

without distinction of persons, and without prejudice to the concessions made to the Government in favour of the army, the navy, and the postal service (Art. 20, § 6).

ART. XIII.—Any disputes arising between the undertaker of the railway and any private individual with regard to rates and tolls, will be adjudicated upon by the prefect, with appeal to the Minister of the Interior.

ART. XIV.—The undertaker is authorized to exercise by his own agents, under the supervision of the Government, the police regulations of the railway, which must be made conformably to the regulations of public administration made by the Minister of the Interior.

The parties appointed for this purpose (railway police) will be assimilated as regards their functions with the public police officers.

ART. XV.—The undertaker is held responsible that the railway and rolling stock shall be kept in proper working order; in order that the traffic may be carried on with security, agreeably with the object of the enterprise; in the event of failure in this respect, the obligation will be enforced by the administration.

ART. XVI.—No other line of railway uniting the two towns will be allowed to be established, within the duration of the privilege.

ART. XVII.—The undertaker in the meantime may be authorized by a royal ordinance to extend the railway from Athens to the Piræus, and to construct branch lines; in such case the provisions of the present law shall be applicable to such new lines, with the exception of that with regard to the duration of the concession, which will terminate with the privilege conceded in respect of the main line, and cannot be prolonged except by law.

ART. XVIII.—If the undertaker of the railway from Athens to the Piræus, having, other conditions being equal, the right of preference, should decline to take upon himself the extension of the railway, or to construct branches, this right may be accorded to other undertakers; in this case the former, inasmuch as the traffic on the main line will permit, and where no mutual agreement would have been come to with the undertakers of the new railways, will be held liable to concede to the latter, the right of also using the rails for transport, and in addition, the latter will be allowed to erect upon the same line and at their own cost, such buildings and works as may be necessary.

ART. XIX.—In the case in question, the privileged party (cessionnaire privilégié) receives from the said undertaker, a complete indemnification for any damage or loss which this obligation may occasion him; in default of mutual arrangement, the amount this indemnification will be determined by the prefect and four arbitrators of whom two are to be named by the party to whom the establishment of the line from Athens to the Piræus may be conceded; the other by the undertaker of the new line.

The term of the concession expired, the railway with all its fixed appurtenances and adjuncts, all being put in good order by the party to whom the railway is conceded, will become the lawful property of the Government, which will itself immediately take charge of the working of it, or grant a lease of it for the profit of the State.

The Government may acquire the rolling stock by private agreement with the said undertaker of the line.

ART. XX.—The Government and the undertaker will mutually determine:

- 1st. The line of the railway and the points by which it shall pass.

2nd. The mode of construction of the railway and the means of transport.

3rd. The period of duration of the privilege.

4th. The rates and tolls to be charged.

5th. The minimum of departures of trains daily and the speed of the trains.

6th. The relations between the railway and the postal authorities, the army, and navy.

7th. The amount of compensation to which the administration shall be liable in the event of merchandize carried, being lost or damaged.

8th. The consequence attaching to the undertaker in the case of failure on his part to perform any general or particular obligations.

9th. Everything relating to the shares and the obligations of shareholders, in the case of the enterprise being conceded to a Company, and the relations of these towards the Government and the public.

10th. The exercise of the right of supervision by the Government.

Athens, 4th December, 1855.

NOTICE TO MARINERS.

*Board of Trade, Whitehall,
February 16, 1856.*

THE Right Honourable the Lords of the Committee of Privy Council for Trade and Plantations have received a Despatch from Her Majesty's Consul at Barcelona, enclosing a Notice to Mariners, issued by the Captain of that Port, respecting a Sand Bank recently formed at the entrance of the harbour there, a translation of which is subjoined.

(Copy.)

I, DON MANUEL SIVILA, Commander of the Royal and distinguished Spanish Order of Charles III, of the American Order of Isabella the Catholic, of that of St. Gregory of Rome, decorated with various other Crosses, Post Captain of the Navy, and Captain of this Port,—

Hereby announce, that from the effects of the gale of the 11th ultimo, there has been formed off this port a Sand Bank, situated to the south, 20° (twenty degrees) west, corrected from the point of the new Mole: its length from the said spot being 510 (five hundred and ten) feet, Spanish; its breadth 85 (eighty-five) and the shallowest depth from 11 (eleven) to 13 (thirteen) feet.

Of which I inform the navigators and merchants of this port for the necessary effects.

Barcelona, 7th of February, 1856.

(Signed) MANUEL SIVILA.

*Board of Trade, Whitehall,
February 18, 1856.*

THE Right Honourable the Lords of the Committee of Privy Council for Trade and Plantations have received, through the Secretary of State for Foreign Affairs, a copy of a Despatch from Her Majesty's Ambassador at Paris, enclosing copy of a French Imperial Law, fixing the duties upon the importation into France of exotic resins, as follows:

In French	}	From countries out of Europe, free.
ships		From the entrepôts, 8 francs per 100 kilos.
In foreign vessels,		13 francs per 100 kilos.