

and which shall have according to their manifest more than a third of their lading, shall pay for entering the river, the fourth part of the due imposed on them for the outward passage, according to the above Articles I and III.

This entrance due shall not be paid by them until they leave the river.

Should, however, the said vessels leave the river with less than a third of their lading, they will in this case have to pay for their entrance the full amount of the dues fixed by Articles I and III.

ART. V.

Lighters chartered for the passage of the Sulina bar by vessels which shall 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, six francs;

Those of more than 50 tons burden, and not exceeding 100 tons, eight francs;

And those of more than 100 tons burden, twelve francs.

ART. VI.

Vessels remaining at anchor in the Sulina roads to load or unload the whole or part of their cargo, shall not be subjected to the dues established by the preceding Articles. They shall only pay an uniform due of one hundred francs each vessel, towards covering the expenses of the establishments from which they derive actual benefit.

Lighters chartered to transport across the mouth the cargo of the 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 shall be allowed the deduction on their tonnage mentioned in Article II preceding, in calculating the dues they will have to pay.

ART. VII.

Rafts and floats of timber not exceeding 100 feet English in length, by 40 feet English in breadth, shall pay, on leaving the river, if towed, a fixed due of 100 francs per raft.

This due shall be increased to 300 francs for every raft or float of timber not towed, of whatever dimensions it may be. And also for such rafts or floats as exceed 100 feet in length by 40 in breadth.

ART. VIII.

Vessels of war are free of all dues, both on entering and on leaving the port of Sulina.

ART. IX.

Vessels of more than 60 tons register, which shall enter the port of Sulina and leave the same with less than a third of their full lading, and which are freed in consequence from the dues established by Articles I, III, and IV preceding, will have to pay on leaving the river a toll of 50 centimes per ton for light and pilotage dues.

Sea going vessels engaged temporarily in the lighter service will have to pay this same toll, independently of the due of one franc per ton mentioned in the second clause of Art. IV.

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

ART. X.

The dues fixed by the preceding Articles shall comprise the tax imposed on vessels to cover the

expenses of works and other improvements carried out by the European Commission.

The dues actually in force for the maintenance of the light-houses composing the system of lights for the Danube mouths;

And the dues intended to cover the expenses of the pilot service for the Sulina entrance and of the other establishments instituted with a view to facilitate the navigation.

In addition to these dues, vessels shall not be subject to any other tax or charge whatever, except for the hire of the river pilots for the down voyage, which they will have to pay in conformity with the following Article:

ART. XI.

Sailing vessels of more than 60 tons register which shall have ascended the river above the Sulina port, shall pay, on leaving the river for the compulsory pilotage of the down voyage, a fixed due regulated as follows:

For the voyage from Galatz, or any other port higher up, to Sulina, 120 francs.

For the voyage from Reni or Ismail to Sulina, 100 francs.

And for the voyage from Toultscha to Sulina 72 francs—these dues shall be reduced by one-half for steamers.

The steamers mentioned in Art. 2 preceding, shall be free of this tax, provided that their pilots have been licensed as pilots of the 2nd class.

As regards pilotage for ascending the river, which is purely optional, the amount to be paid to the pilot is to be a matter of arrangement between him and the captain of the vessel, from whom he is to receive the amount himself.

ART. XII.

The due shall be paid over to the cashier of the Navigation Cash Office at Sulina, who will give a receipt for the same.

A table showing the conversion into francs of the monies in use on the Lower Danube shall be always posted up in the cash office. This table shall be revised periodically.

ART. XIII.

By the term "ton register" shall be understood the English registered ton.

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

The reduction of the tons of different nations into English measurement, shall be made in accordance with the table annexed to the present tariff.

ART. XIV.

Vessels entering the Danube without papers showing their tonnage, shall be submitted, with the sole view of fixing the navigation dues which they will be bound to pay in accordance with the present tariff, to an approximate assessment made under the direction of the Captain of the port, and with the assistance of the proper consular authorities, by two skilled persons.

The Cashier of the navigation chest shall have the option of assisting at the operation, either personally or by a delegate.

A like proceeding shall take place if the ship's papers are notoriously incorrect, or if there is a dispute concerning the proportion of a vessel's lading, in the cases provided by the above Arts. I and IV.

The assessment of tonnage in default of ship's papers shall be made at the expense of the vessel that gives rise to it. The same rule shall hold good if an assessment proves an excess of more than 50 tons above the capacity indicated by the ship's papers; or if it is proved contrary to the