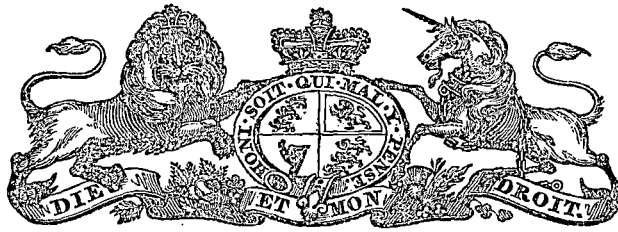


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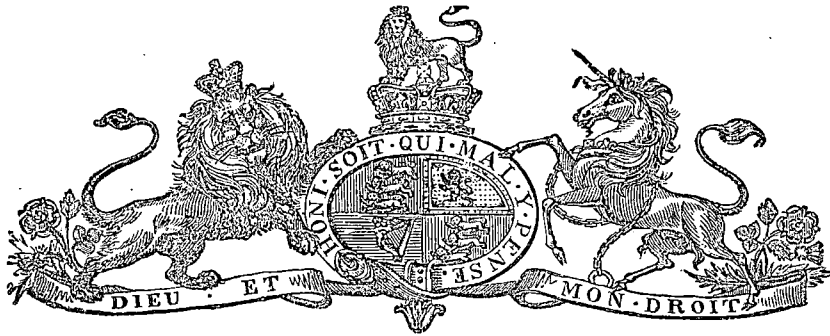
1866.

T A S M A N I A.

D E S P A T C H.

TREATY OF NAVIGATION WITH PRUSSIA.

Laid upon the Table by the Colonial Treasurer, and ordered by the House to be printed, 31 July, 1866.



TASMANIA.—CIRCULAR.

Downing-street, 8th March, 1866.

SIR,

I HAVE the honor to transmit to you a copy of a Treaty of Navigation, which was concluded on the 16th of August last, between Her Majesty and the King of Prussia, the Ratifications of which were exchanged at Berlin on the 24th ultimo.

I have the honor to be,
Sir,

Your most obedient humble Servant,

EDWARD CARDWELL.

Governor GORE BROWNE, C.B.

TREATY of NAVIGATION between Her Majesty and the King of Prussia. Signed at Gastein, August 16, 1865.

[Ratifications exchanged at Berlin, February 24, 1866.]

HER Majesty the Queen of the United Kingdom of Great Britain and Ireland, on the one part, and His Majesty the King of Prussia, on the other part, being equally animated by the desire to develop the stipulations relative to the reciprocal treatment of navigation now in force under the treaties concluded between them on the 2nd of April, 1824, and the 2nd of March, 1841, upon the basis of the alterations in their Navigation Laws which have since taken place, have entered into negotiation for that purpose, and have named as their Plenipotentiaries, that is to say :—

Her Majesty the Queen of the United Kingdom of Great Britain and Ireland, the Right Honorable Francis Baron Napier of Merchiston, a Peer of Scotland, a Baronet of Nova Scotia, a Member of Her Britannic Majesty's Privy Council, Her Majesty's Ambassador Extraordinary and Plenipotentiary to His Majesty the King of Prussia, &c. ;

And His Majesty the King of Prussia, M. Otto Eduard Leopold von Bismarck-Schönhausen, President of His Ministry of State, and Minister of Foreign Affairs ;

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

ARTICLE I.

British ships and their cargoes shall, in Prussia, and Prussian ships and their cargoes shall, in the United Kingdom of Great Britain and Ireland, from whatever place arriving, and whatever may be their place of destination, and whatever may be the place of origin or destination of their cargoes, be treated in every respect as national ships and their cargoes.

It is, however, agreed that the preceding stipulation shall not affect the rights connected with fishery belonging exclusively to the subjects of either Country within their respective marine territorial limits, nor the local immunities enjoyed in Great Britain, not by British subjects generally, but only by certain privileged classes in certain ports.

Every favour or exemption which either of the Contracting Parties shall grant in these respects to any other power, shall be immediately and unconditionally extended to the other party.

ARTICLE II.

The stipulations contained in the preceding Article are also to be applied to the Colonies and Foreign Possessions of Her Britannic Majesty, as well as to the ships and cargoes of the same; but as regards the coasting trade, only in those Colonies and Foreign Possessions the coasting trade of which shall have been, or shall be hereafter, open to foreign ships in conformity with the Acts of Parliament which govern this matter.

ARTICLE III.

If any ship of war or merchant-vessel of one of the Contracting Parties should run aground or be wrecked upon the coasts of the other, the same aid and assistance shall be rendered to it as to a national vessel, and in such case no other expenses shall be paid by the owners or their agents and representatives for the preservation of the property than would be payable in the like case of a wreck of a national vessel. In case the master of a merchant-vessel should be under the necessity of disposing of a part of his merchandise, in order to defray his expenses, no impediment shall be opposed by the authorities, the master being bound, however, to conform to the existing regulations and tariffs.

The goods and merchandise saved from the wreck shall be exempt from all duties of Customs unless cleared for consumption.

The respective Consuls-General, Consuls, Vice-Consuls, and Consular Agents shall, if the owner or master, or other agent of the owner, is not present, or is present and requires it, be authorised to interpose, in order to afford the necessary assistance to those concerned.

ARTICLE IV.

The Consuls-General, Consuls, Vice-Consuls, and Consular Agents of each of the Contracting Parties residing in the dominions and possessions of the other, shall receive from the local authorities such assistance as can by law be given to them for the recovery of deserters from the vessels of their respective countries.

ARTICLE V.

The right of acceding to the present Treaty is reserved to every State now belonging to, or which may hereafter join, the Zollverein.

ARTICLE VI.

The present Treaty shall have the same duration as the Treaty of Commerce, signed on the 30th May in the current year, between Great Britain and the Zollverein.

It shall come into force four weeks after the exchange of the ratifications thereof.

ARTICLE VII.

The present Treaty shall be ratified, and the ratifications thereof shall be exchanged at Berlin in six months,* or sooner if possible.

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

Done at Gastein, the sixteenth day of August, in the year of our Lord one thousand eight hundred and sixty-five.

NAPIER.
(L.S.)

v. BISMARCK.
(L.S.)

* This term was subsequently extended by Protocol to February 24, 1866.