wages than half a Dutch ducat a day for the voyage, in addition to subsistence on board.

ARTICLE 61.

The pilotage due for navigating a vessel down stream is fixed as follows:—

10 Dutch ducats for the voyage from Ibraïla, or Galatz, to Soulina;

8 Dutch ducats for the voyage from Reni, or Ismail, to Soulina; and

6 Dutch ducats for the voyage from Toulitcha to Soulina.

This due will be paid at the Port-Captain's office at Soulina, on the receipt of the captain of the port; all payments not proved by the Port-Captain's receipt will be considered null and void.

The chief pilot especially appointed to superintend the river pilotage, will retain the third part of a Dutch ducat on the amount due from each vessel, the remainder will be paid to the pilot.

Independently of the dues thus fixed, the pilot will have a right, while on board, to the subsistence of a petty officer during the whole voyage.

ARTICLE 62.

Vessels of war are not bound to take a pilot in going down stream; those that take on board a pilot, licensed at Soulina, will pay the dues fixed by preceding Article.

ARTICLE 63.

Pilots, appointed to take charge of a vessel either going up or down stream, will receive a ticket of embarkation signed by the captain of the port of Soulina, or by the chief of the river pilots, stating the names of the pilot, the vessel, and its captain, the vessel's draught, and the description of its cargo; the ticket will be dated.

Immediately on receiving the ticket of embarkation, the pilot will be bound to go on board, and to remain until the vessel has cast anchor, either at Soulina or at its port of destination.

ARTICLE 64.

If the vessel should get aground, the pilot must exert every effort to float it again, he must obtain as promptly as possible the requisite aid, and assist the captain in engaging, on the most advantageous terms, lighters and life-boats.

ARTICLE 65.

Immediately on the arrival of the vessel at the end of the river-voyaging, either ascending or descending, the pilot who has taken charge of the vessel must report himself, if at Soulina, to the Port-Captain; if at Galatz or Ibraïla, to the chief pilot at the head of the river pilotage. He will give up to them the ticket of embarkation mentioned in Article 63, make his report on the incidents of the voyage, and place himself at their

disposal for the further requirements of the service.

ARTICLE 66.

The Port-Captain of Soulina will see that the list of second class pilots prepared by him is always posted in a conspicuous situation ; it will be his business to attend to the requests of masters of vessels demanding pilots to take them up stream.

He will receive the reports of pilots who have piloted vessels coming down stream, and assist them to return as quickly as possible to their usual stations.

The chief pilot, specially appointed to superintend the river pilotage, will direct the service along the entire line, served by second class pilots, and more particularly at Galatz and Ibraila ; he will see that every vessel descending the river is provided with a licensed pilot, and will keep up constant communication with the Port-Captain of Soulina, to acquaint him with the requirements of the service.

ARTICLE 67.

The relations of the chief pilots appointed to superintend the river pilotage, to the local authorities of the ports on the Danube, where this officer exercises his functions, will be regulated hereafter by special provisions.

ARTICLE 68.

Pilots will be personally responsible that vessels piloted by them conform with the provisions of the Regulations of the 27th June 1860, on the administration of the river, and especially with those contained in Articles 26 to 34 ; they will be bound to inform the captain of the port of Soulina immediately on arriving at the port, of any infraction committed whilst they were on board.

ARTICLE 69.

The provisions of Articles 17, 19, 30, 42, 43, 44, 45, 46, 48, 49, 50, and 51, of the present regulations concerning pilotage on the bar, will be equally applicable to the river pilotage.

ARTICLE 70.

The Pilotage Regulation of 9th October 1857 will cease to be law from the day when the present regulations shall come into force.

Given at Galatz, the 9th July 1860.

THE EUROPEAN COMMISSION OF THE DANUBE.

APPENDIX, No. 1.

Formula of the Pilot's Licence.

ARTICLE 11 OF THE REGULATIONS.

Port of Soulina.	Licence.	No.
Pilotage Service.		on the register.

of pilot given to
The Port-Captain of Soulina certifies that
born at aged residing
at . After passing the examination
prescribed by Article 10 of the Pilotage Regulations,
published on the 9th July 1860 by the European Commission
of the Danube, as stated in the certificate granted to the said
the has been admitted into the
staff of Soulina pilots, as , and entered
in this rank on the register of pilots under the
number .

In consequence of which is
qualified to pilot vessels.

In faith of which the present licence has been
granted him, to serve and be valid for him to whom
it belongs.

Soulina, the

the Captain of the Port.

Port of Soulina.
Pilotage Service.

APPENDIX, No. III.

TABLE OF SIGNALS FOR THE PILOTS OF SOULINA.

Number.	Nature of Signal.	Explanation of Signal.
1	Red and white flag	Pilot's flag.
2	Triangular flag, red and white, on the tower of the lighthouse... ..	Vessel approaching the bar.
3	Blue flag on the tower of the light-house	The pilot-boat cannot cross the bar to reach the vessel.
4	Red flag hoisted by a vessel	Vessel on the road, or on the bar, calling for help.
5	Red flag on the tower of the light-house	Vessel of war approaching the bar.
6	Ball hoisted on the tower of the light-house on the south side... ..	Smoke in sight coming from Constanti-nople.
7	Ball hoisted on the tower of the light-house on the north side	Smoke in sight coming from Odessa.
8	Ball hoisted on the tower of the light-house on the west side	Smoke in sight coming from Galatz.
9	Two lanterns on the tower of the light-house during the night... ..	Vessel in the roads, or on the bar, asking for help.

The pilot on guard on the tower of the lighthouse is bound to acquaint the Port-Captain immediately he sees a vessel in the roads, or on the bar, with a flag hoisted at the foreyard.

APPENDIX, No. IV.

Formula of Ticket of Ship's Draught.

ARTICLE 25 OF THE REGULATIONS.

*Port of Soulina.**Pilotage Service.*

TICKET

Given in accordance with Article 24 of the Pilotage Regulations of the 9th July 1860.

On the requisition made by the pilot,
 , before crossing the bar of the Danube at Soulina, the undersigned declares that the vessel

Burden in ballast	tons
and carrying	tons
has an actual draught of	English feet.
Given in the Roads of Soulina, on board	
the	, 186 .

the Captain.

APPENDIX TO PROTOCOL, No. CXVIII.

Provisional Regulations for the Lighter Service on the Lower Danube.

§ 1st.

GENERAL PROVISIONS.

ARTICLE 1.

Lighterage operations are divided into two classes—

1st. Operations purely local, performed by a sea-going ship, which, to enable it to cross the Soulina bar, discharges all or part of its cargo into a smaller vessel with the intention of re-shipping it either in the roads in the case of a vessel leaving the river for the sea, or in the port if the ship should enter the Danube from the sea.

2d. Coasting lighterage operations performed by sailing vessels or steam transports, which load a cargo in one of the ports of the Lower Danube, situated between Ibraila and Soulina, and ship it for farther transport on board a sea-going vessel at anchor in the port, or in the roads of Soulina.

ARTICLE 2.

Lighterage operations take place either directly between the proprietor or master of the lighter and the captain of the vessel to be unloaded, or indirectly through the intervention of an agent.

§ II.

LOCAL LIGHTERS.

ARTICLE 3.

Local lighterage operations are performed—

1st. By means of sailing vessels specially appointed for the service, and designated under the name of lighters, properly so called.

2d. By sea-going vessels of small burden, which act as lighters either regularly or casually.

3d. By steam transport, with or without barges in tow.

ARTICLE 4.

No person will be permitted to act as master of a lighter unless his vessel has been registered at the office of the Port-Captain of Soulina, and a licence granted to him by that officer.

Such licence will only be issued to seamen who have given proofs of good conduct and capability, by the production of authentic documents.

ARTICLE 5.

Before granting the licence the Captain of the port of Soulina will see that the vessel, destined to be used as a lighter, is inspected by a commission, who will have to decide whether it is in good repair, and to state accurately its measurement in tons register, as well as its burden in kilos of Constantinople.

This inspection will take place once a-year.

The results will be recorded in a report, the original of which will remain deposited in the Port-Captain's office.

Any vessel which is found in an imperfect condition, that is to say in such a state that the cargo will not be in complete safety, will not be permitted to be used as a lighter.

ARTICLE 6.

A register will be kept at the office of the Captain of the port of Soulina, in which will be entered, in a single series of numbers, the names of vessels authorized to serve as lighters, as well as their burden, and the name of their master or proprietor.

A fixed sum of 1 Dutch ducat will be charged for the entry of each vessel on the register, which amount will be paid into the Port-Captain's office.

ARTICLE 7.

The licence granted by the Port-Captain of Soulina to masters of lighters, in accordance with Article 4, will contain the registered number of the vessel, its name and burden, the name of its master, and the date of the survey to which it has been subjected, according to Article 5.

It will be drawn up according to the form appended to the present regulations—(vide Appendix, No. 1). The licence will be renewed each year, and should always be kept on board.

ARTICLE 8.

Every master of a lighter will be obliged to give security to the amount of 50 ducats. The sum, however, will not be required to be paid into the office of the Port-Captain of Soulina, but may be guaranteed by a person residing in one of the ports of the Lower Danube, and well known as solvent.

The licence will not be granted until such guarantee has been accepted.

The security cannot be withdrawn as long as the vessel continues to ply as lighter, and the licence, granted in accordance with Article 4, has not been returned to the Port-Captain's office to be cancelled.

ARTICLE 9.

The security of masters of lighters can be applied to the payment of fines to which they may be subjected in the exercise of their occupation.

In such case the vessel cannot continue in the lighter service until the whole amount of the security is renewed.

ARTICLE 10.

Every lighter must carry its register number painted in white on each side of the bow, in Arabic figures, a foot high.

ARTICLE 11.

If a sea-going vessel, furnished with regular ship's papers, should be employed occasionally to lighten another vessel for its passage of the Soulina bar, the captain of the vessel which is to serve as a lighter must make a declaration of the fact to the Port-Captain, who will grant him a

permit on receiving, on deposit, the ship's papers.

If, on the contrary, a sea-going vessel should remain at Soulina to act regularly as a lighter, the captain must deposit the ship's papers at the Port-Captain's office, and declare that he is ready to comply with all the provisions of the present regulations.

Upon this declaration his vessel will be placed upon the same footing as a regular lighter.

ARTICLE 12.

Any individual or company intending to establish at Soulina a service of lighters by means of steam-transport, must give previous notice of such intention to the Port-Captain, by depositing an exact list of the vessels destined for the service, and stating the class, names, numbers, and registered tonnage of the said vessels. The Captain of the Port will place this list in a separate register, and grant a licence after the annexed formula. (Appendix No. 2.)

This notice will be in lieu of the formalities prescribed by Articles 4 and 5 of the present regulations.

If a service of lighterage is performed by a company regularly constituted, the security prescribed by Article 8 may be replaced by a simple declaration that the company conforms to the provisions of the present regulations.

ARTICLE 13.

Companies, or proprietors of steam-transport, who do not personally conduct the service, must be represented at Soulina by an agent, whose name must be furnished to the Port-Captain, and who will be responsible to the latter as well as to merchant-captains.

In transactions with the Port-Captain this agent may represent the masters of the lighters belonging to his principals.

ARTICLE 14.

Lighters, while remaining in the Port of Soulina, will be subject to the provisions of the Provisional Police Regulations issued by the European Commission.

ARTICLE 15.

Lighters having gone alongside of vessels to unload their cargoes must not leave the said vessels before the latter have weighed anchor.

The captain of a vessel which has been lightened will have the option of placing, at his own expense, a guard of his own choice on board the lighter which may have received all or part of his cargo.

ARTICLE 16.

Lighters must have no empty spaces in the hold, except such as are mentioned in the report of survey.

ARTICLE 17.

A lighter having shipped its cargo must, before weighing anchor, have on board a crew sufficiently numerous to effect, as promptly as possible, the re-loading of the cargo on board the vessel which has been lightened.

ARTICLE 18.

No lighter may leave the port of Soulina to repair to the roads without the permit of the Port-Captain.

This permit will not be granted except on the payment of all claims that may be due, according to circumstances, in virtue of Articles

5 and 6 of the tariff of 25th July 1860, and after the fulfilment of the following formalities :—

The captain of the unloaded vessel, as well as the master of the lighter, must present themselves together at the Port-Captain's office, and state

1. The name of the vessel employing a lighter, its country, and the name of its captain.
2. The number of the lighter, its tonnage, and the name of its master.
3. The nature and quantity of the merchandise unloaded, and in case the quantity cannot be determined, the special clauses of the contract for lightering.
4. The sum agreed upon for the freight, if either of the parties require it to be stated.

These declarations will be entered on a register kept by the Port-Captain, and signed by the parties interested.

ARTICLE 19.

The lighter's permit must be presented at the guard-boat, stationed, in accordance with Article 3 of the Police regulations, at the entrance of the port, on the side towards the sea.

ARTICLE 20.

As a rule lighters must leave the port of Soulina at the same time as the vessels which have been lightened.

The master of the lighter who refuses to leave the port for the purpose of crossing the bar at the same time as the unloaded vessel, can be compelled to do so by the Port-Captain.

In case, however, a vessel employs several lighters, the Port-Captain will regulate their departure in such a way that they may not have to remain in the roads too long without being able to effect the reloading.

ARTICLE 21.

A lighter that has returned alongside the unloaded vessel in the roads may not quit the latter, on any pretext whatever, before having reloaded its cargo, except in cases of circumstances beyond control.

ARTICLE 22.

Lighters, which re-enter the port of Soulina, after having lightened a vessel on the other side the bar, will present their permits at the guard-boat, stationed at the entrance, (Article 19,) where they may be inspected.

Lighters quitting the roads at dusk, or during the night, after having discharged the cargo, or a vessel that has left the river, are bound to cast anchor at a place especially provided for their mooring, and may not re-ascend higher until the following day.

ARTICLE 23.

If an empty lighter is required in the roads, either to receive the merchandise of a vessel which is not going to enter the river, or to receive all or part of the cargo of a vessel entering, the captain of the vessel moored in the roads and the master of the lighter must present themselves at the Port-Captain's office, make there the declarations prescribed by Article 18 above, and pay, according to circumstances, the duties provided by Articles 5 or 6 of the Shipping Tariff.

After the completion of these formalities the Port-Captain will grant the permit to the lighter, who will rejoin in the roads the vessel requiring it. The lighter must not leave the vessel, should the latter enter the port, before it has re-loaded the whole of its cargo.

ARTICLE 24.

As soon as the re-loading of the merchandise on board the vessel has been effected, the captain is bound to give a written acknowledgment.

ARTICLE 25.

The payment of freight for the lighter must be made by the captain of the vessel using the lighter, immediately the whole of his cargo has been re-loaded on board.

Captains ready to leave the river to put to sea, may be required, should there be no stipulation to the contrary, to pay the amount of freight for lighters chartered by them into the Port-Captain's office at Soulina, who will give a receipt for the amount.

The sum so paid will be reimbursed to the master of the lighter on the production of the acknowledgment given by the captain, in virtue of Article 24 above.

§ III.

Coasting Lighters.

Coasting lighterage operations may be performed either by steam-transports, with or without barges in tow, or by sea-going vessels furnished with regular ship's papers, or by sailing-vessels specially appointed for the lighter services, furnished with the licence prescribed by Article 4 above, and duly registered, measured, and numbered, as is required by Articles 5 and 6 of the present regulations.

ARTICLE 27.

Every transport serving as coasting lighter must be furnished with a certificate, which will be given to him by the proper Consular or local authority of the port in which he takes his cargo for the coasting voyage.

The certificate will be drawn up according to the annexed formula, (Appendix, No. III,) and will state—

1. The description and name of the transport, or in default of the name, its number, the surnames, christian names, and nationality of its master and its tonnage.
2. The name and nationality of the sea-going vessel intending to receive the cargo either in the roads or in the port of Soulina.
3. The nature of the merchandise to be unloaded and its quantity, or if it happen to be an undetermined quantity, the special conditions of the lighterage contract.
4. And the freight agreed on, if either of the parties require its insertion in the certificate.

ARTICLE 28.

As soon as a coasting lighter arrives at the port of Soulina, the master will report himself at the Port-Captain's office, and present the certificate above-mentioned.

If the lighter unloads the whole of its cargo in the interior of the port of Soulina it will be required to moor alongside of the vessel intending to receive the merchandise, and must not leave it until it has entirely finished unloading.

If the lighter's cargo is to be unloaded, either entirely or partly, in the Soulina roads, the delivery of the certificate will take the place of the declaration prescribed by Article 18 above, and the permit will be given to the lighter immediately on the payment of the duty to which it is subject, according to circumstances, in virtue of Articles 5 or 6 of the Tariff of 25th July 1860.

ARTICLE 29.

The provisions of the present regulations concerning local lighters will be equally applicable to

coasting lighters during their stay in the port or roads of Soulina.

Steam-transports, however, and barges in tow, will not be subject, in returning, to inspection of the guard-boat officers ordered by Article 22 above, except when one of the parties concerned requires it, and in cases suspected of fraud.

§ IV.

Lighterage by Contract.

ARTICLE 30.

Lighterage operations, either local or coasting, can be effected by the intervention of a contractor taking upon himself to obtain a special licence from the Port-Captain, and to furnish a security of 300 ducats, according to form prescribed by Article 8 of the present regulations.

ARTICLE 31.

Every engagement having in view lighterage by contract must be stated in writing, as well between the captain of the vessel and the contractor, as between the latter and the masters of the lighters.

The contract will set forth all the conditions of the engagement, and will be authenticated at the Port-Captain's office.

ARTICLE 32.

The contractor who does not superintend the service in person must be represented by an agent furnished with a special and due power of attorney.

The contractor or his agent will act with the Port-Captain in the place of the masters of lighters engaged in contract.

ARTICLE 33.

The contractor will be legally responsible to the proper person for every thing connected with the fulfilment of his contract, as well as for thefts and frauds committed by masters and crews of lighters employed.

ARTICLE 34.

Lighters engaged by contract are further subject to the other provisions of the regulations, according to the class to which they belong.

§ V.

Cases of Uncontrollable Circumstances.

ARTICLE 35.

If, after crossing the bar, a loaded lighter is forced by bad weather to return to the port without putting all its cargo on board the vessel in whose service it is engaged, the master of the lighter will be bound to present himself immediately at the Port-Captain's office, to make a declaration of the fact; he will then take the moorings specially assigned to him.

If the said vessel remains in the Soulina roads, the master of the lighter must go alongside and put the cargo on board as soon as circumstances permit.

He will not be allowed any increase of freight-money, whatever the time may be during which he may have had on board the lighter the cargo of the said vessel.

ARTICLE 36.

When a vessel is forced by stress of weather to quit the roads of Soulina, leaving all or part of its cargo on board a lighter, the master of the lighter will be bound to return to port, and to retain his cargo on board.

He must without delay make his declaration to the Port-Captain, who will order the fact to be

made public, and take all other necessary steps for enabling those concerned to present themselves, and for protecting the interests of the said vessel, as well as those of the lighter.

ARTICLE 37.

If, in the case provided for by the preceding Article, the said vessel does not make its appearance in the course of twelve days, the masters of lighters may demand of the Port-Captain authority to unload their cargo and to deliver it into the hands of the proper persons, and they may exact payment of the freight-money agreed upon, as if they had placed the cargo on board the said vessel, but without any addition.

If, before the expiration of the above specified period, the vessel returns to the roads and again puts to sea, the days that have elapsed will not be counted, and a new period will commence from the day of its appearance.

If the freight has been paid into the Port-Captain's office, in accordance with Article 25, it will be given to the master of the lighter immediately after unloading the cargo. If the freight-money has not been deposited, the patron of the lighter will have a claim upon the cargo, of which he can demand, through the agency of the captain of the port, sequestration, or sale by auction, of a sufficient amount of the cargo as will cover the amount of freight.

As soon as the payment of freight has been secured, the cargo will be given up to such parties concerned as may justify their claims, in default of other proofs, by an attestation proceeding from the proper Consular authority, taking on themselves to reimburse the expenses incurred for the preservation of the cargo.

If no interested party claim the delivery of the cargo within a period of one month from the publication prescribed by the preceding Article, the cargo will be sold by auction, and the produce paid as a deposit into the navigation chest.

In no case can the partial or entire sale of the cargo take place until three days after special notice has been given to the Consular authority of the country to which the ship which has abandoned its merchandise may belong.

§ VI.

Cases of Fraud.

ARTICLE 38.

In cases of suspicion of inaccuracy, or of false statement of a lighter's burden, merchant-captains can have the power of seeing the tonnage verified by a survey by Officers of ships of war belonging to their own country stationed at Soudina, and in default of these, by a special commission named by the Port-Captain.

The expense of this survey will be borne by the captain who has demanded it, unless the inaccuracy or false statement is proved, in which case it will be charged to the lighter.

ARTICLE 39.

If, after the operation of unloading, there should be discovered on board a lighter a part of the cargo of the vessel employing the said lighter, and if the master of the lighter cannot prove that he has been prevented, by circumstances over which he has no control, from putting it on board the vessel to which it belongs, the captain of the port will immediately proceed to seize the lighter and arrest the master, who will be delivered up to the proper authority.

ARTICLE 40.

If the captain of a vessel employing a lighter has reason to think that part of his cargo has

been detained on board the lighter chartered by him, he must make a declaration to such effect to the captain of the port, who will immediately order an inquiry, to ascertain the facts.

ARTICLE 41.

As soon as the theft is proved, the Port-Captain will cause the arrest of the master of the lighter as well as of the crew, in order to place them in the hands of the proper authorities.

Steps will be taken at the same time, and without delay, to seize the lighter on board which the theft is presumed to have been committed.

ARTICLE 42.

The tribunal, before which the criminal action is brought, will determine the amount of damages to which the captain of the vessel to whose injury the theft has been committed has a right.

The master or owner of the lighter on board which the theft was perpetrated will, whatever may be the circumstances of the case, be held legally responsible and personally liable to the master of the vessel employing such lighter, for the damages awarded to the latter.

The civil party whose rights have been acknowledged has a claim on the lighter seized in execution of Article 41 preceding, and the sequestration cannot be removed by the captain of the port unless with the authority of the tribunal before which the case was tried.

The captain of the said vessel can attach the security referred to in Article 8 above; this security will be liable, conjointly with the master of the lighter, for the restitution of the stolen merchandize, or for its value.

§ VII.

Civil Dispute.

ARTICLE 43.

In case of dispute, either between the masters, owners, or contractors of lighters, and captains of vessels employing lighters, or between contractors and masters of lighters engaged by them, if either party demand the intervention of the Port-Captain, he will take such measures, as circumstances may require, for the general interest of shipping.

He can, if required by the proper person, take provisional steps to establish the facts in litigation, and to secure the interests of both parties, his interference cannot exceed this limit, and he must leave to the proper civil authorities to examine and pronounce judgment in the case.

If a dispute arise on the subject of carrying into effect charter-contracts, the Port-Captain will draw up a report of the statements and claims of the litigating parties; he will arrange, *ex æquo et bono*, the necessary preliminary measures, and afterwards refer the brief of the cause to the proper civil authority.

ARTICLE 44.

If the captain of a vessel in the roads finds it necessary to have recourse to the intervention of the Port-Captain, in consequence of a difficulty with a master of a lighter, he must hoist his flag at the fore-top stay, above the bowsprit; at this signal the captain of the port's boat must immediately proceed to the vessel.

The same signal must be hoisted by the master of the lighter who, being in the roads, requires on his side the assistance of the captain of the port against the captain of the vessel engaging the lighter.

VIII.

Infractions.

Whosoever infringes the provisions of Articles 7, 9, 10, 11, 12, 27, 30, and 31, of the present

regulations, will be liable to a fine of 12 Dutch ducats, and 24 ducats in case of repetition of the offence.

The third infringement will be punished by a fine of 30 ducats, and the sequestration of his vessel for three months.

The vessel, moreover, will be liable for the payment of the fine incurred, and can be held by the Port-Captain till the fine is paid.

ARTICLE 46.

Every lighter which passes the Soulina bar without being furnished with the permit prescribed by Articles 18, 19, 22, 23, and 28 above, will be liable to a fine of 6 Dutch ducats.

ARTICLE 47.

If, contrary to the provisions of Article 20, above, a master of a lighter refuses to cross the bar at the same time as the vessel with which he is engaged, the third of the freight money of the lighter will be seized and paid as a fine into the Port-Captain's office. The master of the lighter will also be personally responsible for the consequences of the delay caused by his negligence to the said vessel or its cargo.

ARTICLE 48.

Every infraction of the provisions of the present regulations, not provided for in the preceding Articles, will be punished by a fine of 4 Dutch ducats.

ARTICLE 49.

The Port-Captain, as a general rule, in his own right, will adjudge the infliction of the fines incurred by captains of vessels employing lighters, and by masters of lighters.

The amount of these fines will be paid into the Port-Captain's office, at Soulina, and employed for the relief of shipwrecked persons.

ARTICLE 50.

The present regulations will come into force the 1st September next.

Given at Galatz, 20th July 1860.

THE EUROPEAN COMMISSION OF THE DANUBE.

APPENDIX, No. 1.

Port of Soulina.	Number
Lighter Service.	of the Register.

Licence.

The Captain of the Port of Soulina certifies that * is authorized, agreeably to Article 4 of the Provisional Regulations relative to the Lighter Service, issued the 26th July 1860, to practise the calling of a master of a lighter on the lower Danube, with† , which vessel, measuring tons burden, and kilos of Constantinople, according to the result of the Report of Survey, made the , in accordance with Article 5 of the Regulations above-mentioned, has been entered on the Matriculation Register of the port of Soulina, under the number.

In faith of which the present licence has been granted to the said , at Soulina, the

18

the Captain of the Port.

APPENDIX, No. II.

Port of Soulina.
Lighter Service.
Steam Lighters.

Licence

for the establishment of a Steam Lighter Service at Soulina.

The captain of the port of Soulina certifies that is authorized, agreeably to Article 12 of the Regulations issued by the European Commission of the Danube, the 26th July 1860, to establish at Soulina a Lighter Service by means of steam-transports, described on the list deposited at the office of the captain of the port of Soulina, and entered on the register.

In faith of which the present licence has been granted.

Soulina, the

the Captain of the Port.

APPENDIX, No. III.

Certificate

granted in accordance with Article 27 of the Provisional Regulations issued by the European Commission of the Danube, the 26th July 1860, for the Lighter Service on the Lower Danube.

It is certified by the following, that*

Captain

Burden

has been chartered at

the

to unload the cargo of

Captain

carrying the

flag

The vessel serving as lighter is bound to load on board,†

and to return the cargo to the unloaded vessel‡ of Soulina.‡

In faith of which the present certificate has been granted to

Provisional Regulations for the Discharge of Ballast.

THE EUROPEAN COMMISSION OF THE DANUBE.

Whereas a great number of captains do not hesitate to discharge a part of their ballast either in the roads of Soulina or even when ascending the stream, in the shallowest part of the channel;

Whereas such a state of things causes great injury to the navigation; and whereas, in seeking a remedy the European Commission does but accomplish the task assigned to it by Article 16 of the Treaty of Paris, of 30th March 1856.

After securing, as far as concerns the portion of the river between Isaktcha and Ibraila, the co-operation of the Governments of the countries bordering the river;

Doth hereby enact the following provisional Regulations:—

ARTICLE I.

No vessel may discharge sand, stones, or other materials forming its ballast, in the roads of Soulina, nor in the space included between the bar and the ports of Galatz and Ibraila, except in the places specially appointed for the purpose, in

* Mention the nature and quantity of the merchandize, or, if it happen to be of an indeterminate quantity, the special clauses of the lighter contract.

† In the port or in the roads.

‡ Mention the amount of the freight-money if either of the parties require it.

* Name, Christian name, and nationality of the master of the lighter.

† Name of vessel.

accordance with Article 2 following. To discharge ballast in any part whatever of the bed of the river is peremptorily forbidden.

ARTICLE 2.

Special instructions, having for their object to appoint spots where the unloading of ballast may be effected, and the manner in which the unloading may be carried on, will be issued, if not already done, by the local authorities of Soulina, Toulitcha, Galatz, and Ibraila.

Full publicity will be given to these instructions. The same authorities will fix the penalties which will be incurred on account of infractions committed within their jurisdiction, and will see that they are enforced.

ARTICLE 3.

To secure the fulfilment of the preceding provisions, every vessel entering or leaving the port of Soulina for one of the places situated up the stream, and mentioned above, must be provided with a certificate proving its entry in ballast into the Danube.

This certificate will be granted by the captain of the port of Soulina, and will state, upon the declaration of the pilot who has conducted the vessel over the bar, the draught of water caused by the ballast.

Special directions, issued at the Port-Captain's office, will regulate this part of the pilot's service.

A note of the certificate in question will be made on the ship's papers.

Captains will be bound to prove their compliance with the provisions expressed in Articles 1 and 2, by producing the above-mentioned certificate, either on their arrival at their destination or at Ibraila, in case their destination is situated above that port.

ARTICLE 4.

Every vessel that arrives either at the place of destination or at Ibraila, in case it is proceeding higher, with a less draught of water than that stated on the ship's papers, will be liable to a fine of from 10 to 15 ducats. The infliction of this fine will be adjudged by the officers appointed for the purpose.

The same penalty will be exacted from every captain or master who shall be convicted, either upon the evidence of witnesses, or upon any other proof, of having infringed the provisions of the present regulations, even though his vessel's draught of water be found to agree with that stated on the ship's papers.

ARTICLE 5.

In cases of refusal to pay fines incurred, or resistance to the proper officers charged with the verification of the draught of water produced by the ballast, proceedings can be taken through the agency of the legal authorities, according to circumstances, either by the arrest of the captain or the seizure of the offending vessel.

ARTICLE 6.

The amount of fines collected, in compliance with Article 4, will be applied to purposes of public utility, agreeably to the special arrangements made for the purpose by the respective local authorities.

ARTICLE 7.

Masters and captains will be personally responsible for infraction of the provisions of the present regulations committed by members of their crew.

ARTICLE 8.

The tribunals which will pass a final decision on appeals against the penalties inflicted by Article 4 above, will be made known hereafter.

ARTICLE 9.

The present regulations will be immediately carried into effect and made public through the medium of the authorities of the different ports and the Consulates of Constantinople, Soulina, Toulitcha, Galatz, and Ibraila.

Given at Galatz, the 29th April 1858.

THE EUROPEAN COMMISSION OF THE DANUBE.

WHITEHALL, January 16, 1862.

The following Addresses and Resolutions of Condolence, on the occasion of the death of His Royal Highness The Prince Consort, have been transmitted to the Right Honourable Sir George Grey, Baronet, Her Majesty's Principal Secretary of State for the Home Department, to be laid before the Queen :—

To The QUEEN'S Most Excellent Majesty.

WE, your Majesty's dutiful subjects, the Archbishop and Clergy of the diocese of York, desire to approach your Majesty with the expression of our most respectful sympathy and condolence under the deep affliction with which it has pleased Almighty God to visit your Majesty and the Royal Family.

We are persuaded that we are but giving utterance to sentiments shared by every one of our fellow-subjects, when we state that, by the lamented decease of the Prince Consort we have lost one of the brightest examples, and one of the most consistent promoters of good that ever adorned a royal station.

It scarcely becomes us to speak of those less prominent virtues which we believe to have been daily exercised in the sacred privacy of domestic life, and yet we are conscious that a pattern was there set by the Prince Consort which it were well should be followed by every English family and household.

But on the Prince's claims to public gratitude and admiration we may not be silent; for, in common with the whole Nation, we have now to mourn the absence of the discerning patron of art, the assiduous promoter of science, the fosterer of every pursuit which can refine the taste and elevate the character,—the advocate of every institution by which our social system can be ameliorated.

To us, however, as Ministers of Christ's Church, it more especially belongs to honour and cherish the memory of him who, by his public countenance and counsel, effectually seconded the efforts of the Church for the extension of the gospel,—proved himself the constant friend of the poor, and, by the promotion of piety and virtue, contributed to the advancement of the moral and religious condition of all classes of your Majesty's subjects.

We trust that your Majesty may derive some slight solace and relief under the burden of present sorrow, from the manifest tokens, that it is with no mere outward semblance of mourning, but from the depths of a loyal and attached heart, that a grateful people now deplores the loss of a Prince who shed a lustre on royalty by the noble use of opportunities which his exalted station afforded him.

But it is our more earnest hope that the prayers of ourselves and your Majesty's faithful subjects in general may so be answered that those consolations of Divine Grace in Christ Jesus, which the Saviour has mercifully promised to all the weary and heavy laden who come to him for rest, may be abundantly vouchsafed to your Majesty and the Royal Family, to the comfort and edification of your souls in this season of trial and affliction.

C. J. EBOR;

AUGS. DUNCOMBE, Dean;

STEPHEN CREYKE, Archdeacon of York;

EDWARD CHURTON, Archdeacon of Cleveland;

CHARLES M. LONG, Archdeacon of East Riding;

In behalf of the Clergy of the Diocese.

And the following on the same subject:—from

The Magistrates and Commissioners of the burgh of Wishaw.

The Members of the South London District of Odd Fellows, Manchester Unity.

The Committee, Members, and Students of the City of London College.

The Seven Incorporated Trades of the City of Aberdeen, in Common-hall assembled.

The Presbytery of Irvine.

The Fellows of the Glasgow Faculty of Medicine.

The Cork Harbour Commissioners.

The Justices of the Peace for the county of Wexford.

The Butchers' Charitable Institution.

The Society in Scotland for Propagating Christian Knowledge.

The Presbytery of Weem.

The Parishioners of Mansfield, in the county of Nottingham.

The President, Vice-Presidents, Treasurer, and Governors of the Hospital for Diseases of the Chest, Brompton.

The Lecturers of the Manchester Royal School of Medicine and Surgery.

The County of Worcester.

The Vestry of St Anne's, Limehouse.

The Mayor, Aldermen, and Burgesses of Burnley.

The Belfast Water Commissioners.

The Guardians of the Poor of the Wandsworth and Clapham Union.

The Free Church Presbytery of Aberdeen.

The Mayor, Aldermen, and Councillors of Calne.

The Hackney Amicable Society.

The Free Presbytery of Ayr.

The Stewartry of Kirkcudbright.

The Bishop and Clergy of the United Dioceses of Cork, Cloyne, and Ross.

The Parishioners of Calbourne, Isle of Wight.

The President, Council, and Officers of the Royal Astronomical Society.

The Vice-President, Treasurers, and Governors of St George's Hospital.

The President and Officers of the United Kingdom Alliance for the Suppression of the Liquor Traffic.

The President and Committee of the Royal Institution, Hull.

The President and Fellows of the Botanical Society of Edinburgh.

The Presidents, Vice-Presidents, and Members of the Highland Society of London.

The Guardians of the West London Union.

The Congregation of the Independent Dissenting Chapel, New Windsor, Salford.

The Free Church Presbytery of Dundee.

The County of Haddington.

The Patrons, Office-Bearers, and Patients of the National Dispensary for Diseased States of the Nervous System, at Glasgow.

The General Assembly of the Presbyterian Church in Ireland.

The County of Perth.

The Free Church Presbytery of Dunoon and Inverary.

The Inhabitants of Barnstaple.

The President, Vice-Presidents, and Governors of the Royal Orthopaedic Hospital.

The Parishioners of Arretton.

The Presbytery of Islay and Jura.

The Provost, Magistrates, and Town-Council of St Andrews.

The Inhabitants of Old Alresford, in the county of Southampton.

The Inhabitants of Tunbridge Wells.

The Guardians of the Poor for the Union of Belfast.

The Magistrates and Town-Council of the royal burgh of Lochmaben.

The Dean and Chapter of Wells Cathedral.

The Dutch Reformed Church of Austinfriars.

The Board of Guardians of the Swaffham Union.

The Provost, Magistrates, and Town-Council of the royal burgh of Forres.

The County of Roxburgh.

The County of Fife.

The County of Nairn.

The County of Lanark.

The Mayor, Aldermen, and Burgesses of the borough of Helston.

The Royal Asylum of St Ann's Society.

The Provost, Magistrates, and Council of the burgh of Peterhead.

The Provost and College Royal of Eton.

The Grand Council of the Ancient and Loyal Independent Order of Odd Fellows.

The Dean and Chapter of Salisbury.

The President and Members of the Royal Hibernian Academy.

The Clergy, Magistrates, and Inhabitants of Pulteneytown, Caithness.

The County of Selkirk.

The Ministers and Consistory of the French Protestant Episcopal Church of London, called the Savoy, now in Bloomsbury Street, Bloomsbury.

The Chancellor, Vice-Chancellor, Fellows, and Graduates of the University of London.

The Parishioners of Wootton, Isle of Wight.

The Executive Council of the Ancient Order of Odd Fellows.

The County of Leitrim.

The Provost, Magistrates, and Council of the royal burgh of Kintore.

The Leicester District Branch of the Order of Odd Fellows, Manchester Unity.

The President, Vice-Presidents, and Committee of Management of the Shipwrecked Fishermen and Mariners' Royal Benevolent Society.

The Mayor and Burgesses of Christchurch, in the county of Southampton.

The Provost, Magistrates, and Town-Council of the royal burgh of Queensferry.

The Presbytery of Haddington.

The Presbytery of Alford.

The Belfast Harbour Commissioners.

The Inhabitants of Aldershot.

The Clerks, Artificers, and others, of Mr Harper Twelvrees' Manufactory, the "Imperial Works," Bromley.

The Philanthropic Society for the Reformation of Juvenile Offenders.

The Managing Committee of the Adult Orphan Institution.



The Wirksworth Mechanics' Institution.
 The Parishioners of Great Anwell, Herts.
 The Board of Management of the Asylum for Idiots, Earlswood.
 The Parishioners of Old Windsor.
 The Mayor, Aldermen, and Councillors of Monmouth.
 The Servants' Institution, Edinburgh.
 The Jewish Inhabitants of Swansea.
 The Magistrates of the county of Radnor.
 The Committee of the Congregational Union of England and Wales.
 The Board of Works for the Whitechapel District.
 The Vestry of the Parish of St George-the-Martyr, Southwark.
 The Provost, Magistrates, and Town-Council of the royal burgh of Dysart.
 The Vestry of St Botolph Without, Bishopsgate.
 The Inhabitants of Merthyr Tydfil.
 The Working Men of Shrewsbury, and the families, Members of St Alkmund's Total Abstinence Society.
 The Presbyterian Ministers in and near the cities of London and Westminster.
 The Members of the Central Protestant Institute.

FOREIGN-OFFICE, January 14, 1862.

AN Address of Condolence, on the occasion of the death of His Royal Highness the Prince Consort, has been transmitted to Earl Russell, Her Majesty's Principal Secretary of State for Foreign Affairs, to be laid before the Queen, from British Subjects residing at Bordeaux.

By The Queen.

Warrant empowering Sir John Ogilvy, Bart., M.P., the Right Honourable the Earl of Southesk, the Right Honourable the Earl of Airlie, Deputy Lieutenants of the County of Forfar, to execute the office of Lieutenant of the said County during the absence of the Lord Lieutenant from the United Kingdom of Great Britain. Dated 6th January 1862.

Commission signed by the Queen.

2d Administrative Battalion of Middlesex Rifle Volunteers.

Robert Crowe, Esq. late Captain in Her Majesty's 60th Regiment of Foot (Rifles), to be Adjutant, from the 28th November 1861, vice Kirby, transferred to the 7th Battalion.

MEMORANDUM.

6th Administrative Battalion of Middlesex Rifle Volunteers.

The 12th, 33d, and 41st Middlesex Rifle Volunteer Corps, which composed this Battalion, have been united to the 2d Administrative Battalion of Middlesex Rifle Volunteers.

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

Major the Honourable Henry Littleton Powys Keck to be Deputy Lieutenant. Dated 21st December 1861.

Charles Thomas Freer, Esq. to be Deputy Lieutenant. Dated 21st December 1861.

Thomas Cope, Esq. to be Deputy Lieutenant. Dated 21st December 1861.

Edward Chatterton Middleton, Esq. to be Deputy Lieutenant. Dated 21st December 1861.

Frederick Palmer, Esq. to be Deputy Lieutenant. Dated 21st December 1861.

John Martin, Esq. to be Deputy Lieutenant. Dated 21st December 1861.

Sir Alexander Beaumont Charchill Dixie, Bart., to be Deputy Lieutenant. Dated 23d December 1861.

Henry Sholto Douglas, Esq. to be Deputy Lieutenant. Dated 23d December 1861.

Captain the Honourable Reynolds Moreton to be Deputy Lieutenant. Dated 24th December 1861.

Sr Glynne Earle Welby-Gregory, Bart., to be Deputy Lieutenant. Dated 26th December 1861.

Edward Henshaw Cheney, Esq. to be Deputy Lieutenant. Dated 26th December 1861.

John Walter Morrice, Esq. to be Deputy Lieutenant. Dated 27th December 1861.

Henry St John Halford, Esq. to be Deputy Lieutenant. Dated 28th December 1861.

George Thomas Mowbray, Esq. to be Deputy Lieutenant. Dated 28th December 1861.

Henry Corles Bingham, Esq. to be Deputy Lieutenant. Dated 30th December 1861.

Sir Frederick Thomas Fowke, Bart., to be Deputy Lieutenant. Dated 1st January 1862.

Prince Albert's Own Leicestershire Regiment of Volunteer Cavalry.

Captain Frederick Jackson to be Adjutant. Dated 1st January 1862.

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

Royal Berks Militia.

Samuel Harman Sturgis, gent. to be Lieutenant. Dated 11th January 1862.

1st Berks Rifle Volunteer Corps.

Lieutenant Henry Adolphus Simonds to be Captain. Dated 8th January 1862.

MEMORANDUM.

Her Majesty has also been graciously pleased to approve of Captain Charles Stephens bearing the title of Captain-Commandant in the above Corps.

8th Berks Rifle Volunteer Corps.

Lieutenant Daniel Bennett to be Captain. Dated 8th January 1862.

Ensign George Frederick Crowdy to be Lieutenant. Dated 8th January 1862.

George James Haines to be Ensign. Dated 8th January 1862.

Hampshire Militia Artillery.

Her Majesty has been graciously pleased to accept the resignation of the Commission held by Lieutenant George Staunton Lynch Staunton on his appointment as Cornet in the 14th Hussars. Dated War-Office, 9th January 1862.

MEMORANDA.

1st Administrative Battalion of Tower Hamlets Rifle Volunteers.

Her Majesty has been graciously pleased to allow Adjutant Joseph Hamilton to serve with the rank of Captain. Dated 6th January 1862.

6th Tower Hamlets Rifle Volunteer Corps.

Her Majesty has been graciously pleased to allow Adjutant C. M. Walmisley to serve with the rank of Captain. Dated 6th January 1862.

Commissions signed by the Lord Lieutenant of the County Palatine of Lancaster.

12th Lancashire Artillery Volunteer Corps.
Robertson Anderson, gent. to be First Lieutenant.
Dated 30th December 1861.

80th Lancashire Rifle Volunteer Corps.
Ensign John Higson Johnston to be Lieutenant.
Dated 20th December 1861.
Ensign Robert Bruce Cummins to be Lieutenant.
Dated 20th December 1861.

13th Lancashire Rifle Volunteer Corps.
Edward Fleetwood Hesketh, Esq. to be Captain.
Dated 30th December 1861.
Ensign John Augustine Robinson to be Lieutenant.
Dated 30th December 1861.
John Higgin, gent. to be Ensign. Dated 30th December 1861.
The Reverend Charles Hesketh to be Honorary Chaplain. Dated 30th December 1861.
George Bretherton Barron, M.D., to be Honorary Assistant-Surgeon. Dated 30th December 1861.

37th Lancashire Rifle Volunteer Corps.
Stephen Hart Jackson, gent. to be Ensign. Dated 30th December 1861.

51st Lancashire Rifle Volunteer Corps.
Adjutant John Fleming Whitmore Mullen to serve with the rank of Captain. Dated 30th December 1861.

4th Manchester, or 78th Lancashire Rifle Volunteer Corps.
Adjutant Francis Ball to serve with the rank of Captain. Dated 30th December 1861.

MEMORANDUM.

Her Majesty has been graciously pleased to accept the resignation of the Commissions held by the following Officers:—

Captain William Henry Grimmer in the 80th Lancashire Rifle Volunteer Corps, and
Captain Joseph Kitchen and Lieutenant William Clarkson in the 74th Lancashire Rifle Volunteer Corps.

Commission signed by the Lord Lieutenant of the County Palatine of Chester, and County of the City of Chester.

26th Company of Cheshire Rifle Volunteers.
William Jowett, gent. to be Ensign, vice Hill, resigned. Dated 10th January 1862.

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

Kent Rifle Volunteers.

9th Corps.

Humphrey Hare, gent. to be Ensign, vice Grover, resigned. Dated 12th January 1862.

MEMORANDUM.

Kent Rifle Volunteers.

5th Corps.

The surname of Lieutenant Marten, Commission Gazetted 7th January 1862, should have been *Marten*, instead of *Martin*.

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

1st Warwickshire Rifle Volunteer Corps.

Captain Frederick Elkington to be Major, vice Atty, resigned. Dated 14th January 1862.
Lieutenant Samuel Delagrang Williams to be Captain, vice Elkington, promoted. Dated 14th January 1862.
William Brown, gent. to be Ensign, vice Ballock, promoted. Dated 14th January 1862.

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

1st Suffolk Rifle Volunteer Corps.

John Orford, gent. to be Ensign. Dated 1st January 1862.

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

Oxford University Rifle Volunteer Corps.

Ensign George Norsworthy to be Lieutenant, vice Were, resigned. Dated 26th October 1861.
Ensign Edward Graeme Gibson to be Lieutenant, vice Brandt, resigned. Dated 26th October 1861.
Ensign Alfred Earle to be Lieutenant, vice Viscount Adare, resigned. Dated 26th October 1861.
The Reverend Thomas William Falcon to be Ensign, vice Norsworthy, promoted. Dated 15th January 1862.

MEMORANDUM.

Her Majesty has been graciously pleased to accept the resignation of the Commission held by Lieutenant James Clinch in the 5th Oxfordshire Rifle Volunteer Corps.

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

1st Administrative Battalion of Westmorland Rifle Volunteers.

William Longmire to be Surgeon.

MEMORANDUM.

Her Majesty has been graciously pleased to accept the resignation of the Commissions held by Ensign Cartmell Harrison, Honorary Assistant-Surgeon Robert Walker, and Honorary Chaplain the Reverend Frederick Thornton Raikes in the 3d Westmorland Rifle Volunteer Corps.

Commissions signed by the Lord Lieutenant of the West Riding of the County of York, and of the City and County of the City of York.

1st West Riding of Yorkshire Artillery Volunteers.
First Lieutenant Joseph Whitham to be Captain.
Dated 4th January 1862.

2d West Riding of Yorkshire Artillery Volunteers.
Thomas Aked, gent. to be Second Lieutenant.
Dated 2d January 1862.

3d West Riding of Yorkshire Rifle Volunteers.
Joseph Smith, gent. to be Ensign, vice G. A. Smith, promoted. Dated 4th January 1862.

6th West Riding of Yorkshire Rifle Volunteers.
Captain Thomas Pearson Croeland to be Major, vice Beaumont, who retires. Dated 8th January 1862.

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

1st Battalion of Ayrshire Rifle Volunteers.

Major James George Hay Boyd (late 20th Foot) to be Lieutenant-Colonel, vice the Marquis of Ailsa, K.T., resigned. Dated 8th January 1862.

John Shaw Kennedy (late 43d Light Infantry) to be Major, vice Major James George Hay Boyd, promoted. Dated 8th January 1862.

6th Company Ayrshire Rifle Volunteers.

Lieutenant William Fulton Love to be Captain, vice Hugh Crawford, resigned. Dated 11th January 1862.

Henry Gardiner Patrick to be Lieutenant, vice Lieutenant William Fulton Love, promoted. Dated 11th January 1862.

MEMORANDUM.

Her Majesty has been graciously pleased to accept the resignations of the following Commissions:—

1st Battalion of Ayrshire Rifle Volunteers.

Lieutenant-Colonel the Marquis of Ailsa, K.T.

6th Company of Ayrshire Rifle Volunteers.

Captain Hugh Crawford.

Ayrshire Yeomanry Cavalry.

Lieutenant Robert Shedden Patrick.

**BANKRUPTS
FROM THE LONDON GAZETTE.**

BANKRUPTCIES ANNULLED.

William Thompson Smith, and Samuel Cannon, who resided and carried on business at Melbourne, Australia, and traded to and from England as merchants and commission agents.

Charles Henry Smith, of Brougham Cottage, Barton-upon-Irwell, near Manchester, Lancaster, commission agent.

BANKRUPTCIES AWARDED.

James Stansfeld, of Edmonton, Middlesex, baker.

Christopher Vant, of 33, Assembly Row, Mile-end Road, Middlesex, tailor.

Emma Berry, (known as Emily Beverly,) formerly of Cambridge Street, Eccleston Square, but now of South Bank, Regent's, both in Middlesex, in no business or employment.

Henry Smith, of 3, Layham Place, South Lambeth New Road, South Lambeth, Surrey, bricklayer and builder.

Charles Hastings, of 49, Clerkenwell Close, Clerkenwell, Middlesex, cabinetmaker, a Prisoner in the Debtors' Prison, London, (in formâ pauperis).

James Dickinson, of 34, Ernest Street, Hampstead Road, Middlesex, commission agent.

John Applegate, late of Georgia Farm, Amport, near Andover, Hants, farmer, but now of 12, Paragon Place, New Kent Road, Surrey, out of business.

James Thompson, of 7, Little Windmill Street, Saint James, Westminster, Middlesex, greengrocer, a Prisoner for Debt in the Debtors' Prison for London and Middlesex, Whitecross Street, London, (in formâ pauperis).

Horatio William Beckett, of 76, Praed Street, Paddington, Middlesex, wine merchant, and formerly of 8, Brunswick Terrace, Westbourne Terrace, Westbourne Grove, a Prisoner in the Debtors' Prison, London, (in formâ pauperis).

Richard Cooper, of 18, Doris Street West, Lambeth, Surrey, formerly of 1, Park Place, Gloucester Gate, Regent's Park, Middlesex, in no business or occupation.

William Bowie Lewis, late of Colbury Farm, Eliag, but now of Houndsdown, Eling, Southampton, yeoman.

William Erwood, the elder, (known, trading, and sued as William Erwood,) now of Suffolk Place, Saint John's Hill, Battersea Rise, Battersea, Surrey, fruiterer and greengrocer, formerly of Saint John's Hill, Battersea Rise, Battersea, Surrey, fruiterer, greengrocer, dealer in coals, and market gardener.

William Ford, of Leeds, York, commercial traveller.

John George Kemp, formerly of 31 and 32, Mill Row, Kingsland Road, and now of 5, Edward Place, Phillip Street, Kingsland Road, and having a yard in Phillip Street aforesaid, all in Middlesex, mahogany and timber merchant, and chair maker.

Daniel Wootton, late of Brinklow, Warwick, farmer, and now residing at Chilton, near Ramsgate, Kent, out of business.

Thomas Elliott Frost, of 27, King's Road, Chelsea, Middlesex, corn merchant.

George Henry Stevens, of 56, Great Queen Street, Lincoln's-Inn-Fields, Holborn, Middlesex, decorative artist.

James Glass, of 19A, Church Row, Newington Butts, Surrey, clerk to a coal merchant, formerly a coal merchant.

Clement Moon, of 3, South Street, Berkeley Square, Middlesex, dairyman and general shopkeeper.

Thomas Davis, formerly of High Road, Lewisham, butcher, then and now of King's Bench Walk, Rushey Green, Lewisham, both in Kent, out of business and employ.

Thomas Ireland, of the Crown Inn, Little Bridges Street, Covent Garden, Middlesex, licensed victualler.

George Hammond, of Great Brickhill, Buckingham, farmer.

James Drysdale Malcolm, late of 47, Leicester Square, Middlesex, and now of 4, Amptill Place, Vassall Road, Brixton, Surrey, lecturer.

Richard Bulmer, of Sydenham, Kent, now acting as assistant at a School, formerly carrying on business with William Dalzielt, as rope makers, at South Shields, Durham, under the name, firm, and style of Richard Bulmer & Co., at the same time trading at South Shields aforesaid, and Newcastle-on-Tyne, as ship brokers, in copartnership with Samuel Solliguer, under the name, firm, and style of Solliguer & Co.

Henry Powell, of 13, Fox Place, Sandyhill, Plumstead, Kent, plumber, glazier, builder, and gasfitter.

George Henry Elston, of 5, Liverpool Street, Islington, Middlesex, watchmaker, but lately carrying on business as an oil and colourman at 12, Rufford's Buildings, High Street, Islington aforesaid.

Abraham Michaels, formerly of 1, Rochester Row, Westminster, furniture dealer, then and now of 30, Holywell Street, Westminster, out of business, all the above places in the county of Middlesex.

John Laurie Rickards, of 28, Parliament Street, Westminster, Middlesex, engineer.

Henry Winter Hart, formerly of Newnham, Gloucester, afterwards of Eulalia Villa, Spring Grove, Isleworth, Middlesex, dealer in iron ore and commission agent, and late of 17, Denbigh Street, Fimlico, Middlesex, commercial clerk, a Prisoner for Debt in the Debtors' Prison for London and Middlesex, Whitecross Street, London, (in formâ pauperis).

Richard Sivier, the younger, late of the Pier Hotel, Southampton, hotel keeper, now of Ryde, Southampton, out of business.

Henry Napoleon Sprange, and Joseph Edward Meugens, of 60, Commercial Sale Room, Mincing Lane, London, colonial and insurance brokers.

Charles Weedon, of New-Inn-Yard, Townshend Road, Portland Town, Marylebone, Middlesex, job master.

George King Randselome, (commonly known and trading as George King,) of Reedham, near Acle, Norfolk, beast and sheep salesman, grocer and draper.

John Thomas Davies, of Queen's Road, Brighton, Sussex, grocer and tea dealer, trading under the name of Davies & Company.

Alfred Valens, of 80, Leader Street, Chelsea, Middlesex, grocer, tea dealer, and cheesemonger.

John Soffe, of Fritham, Hants, farmer and corn dealer.

Thomas Christmas Macrow, of 10 and 11, Marlborough Road, Chelsea, Middlesex, grocer and tea-dealer.

Alfred Thomas, of Upper Norwood, Surrey, out of business.

Christopher Martin, of 21, Gresham Terrace, Pownall Road, Queen's Road, Dalston, Middlesex, assistant to an auctioneer, now a Prisoner in the Debtors' Prison, London.

Henry Linden, of 29, Richard Street, Liverpool Road, Islington, Middlesex, painter, and assistant cryer of Court at Middlesex Sessions.

William Nettleton Boyce, of 43, Sloane Street, Chelsea, Middlesex, formerly of 6, Upper Ranelagh Street, Fimlico, Middlesex, commander in the Royal Navy, on half-pay.

Charles Watts, of 37, Dorset Street, Portman Square, Middlesex, dairyman.

Charles Henry Wheeler, of 14, Blandford Mews, Blandford Square, Marylebone, Middlesex, butcher and cab proprietor.

John Ward, of Nottingham, fruiterer.

- Mark Laroche, late of 65, Oxford Street, Middlesex, photographic artist, now of 11, Stanhope Street, Hampstead Road, Middlesex.
 John Tebbs, of Fengate, Peterborough, Northampton, farmer and grazier.
 Thomas Prescott, formerly carrying on business as a master carter, in copartnership with Joseph Garner, at St Helen's, Lancaster, now of Smethwick, Stafford, glassmaker's foreman.
 John Cooper, formerly of Red Street, near Tunstall, now of Talk-on-the-Hill; and Ephraim Hilditch, formerly of Red Street aforesaid, now of Tunstall, all in Stafford, earthenware dealers.
 Benjamin Beasley, of Birmingham, Warwick, and of Smethwick, Stafford, gunmaker.
 Thomas Fox, late of Armitage, Stafford, potter.
 William Sturgess, of Billesdon, Leicester, farrier, lately carrying on the business of a licensed victualler.
 William Ridyard, late of Bilston, Stafford, vitriol manufacturer.
 Samuel Messom, of Nottingham, builder.
 John Burn Bailey, of Cheltenham, Gloucester, printer, bookseller, stationer, and bookseller's assistant, residing at Rose Bank, Leckhampton, Gloucester.
 Maurice Taylor, the younger, of Weston-super-Mare, Somerset, innkeeper and builder, now a Prisoner for Debt in the Somerset County Gaol, Wilton, Somerset.
 John Clarke Beaton, of South Petherton, Somerset, dealer in skins, and leather dresser.
 Henry Gledhill, of Bradford, York, carriers' agent, and formerly of Bradford, innkeeper.
 William Clegg, of Vale Mill, Stansfield, near Halifax, York, mill-owner.
 Charles Bennington, of 10, Saint Quintin's Place, Drypool, Kingston-upon-Hull, shipowner and master-mariner.
 George Frederick Shemelt, of Liverpool, Lancaster, spirit-broker, trading under the style or firm of Schmelt & Co.
 John De Banke, now and for the last four days residing at 246, Vauxhall Road, Liverpool, Lancaster, and for six months and upwards previous thereto residing and carrying on business at 2, Raymond Street, Liverpool, licensed victualler.
 Lawrence Dooley, late of 77, High Street, Edge Hill, Liverpool, Lancaster, master-mariner and shipowner.
 Edward Rogers and Broughton Jones, of Llangollen, Denbigh, plumbers.
 William Parkinson, of Blackburn, Lancaster, cotton manufacturer.
 James Fish, of Waterloo, near Ashton-under-Lyne, Lancaster, grocer.
 Frederick Andrew, of Manchester, Lancaster, attorney.
 John Chambers, of Manchester, Lancaster, fringe manufacturer.
 Edward Kelly, of Erdington, Warwick, plumber, glazier, painter, and paperhanger, carrying on business in partnership with John Christopher Yeomans, under the firm of Kelly & Yeomans.
 William Hood, in lodgings at the house of John Hand, at the back of 25, Ryland Street North, Birmingham, Warwick, shoeing smith.
 Robert Gibbs, of 245, Gooch Street, Birmingham, Warwick, corn dealer and commission agent.
 George Bourne, of 65, Suffolk Street, Birmingham, Warwick, eating-house keeper and snuffer maker.
 John Ick, of 195, High Street, Deritend, Birmingham, Warwick, leather seller.
 Henry Julian, for the last six calendar months residing at Clarence Square, Windsor Street, Nottingham, call jobber.
 Henry Jacob Bailey, of 17, Paddington, Liverpool, Lancaster, fishmonger and poulterer.
 John Simpson, of 77, High Street, Edge Hill, Liverpool, late of Liverpool, Lancaster, coal dealer and commission agent, and late a Prisoner for Debt in Her Majesty's Prison at Lancaster.
 Rhoda Lowe, of Catherine Cross, Darlaston, Stafford, schoolmistress, previously dealer in grocery and huckstery goods.
 Henry Rosling, of Langtoft, Lincoln.
 John Stevens, of Bourn, Lincoln.
 John Seaton Loweth, of Stamford, Lincoln, publican and commercial traveller.
 Samuel Hill, of Scamblesby, Lincoln, boot and shoe maker, and cottager.
 Edward Lewis, of 91, Queen Street, Tredegar, Bedwellty, Monmouth, boot and shoe maker.
 Richard Hall, of Ivy Street, Somers Road, Southsea, Portsea, Hants, baker, grocer, and dealer in corn, tea, coffee, tobacco, and cigars.
 William Tetley, of Trafalgar Street, Bradford, York, wool sorter.
 John Davies, of Trafford, Chester, general dealer.
 Charles Carr, of West Bar Green, Sheffield, York, licensed victualler.
 Fanny Gains, late of Kegworth, but now of Leicester, grocer.
 George Julian Dibben, of Leicester.
 Thomas Parmenter Lake, of Stoke Rivers, Devon, farmer.
 Betsey Westcott and Sally Westcott, both of Barnstaple, Devon, milliners.
 Joseph Joslin, of Keldredon, Essex, tailor and draper.
 Charles Marshall, of 41, Union Street, Plymouth, Devon, bookseller, bookbinder, and stationer.
 John Joseph, of Laws Street, Pembroke Dock, Pembroke, baker and confectioner.
 John George Kennett, formerly of Cansbrooke, Isle of Wight, Hants, carpenter, builder, and wheelwright, now of Freshwater, Isle of Wight, Hants, carpenter and builder.
 Edwin West, of Netley Road, Woolston, Hants, baker and confectioner.
 Joseph Pegg, of 20, Mealcheapen Street, Saint Martin, Worcester, bookseller, stationer, and news agent.
 John Page, of Saint George's Square, Droitwich, Worcester, grocer and provision dealer.
 Llewellyn Tyndale Gough, of Upton-upon-Severn, Worcester, in no profession or business.
 Mary Mead, of Wepstead, Suffolk, out of business, and previously of the same place, farmer.
 Thomas Johnson Stoddart, (sued as, and trading under the name of Thomas Stoddart,) of 61, Gloucester Road, Newcastle-upon-Tyne, builder and bricklayer.
 Henry Poulton, of 6, Edward Street, Arthur's Hill, Newcastle-upon-Tyne, journeyman kid leather finisher.
 Robert Elliott, late of 23, Wharnciffe Street, and now of Cambridge Street, Scotswood Road, Newcastle-upon-Tyne, clerk in the stores office of the Newcastle and Carlisle Railway Company, Newcastle-upon-Tyne aforesaid, formerly of Howdon, Northumberland, grocer, ship and tallow chandler, and ship owner.
 Charles Hodgson, formerly of Sunderland and Seaham Harbour, both in Durham, carrying on business as a draper at these places respectively, in partnership with his brother Bryan Hodgson, under the style or firm of Hodgson Brothers, but now a Post-office clerk, and living at lodgings in 30, Westmorland Terrace, Newcastle-upon-Tyne.
 William Wright, late of Burdley, Lancaster, innkeeper and agent, now a Prisoner for Debt in Her Majesty's Prison in the Castle of Lancaster.
 John Lilley, of Upton-upon-Severn, Worcester, baker and huckster shopkeeper.
 Thomas Dolman, of Dudley Port, Stafford, publican and miner.
 John Hartill, of Bilston, Stafford, coal dealer and greengrocer.
 John Tunney, of 21 and 22, Stafford Street, Wolverhampton, Stafford, retail brewer, dealer in tobacco, grocer, and provision dealer.
 Thomas Bailey, of Eye, Northampton, vermin destroyer.
 John Brodie, of Sunderland, Durham, master mariner.
 John Rigg, of Outgate, Hawkshead, Lancaster, clogger.
 James Crouch, of 8, Carlton Street, Brighton, Sussex, greengrocer and general shopkeeper.
 James Gordon, of Gedney Hill, Lincoln, cordwainer.
 William Ramsden, now residing at 40, Woolshops, Halifax, York, in lodgings, journeyman butcher.
 Alfred Michell, of Sowerby Bridge, York, officer of Inland Revenue.
 John Bashforth, of Leeds, York, ironmonger.
 Henry Highley, of Meanwood, near Leeds, York, journeyman currier.
 Josiah Crossley, of Fritchley, Derby, grocer, provision dealer, and wood turner.
 David Griffiths, of the Red Lion Inn, Castle Street, Glebeland, Merthyr Tydfil, Glamorgan, innkeeper.
 James White Edwards, of the Terminus Hotel, Saint Mary Street, Cardiff, Glamorgan, beer-retailer and master-mariner.
 James Francis Porter, of 38, Humber Dock Walls, Kingston-upon-Hull, North Sea pilot.
 James Seaman, of 10, Little Church Street, Wisbeach St Peter, Cambridge, fishmonger and fruit-dealer.
 William Smith, late of Loughborough, Leicester, grocer, now of Spout Street, Leek, Stafford, householder, of no occupation.
 William Robert Escott, of 26, Waterbeer Street, Exeter, painter and glazier.
 Simeon Inder, of Saint Mary Street, Southampton, late of Martock, Somerset, licensed victualler.
 John Rigby, of the Gardeners' Arms, Kenworthy Street, Staleybridge, Chester, beerseller and greengrocer, previously of Walmsley Street, Staleybridge aforesaid, greengrocer.

William Basford, now and for seven days last past residing at New Street, Wolstanton, Stafford, immediately preceding and for eleven years and upwards residing at 33, Sant Street, Dale Hall, Burslem, Stafford, floor-tile manufacturer, and for part of that time carrying on business as a brick and tile manufacturer, at Basford Park, Stafford.

Charles Hodson, of Longton, Stoke-upon-Trent, Stafford, journeyman baker.

Edward Bartlam, of Worksop, Nottingham, stationer.

RETURN, stating what has been, during Seven Years, ending on the Thursday next before Christmas Day, 1861, the Average Price of an IMPERIAL BUSHEL of BRITISH WHEAT, BARLEY, and OATS, computed from the Weekly Averages of CORN RETURNS.

Published pursuant to an Act passed in the 6th and 7th Year of the Reign of King William the Fourth, intituled "An Act for the Commutation of Tithes in England and Wales."

WHEAT.		BARLEY.		OATS.	
s.	d.	s.	d.	s.	d.
7	0½	4	7½	3	1

HENRY FENTON JADIS,
Comptroller of Corn Returns.

Corn Department, Board of Trade,
January 4, 1862.

GENERAL AVERAGE PRICE OF BRITISH CORN, per QUARTER,

Received in the Week ended January 11, 1862.

Wheat.		Barley.		Oats.		Rye.		Beans.		Peas.	
s.	d.	s.	d.	s.	d.	s.	d.	s.	d.	s.	d.
61	11	21	6	36	9	05	0	21	9	04	35
8		4		3		8		4		6	
429		429		429		429		429		429	

AGGREGATE AVERAGE OF SIX WEEKS.

Wheat.		Barley.		Oats.		Rye.		Beans.		Peas.	
s.	d.	s.	d.	s.	d.	s.	d.	s.	d.	s.	d.
61	4	36	6	22	3	35	5	41	9	43	0

Published by Authority of Parliament,

HENRY FENTON JADIS,

Comptroller of Corn Returns.

Corn Department, Board of Trade.

THE AVERAGE PRICE OF BROWN OR MUSCOVADO SUGAR,

The Produce of the British Possessions in AMERICA, Computed from the RETURNS made in the Week ending the 14th day of January 1862,

Is Twenty-four Shillings and One Farthing per Hundred Weight,

Exclusive of the Duties of Customs paid or payable thereon on the IMPORTATION thereof into GREAT BRITAIN;

THE AVERAGE PRICE OF BROWN OR MUSCOVADO SUGAR,

The Produce of the MAURITIUS, Computed as above, and Exclusive of Duty,

Is Twenty Shillings and Ten Pence per Hundred Weight;

THE AVERAGE PRICE OF BROWN OR MUSCOVADO SUGAR,

The Produce of the EAST INDIES, Computed as above, and Exclusive of Duty,

Is Twenty-six Shillings and Ten Pence Three Farthings per Hundred Weight;

The AVERAGE PRICE of the three foregoing Descriptions of SUGAR, jointly,

Computed as above, and Exclusive of Duty,

Is Twenty-four Shillings and Seven Pence Three Farthings per Hundred Weight.

By Authority of Parliament,

WILLIAM RUCK,

Clerk of the Grocers' Company.

Grocer's Hall, January 17, 1862.

BANK OF ENGLAND.

AN ACCOUNT, pursuant to the Act 7th and 8th Victoria, cap. 32, for the Week ending on Wednesday the 15th day of January 1862.

ISSUE DEPARTMENT.

£		£	
Notes issued.....	30,123,420	Government Debt,	11,015,100
		Other Securities,	3,634,900
		Gold Coin and Bullion, ...	15,473,420
		Silver Bullion,.....	—
	<u>£30,123,420</u>		<u>£30,123,420</u>

Dated the 16th day of January 1862.

M. MARSHALL, Chief Cashier.

BANKING DEPARTMENT.

£		£	
Proprietors' Capital.....	14,553,000	Government Securities (including	
Res.	3,276,760	Dead Weight Annuity) ..	12,268,618
Public Deposits, (including Exchequer,		Other Securities.....	17,144,246
Savings' Banks, Commissioners of		Notes	9,425,320
National Debt, and Dividend		Gold and Silver Coin.....	818,206
Accounts)	4,583,353		
Other Deposits	16,480,452		
Seven day and other Bills	762,825		
	<u>£39,656,390</u>		<u>£39,656,390</u>

Dated the 16th day of January 1862.

M. MARSHALL, Chief Cashier.

**AN ACCOUNT of the Importations and Exportations of Bullion and Specie,
registered in the Week ended 15th January 1862.**

Countries from which Imported.	Imported into the United Kingdom.					
	GOLD.			SILVER.		
	Coin.	Bullion.	Total.	Coin.	Bullion.	Total.
	Ounces.	Ounces.	Ounces.	Ounces.	Ounces.	Ounces.
Hanse Towns.....	4,000	...	4,000	...	...	...
France	747	...	747	5,792	14,720	20,512
Portugal.....	...	...	...	4,348	1,232	5,580
Malta.....	...	...	...	4,000	...	4,000
Australia	...	105,591	105,591	...	...	...
United States	5,048	8,600	13,648	...	...	...
South America and West Indies	717	8,195	8,912	68,684	180,404	249,088
Other Countries.....	217	...	217	3,326	...	3,326
...	...	...	...	...	...	...
...	...	...	...	...	...	...
...	...	...	...	...	...	...
...	...	...	...	...	...	...
Aggregate of the Importations registered in the Week ... }	10,729	122,386	133,115	86,150	196,356	282,506
Approximate Value of the said Importations, computed at the rates specified below ... }	£ 41,481	£ 481,147	£ 522,628	£ 21,403	£ 53,896	£ 75,299
Rates of Valuation, per ounce	£ s. d. { 3 10 0 to 3 17 10½ }	£ s. d. { 3 10 0 to 4 0 0 }	...	s. d. 4 11½	s. d. 5 5½	...

Countries to which Exported.	Exported from the United Kingdom.							
	GOLD.				SILVER.			
	Coin.		Bullion.	Total.	Coin.		Bullion.	Total.
	British.	Foreign.			British.	Foreign.		
	Ounces.	Ounces.	Ounces.	Ounces.	Ounces.	Ounces.	Ounces.	Ounces.
Holland	...	...	...	...	...	68,000	...	68,000
France	...	3,600	...	3,600	...	37,629	58,101	95,730
Portugal.....	2,570	...	...	2,570	...	...	...	...
Egypt.....	2,850	...	3,250	6,100	...	301,200	828,600	1,129,800
British North America.....	3,084	...	...	3,084	...	...	...	...
Brazil.....	...	...	...	...	...	...	35,000	35,000
Other Countries.....	1,250	...	30	1,280	...	6,898	1,825	8,723
...	...	...	...	...	...	...	...	...
...	...	...	...	...	...	...	...	...
...	...	...	...	...	...	...	...	...
...	...	...	...	...	...	...	...	...
Aggregate of the Exporta- tions registered in the Week }	9,754	3,600	3,280	16,634	...	413,727	923,526	1,337,253
Approximate Value of the said Exportations, computed at the rates specified below ... }	£ 87,980	£ 13,830	£ 12,601	£ 64,411	£ ...	£ 102,785	£ 253,489	£ 356,274
Rates of Valuation, per ounce	£ s. d. 3 17 10½	£ s. d. 3 16 10	£ s. d. 3 16 10	...	s. d. ...	s. d. 4 11½	s. d. 5 5½	...

Office of the Inspector-General of Imports and Exports,
Custom-House, London, 16th January 1862.

JOHN A. MESSENGER,
Inspector-General of Imports and Exports.

INTIMATION is Hereby Given, that the Right Honorable CHARLES, LORD BLANTYRE, Heir of Entail in possession of the Entailed Lands and Estate of BLANTYRE and Others, comprehending *inter alia* the Lands and Estate of CARDONALD, in the County of Renfrew, has presented a Petition to the Sheriff of the said County, in terms of the Act 3d and 4th Victoria, chapter 48, for authority to **DISPONE IN FEU** to the Ministers of the First and Second Charges, and the Kirk-Session of the Abbey Parish of Paisley, and their successors in office, for payment of One Penny sterling yearly, All and Whole a **PIECE OF GROUND**, part of the said Estate of Cardonald, extending to half an imperial acre or thereby, lying on the south side of the Turnpike Road leading from Glasgow to Paisley, and that in terms and in trust for the purposes of the Act 4th and 5th Victoria, chapter 38, entitled 'An Act to afford further facilities for the conveyance and endowment of Sites for Schools,' and in order that the said ground may be applied as a site for a School in connection with the Established Church of Scotland, to be called the **CARDONALD SCHOOL**, for the Education of the Children of the District; and on which Petition the Sheriff-Substitute has pronounced the following Interlocutor:—*'Paisley, 2d January 1862.—The Sheriff-Substitute having considered the foregoing Petition, appoints intimation thereof to be made to the Honorable Walter Stuart, the Heir of Entail next in order of succession to the Entailed Estates of Blantyre and others, and to his Father, the Right Honorable Charles, Lord Blantyre, the Petitioner, as his only guardian and administrator-in-law, by serving each of them with a copy thereof and of this deliverance; and ordains them, if so advised, to lodge a Notice of appearance within eight days after service, with certification; further, and in the meantime, appoints Notice of this Petition, in the terms annexed hereto, and of this deliverance, to be published in the Edinburgh Gazette, and in the Paisley Herald Newspaper, three times, at intervals of fourteen days.'*

(Signed) 'JOHN DUNN.'

WM. HODGE, Writer, Paisley,
Agent of the Petitioner.

Paisley, January 3, 1862.

TO THE CREDITORS ON

The Sequestrated Estate of DAVID FRASER, sometime Builder in Dundee, presently residing in Broughty-Ferry, one of the Partners of the Firm of SWINTON & FRASER, Builders in Dundee, as such, and as an Individual.

BY virtue of an Order of the Sheriff-Substitute of Forfarshire, at Dundee, David Fraser above designed, as a Partner of said Firm of Swinton & Fraser, and as an Individual, hereby intimates, that he has presented a Petition to his Lordship to be finally discharged of all debts contracted or owing by him as a Partner, or as an Individual foresaid, before the date of the sequestration of the said estates, in terms of the Statute.

WM. SCOTT, Jr., Writer, 30, Reform Street,
Agent of the said David Fraser.

Dundee, January 20, 1862.

INTIMATION

TO THE CREDITORS OF

JOHN REID, late Coachbuilder in Aberdeen.

LAUCHLAN M'KINNON, Junior, Advocate in Aberdeen, Trustee on the sequestrated estate of the said John Reid, hereby intimates, that an account of his intromissions with the funds of the estate, brought down to 16th current, has been audited by the Commissioners, who have postponed payment of a dividend till the recurrence of another statutory period, and have dispensed with sending circulars to the Creditors.

L. M'KINNON, Junior.

233, Union Street,
Aberdeen, December 30, 1861.

SEQUESTRATION of GEORGE MAUCHLEN, formerly Mason, and residing at Leitholm, thereafter Innkeeper, and Tenant of and residing at the Commercial Inn, Coldstream, both in the County of Berwick.

THE Trustee hereby intimates that he has had no intromissions with the funds of this estate since last statutory period, and that the Commissioners have postponed the declaration of a dividend, and dispensed with sending circulars to the Creditors.

ROBERT BENNET, Trustee.

Coldstream, January 17, 1862.

GEORGE AULDJO JAMIESON, Accountant in Edinburgh, Trustee on the sequestrated estate of JOHN DAVIE MORRIES STIRLING, Esquire, of Blackgrange, lately residing in the Crichton Royal Institution, Dumfries, now deceased, hereby intimates, that an account of his intromissions with the funds of the estate, brought down to the 11th instant, and states of the funds recovered and of those outstanding as at the same date, have been made up by him, and examined and audited by the Commissioners on said estate, in terms of the Statute, and that the Commissioners have postponed a dividend until the recurrence of another stated period for making a dividend, and have also dispensed with sending circulars to the Creditors.—Of all which Notice is hereby given, in terms of the Statute.

GEO. AULDJO JAMIESON, Trustee.

Edinburgh, January 20, 1862.

DONALD GRANT, Writer in Grantown, Trustee on the sequestrated estate of DONALD GRANT, Cattle-dealer, Clachbain, near Grantown, in the County of Elgin, hereby intimates, that his accounts, brought down to the 28th ultimo, have been audited by the Commissioners, in terms of the Statute, who have postponed the declaration of a dividend till next statutory period, and dispensed with sending circulars to the Creditors.

DON. GRANT, Trustee.

Grantown, January 11, 1862.

DAVID KINNEAR, Accountant in Edinburgh, Trustee on the sequestrated estate of JOHN PATERSON, S.S.C., (21, N. Nelson Street), Edinburgh, hereby intimates, that the Commissioners have audited his accounts to the 6th instant, postponed the declaration of a dividend, and dispensed with circulars to the Creditors.

DAVID KINNEAR, Trustee.

Edinburgh, January 20, 1862.

DONALD LINDSAY, Accountant in Edinburgh, Trustee on the sequestrated estate of SIR ANDREW LEITH HAY of Raimes, Aberdeenshire, Knight, a Banker, and an Underwriter or Insurance Broker in Aberdeen, hereby intimates, that an account of his intromissions with the funds of the estate, brought down to the 9th instant, and states of the funds recovered and of those outstanding as at the same date, have been made up by him, and examined by the Commissioners on said estate, in terms of the Statute; and that the Commissioners have postponed a dividend until the recurrence of another stated period for making a dividend, and have also dispensed with sending circulars to the Creditors.—Of all which Notice is hereby given, in terms of the Statute.

D. LINDSAT, Trustee.

Edinburgh, January 21, 1862.

SEQUESTRATION of GEORGE WILSON, Flaxspinner, Haughmills, Windygates, Fife.

WILLIAM WOOD, Chartered Accountant, Edinburgh, Trustee on the above estate, hereby gives notice, that his accounts, brought down to 5th instant, have been audited and approved of by the Commissioners, who have postponed declaring a dividend and have dispensed with sending circulars to Creditors.

7, N. St Andrew Street,
Edinburgh, January 20, 1862.

WILLIAM WOOD,
Trustee.

SEQUESTRATION of JAMES BOAK & COMPANY, Tanners, Curriers, and Leather Merchants, Dundee, as a Company, and James Boak, Tanner, Currier, and Leather Merchant, Dundee, the sole and only Individual Partner of that Company, as such, and as an Individual.

MY Account of intromissions with the funds of the above estate, brought down to the 6th instant, has been audited by the Commissioners, and a dividend postponed.

WM. STIVEN, Trustee.

Dundee, January 18, 1862.

SEQUESTRATION of JAMES RANKEN LAING, Watchmaker and Jeweller in Glasgow, now deceased.

I Have had no intromissions with the estate since last period, and a further dividend has been postponed.

GEO. M'FARLANE, Trustee.

Glasgow, January 18, 1862.

THE Estates of JOHN M'INTYRE, Boot, Shoe, and Clog Maker, residing in Stranraer, were sequestrated on the 16th day of January 1862, by the Sheriff of Wigton and Kirkcudbright.

The first deliverance is dated the 16th day of January 1862.

The meeting to elect the Trustee and Commissioners is to be held at 12 o'clock noon, on Thursday the 30th day of January 1862, within the George Hotel, George Street, Stranraer.

A composition may be offered at this meeting; and to entitle Creditors to the first dividend, their oaths and grounds of debt must be lodged on or before the 19th day of May 1862.

A Warrant of Protection has been granted.

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

HUGH ADAIR, Writer, Stranraer,
Agent.

Stranraer, January 17, 1862.

THE Estates of SAMUEL WILSON, Farmer and Contractor, and residing at Woodside Farm, Garnkirk, Parish of Cadder, were sequestrated on the 17th day of January 1862, by the Sheriff of Lanarkshire.

The first deliverance is dated 17th January 1862.

The meeting to elect the Trustee and Commissioners is to be held at two o'clock afternoon, on Tuesday the 28th day of January 1862, within the Faculty Hall, St George's Place, Glasgow.

A composition may be offered at this meeting; and to entitle Creditors to the first dividend, their oaths and grounds of debt must be lodged on or before the 17th day of May 1862.

A Warrant of Protection has been granted to the Bankrupt.

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

WM. MURDOCH, Agent,
48, West Nile Street, Glasgow.

THE Estates of the REVEREND JAMES SKERRETT BAIRD, lately residing at Middlehaugh, Pitlochry, in the County of Perth, now deceased, were sequestrated on the 18th day of January 1862, by the Sheriff of Perthshire.

The first deliverance is dated the 2d day of December 1861.

The meeting to elect the Trustee and Commissioners is to be held at 11 o'clock forenoon, on Saturday the 1st day of February 1862, within the Procurators' Library, County Buildings, Perth.

A composition may be offered at this meeting; and to entitle Creditors to the first dividend, their oaths and grounds of debt must be lodged on or before the 17th day of May 1862.

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

JOHN KIPPEN, 35, John Street, Perth,
Agent.

THE Estates of C. & M. PITKETHLY, Milliners, Tay Street, Dundee, as a Firm, and of Catherine Lindsay Pitkethly or Scott, Spouse of David Scott, residing formerly in Dundee, afterwards in London, and Mary Pitkethly, residing in Tay Street aforesaid, Individual Partners of the said Firm, as Partners of the said Firm of C. & M. PITKETHLY, and as Individuals, were sequestrated on the 18th day of January 1862, by the Sheriff of the County of Forfar.

The first deliverance is dated the 18th day of January 1862.

The meeting to elect the Trustee and Commissioners is to be held at one o'clock afternoon, on Wednesday the 29th day of January 1862, within the Royal Hotel, in Dundee.

A composition may be offered at this meeting; and to entitle Creditors to the first dividend, their oaths and grounds of debt must be lodged on or before the 18th day of May 1862.

A Warrant of Protection has been granted to the Bankrupts.

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

DAVID BARRIE, Writer,
61, Reform Street, Dundee, Agent.

THE Estates of GILBERT MACCALL, Farmer, Kilorn, in the Parish of Kippen, and County of Perth, were sequestrated on the 18th day of January 1862, by the Sheriff of Perthshire.

The first deliverance is dated the 18th January 1862.

The meeting to elect the Trustee and Commissioners is to be held at three o'clock afternoon, on Friday the 31st day of January 1862, within Mr James Dewar Burden's Hotel in Dunblane.

A composition may be offered at this meeting; and to entitle Creditors to the first dividend, their oaths and grounds of debt must be lodged on or before the 17th day of May 1862.

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

J. M'LEAN, Writer, Dunblane,
Agent.

THE Estates of WILLIAM YOUNG, Cattle-dealer, Eastquarter, in the Parish of Glassford, and County of Lanark, were sequestrated on the 20th day of January 1862, by the Sheriff of the County of Lanark.

The first deliverance is dated the 20th day of January 1862.

The meeting to elect the Trustee and Commissioners is to be held at 11 o'clock forenoon, on Thursday the 30th day of January 1862, within the Bruce Arms Inn (Gowans'), Hamilton.

A composition may be offered at this meeting; and to entitle Creditors to the first dividend, their oaths and grounds of debt must be lodged on or before the 20th day of May 1862.

A Warrant of Protection has been granted to the Bankrupt.

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

WM. BROWN, Writer, Beckford Street,
Hamilton, Agent.

THE Estates of DAVID BARR, Painter and Paper-hanger, Govan, in the County of Lanark, were sequestrated on the 20th day of January 1862, by the Sheriff-Substitute of Lanarkshire.

The first deliverance is dated 20th January 1862.

The meeting to elect the Trustee and Commissioners is to be held at 12 o'clock noon, on Friday the 31st day of January 1862, within the Hall of the Faculty of Procurators, Saint George's Place, Glasgow.

A composition may be offered at this meeting; and to entitle Creditors to the first dividend, their oaths and grounds of debt must be lodged on or before the 20th day of May 1862.

A Warrant of Protection has been granted to the Bankrupt against Arrest or Imprisonment for Civil Debt, until the meeting for the election of a Trustee.

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

GAVIN HAMILTON,
98, West Nile Street, Glasgow, Agent.

NOTICE is Hereby Given, that a Petition has been presented to the Lord Ordinary officiating on the Bills, by Robert Lumsden, formerly Inspector of the Bank of Scotland, now residing in Glasgow, Charles Gairdner, Accountant in Glasgow, and Samuel Raleigh, Accountant in Edinburgh, now Manager there for the Scottish Widows' Fund Life Assurance Society, the Liquidators for winding up the affairs of the Western Bank of Scotland, in terms of the Joint Stock Banking Companies Act, 1857, and the Acts therewith incorporated, the only Creditors who have lodged claims in the sequestration, and claimed to be ranked on the sequestrated estates of JAMES TURNER, sometime Farmer in Bishopcleugh, afterwards residing in Lockerbie, deceased, praying for Recal of the Sequestration of the Estates of the said deceased James Turner: On considering which Petition the Lord Ordinary pronounced the following Deliverance:—*Edinburgh, 21st January 1862*—The Lord Ordinary appoints this Petition to be 'intimated in the Edinburgh Gazette, and requires all concerned to appear within fourteen days after publication,' (Signed) 'CHARLES BAILLIE.'

DAVIDSON & SYME, W.S.,
22, Castle Street, Edinburgh, Agents.

NOTICE.

A Petition has been presented to the Sheriff of Renfrewshire at the instance of George Anderson & Company, Oil and Colour Merchants in Glasgow, and George Anderson, Oil and Colour Merchant there, the sole Partner of that Company, for Sequestration of the Estates of BROWN, SMITH, & COMPANY, General Merchants.

and Commission Agents in Greenock, and Duncan Brown and James Smith, General Merchants and Commission Agents in Greenock, as Individual Partners of that Company, and as Individuals: On which Petition his Lordship was pleased to pronounce the following Deliverance:—*Greenock, 18th January 1862.*—The Sheriff-Substitute having considered the foregoing Petition, oath produced, and promissory-note referred to therein, and mandate granted by the Petitioners also produced, grants warrant to cite the said Brown, Smith, & Company, and Duncan Brown and James Smith, Respondents, to appear within the Court-Hall, Bank Street, Greenock, within eight days from the date of such citation, by leaving for the said Company a copy of this Petition and Warrant at the place where the business of the said Company is or was last carried on, provided a Partner, or Clerk, or a servant of the said Company be there; and failing thereof, at the dwelling-house of any of the acting Partners, and by delivering to the said Duncan Brown and James Smith respectively, a copy of this Petition and Warrant personally, or by leaving the same at their respective dwelling-houses or places of business, or the dwelling-houses or places of business last occupied by them, to shew cause why sequestration of their estates should not be awarded. Further, directs intimation of this Warrant and of the diet of comparance to be made in the Edinburgh Gazette,—all in terms of the Statutes.

(Signed) 'H. L. TENNENT.'

Of all which Intimation is hereby given, in terms of the Statutes.

ROBERT NEILL, Writer,
16, William Street, Greenock,
Agent for the Petitioners.

Greenock, January 20, 1862.

SEQUESTRATION of JOHN RODGER, Draper, High Street, Perth.

ROBERT CRAIG, Accountant, Glasgow, has been elected Trustee on the estate; and James Arthur, Warehouseman, Glasgow, David Byars, Warehouseman, Glasgow, and Alexander Millar, Warehouseman, Glasgow, have been elected Commissioners. The examination of the Bankrupt will take place within the Sheriff-Court-house in Perth, on Thursday the 30th day of January current, at 12 o'clock noon. The Creditors will meet in the Office of Messrs Thomson & Craig, Accountants, 70, George Square, Glasgow, on Saturday the 8th day of February next, at 12 o'clock noon.

An offer of composition was made and entertained at the meeting for election of Trustee, and the same will be decided upon at the meeting of Creditors to be held as above mentioned.

ROBERT CRAIG, Trustee.

Glasgow, January 20, 1862.

SEQUESTRATION of the Company of NOBLE, NORRIE, & COMPANY, Merchants in Dundee, and of John Sanderson Norrie, now or lately Merchant in Dundee, and presently residing at Dundee, one of the Individual Partners of said Company of Noble, Norrie, & Company, as a Partner foresaid, and as an Individual.

WILLIAM STIVEN, Accountant, Dundee, has been elected Trustee on the estate; and William Ritchie, Merchant in Dundee, Alexander Dick Grimond, Merchant, Dundee, and Edward Moir, also Merchant, Dundee, have been elected Commissioners. The examination of the Bankrupt, the said John Sanderson Norrie, will take place within the Sheriff-Court-house, Dundee, on Wednesday the 29th January current, at one o'clock afternoon. The second meeting of Creditors will be held in the British Hotel, Dundee, on Saturday the 9th February next, at 12 o'clock noon.

WM. STIVEN, Trustee.

3, Bank Street,
Dundee, January 20, 1862.

SEQUESTRATION of JAMES BEGG, Painter in Elgin.

ALEXANDER MORRISON, Writer in Elgin, has been elected Trustee on the estate; and James Petrie, Bank Agent in Elgin, John Duncan, Grocer in Elgin, and James Anderson, Writer in Elgin, have been elected Commissioners. The examination of the Bankrupt will take place in the Sheriff-Court-house at Elgin, on Tuesday the 28th day of January current, at 12 o'clock noon. The Creditors will meet in the Gordon Arms Hotel, Elgin, on Tuesday the 4th day of February 1862, at 12 o'clock noon.

ALEX. MORRISON, Trustee.

January 18, 1862.

SEQUESTRATION of ROBERT YUILLE, sometime Grocer and Victualler in Grove Street, Glasgow, now Cabinetmaker there.

PETER FULTON, Accountant in Glasgow, has been elected Trustee on the estate; and John Cook, Accountant there, has been elected Commissioner. The examination of the Bankrupt will take place on Tuesday the 28th day of January current, at two o'clock afternoon, within the Chambers of Sheriff Alison, Court-house, Glasgow. The Creditors will meet in the Trustee's Chambers, No 20, Union Street, Glasgow, on Tuesday the 4th day of February next, at 12 o'clock noon.

PETER FULTON, Trustee.

20, Union Street,
Glasgow, January 18, 1862.

SEQUESTRATION of LAUCHLAN M'GOWN, Comic Vocalist and Tavern-keeper in Glasgow, now deceased.

GEORGE M'FARLANE, Accountant in Glasgow, has been elected Trustee on the estate; and Henry Levy, Tavern-keeper in Glasgow, John Cook, Gasalier Manufacturer, &c. in Glasgow, and Robert Brown, Commission Agent in Glasgow, have been elected Commissioners. The Creditors will meet in the Counting-House of the Trustee, No. 116, St Vincent Street, Glasgow, on Tuesday the 28th day of January current, at 12 o'clock noon. At the meeting of Creditors for election of Trustee, Mrs Elizabeth Gillbee Gifford or M'Gown, widow of the deceased Lauchlan M'Gown, made offer of a composition of Seven Shillings sterling per pound, payable one month after the date of the discharge by the Court, and security, which were entertained for consideration, and will be decided upon at the said meeting of Creditors to be held as above.

GEO. M'FARLANE, Trustee.

116, St Vincent Street,
Glasgow, January 18, 1862.

SEQUESTRATION of JOHN PATTERSON, Teacher, residing at Seabank, Inverness.

DONALD GRANT, Cabinetmaker in Inverness, has been elected Trustee on the estate; and John MacEwen, Merchant there, William Mackay, Merchant there, and John Millar, Stoneware Merchant there, have been elected Commissioners. The examination of the Bankrupt will take place in the Sheriff's Chambers, Castle, Inverness, on Friday the 24th day of January current, at two o'clock p.m. The Creditors will meet in the Union Hotel, on Wednesday the 5th day of February next, at 12 o'clock noon.

DONALD GRANT, Trustee.

Inverness, January 17, 1862.

SEQUESTRATION of WILLIAM M'GARRY, Furniture Dealer, Cabinetmaker, and Upholsterer in Glasgow.

JOHN MILLER, Accountant in Glasgow, Trustee on the sequestrated estate of the said William M'Garry, hereby calls a general meeting of Creditors to be held within his Counting-house, No. 71, Queen Street, Glasgow, on Saturday the 15th day of February next, at 11 o'clock forenoon, for the purpose of considering an application for his discharge as Trustee foresaid, and deciding thereon, in terms of the Statutes.

JNO. MILLER, Trustee.

Glasgow, January 20, 1862,
71, Queen Street.

JAMES PETRIE, Bank Agent in Elgin, Trustee on the sequestrated estate of ALEXANDER NEWLANDS, Fleshier in Rothes, hereby call a special general meeting of the Creditors to be held within the Gordon Arms Hotel, Elgin, on Saturday the 15th day of February next, at 12 o'clock noon, to resolve that the Bankrupt shall only be entitled to apply for and obtain a decree of Cessio, and shall have no right to a discharge in the sequestration; and also to consider as to an application to be made by me for my discharge.

JA. PETRIE, Trustee.

Elgin, January 18, 1862.

JOHN CHRISTIE FOULDS, Accountant in Glasgow, Trustee on the sequestrated estates of ALLAN, FRASER, & COMPANY, Ironfounders and Machine Makers, New Wynd, Glasgow, and Daniel Allan and Alexander Fraser, the Individual Partners of that Firm, as such Partners, and as Individuals, hereby calls a meeting of the Creditors to be held within his Chambers, 64, Buchanan Street, Glasgow, on Wednesday the 12th day of February next, at 12 o'clock noon, to consider as to an application to be made for the Trustee's discharge.

JOHN C. FOULDS, Trustee.

Glasgow, January 20, 1862.

TO THE CREDITORS OF
JAMES BUTLER CREASE, Manufacturer, Bongate
Mills, Jedburgh.

I WILLIAM M'KIE, Manufacturer in Hawick, a Commissioner on the sequestrated estates of the said James Butler Crease, do hereby intimate that the Sheriff of Roxburghshire has appointed a meeting of the Creditors on the said estates to be held within the Tower Hotel, Hawick, on Wednesday the 29th day of January 1862, at 12 o'clock noon, for the purpose of electing a new Trustee on the said sequestrated estates, in room of James Thomson, Cabinetmaker in Jedburgh, removed from the office of Trustee.—Of which meeting Notice is hereby given, in terms of the Warrant of the Sheriff contained in the Interlocutor ordering the meeting, of date the 17th current.

WILLIAM M'KIE, Commissioner.

Hawick, January 18, 1862.

DAVID MURRAY, Banker, Meigle, Trustee on the sequestrated estates of Messrs P. & A. COPELAND, General Merchants at Meigle Station of the Scottish North-Eastern Railway, in the County of Forfar, and commonly known and designed as Merchants, Meigle, and of Patrick Copeland, General Merchant, residing in Newtyle, in the County of Forfar, and Arthur Copeland, General Merchant, also residing in Newtyle aforesaid, the Individual Partners of the said Company of P. & A. Copeland, as Partners thereof, and as Individuals, hereby calls a meeting of the Creditors to be held in the Writing-Chambers of Pattullo & Thornton, Writers, No. 1, Bank Street, Dundee, on Friday the 31st day of January current, at one o'clock afternoon, for the purpose of considering and resolving as to a renewal of the personal protection to the Bankrupts.

DAVID MURRAY, Trustee.

Dundee, January 20, 1862.

WILLIAM JOHNSTON, Accountant, Glasgow, Trustee on the sequestrated estate of DAVID TANNAHILL, Engineer and Machine Maker in Orr Street, Calton, Glasgow, hereby calls a general meeting of the Creditors on the said sequestrated estate to be held within the Chambers of Messrs M'Cubbin & Johnston, Accountants, 110, Buchanan Street, Glasgow, on Wednesday the 29th day of January 1862, at 12 o'clock noon, to take into consideration an offer of composition to be made by the said David Tannahill.

WM. JOHNSTON, Trustee.

Glasgow, January 17, 1862.

A Meeting of the Creditors on the sequestrated estate of THOMAS COUPER, Shipmaster and Shipowner, residing at No. 6, Pollock Street, near Glasgow, in the County of Renfrew, will be held within the Counting-house of M'Cowan & Brown, Accountants, 17, Gordon Street, Glasgow, on Wednesday the 29th current, at one o'clock P.M., to accept the Trustee's resignation.

WM. BROWN, Trustee.

Glasgow, January 20, 1862.

THOMAS DALL, Chartered Accountant in Edinburgh, Trustee on the sequestrated estates of DUNCAN BROTHERS & COMPANY, Merchants in Leith, and Sinclair Thomson Duncan and George Duncan, residing in Leith, the Individual Partners of said Company Firm, as Partners aforesaid, and as Individuals, hereby calls a special meeting of the Creditors of the said Duncan Brothers & Company, and Individual Partners, to be held in the New Ship Hotel, Shore, Leith, on Tuesday the 28th current, at two o'clock afternoon, for the purpose of taking into consideration a proposal to wind up the estates under a Deed of Arrangement.

THOMAS DALL, Trustee.

Edinburgh, January 21, 1862.

JAMES MARTIN, Accountant in Glasgow, Trustee on the sequestrated estates of ROBERT DALE, Baker, Dumbarton, hereby intimates, that at the second general meeting of Creditors on the 13th current, the Bankrupt made offer of a composition to the Creditors on the whole debts, with security for payment thereof; which offer having been unanimously entertained by said meeting, another general meeting of Creditors will be held within the Trustee's Chambers, 157, Hope Street, Glasgow, on Wednesday the 5th day of February 1862, at one o'clock, P.M., for the purpose of deciding on the offer and security proposed.

JAS. MARTIN, Trustee.

Glasgow, January 18, 1862.

SEQUESTRATION of JOHN M'MURTRIE & COMPANY, Boot and Shoe Manufacturers, Troagate Glasgow, as a Company, and John M'Murtrie, Boot and Shoe Manufacturer there, the only party acknowledging himself to be a Partner of the said Company, as a Partner thereof, and as an Individual.

GEOGE HUTCHESON WALLACE, Accountant in Glasgow, Trustee on said sequestrated estates, hereby intimates, that at a general meeting of the Creditors on said sequestrated estates, held upon the 20th day of January current, called for the purpose of receiving an offer of composition to be then made by the Bankrupt, the said John M'Murtrie, he the said John M'Murtrie made offer of a composition of Sixpence sterling per pound on all debts owing by the said John M'Murtrie & Company, or him, the said John M'Murtrie, at the date of the sequestration of their estates; and he farther offered to pay or provide for the expenses attending the sequestration and the remuneration of the Trustee, and offered as security for payment of said composition, expenses, and remuneration, William M'Murtrie, residing at 76, Taylor Street, Glasgow,—the said composition being payable as at the date of the discharge of the said John M'Murtrie. That the Creditors, or Mandatories for Creditors present at said meeting having unanimously agreed to entertain said offer for consideration, another meeting, for the purpose of deciding upon said offer and security, will be held within the Chambers of Messrs C. R. Baird, Black, & Dill, Writers, 54, West Nile Street, Glasgow, upon Wednesday the 12th day of February next, at one o'clock afternoon.

GEO. H. WALLACE, Trustee.

WILLIAM CHURCH, Junior, Accountant in Glasgow, Trustee on the sequestrated estate of ALEXANDER KIRKLAND, Civil Engineer and Architect in Glasgow, hereby intimates, that at the second general meeting of Creditors held on the 17th day of January current, the Bankrupt made an offer of composition of One Penny per pound to his Creditors on all debts due by him at the date of his sequestration, payable on his final discharge, and offered James Swan, Surveyor, Renfrew Street, Glasgow, as security for the payment thereof, and he further offered to pay or provide for the expenses attending the sequestration and remuneration to the Trustee. The Creditors, or Mandatories of Creditors present at the said meeting, having resolved that the offer and security should be entertained for consideration, Notice is hereby given, that another general meeting of the Creditors will be held within my Writing-chambers, 67, Saint Vincent Street, Glasgow, on Monday the 10th day of February next, at one o'clock afternoon, for the purpose of finally deciding on the Bankrupt's offer and the security proposed.

WM. CHURCH, Jr. Trustee.

Glasgow, January 17, 1862.

JOHAN KENNEDY MACINTYRE, Accountant in Glasgow, Trustee on the sequestrated estates of HUGH ALLISON, Grocer and Provision Merchant, Nelson Street, Tradeston, Glasgow, hereby intimates, that at a general meeting of the Creditors the Bankrupt made offer of a composition upon his debts, with security; which offer was entertained by the Creditors present, and it will be decided on at a meeting of Creditors to be held within the Trustee's Chambers, No. 133, West George Street, Glasgow, on Thursday the 30th January current, at 12 o'clock noon.

JNO. K. MACINTYRE, Trustee.

SEQUESTRATION of JOHN KNOX STUART, late Physician and Surgeon, and Builder, 39, Maxwell Street, Glasgow, deceased.

WILLIAM MUDIE, Junior, Accountant in Glasgow, Trustee on the said sequestrated estate, hereby intimates, that an account of his intrusions with the funds of the estate, brought down to the 28th ultimo, has been audited and approved of by the Commissioners; and that an equalizing dividend of Twenty Shillings per pound will be paid by the Trustee, at his Counting-house, No. 4, Victoria Buildings, West Regent Street, Glasgow, on the 1st day of March next, to the Creditor whose claim has been admitted, but was not lodged in time to participate in the former divisions. Farther, the Trustee hereby calls a general meeting of the Creditors on said sequestrated estate to be held within his Counting-house, No. 4, Victoria Buildings, West Regent Street, Glasgow, on Tuesday the 4th day of March next, at one o'clock afternoon, to consider as to an application to be made for the Trustee's discharge.

WILLM. MUDIE, Junr. Trustee.

Glasgow, January 17, 1862.

JOHN ROBERT SWAN, Chartered Accountant in Glasgow, Trustee on the sequestrated estate of **JAMES JAMIESON**, Straw Hat Manufacturer, Argyle Street, Glasgow, hereby intimates, that an account of his intromissions with the funds of the estate, brought down to the 3d instant, has been made up, examined, and audited by the Commissioners, in terms of the Statute; that he has examined the claims of the several Creditors who had lodged their oaths and grounds of debt on or before the 3d instant, and has completed lists of those Creditors entitled to be ranked on the funds of the estate, and also of those whose claims have been rejected in whole or in part; and further, that the Commissioners have declared a second and equalizing dividend, which will be payable at the Trustee's Chambers, No. 59, St Vincent Street, on Tuesday the 4th day of March next.

J. R. SWAN, C.A., Trustee.

Glasgow, January 18, 1862.

I JAMES SMITH, Accountant in Glasgow, Trustee on the sequestrated estate of **DAVID SYM**, sometime Toll-keeper at Torrance of Campsie, afterwards Toll-keeper at Port-Dundas Road, near Glasgow, now deceased, hereby intimate, that an account of my intromissions with the funds of the estate, brought down to the 31st December last, and a state of the whole estate of the Bankrupt as at the same date, have been made up, and examined and audited by the Commissioners; that I have examined the claims of the several Creditors who had lodged their oaths and grounds of debt on or before the 31st ultimo, and have completed lists of those Creditors entitled to be ranked on the funds of the estate, and also of those whose claims have been rejected in whole or in part, and that the Commissioners have declared a dividend to those Creditors whose claims have been ranked, which will be payable in my Office, No. 67, West Nile Street, Glasgow, on the 1st day of March next.

JAMES SMITH, Trustee.

Glasgow, January 15, 1862.

I ROBERT HUNTER, Trustee on the sequestrated estate of **SAMUEL TAYLOR**, Farmer in Busby, Parish of Ardrossan, hereby intimate, that the dividend declared payable in the Gazette on 3d February next will not then be paid, in consequence of certain preferable claims having been made on the estate; and notice of the future dividend, and amount thereof, will be given at the proper time.

ROBERT HUNTER, Trustee.

Saltcoats, January 17, 1862.

DONALD GORDON ROSS, Hardware Merchant in Dingwall, Trustee on the sequestrated estate of **GEORGE MACKENZIE**, Writer in Dingwall, hereby intimates, that he has had no intromissions with the funds of the estate from 2d October last to 2d instant, that the Commissioners have dispensed with sending circulars to the Creditors thereanent, and that no further dividend will be paid.

D. G. ROSS, Trustee.

Dingwall, January 14, 1862.

SEQUESTRATION OF GRAY BROTHERS, Drapers in Perth, and John Bower Gray and Robert Gray, Merchants in Perth, the Individual Partners of that Company, as Partners, and as Individuals.

JAMES THOMSON, Accountant in Glasgow, Trustee on the above sequestrated estates, hereby intimates, that an account of his intromissions with the funds of the estates, brought down to the 12th day of January current, and states of the funds recovered and of those outstanding as at same date, have been made up and examined by the Commissioners, who have postponed declaration of a dividend till the recurrence of another statutory period, and dispensed with sending circular notices to the Creditors.

JAMES THOMSON, Trustee.

70, George Square,
Glasgow, January 20, 1862.

ROBERT SCOTT, Commission Agent in Edinburgh, Trustee on the sequestrated estates of **CHRISTIE & FINDLATER**, Clothiers, Hatters, and Outfitters, Edinburgh, as a Company, and of James Findlater, also Clothier, Hatter, and Outfitter there, as a Partner thereof, and as an Individual, hereby intimates, that an account of his intromissions with the funds of the Company's estate, brought down to the 4th current, has been audited by the Commissioners, who have postponed payment of a third dividend from the Company's estate until the recurrence of another statutory period, and have dispensed with sending circulars to the Creditors. There will be no dividend payable from James Findlater's Individual estate.—Of all which Notice is hereby given, in terms of the Statute.

ROBERT SCOTT, Trustee.

Edinburgh, January 20, 1862.

SEQUESTRATION OF MIDDLETON DOWNES, Contractor, Dundee.

I DAVID HEAN, Accountant, Dundee, Trustee on said estate, hereby intimate that my accounts have been audited by the Commissioners; that I have examined the claims of the several Creditors who had lodged their oaths and grounds of debt on or before the 3d instant, and have completed lists of those Creditors whose claims have been admitted, and also of those whose claims have been rejected in whole or in part; and further, that the Commissioners have postponed the declaration of a dividend till the recurrence of another statutory period.

DAVID HEAN.

JOHN CHRISTIE FOULDS, Accountant in Glasgow, Trustee on the sequestrated estate of **ALEXANDER WILLIAM CRICHTON**, sometime Writer in Glasgow, now an inmate of, and residing in the Crichton Royal Institution, Dumfries, hereby intimates, that accounts of his intromissions with the funds of the estate, brought down to the 5th instant, and state of the funds recovered and of those outstanding at same date, have been audited and approved of by the Commissioners, who have postponed declaring a dividend till the next statutory period, and dispensed with sending circulars to the Creditors.

JOHN C. FOULDS, Trustee.

Glasgow, January 18, 1862.

NOTICE.

THE Interest of the late Mr **WILLIAM M'AULAY**, Merchant in Glasgow, and Calico Printer at Shawfield Bank, near Rutherglen, in the Concern of **WILLIAM M'AULAY & CO.**, Merchants and Calico Printers in Glasgow, and also in the Business carried on by him at Shawfield Bank, as Calico Printer, under the Firm of **W. & P. M'AULAY**, ceased as at his death on 2d November last, 1861.

ROBERT GOW, Jr., } A Quorum of Mr M'Aulay's
JAMES SCOTT, } Trustees and Executors.

J. D. TAYLOR, Writer, Glasgow, Witness.

JAMES M'GILCHRIST, Law-Clerk, Glasgow,
Witness.

Glasgow, January 17, 1862.

DISSOLUTION OF COPARTNERY.

THE Firm of **ALEXANDER & GEORGE DUNCAN**, hitherto carrying on Business as Brick and Tile Makers, Dumbarton, have this day **DISSOLVED** Partnership by mutual consent.

ALEXANDER DUNCAN.
GEORGE DUNCAN.

WILLIAM DUNCAN, Witness.

JAS. PETERIE, Witness.

Dumbarton, January 14, 1862.

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

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

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