

"Her Majesty the Queen of the United Kingdom of Great Britain and Ireland, and the President of the French Republic, being equally animated with the desire of maintaining the ties of friendship which unite the two countries, and considering that the treaties prolonged by the declaration of the 4th of this month are to come to an end on the 1st of March next, have determined to conclude a convention to regulate the commercial and maritime relations of the two countries, as well as the status of their subjects, and they have, accordingly, appointed their respective plenipotentiaries."

The following is the text of the convention:—

"**Article I.**—The Customs tariff for goods the produce or manufacture of the United Kingdom on their importation into France and Algeria, and for goods the produce or manufacture of France or Algeria on their importation into the United Kingdom being from henceforth regulated by the internal legislation of each of the two States, the high contracting parties guarantee to each other reciprocally in the United Kingdom, and in France and Algeria in all other matters the treatment of the most favoured nation. It is therefore understood that, with the exception above stated, each of the high contracting parties engages to give the other immediately and unconditionally the benefit of every favour, immunity, or privilege in matters of commerce or industry which have been or may be conceded by one of the high contracting parties to any third nation whatsoever, whether within or without Europe. It is likewise understood that in all that relates to transit, warehousing, exportation, re-exportation, local dues, brokerage, custom formalities, samples, and likewise in all matters relating to the exercise of commerce and industry, and in respect to residence, whether temporary or permanent, the exercise of any calling or profession, the payment of taxes or other impositions, and the enjoyment of all rights and privileges, including the acquiring, holding, and power of disposing of property, British subjects in France or Algeria, and French in the United Kingdom, shall enjoy the treatment of the most favoured nation.

"**Article II.**—The transit of goods of all kinds to and from the United Kingdom shall be free from all transit duties in France and Algeria, and the transit of goods to and from France and Algeria shall be free from all transit duties in the United Kingdom. The two Governments reserve the faculty of excluding from transit arms and munitions of war, and spurious imitations. The treatment of the most favoured nation is reciprocally guaranteed to each of the two countries in all that concerns transit. It is understood that each of the two high contracting parties reserves to itself to decide, as regards goods and merchandise passing from one or other of the two countries, on such prohibitions or temporary restrictions of import, export, or transit which they may think necessary to enforce for sanitary reasons, to prevent the spread of cattle diseases or the destruction of crops, or in view of events of war.

"**Article III.**—The high contracting parties engage not to enforce one against the other any prohibition of importation or exportation which shall not at the same time be applicable to all other nations.

"**Article IV.**—Goods, the produce or manufacture of the United Kingdom imported into France or Algeria, shall not be subject to any other or higher duties of octroi, excise, or internal consumption than those which are or may be charged upon the like goods of French origin; and in like manner goods the produce or manufacture of France or Algeria, imported into the United Kingdom, shall not be subject to any other or higher duties of octroi, excise, or internal consumption than those which are or may be charged upon the like goods of British origin.

"**Article V.**—The importer of machines and mechanical instruments, complete or in detached pieces, shall be exempt from the obligation of producing at the customs any model or drawing of the imported article.

"**Article VI.**—Articles liable to duty, serving as patterns or samples, which shall be introduced into the United Kingdom by French commercial travellers, or into France and Algeria by commercial travellers of the United Kingdom, shall be admitted free of duty, subject to the following formalities requisite to insure their being re-exported or placed in bond:—

"1. The officers of customs of any port or place at which the patterns and samples may be imported shall ascertain the amount of duty chargeable thereon. That amount must either be deposited by the commercial traveller at the Custom House in money, or ample security must be given for it.

"2. For the purpose of identification, each separate pattern or sample shall, as far as possible, be marked by the affixing of a stamp, or by means of a seal being attached to it.

"3. A permit or certificate shall be given to the importer, which shall contain:—(a) A list of the patterns imported, specifying the nature of the goods, and also such particular marks as may be proper for the purpose of identification; (b) a statement of the duty chargeable on the patterns or samples, as also whether the amount was deposited in money, or whether security was given for it; (c) a statement showing the manner in which the patterns or samples were marked; (d) the appointment of a period, which at the utmost must not exceed twelve months at the expiration of which, unless it is provided that the patterns or samples have been previously re-exported or placed in bond, the amount of duty deposited will be carried to the public account or the amount recovered under the security given. No charge shall be made to the importer for the above permit or certificate, or for marking for identification.

"4. Patterns or samples may be re-exported through the custom-house through which they were imported, or through any other.

"5. If, before the expiration of the appointed time (paragraph 3 d), the patterns or samples should be presented at the Custom House of any port or place for the purpose of re-exportation, or being placed in bond, the officers at such port or place must satisfy themselves by examination whether the articles which are brought to them are the same as those for which the permit of entry was granted. If so satisfied, the officers will certify the re-exportation or deposit in bond, and will refund the duty which had been deposited, or will take the necessary steps for discharging the security.

"**Article VII.**—British ships and their cargoes shall, in France and in Algeria, and French ships and their cargoes shall, in the United Kingdom of Great Britain and Ireland, from whatever place arriving, and whatever may be the place of origin or destination of their cargoes, be treated in every respect as national ships and their cargoes.

"**Article VIII.**—The two high contracting parties reserve to themselves the power of levying tonnage, landing or shipping dues, in order to pay the expenses of all necessary establishments at the ports of importation and exportation; but all these dues, whether levied by the State, towns, Chambers of Commerce, or any other corporate body, shall never be other nor higher than those which are or may be applicable to national ships and their cargoes, to whatever ports they may belong, the wish of the high contracting parties being that in this respect English and French vessels and their cargoes should be treated on a footing of perfect equality. But in all that relates to local treatment, the placing, loading and unloading of vessels, as well as the dues and charges in the ports, basins, docks, roadsteads, harbours, and rivers of the two countries, and generally in respect of all formalities or regulations to which merchants ships, their crews and cargoes, are subject, the privileges, favours, or advantages which are or shall be granted to national vessels generally, or to the goods imported or exported in them, shall be equally granted to the vessels of the other country, and to the goods imported or exported in them.

"**Article IX.**—The coasting trade is excepted from the stipulations of the present convention, and remains subject to the respective laws of

the two countries. The fisheries are also excepted, and remain subject to the special conventions for the time being existing between and to the respective laws of the two countries.

"**Article X.**—The subjects of each of the two high contracting parties shall in the dominions of the other enjoy the same protection and be subject to the same conditions as native subjects in regard to the rights of property in trade marks showing the origin or quality of goods, as well as in patterns and designs for manufacture.

"**Article XI.**—The subjects of the high contracting parties shall be exempted from military service, requisitions, and contributions of war, forced loans, advances, and other contributions leviable under exceptional circumstances, in so far as these contributions are not imposed on landed property.

"**Article XII.**—The present convention shall come into operation on the 16th of May, 1882, and remain in force until the 1st of February, 1892. In case neither of the two high contracting parties should have notified twelve months before the said date the intention of putting an end to it, it shall remain binding until the expiration of one year from the day on which either of the two high contracting parties shall have denounced it.

"**Article XIII.**—The ratifications of the present convention shall be exchanged at Paris at latest on the 12th of May, 1882. In witness whereof the respective plenipotentiaries have signed the present convention, and have thereto affixed their seals. Done in duplicate at Paris, the 28th day of February, in the year 1882.

LYONS.  
C. DE FREYNEST.  
P. THARD.  
M. ROUVIER."

The text is also given of the Declaration, of even date with the foregoing, which prolongs until May 15, except in regard to Customs tariffs, the existing commercial treaties between the two countries.

#### COMMERCIAL TRAVELLERS.

A Bill was recently introduced in the United States House of Representatives which prohibits any State or municipality from interfering in any way with any commercial traveller who sells goods by sample in a State other than the one in which the merchant or manufacturer does business for which said traveller is acting, and providing that any officer who shall thus interfere shall be deemed guilty of a misdemeanor and be liable to indictment before the United States Grand Jury in the district in which the interference occurs; and if convicted shall be liable to pay a fine not to exceed \$100, or three months imprisonment in jail, or both. This bill is designed to overcome the local laws in the South and West which interfere with the business of travelling salesmen.

This is, we think, precisely the kind of legislation the deputation from the Dominion Commercial Travellers' Association, of this city, sought to obtain when they recently waited upon the Minister of Justice at Ottawa with reference to the rights of municipalities to compel commercial travellers to pay license fees. Messrs. Cantlie and Massey, in explaining the object of the deputation's visit, urged that, as the matter was one affecting trade and commerce, the federal power should be exercised to prevent illegal interference on the part of Local Legislatures, and municipal bodies. Several appeals are now pending before the Supreme Court of the Dominion from the Courts of Quebec and the Maritime Provinces to test