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AMERICAN CONSULAR BULLETIN

PUBLISHED MONTHLY WITH THE COOPERATION OF THE AMERICAN CONSULAR ASSOCIATION
TO FURTHER AMERICAN BUSINESS INTERESTS IN FOREIGN LANDS THROUGH THE CONSULAR SERVICE.

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AMERICAN CONSULAR ASSOCIATION NEWS

PRESIDENTIAL LETTER OF ACCEPTANCE AMERICAN CONSULAR ASSOCIATION

London, May 14, 1919.

American Consular Association.

Gentlemen:

In accepting the Presidency of the American Consular Association, I cannot refrain from remarking that an absentee officer whose time is very much absorbed in his official duties can be but a very indifferent President under any circumstances. However, if I can in any manner further the interests of the Association, or rather of the Service, during the term of office to which I have been elected, I shall do so with great pleasure and shall welcome suggestions of a practical character from my colleagues which, perhaps, if acted upon might give useful direction to the efforts of the Association as an organization.

The Consular Association differs from most organizations in that its members can never hope to meet together in any great numbers and must of necessity approach any subject of common interest by means of correspondence written or printed. This will be my excuse, therefore, if I now submit a few general observations on assuming the Presidency of the association. In the very first place, the spirit of the regulations by which we are guided prohibits an individual Consular official from correspondence with members of Congress and others with respect to his own private interests and this very wise prohibition should apply in principle to this Association. The strength and usefulness of the Service as a whole must depend in a very large degree upon its discipline and its unswerving loyalty to the Department of State, and we should under no circumstances seek through collective action to press those measures or policies which are purely in our own interest, and which for various reasons, conceivably, may not have the support of the Department itself. We desire the Service to be improved in many ways, we desire the career to be made more attractive, and to summon to itself young men of the greatest promise in every respect, but we can only further these objects by supporting the Department, carrying out with fidelity its directions and appreciating the fact that after all the Consular Service is but one small branch of a large governmental machine.

My own view is, then, that this Association while retaining the very liveliest interest in such material problems as salaries, promotions, pensions and the like must, as an Association, avoid concentrating on these questions and should limit itself more particularly to the strictly professional questions which arise, with a view to bringing about uniformity in administrative method and esprit de corps at least equal to that which prevails in any other branch of the public service, military or civil. If in the process of time we can produce a certain consular type in which the least efficient and the least intellectually qualified among us, may nevertheless approximate to some high standard of efficiency, we shall certainly have done something to justify the existence of the Association.

The time is probably coming when Congress will cease to distinguish between the consular and diplomatic branches of the foreign service and when it will be generally recognized, as it should be, that the two branches are in all essential respects the same; and when that undoubtedly sound principle is recognized, it will follow that when one enters at the foot of the ladder in the Consular Service, progress will follow by natural degrees up to the grade of Minister and Ambassador. The members of the consular and diplomatic branches of the service not only serve the same government but serve the same end, and should work together in the closest union and harmony; and everything that individual officers can do by cooperation with the diplomatic branch of the service will necessarily redound to the advantage of the service as a whole, and hasten the day when the true situation will be recognized in legislation.

It is seldom the case that popular governments, with complete and logically developed public services, spring full grown before the world; on the contrary, one step follows another, sometimes hesitatingly and sometimes rather more rapidly. It may seem that in the foreign service we have made progress slowly, but as things go the very contrary is the case and young men who enter either the consular or the diplomatic branches at the present time may reasonably look forward to a

period when there will be but one service, every post in which will be open to merit, with sufficient compensation to meet every proper requirement and with retiring conditions which will abundantly justify men of capacity and men of ambition in devoting their lives to the work.

It is fair to assume that in the more perfectly coordinated service which I have foreseen selective tests will be applied as a condition preceding appointment, followed by special education such as is given at Annapolis and West Point for the two branches of military service. The future will then in a measure care for itself. What is important is that each member of the service, as it is now constituted, should seek to equip himself for the future by unceasing study of the political and economic questions of the hour and by constant study of the history of our foreign relations. If I might venture upon one definite suggestion, it would be that all members of the service study with particular care that most instructive work, Moore's "International Law Digest," which aside from its value as a history of the diplomacy of the United States, is a most interesting and often fascinating book. Another subject of study too frequently neglected except by those who live in French

speaking countries is the French language. Members of the Foreign Service may enter the service with a slight knowledge of Spanish or German or a smattering of French and fancy that they are equipped for their life's work, but the fact remains that unless they possess or acquire a good working knowledge of French, the sort of French for which apologies need not constantly be made, they have not gotten beyond the rudimentary stage of their career. A consular officer will be forgiven if he speaks any other foreign language imperfectly but if he is unable in the international society in which he must mingle to converse fluently and correctly in French, he will be regarded by his associates as unfitted for his task.

In thanking my colleagues for the compliment they have paid me in inviting me to be their President, allow me again to say that I shall be pleased to hear from them in respect to any matter affecting the interests of the Association or its members.

ROBERT P. SKINNER

London, May 22, 1919.

To the Members of the American Consular Association.

DEPARTMENT OF STATE ABSORBS WAR TRADE BOARD

The War Trade Board has become merged into the Department of State, the powers, duties and functions of the War Trade Board having been transferred July 1, 1919, to the State Department pursuant to Executive Order of May 12, 1919.

Licenses heretofore issued by the War Trade Board continue to be issued by the War Trade Board Section of the Department of State in accordance with existing regulations of the Board. Any modification of the regulations hereafter will be made by the War Trade Board Section of the Department of State.

All routine administrative matters will continue to be performed by the former officers of the War Trade Board, the internal organization remaining in general the same as formerly.

The administration of foreign agents and representatives of the War Trade Board, and the direction of the Bureau of Foreign Agents and Reports, of the Board, have been placed under the direction of the Chief of the Consular Bureau of the Department of State.

All expenses for maintenance of the War Trade Board Section of the State Department will be paid out of the appropriation of \$200,000 provided in the Sundry Civil Bill.

Mr. Lawrence Bennett has been designated Chief of the War Trade Board Section.

BIG BUSINESS BACKS THE CONSULAR SERVICE.

The Sixth National Foreign Trade Convention report prepared by the National Foreign Trade Council's committee in June, 1919, endorses meeting the needs of the Consular Service, using the following language.

"The State Department should have adequate and competent representation in all lands, and especially in those new nations sprung from the reorganization following the war. Its representation should be fully compensated and properly housed, and supplied with all the means for effective service.

"The Consular Service, through the last appropriation bill, is now made wholly American by being relieved of the necessity of employing foreigners as Consular agents. This is a much needed step in the right direction and it is hoped that it will be followed by legislation establishing both the Diplomatic and Consular Services on a basis which will attract competent and ambitious young men into our foreign service as a permanent career."

Activities of the Office of the Foreign Trade Adviser of the Department of State and the commercial work of consular and diplomatic officers

By Consul Charles H. Albrecht.

The beginning of the Office of the Foreign Trade Adviser is found in an Act of August 16, 1842, which required the Secretary of State to report to Congress annually all changes and modifications in foreign commercial systems. There had been occasional calls by Congress for commercial information from the Secretary of State before this and the same year that the act was passed the Secretary (Daniel Webster) recommended to Congress that the work of arranging and condensing the information received from consular officers on commercial subjects be entrusted to one person who should also have charge of the correspondence. No Congressional action having been taken, the Secretary exercised his own authority and assigned an extra clerk to this duty.

Subsequent legislation created the Statistical Bureau which subsisted until 1898, when the name was changed by law to the Bureau of Foreign Commerce. The Act of February 14, 1903 which established the Department of Commerce and Labor provided that "the Bureau of Foreign Commerce, now in the Department of State, be, and the same hereby is, transferred to the Department of Commerce and Labor and consolidated with and made a part of the Bureau of Statistics, hereinbefore transferred from the Department of the Treasury to the Department of Commerce and Labor, and the two shall constitute one bureau, to be called the Bureau of Statistics; and section 11 of the same act provided that "a person, to be designated by the Secretary of State, shall be appointed to formulate, under his direction, for the instruction of consular officers, the requests of the Secretary of Commerce and Labor and to prepare from the dispatches of consular officers, for transmission to the Secretary of Commerce and Labor, such information as pertains to the work of the Department of Commerce and Labor; and such person shall have the rank and salary of a chief of bureau, and be furnished with such clerical assistants as may from time to time be authorized by law."

The bureau created by this section 11 was designated by order of the Secretary of State the Bureau of Trade Relations.

Mr. Frederic Emory, who had been chief of the Bureau of Foreign Commerce for some years, resigning at about this time Mr. John Ball Osborne, now American Consul at Havre, France, was appointed chief of the new bureau. Under a reorganization of the Department of State in 1909 and 1910 two foreign trade advisers were appointed and attached to the Bureau of Trade Relations. The appropriation act of 1912 omitted the appropriation for the chief of the bureau and the two trade advisers took over the duties which had formerly been discharged by him. The bureau then became the Office of the Foreign Trade Advisers.

The chief duties of the Office of the Foreign Trade Adviser are:

1. To control and direct, under the supervision of the appropriate executive officers of the Department, the commercial work of the diplomatic and consular services.

2. To attend to correspondence and other miscellaneous business of the Department relating primarily to trade.

3. To gather information and formulate advice on commercial subjects for the use of the Secretary and other officers of the Department.

The most tangible evidence of a consul's commercial work are his reports and "trade letters." The trade letters are in reply to the inquiries of American firms respecting the market abroad for their products or particular matters connected in some way with their foreign business. They are addressed by the consular officers directly to the inquirers but are forwarded through the Department of State. Reports are submitted only to the Secretary of State.

Some of the reports are voluntary. Others are prepared in response to instructions. They cover an almost endless variety of subjects, but the great bulk relate to economic matters, and among these the most have to do with commerce. Extra copies accompany letters which contain information of general interest and these extra copies are treated as if they were reports. The originals are sent to the firms and persons to whom they are addressed.

It devolves upon the Foreign Trade Adviser's office not only to draft the instructions upon which this commercial work rests, but to distribute the vast volume of resultant reports, coming to it from more than 340 consulates situated in every part of the globe, to those branches of the Government and to organizations and private persons in the United States who can best use them. It is the aim of the Department to place this information so that it will be put to immediate practical use for the furtherance of American commerce, for the development of agriculture, mining and the fisheries, for the advancement of science, public health and education, and in general for the successful accomplishment of all the varied concerns of a modern people.

As the bulk of the reports relate to commerce and industry, the immediate destination assigned to the greater number by the Department of State is the Bureau of Foreign and Domestic Commerce of the Department of Commerce, which is charged by law with the publication of consular reports on commercial and industrial subjects. This Bureau issues, besides many special publications, a daily known as **COMMERCE REPORTS** fully 90 per cent. of the material appearing in which is taken from the reports prepared or forwarded by consular or diplomatic officers of the Department of State and which have been transmitted to the Bureau by the Foreign Trade Adviser's office.

Next in order of importance among the branches of the Government to which the Foreign Trade Adviser's office of the Department of State provides information of consular or diplomatic origin is the Department of Agriculture, which receives reports on the condition of growing crops in all parts of the world and on the harvests of every conceivable agricultural commodity. Added to these are current information on agricultural methods and organization and data relating to new forms and developments of plant and animal life such as may interest our agricultural scientists.

The varied functions of the Treasury Department bring within the scope of its interest many of the consular and diplomatic reports which the State Department has for distribution. The Public Health Service is provided with regular weekly statements from every consulate showing the state of the public health in that consular district. Special reports are furnished on new methods of sanitation and on the prevention and treatment of disease. The Customs Division is kept informed of many matters occurring abroad which have a bearing on the administration of our tariff. Material is furnished to the Secretary's Office on the public finance of foreign governments, budgets and methods of taxation. The Federal Reserve Board is currently informed of the progress of banking and exchange in foreign lands and the Director of the Mint of the value in terms of gold of foreign coins.

Other branches of the Government which are regularly supplied by the office with consular reports are the Department of Labor, the Federal Trade Commission, the Bureau of Navigation, the Bureau of Fisheries, the Bureau of Standards and the Coast and Geodetic Survey in the Department of Commerce; the Geological Survey, the Bureau of Mines and the Commissioner of Education in the Department of the Interior; the Post Office Department, the Smithsonian Institution, the Pan-American Union and the Interstate Commerce Commission. To give a complete list would be to enumerate all the ramifications of governmental activity in the United States.

Among private organizations regularly receiving copies of consular reports the chief is the Chamber of Commerce of the United States. Other private commercial associations receive reports on subjects as to which they have made particular inquiry or which are known to the Department of State to be of interest to them. Since American banks have become interested in the establishment of foreign branches, an effort has been made to provide the banks known to be especially active in this field with copies of all reports containing pertinent information.

In explanation of the second and third heads mentioned above under the duties of the Office of the Foreign Trade Adviser, it may be stated that the problems dealt with vary with the progress of international events and during the war have related mainly, of course, to matters resulting from conditions of belligerency. The embargoes placed

by peaceful as well as warring governments upon the exportation of specific commodities from their territories and possessions have been a source of constant occupation for the office since the outbreak of the war, particularly with respect to the issuance of special licenses permitting the shipment of particular consignments of goods the exportation or importation of which is prohibited by the country in question. These activities include personal conferences with the representatives of American firms whose interests are involved and the drafting of the necessary instructions to diplomatic and consular officers in order to obtain such amelioration as may be possible of the conditions complained of.

During the war the Foreign Trade Adviser's office has also cooperated closely with the War Trade Board, the War Industries Board, the Shipping Board, the Food and Fuel Administrations, furnishing them with information obtained from consular and diplomatic officers and consulting with them in regard to various problems of an international character.

Side by side with the special work imposed by the war the office carries on duties connected with the more usual phases of the protection of American trade abroad. The most important of these relates to the securing to American exporters of equitable treatment for their goods under the tariff administrations of foreign countries. The complaints of American exporters in this respect are carefully studied and the requisite instructions issued to diplomatic or consular officers. There is also the commercial work of the Consular Service not coming under the head of reports and trade letters, such as informal good offices toward the settlement of commercial disputes between foreign and American merchants and other matters of cooperation with the Bureau of Foreign and Domestic Commerce in the promotion of American trade.

With a view to meeting adequately such important economic problems as commercial treaties, tariffs, foreign loans, parcel post conventions and the broad subjects of economic relations and trade development there has been organized in the Foreign Trade Adviser's office a permanent corps of twelve regional economists, who have expert knowledge of conditions in the various geographical divisions of the world. These regional economists, in addition to passing upon consular and diplomatic reports, attend conferences and prepare memoranda for the information of the executive officers of the Foreign Trade Adviser's office and of the Department of State upon economic subjects of interests.

In order to provide for closer cooperation between the Department of State and other departments and bureaus of the Government interested in foreign trade and economic matters of an international character, regular weekly group conferences between representatives of the Department of State and these other departments and bureaus have been held, beginning in March, 1919, and special committees are appointed from time to time to discuss and make recommendations as to interdepartmental policy upon various subjects of economic importance.

PERSONAL

Mr. Alfred S. Northrup, formerly American Consul, has recently accepted a position with the Mercantile Bank of the Americas, Inc., of New York. Mr. Northrup was Consul at Trebizond from 1912 to 1914, and his connection with the Consular Service is largely responsible for the offer which has come to him from this bank. It is presumed that the bank will avail itself of the excellent knowledge of Spanish gained by Mr. Northrup during his years of law practice in the Philippines and in Mexico. His services will evidently be used to advantage in Latin American countries.

Dominic I. Murphy, American Consul General of Class IV, now in Washington, D. C., has been assigned as Consul General to Stockholm, Sweden.

Carl F. Deichman, American Consul of Class I, formerly at Santos, Brazil, has been assigned as Consul to Valparaiso, Chile.

TRAVEL TO CONSULAR POST BY AIRPLANE.

Trans-oceanic and international aero flights are becoming familiar in this progressive age. The distinction of having been the first American Consul to fly by aeroplane to an American Consular post in a foreign country belongs to Mr. Frederick Simpich, American Consul, formerly at Guaymas, Mexico, who flew from North Island, California, (which is near San Diego,) to Ensenada, Lower California, Mexico, a distance of approximately 75 or 80 miles. Mr. Simpich, on landing at Ensenada, went to the American Consulate there, transacted his business with the Consul at that post, Mr. Sydney Smith, and returned to the United States (to North Island) by aeroplane the same day. The flight each way required him exactly one hour and five minutes, whereas, ordinarily, by land, instead of air the trip would have required two days by coach.

NECROLOGY

The Association has learned with deep regret of the recent death of A. H. Lowrie, (father of W. L. Lowrie, Consul General at Lisbon, Spain,) at his home at Gifford Street, Elgin, Illinois, where he had resided for more than thirty years.

Mr. Lowrie was eighty-two years old and for more than thirty-six years he had been the editorial head of the Elgin Daily News.

In 1892 and 1893 he was United States Consul to Freiburg, Germany, under the administration of President Harrison.

During his life time many honors have been bestowed upon Mr. Lowrie. He was a recipient of several college degrees, some of them from Michigan institutions and one from the University of Florida where, as in other parts of the South, he had lectured on political and economic subjects.

For File 000.—From Homer Brett.

CONSULAR CONVERSATIONS

He was past middle age, evidently British, a little bit seedy but clearly not a seaman or of the ordinary laborer class when he stopped me in the street and said:

"I beg pardon, but are you Mr. Haskins?"

"No."

"I mean are you the American Consul?"

"Yes."

"Well, would you do me the favor to let me speak to Mr. Johnson at the American Legation over your telephone? But first I ought to tell you that I never drink and I don't want anything."

"It is a little bit difficult to get Mr. Johnson in the forenoon."

"Oh, no it isn't. I have seen him there three times in the morning, and I may remark that the last man I worked for on the Canal zone was Col. W. C. Gorgas and that my reference in the United States is Mr. Melville E. Stone, of the Associated Press."

"Well, what did you want to speak to Mr. Johnson about?"

"You see, I am a British subject and the Captain of this British ship here in the harbor seems like he is willing to take me on as a member of the crew in order to get me away from here."

"Yes. And what do you want me or Mr. Johnson to do?"

"By George! You are right and I am wrong. I never thought of that. I beg your pardon."

And he vanished down the Calle Bolivar, La Guaira's principal business street.

BOOK REVIEW

Understanding South America, by Clayton Sedgwick Cooper, published by George H. Doran Company, New York, 1918; \$2.00 net.

This book is more than the usual compilation of the ideas of the traveler, gathered superficially during a more or less hurried trip, for Mr. Cooper appears to have spent considerable time in all the Republics of which he writes; he came properly accredited to the best people, both native and foreigners; he is evidently an educated man, a versatile writer and a close student, etc., all of which has enabled him to set forth opinions and conclusions that are well worth reading.

Mr. Cooper seems to be very fair in his statements and conclusions. His chapter on the "Consular Service" will prove this to those who are familiar with the duties of Consuls, just as the rest of his book will prove it to those familiar with Latin America; though there would doubtless be some modification of some of Mr. Cooper's statements about the various peoples to the south of us after he had lived among them for some years instead of months.

BRITISH CHAMBER OF COMMERCE IN GERMANY.

(Trade Commissioner H. G. Brock, London, England, May 24, 1919.)

The special correspondent of the London Times, writing under date of May 15 from Cologne, states that efforts to promote British commercial interests in the occupied German districts have taken practical form in the establishment of a British chamber of commerce in that city. There are now representatives at Cologne of 70 British firms, and it was decided at a meeting that these firms should cooperate and form a chamber of commerce. Two members were appointed as a deputation to call on the military governor, Sir Charles Ferguson, who has given his support to the movement and will appoint officers to sit daily in the chamber's information bureau, established over Messrs. Cox's Bank, 135 Hohestrasse, Cologne.

The following nominations were sent to the Senate on July 10, 1919:

TO BE CONSULS OF CLASS 8

Harry A. McBride, of Michigan, formerly a Consul of Class 8, to be Consul of Class 8 of the United States of America, to which office he has been reappointed during the last recess of the Senate.

Raymond C. Mackay of Wisconsin, now Vice-Consul at Henkow.

Keith Merrill, of Minnesota, now Vice-Consul at London.

John P. Hurley, of Brooklyn, N. Y.

William W. Early, of Aulander, N. C.

William P. Garrety, of New York City.

TO BE CONSUL OF CLASS 5

Edward J. Norton, of Tennessee, formerly Consul at Bombay and now Vice-Consul at Malaga, to be a Consul of Class 5 of the United States of America.



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LOOKING NORTH OVER VESSELS IN HARBOR TO FORTIFIED HILLS THAT DEFEND THE PORT OF NAGASAKI

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PEACE TREATY AND AMERICAN COMMERCE

With the signing of the Peace Treaty Foreign Trade of the United States should quickly reach pre-war conditions plus the added impetus it received in some countries during the war.

European representatives here have already opened negotiations for both long and short term credits. With the necessity for long term credits, used by most foreign countries, being more generally accepted by Bankers and business men and with greater use of trade acceptances, the United States should take its proper place in the sun of foreign commerce as it has done among the nations, as a principal mover in framing the Treaty of Versailles.

A NEW HOTEL IN RIO DE JANEIRO

Vice Consul Augustus I. Hasskarl reports from Rio de Janeiro, Brazil, under date of May 7, 1919, that the new Palace Hotel, which is owned by the Guinle Bros., of Rio de Janeiro, will be opened to the public during the latter part of June or early in July of this year. This will be the most modern and possibly the largest hotel in Brazil. It is situated on the Avenida Rio Branco in a very favorable section of the city.

THE EXPORT COMMISSION HOUSE AND FOREIGN TRADE

The Export Commission House is a necessary factor in the development of our foreign trade and is of particular advantage to those concerns about to enter this field.

It is to the advantage of the merchant who considers exporting to any great extent, to select one of the larger export commission houses who work through the medium of their own sales force, and are well-established in the commercial centers of the foreign territories which comprise their field of operations.

The lesser exporting commission houses usually operate through the medium of agents established in foreign trade centers. Such agents in many cases are either established merchants doing a jobbing business for their own account or sales-brokers, soliciting direct import orders from the various merchants in the territory.

Export houses of this class work, as a rule, on a commission basis, sharing the commission with the foreign agent.

The Export Commission House assumes the burden of sales responsibility, travelling expense and financial risks largely obviating chances of loss for the uninitiated.

EXCERPTS FROM THE TREATY OF VERSAILLES

PART X. ECONOMIC CLAUSES.

Section I. Commercial relations.

Chapter I. Customs regulations, duties and restrictions.

ARTICLE 264.

Germany undertakes that goods the produce or manufacture of any one of the Allied or Associated States imported into German territory, from whatsoever place arriving, shall not be subjected to other or higher duties or charges (including internal charges) than those to which the like goods the produce or manufacture of any other such State or of any other foreign country are subject.

Germany will not maintain or impose any prohibition or restriction on the importation into German territory of any goods the produce or manufacture of the territories of any one of the Allied or Associated States, from whatsoever place arriving, which shall not equally extend to the importation of the like goods the produce or manufacture of any other such State or of any other foreign country.

ARTICLE 265.

Germany further undertakes that, in the matter of the regime applicable on importation, no discrimination against the commerce of any of the Allied and Associated States as compared with any other of the said States or any other foreign country shall be made, even by indirect means, such as customs regulations or procedure, methods of verification or analysis, conditions of payment of duties, tariff classification or interpretation, or the operation of monopolies.

ARTICLE 266.

In all that concerns exportation Germany undertakes that goods, natural products or manufactured articles, exported from German territory to the territories of any one of the Allied or Associated States shall not be subjected to other or higher duties or charges (including internal charges) than those paid on the like goods exported to any other such State or to any other foreign country.

Germany will not maintain or impose any prohibition or restriction on the exportation of any goods sent from her territory to any one of the Allied or Associated States which shall not equally extend to the exportation of the like goods, natural products or manufactured articles, sent to any other such State or to any other foreign country.

ARTICLE 267.

Every favour, immunity, or privilege in regard to the importation, exportation or transit of goods granted by Germany to any Allied or Associated State or to any other foreign country whatever shall simultaneously and unconditionally, without request and without compensation, be extended to all the Allied and Associated States.

ARTICLE 268.

The provisions of Articles 264 to 267 inclusive of this Chapter and of Article 323 of Part XII (Ports, Waterways and Railways) of the present Treaty are subject to the following exceptions:

(a) For a period of five years from the coming into force of the present Treaty, natural or manufactured products which both originate in and come from the territories of Alsace and Lorraine reunited to France shall, on importation into German customs territory, be exempt from all customs duty.

The French Government shall fix each year, by decree communicated to the German Government, the nature and amount of the products which shall enjoy this exemption.

The amount of each product which may be thus sent annually into Germany shall not exceed the average of the amounts sent annually in the years 1911-1913.

Further, during the period above mentioned the German Government shall allow the free export from Germany, and the free re-importation into Germany, exempt from all customs duties and other charges (including internal charges), of yarns, tissues, and other textile materials or textile products of any kind and in any condition, sent

from Germany into the territories of Alsace or Lorraine, to be subjected there to any finishing process, such as bleaching, dyeing, printing, mercerisation, gassing, twisting or dressing.

(b) During a period of three years from the coming into force of the present Treaty natural or manufactured products which both originate in and come from Polish territories which before the war were part of Germany shall, on importation into German customs territory, be exempt from all customs duty.

The Polish Government shall fix each year, by decree communicated to the German Government, the nature and amount of the products which shall enjoy this exemption.

The amount of each product which may be thus sent annually into Germany shall not exceed the average of the amounts sent annually in the years 1911-1913.

(c) The Allied and Associated Powers reserve the right to require Germany to accord freedom from customs duty, on importation into German customs territory, to natural products and manufactured articles which both originate in and come from the Grand Duchy of Luxembourg, for a period of five years from the coming into force of the present Treaty.

The nature and amount of the products which shall enjoy the benefits of this regime shall be communicated each year to the German Government.

The amount of each products which may be thus sent annually into Germany shall not exceed the average of the amounts sent annually in the years 1911-1913.

ARTICLE 269.

During the first six months after the coming into force of the present Treaty, the duties imposed by Germany on imports from Allied and Associated States shall not be higher than the most favourable duties which were applied to imports into Germany on the 31st July, 1914.

During a further period of thirty months after the expiration of the first six months, this provision shall continue to be applied exclusively with regard to products which, being comprised in Section A of the First Category of the German Customs Tariff of the 25th December, 1912, enjoyed at the above-mentioned date (31st July, 1914) rates conventionalised by treaties with the Allied and Associated Powers, with the addition of all kinds of wine and vegetable oils, or artificial silk and of washed or scoured wool, whether or not they were the subject of special Conventions before the 31st July, 1914.

ARTICLE 279.

The Allied and Associated Powers may appoint consuls-generals, consuls, vice-consuls, and consular agents in German towns and ports. Germany undertakes to approve the designation of the consuls-general, consuls vice-consuls and consular agents, whose names shall be notified to her, and to admit them to the exercise of their functions in conformity with the usual rules and customs.

ARTICLE 281.

If the German Government engages in international trade, it shall not in respect thereof have or be deemed to have any rights, privileges or immunities of sovereignty.

Section VII. Industrial Property.

ARTICLE 306.

Subject to the stipulations of the present Treaty, rights of industrial, literary and artistic property, as such property is defined by the International Conventions of Paris and of Berne, mentioned in Article 286, shall be re-established or restored, as from the coming into force of the present Treaty, in the territories of the High Contracting Parties, in favour of the persons entitled to the benefit of them at the moment when the state of war commenced or their legal representatives. Equally, rights which, except for the war, would have been acquired during the war in consequence of an application made for the protection of industrial property, or the publication of a literary or artistic work, shall be recognized and established in favour of those persons who would have

been entitled thereto, from the coming into force of the present Treaty.

Nevertheless, all acts done by virtue of the special measures taken during the war under legislative executive or administrative authority of any Allied or Associated Power in regard to the rights of German nationals in industrial literary or artistic property shall remain in force and shall continue to maintain their full effect.

No claim shall be made or action brought by Germany or German nationals in respect of the use during the war by the Government of any Allied or Associated Power, or by any persons acting on behalf or with the assent of such Government of any rights in industrial, literary or artistic property, nor in respect of the sale, offering for sale, or use of any products, articles, or apparatus whatsoever to which such rights applied.

Unless the legislation of any one of the Allied or Associated Powers otherwise directs, sums due or paid in virtue of any act or operation resulting from the execution of the special measures mentioned in paragraph I of this article shall be dealt with in the same way as other sums due to German nationals are directed to be dealt with by the present Treaty; and sums produced by any special measures taken by the German Government in respect of rights in industrial, literary or artistic property belonging to the nationals of the Allied or Associated Powers shall be considered and treated in the same way as other debts due from German nationals.

Each of the Allied and Associated Powers reserves to itself the right to impose such limitations, conditions, or restrictions on rights of industrial, literary or artistic property (with the exception of trade-marks) acquired before or during the war, or which may be subsequently acquired in accordance with its legislation, by German nationals, whether by granting licenses, or by the working, or by preserving control over their exploitation, or in any other way, as may be considered necessary for national defence, or in the public interest, or for assuring the fair treatment by Germany of the rights of industrial, literary, and artistic property held in German territory by its nationals, or for securing the due fulfilment of all the obligations undertaken by Germany in the present Treaty.

Each of the Allied or Associated Powers reserves the right to treat as void and of no effect any transfer in whole or in part of or other dealing with rights of or in respect of industrial, literary or artistic property effected after August 1, 1914, or in the future, which would have the result of defeating the objects of the provisions of this article.

The provisions of this article shall not apply to rights in industrial, literary or artistic property which have been dealt with in the liquidation of businesses or companies under war legislation by the Allied or Associated Powers, or which may be so dealt with by virtue of Article 297 paragraph (b).

ARTICLE 307.

A minimum of one year after the coming into force of the present Treaty shall be accorded to the nationals of the High Contracting Parties, without extension fees or other penalty, in order to enable such persons to accomplish any act, fulfil any formality, pay any fees, and generally satisfy any obligation prescribed by the laws or regulations of the respective States relating to the obtaining, preserving or opposing rights to, or in respect of, industrial property either acquired before the 1st August, 1914, or which, except for the war, might have been acquired since that date as a result of an application made before the war or during its continuance, but nothing in this Article shall give any right to reopen interference proceedings in the United States of America where a final hearing has taken place.

All rights in, or in respect of, such property which may have lapsed by reason of any failure to accomplish any act, fulfil any formality, or make any payment, shall revive, but subject in the case of patents and designs to the imposition of such conditions as each Allied or Associated Power may deem reasonably necessary for the protection of persons who have manufactured or made use of the subject matter of such property while the rights had lapsed. Further, where rights to patents or designs belonging to German nationals are revived under this article, they shall be subject to the same provisions as would have been applicable to them during the war as well as to all the provisions of the present Treaty.

The period from the 1st August, 1914, until the coming into force of the present Treaty shall be excluded in

considering the time within which a patent should be worked or a trade mark or design used, and it is further agreed that no patent, registered trade mark or design in force on the 1st August, 1914, shall be subject to revocation or cancellation by reason only of the failure to work such patent or use such trade mark or design for two years after the coming into force of the present Treaty.

ARTICLE 308.

The rights of priority, provided by Article IV of the International Convention for the Protection of Industrial Property of Paris, of the 20th March, 1883, revised at Washington in 1911 or by any other Convention or Statute, for the filing or registration of applications for patents or models of utility, and for the registration of trade marks, designs and models which had not expired on the 1st August, 1914, and those which have arisen during the war, or would have arisen but for the war, shall be extended by each of the High Contracting Parties in favour of all nationals of the other High Contracting Parties for a period of six months after the coming into force of the present Treaty.

Nevertheless, such extension shall in no way affect the right of any of the High Contracting Parties or of any person who before the coming into force of the present Treaty was bona fide in possession of any rights of industrial property conflicting with rights applied for by another who claims rights of priority in respect of them, to exercise such rights by itself or himself personally, or by such agents or licensees as derived their rights from it or him before the coming into force of the present Treaty; and such persons shall not be amenable to any action or other process of law in respect of infringement.

ARTICLE 309.

No action shall be brought and no claim made by persons residing or carrying on business within the territories of Germany on the one part and of the Allied or Associated Powers on the other, or persons who are nationals of such Powers respectively, or by any one deriving title during the war from such persons, by reason of any action which has taken place within the territory of the other party between the date of the declaration of war and that of the coming into force of the present Treaty, which might constitute an infringement of the rights of industrial property or rights of literary and artistic property, either existing at any time during the war or revived under the provisions of Articles 307 and 308.

Equally, no action for infringement of industrial, literary or artistic property rights by such persons shall at any time be permissible in respect of the sale or offering for sale for a period of one year after the signature of the present Treaty in the territories of the Allied or Associated Powers on the one hand or Germany on the other, of products or articles manufactured, or of literary or artistic works published, during the period between the declaration of war and the signature of the present Treaty, or against those who have acquired and continue to use them. It is understood, nevertheless, that this provision shall not apply when the possessor of the rights was domiciled or had an industrial or commercial establishment in the districts occupied by Germany during the war.

This Article shall not apply as between the United States of America on the one hand and Germany on the other.

ARTICLE 310.

Licenses in respect of industrial, literary or artistic property concluded before the war between nationals of the Allied or Associated Powers or persons residing in their territory or carrying on business therein, on the one part, and German nationals, on the other part, shall be considered as cancelled as from the date of the declaration of war between Germany and the Allied or Associated Powers. But, in any case, the former beneficiary of a contract of this kind shall have the right, within a period of six months after the coming into force of the present Treaty, to demand from the proprietor of the rights the grant of a new license, the conditions of which, in default of agreement between the parties, shall be fixed by the duly qualified tribunal in the country under whose legislation the rights had been acquired, except in the case of licenses held in respect of rights acquired under German law. In such cases the conditions shall be fixed by the Mixed Arbitral Tribunal referred to in Section VI of this Part. The tribunal may, if necessary, fix also the amount which it may deem

just should be paid by reason of the use of the rights during the war.

No license in respect of industrial, literary or artistic property, granted under the special war-legislation of any Allied or Associated Power, shall be affected by the continued existence of any licence entered into before the war, but shall remain valid and of full effect, and a licence so granted to the former beneficiary of a licence entered into before the war shall be considered as substituted for such licence.

Where sums have been paid during the war by virtue of a licence or agreement concluded before the war in respect of rights of industrial property or for the reproduction or the representation of literary, dramatic or artistic works, these sums shall be dealt with in the same manner as other debts or credits of German nationals, as provided by the present Treaty.

This Article shall not apply as between the United States of America on the one hand and Germany on the other.

ARTICLE 311.

The inhabitants of territories separated from Germany by virtue of the present Treaty shall, notwithstanding this separation and the change of nationality consequent thereon, continue to enjoy in Germany all the rights in industrial, literary and artistic property to which they were entitled under German legislation at the time of the separation.

PART XII.

PORTS, WATERWAYS AND RAILWAYS.

Section I. General Provisions.

ARTICLE 321.

Germany undertakes to grant freedom of transit through her territories on the routes most convenient for international transit, either by rail, navigable waterway or canal, to persons, goods, vessels, carriages, wagons and mails coming from or going to the territories of any of the Allied and Associated Powers (whether contiguous or not); for this purpose the crossing of territorial waters shall be allowed. Such persons, goods, vessels, carriages, wagons and mails shall not be subjected to any transit duty or to any undue delays or restrictions, and shall be entitled in Germany to national treatment as regards charges, facilities, and all other matters.

Goods in transit shall be exempt from all Customs or other similar duties.

All charges imposed on transport in transit shall be reasonable, having regard to the conditions of the traffic. No charge, facility or restriction shall depend directly or indirectly on the ownership or on the nationality of the ship or other means of transport on which any part of the through journey has been, or is to be, accomplished.

ARTICLE 322.

Germany undertakes neither to impose nor to maintain any control over transmigration traffic through her territories beyond measures necessary to ensure that passengers are bona fide in transit; nor to allow any shipping company or any other private body, corporation or person interested in the traffic to take any part whatever in, or to exercise any direct or indirect influence over, any administrative service that may be necessary for this purpose.

ARTICLE 323.

Germany undertakes to make no discrimination or preference, direct or indirect, in the duties, charges and prohibitions relating to importations into or exportations from her territories, or, subject to the special engagements contained in the present Treaty, in the charges and conditions of transport of goods or persons entering or leaving her territories, based on the frontier crossed; or on the kind, ownership, or flag of the means of transport (including aircraft) employed; or on the original or immediate place of departure of the vessel, wagon or aircraft or other means of transport employed, or its ultimate or intermediate destination; or on the route of or places of transshipment on the journey; or on whether any port through which the goods are imported or exported is a German port or a port belonging to any foreign country or on whether the goods are imported or exported by sea, by land or by air.

Germany particularly undertakes not to establish against the ports and vessels of any of the Allied and Associated Powers any surtax or any direct or indirect bounty for export or import by German ports or vessels, or by those of another Power, for example by

means of combined tariffs. She further undertakes that persons or goods passing through a port or using a vessel of any of the Allied and Associated Powers shall not be subjected to any formality or delay whatever to which such persons or goods would not be subjected if they passed through a German port or a port of any other Power, or used a German vessel or a vessel of any other Power.

ARTICLE 324.

All necessary administrative and technical measures shall be taken to shorten, as much as possible, the transmission of goods across the German frontiers and to ensure their forwarding and transport from such frontiers, irrespective of whether such goods are coming from or going to the territories of the Allied and Associated Powers or are in transit from or to those territories, under the same material conditions in such matters as rapidity of carriage and care en route as are enjoyed by other goods of the same kind carried on German territory under similar conditions of transport.

In particular, the transport of perishable goods shall be promptly and regularly carried out, and the customs formalities shall be effected in such a way as to allow the goods to be carried straight through by trains which make connection.

ARTICLE 325.

Germany undertakes not to take any measures the effect of which would be to divert traffic of any kind from its normal itinerary for the benefit of her own transport routes.

ARTICLE 326.

The seaports of the Allied and Associated Powers are entitled to all favours and to all reduced tariffs granted on German railways or navigable waterways for the benefit of German ports or of any port of another Power.

Germany may not refuse to participate in the tariffs or combinations of tariffs intended to secure for ports of any of the Allied and Associated Powers advantages similar to those granted by Germany to her own ports or the ports of any other Power.

Section II. Navigation.

Chapter I. Freedom of Navigation.

ARTICLE 327.

The nationals of any of the Allied and Associated Powers as well as their vessels and property shall enjoy in all German ports and on the inland navigation routes of Germany the same treatment in all respects as German nationals, vessels and property.

In particular the vessels of any one of the Allied or Associated Powers shall be entitled to transport goods of any description, and passengers, to or from any ports or places in German territory to which German vessels may have access, under conditions which shall not be more onerous than those applied in the case of national vessels they shall be treated on a footing of equality with national vessels as regards port and harbour facilities and charges of every description, including facilities for stationing, loading and unloading, and duties and charges of tonnage, harbour, pilotage, lighthouse, quarantine and all analogous duties and charges of whatsoever nature, levied in the name of or for the profit of the Government, public functionaries, private individuals, corporations or establishments of any kind.

In the event of Germany granting a preferential regime to any of the Allied or Associated Powers or to any other foreign Power, this regime shall be extended immediately and unconditionally to all the Allied and Associated Powers.

There shall be no impediment to the movement of persons or vessels other than those arising from prescriptions concerning customs, police, sanitation, emigration and immigration, and those relating to the import and export of prohibited goods. Such regulations must be reasonable and uniform and must not impede traffic unnecessarily.

Chapter 2. Free Zones in Ports.

ARTICLE 328.

The free zones existing in German ports on the 1st August, 1914, shall be maintained. These free zones, and any other free zones which may be established in German territory by the present Treaty, shall be subject to the regime provided for in the following Articles.

Goods entering or leaving a free zone shall not be subjected to any import or export duty, other than those provided for in Article 330.

Vessels and goods entering a free zone may be subjected to the charges established to cover expenses of

administration, upkeep and improvement of the port, as well as to the charges for the use of various installations, provided that these charges shall be reasonable having regard to the expenditure incurred, and shall be levied in the conditions of equality provided for in Article 327.

Goods shall not be subjected to any other charge except a statistical duty which shall not exceed 1 per mille ad valorem, and which shall be devoted exclusively to defraying the expenses of compiling statements of the traffic in the port.

ARTICLE 329.

The facilities granted for the erection of warehouses, for packing and for unpacking goods, shall be in accordance with trade requirements for the time being. All goods allowed to be consumed in the free zone shall be exempt from duty, whether of excise or of any other description, apart from the statistical duty provided for in Article 328 above.

There shall be no discrimination in regard to any of the provisions of the present article between persons belonging to different nationalities or between goods of different origin or destination.

ARTICLE 330.

Import duties may be levied on goods leaving the free zone for consumption in the country on the territory of which the port is situated. Conversely, export duties may be levied on goods coming from such country and brought into the free zone. These import and export duties shall be levied on the same basis and at the same rates as similar duties levied at the other Customs frontiers of the country concerned. On the other hand, Germany shall not levy, under any denomination, any import, export or transit duty on goods carried by land or water across her territory to or from the free zone or to any other State.

Germany shall draw up the necessary regulations to secure and guarantee such freedom of transit over such railways and waterways in her territory as normally give access to the free zone.

Chapter III. Clauses relating to the Elbe, the Oder, the Niemen (Russtrom-Memel-Niemen) and the Danube.

(1) General clauses.

ARTICLE 331.

The following rivers are declared international:

the Elbe (Labe) from its confluence with the Vltava (Moldau), and the Vltava (Moldau) from Prague; the Oder (Odra) from its confluence with the Oppa; The Niemen (Russtrom-Memel-Niemen) from Grodno; the Danube from Ulm;

and all navigable parts of these river systems which naturally provide more than one State with access to the sea, with or without transshipment from one vessel to another; together with lateral canals and channels constructed either to duplicate or to improve naturally navigable sections of the specified river system, or to connect two naturally navigable sections of the same river.

The same shall apply to the Rhine-Danube navigable waterway, should such a waterway be constructed under the conditions laid down in Article 353.

ARTICLE 332.

On the waterways declared to be international in the preceding Article, the nationals, property and flags of all Powers shall be treated on a footing of perfect equality, no distinction being made to the detriment of the nationals, property or flag of any Power between them and the nationals, property or flag of the riparian State itself or of the most favoured nation.

Nevertheless, German vessels shall not be entitled to carry passengers or goods by regular service between the ports of any Allied or Associated Power, without special authority from such Power.

ARTICLE 333.

Where such charges are not precluded by any existing conventions, charges varying on different sections of a river may be levied on vessels using the navigable channels or their approaches, provided that they are intended solely to cover equitably the cost of maintaining in a navigable condition, or of improving, the river and its approaches, or to meet expenditure incurred in the interests of navigation. The schedule of such charges shall be calculated on the basis of such expenditure and shall be posted up in the ports. These charges shall be levied in such a manner as to render any detailed examination of cargoes unnecessary, except in cases of suspected fraud or contravention.

ARTICLE 334.

The transit of vessels, passengers and goods on these waterways shall be effected in accordance with the general conditions prescribed for transit in Section I above.

When the two banks of an international river are within the same State goods in transit may be placed under seal or in the custody of customs agents. When the river forms a frontier goods and passengers in transit shall be exempt from all customs formalities; the loading and unloading of goods, and the embarkation and disembarkation of passengers, shall only take place in the ports specified by the riparian State.

ARTICLE 335.

No dues of any kind other than those provided for in the present Part shall be levied along the course or at the mouth of these rivers.

This provision shall not prevent the fixing by the riparian States of customs, local octroi or consumption duties, or the creation of reasonable and uniform charges levied in the ports, in accordance with public tariffs, for the use of cranes, elevators, quays, warehouses, etc.

ARTICLE 336.

In default of any special organization for carrying out the works connected with the upkeep and improvement of the international portion of a navigable system, each riparian State shall be bound to take suitable measures to remove any obstacle or danger to navigation and to ensure the maintenance of good conditions of navigation.

If a State neglects to comply with this obligation any riparian State, or any State represented on the International Commission, if there is one, may appeal to the tribunal instituted for this purpose by the League of Nations.

ARTICLE 337.

The same procedure shall be followed in the case of a riparian State undertaking any works of a nature to impede navigation in the international section. The tribunal mentioned in the preceding article shall be entitled to enforce the suspension or suppression of such works, making due allowance in its decisions for all rights in connection with irrigation, water-power, fisheries, and other national interests, which, with the consent of all the riparian States or of all the States represented on the International Commission, if there is one, shall be given priority over the requirements of navigation.

Appeal to the tribunal of the League of Nations does not require the suspension of the works.

ARTICLE 338.

The régime set out in Articles 332 to 337 above shall be superseded by one to be laid down in a General Convention drawn up by the Allied and Associated Powers, and approved by the League of Nations, relating to the waterways recognized in such Convention as having an international character. This Convention shall apply in particular to the whole or part of the above-mentioned river systems of the Elbe (Labe), the Oder (Odra), the Niemen (Russtrom-Memel-Niemen), and the Danube, and such other parts of these river systems as may be covered by a general definition.

Germany undertakes, in accordance with the provisions of Article 379, to adhere to the said General Convention as well as to all projects prepared in accordance with Article 343 below for the revision of existing international agreements and regulations.

ARTICLE 339.

Germany shall cede to the Allied and Associated Powers concerned, within a maximum period of three months from the date on which notification shall be given her, a proportion of the tugs and vessels remaining registered in the ports of the river systems referred to in Article 331 after the deduction of those surrendered by way of restitution or reparation. Germany shall in the same way cede material of all kinds necessary to the Allied and Associated Powers concerned for the utilisation of those river systems.

The number of the tugs and boats, and the amount of the material so ceded, and their distribution, shall be determined by an arbitrator or arbitrators nominated by the United States of America, due regard being had to the legitimate needs of the parties concerned, and particularly to the shipping traffic during the five years preceding the war.

All craft so ceded shall be provided with their fittings and gear, shall be in a good state of repair and in condition to carry goods, and shall be selected from among those most recently built.

The cessions provided for in the present articles shall

entail a credit of which the total amount, settled in a lump sum by the arbitrator or arbitrators shall not in any case exceed the value of the capital expended in the initial establishment of the material ceded, and shall be set off against the total sums due from Germany; in consequence, the indemnification of the proprietors shall be a matter for Germany to deal with.

(2) **Special Clauses relating to the Elbe, the Oder and the Niemen (Russtrom-Memel-Niemen).**

ARTICLE 340.

The Elbe (Labe) shall be placed under the administration of an International Commission which shall comprise:

- 4 representatives of the German States bordering on the river;
- 2 representatives of the Tchecko-Slovak State;
- 1 representative of Great Britain;
- 1 representative of France;
- 1 representative of Italy;
- 1 representative of Belgium.

Whatever be the number of members present, each delegation shall have the right to record a number of votes equal to the number of representatives allotted to it.

If certain of these representatives cannot be appointed at the time of the coming into force of the present Treaty, the decisions of the Commission shall nevertheless be valid.

ARTICLE 341.

The Oder (Odra) shall be placed under the administration of an International Commission, which shall comprise:

- 1 representative of Poland;
- 1 representative of Prussia;
- 1 representative of the Tchecko-Slovak State;
- 1 representative of Great Britain;
- 1 representative of France;
- 1 representative of Denmark;
- 1 representative of Sweden.

If certain of these representatives cannot be appointed at the time of the coming into force of the present Treaty, the decisions of the Commission shall nevertheless be valid.

ARTICLE 342.

On a request being made to the League of Nations by any riparian State, the Niemen (Russtrom-Memel-Niemen) shall be placed under the administration of an International Commission, which shall comprise one representative of each riparian State, and three representatives of other States specified by the League of Nations.

ARTICLE 343.

The International Commissions referred to in Articles 340 and 341 shall meet within three months of the date of the coming into force of the present Treaty. The International Commission referred to in Article 342 shall meet within three months from the date of the request made by a riparian State. Each of these Commissions shall proceed immediately to prepare a project for the revision of the existing international agreements and regulations, drawn up in conformity with the General Convention referred to in Article 338, should such Convention have been already concluded. In the absence of such Convention, the project for revision shall be in conformity with the principles of Articles 332 to 337 above.

ARTICLE 344.

The projects referred to in the preceding Article shall, *inter alia*:

- (a) designate the headquarters of the International Commission, and prescribe the manner in which its President is to be nominated;
- (b) specify the extent of the Commission's powers, particularly in regard to the execution of works of maintenance, control, and improvement on the river system, the financial régime, the fixing and collection of charges, and regulations for navigation;
- (c) define the sections of the river or its tributaries to which the international régime shall be applied.

ARTICLE 345.

The international agreements and regulations at present governing the navigation of the Elbe (Labe), the Oder (Odra), and the Niemen (Russtrom-Memel-Niemen) shall be provisionally maintained in force until the ratification of the above-mentioned projects. Nevertheless, in all cases where such agreements and regulations in force are in conflict with the provisions of Articles 332 to 337 above, or of the General Convention to be concluded, the latter provisions shall prevail.

(3) **Special Clauses relating to the Danube.**

ARTICLE 346.

The European Commission of the Danube reassumes the powers it possessed before the war. Nevertheless, as a provisional measure, only representatives of Great Britain, France, Italy and Roumania shall constitute this Commission.

ARTICLE 347.

From the point where the competence of the European Commission ceases, the Danube system referred to in Article 331 shall be placed under the administration of an International Commission composed as follows:

- 2 representatives of German riparian States;
- 1 representative of each other riparian State;
- 1 representative of each non-riparian State represented in the future on the European Commission of the Danube.

If certain of these representatives cannot be appointed at the time of the coming into force of the present Treaty, the decisions of the Commission shall nevertheless be valid.

ARTICLE 348.

The International Commission provided for in the preceding Article shall meet as soon as possible after the coming into force of the present Treaty, and shall undertake provisionally the administration of the river in conformity with the provisions of Articles 332 to 337, until such time as a definitive statute regarding the Danube is concluded by the Powers nominated by the Allied and Associated Powers.

ARTICLE 349.

Germany agrees to accept the regime which shall be laid down on the Danube by a Conference of the Powers nominated by the Allied and Associated Powers, which shall meet within one year after the coming into force of the present Treaty.

ARTICLE 350.

The mandate given by Article 57 of the Treaty of Berlin of the 13th July, 1878, to Austria-Hungary, and transferred by her to Hungary, to carry out works at the Iron Gates, is abrogated. The Commission entrusted with the administration of this part of the river shall lay down provisions for the settlement of accounts subject to the financial provisions of the present Treaty. Charges which may be necessary shall in no case be levied by Hungary.

ARTICLE 351.

Should the Tchecko-Slovak State, the Serb-Croat-Slovene State or Roumania, with the authorisation of or under mandate from the International Commission, undertake maintenance, improvement, weir, or other works on a part of the river system which forms a frontier, these States shall enjoy on the opposite bank, and also on the part of the bed which is outside their territory, all necessary facilities for the survey, execution and maintenance of such works.

ARTICLE 352.

Germany shall be obliged to make to the European Commission of the Danube all restitutions, reparations and indemnities or damages inflicted on the Commission during the war.

ARTICLE 353.

In the event of all the Allied and Associated Powers represented on the Central Commission for the Rhine and on the International Commission charged with the administration of the Upper Danube respectively deciding within 25 years from the coming into force of the present Treaty upon the creation of a deep-draught Rhine-Danube navigable waterway, Germany shall be bound to construct such waterway in accordance with plans to be communicated to her by the said Powers.

For this purpose the Central Commission for the Rhine shall have the right to undertake all necessary surveys. Should Germany fail to carry out all or part of the works, the Central Commission for the Rhine shall be entitled to carry them out instead.

For this purpose the Commission shall be qualified to decide upon and fix the limits of the necessary sites and to occupy the ground after a period of 2 months after notification, subject to the payment of indemnities to be fixed by the Commission and paid by Germany.

This navigable waterway shall be placed under the same administrative régime as the Rhine itself, and the distribution of the initial cost of construction, including the above indemnities, among the States concerned, shall be made by a tribunal to be appointed by the Council of the League of Nations.

Chapter IV. Clauses relating to the Rhine and the Moselle.

ARTICLE 354.

As from the coming into force of the present Treaty, the Convention of Mannheim of 17th October, 1868, together with the Final Protocol thereof, shall continue to govern navigation on the Rhine, subject to the conditions hereinafter laid down.

In the event of any provisions of the said Convention being in conflict with those laid down by the General Convention referred to in Article 338 (which shall apply to the Rhine) the provisions of the General Convention shall prevail.

Within a maximum period of six months from the coming into force of the present Treaty, the Central Commission referred to in Article 355 shall meet to draw up a project of revision of the Convention of Mannheim. This project shall be drawn up in harmony with the provisions of the General Convention referred to above, should this have been concluded by that time, and shall be submitted to the Powers represented on the Central Commission. Germany hereby agrees to adhere to the project so drawn up.

Further, the modifications set out in the following articles shall immediately be made in the Convention of Mannheim.

The Allied and Associated Powers reserve to themselves the right to arrive at an understanding in this connection with Holland, and Germany hereby agrees to accede if required to any such understanding.

ARTICLE 355.

The Central Commission provided for in the Convention of Mannheim shall consist of nineteen members, viz.:

- Two representatives of the Netherlands;
- Two representatives of Switzerland;
- Four representatives of German riparian States;
- Four representatives of France, which in addition shall appoint the President of the Commission;
- Two representatives of Great Britain;
- Two representatives of Italy;
- Two representatives of Belgium.

The headquarters of the Central Commission shall be at Strasburg.

Whatever be the number of members present, each Delegation shall have the right to record a number of votes equal to the number of representatives allotted to it.

If certain of these representatives cannot be appointed at the time of the coming into force of the present Treaty, the decisions of the Commission shall nevertheless be valid.

ARTICLE 356.

Vessels of all nations, and their cargoes, shall have the same rights and privileges as those which are granted to vessels belonging to the Rhine navigation, and to their cargoes.

None of the provisions contained in Articles 15 to 20 and 26 of the above-mentioned Convention of Mannheim, in Article 4 of the Final Protocol thereof, or in later Conventions, shall impede the free navigation of vessels and crews of all nations on the Rhine and on waterways to which such Conventions apply, subject to compliance with the regulations concerning pilotage and other police measures drawn up by the Central Commission.

The provisions of Article 22 of the Convention of Mannheim and of Article 5 of the Final Protocol thereof shall be applied only to vessels registered on the Rhine. The Central Commission shall decide on the steps to be taken to ensure that other vessels satisfy the conditions of the general regulations applying to navigation on the Rhine.

ARTICLE 357.

Within a maximum period of three months from the date on which notification shall be given Germany shall cede to France tugs and vessels, from among those remaining registered in German Rhine ports after the deduction of those surrendered by way of restitution or reparation, or shores in German Rhine navigation companies.

When vessels and tugs are ceded, such vessels and tugs, together with their fittings and gear, shall be in good state of repair, shall be in condition to carry on commercial traffic on the Rhine, and shall be selected from among those most recently built.

The same procedure shall be followed in the matter of the cession by Germany to France of—

- (1) the installations, berthing and anchorage accommodation, platforms, docks, warehouses, plant, etc., which German subjects or German companies owned on the 1st August, 1914, in the port of Rotterdam, and
- (2) the shares or interests which Germany or German

nationals possessed in such installations at the same date.

The amount and specifications of such cessions shall be determined within one year of the coming into force of the present Treaty by an arbitrator or arbitrators appointed by the United States of America, due regard being had to the legitimate needs of the parties concerned.

The cessions provided for in the present article shall entail a credit of which the total amount, settled in a lump sum by the arbitrator or arbitrators mentioned above, shall not in any case exceed the value of the capital expended in the initial establishment of the ceded material and installations, and shall be set off against the total sums due from Germany; in consequence, the indemnification of the proprietors shall be a matter for Germany to deal with.

ARTICLE 358.

Subject to the obligation to comply with the provisions of the Convention of Mannheim or of the Convention which may be substituted therefor, and to the stipulations of the present Treaty, France shall have on the whole course of the Rhine included between the two extreme points of the French frontiers—

- (a) the right to take water from the Rhine to feed navigation and irrigation canals (constructed or to be constructed) or for any other purpose, and to execute on the German bank all works necessary for the exercise of this right;
- (b) the exclusive right to the power derived from works of regulation on the river, subject to the payment to Germany of the value of half the power actually produced, this payment, which will take into account the cost of the works necessary for producing the power, being made either in money or in power and in default of agreement being determined by arbitration. For this purpose France alone shall have the right to carry out in this part of the river all works of regulation (weirs of other works) which she may consider necessary for the production of power. Similarly, the right of taking water from the Rhine is accorded to Belgium to feed the Rhine-Meuse canal provided for below.

The exercise of the rights mentioned under (a) and (b) of the present Article shall not interfere with navigability nor reduce the facilities for navigation, either in the bed of the Rhine or in the derivations which may be substituted therefor, nor shall it involve any increase in the tolls formerly levied under the Convention in force. All proposed schemes shall be laid before the Central Commission in order that Commission may assure itself that these conditions are complied with.

To ensure the proper and faithful execution of the provisions contained in (a) and (b) above, Germany;

- (i) binds herself not to undertake or to allow the construction of any lateral canal or any derivation on the right bank of the river opposite the French frontiers;
- (ii) recognises the possession by France of the right of support on and the right of way over all lands situated survey, to build, and to operate weirs which France, with on the right bank which may be required in order to the consent of the Central Commission, may subsequently decide to establish. In accordance with such consent, France shall be entitled to decide upon and fix the limits of the necessary sites, and she shall be permitted to occupy such lands after a period of two months after simple notification, subject to the payment by her to Germany of indemnities of which the total amount shall be fixed by the Central Commission. Germany shall make it her business to indemnify the proprietors whose property will be burdened with such servitudes or permanently occupied by the works.

Should Switzerland so demand, and if the Central Commission approves, the same rights shall be accorded to Switzerland for the part of the river forming her frontier with other riparian States;

- (iii) shall hand over to the French Government, during the months following the coming into force of the present Treaty, all projects, designs, drafts of concessions and of specifications concerning the regulation of the Rhine for any purpose whatever which have been drawn up or received by the Governments of Alsace-Lorraine or of the Grand Duchy of Baden.

ARTICLE 359.

Subject to the preceding provisions, no works shall be carried out in the bed or on either bank of the Rhine where it forms the boundary of France and Germany without the previous approval of the Central Commission or of its agents.

ARTICLE 360.

France reserves the option of substituting herself as regards the rights and obligations resulting from agreements arrived at between the Government of Alsace-Lorraine and the Grand Duchy of Baden concerning the works to be carried out on the Rhine; she may also denounce such agreements within a term of five years dating from the coming into force of the present Treaty.

France shall also have the option of causing works to be carried out which may be recognised as necessary by the Central Commission for the upkeep or improvement of the navigability of the Rhine above Mannheim.

ARTICLE 361.

Should Belgium, within a period of 25 years from the coming into force of the present Treaty decide to create a deep-draught Rhine-Meuse navigable waterway, in the region of Ruhrort, Germany shall be bound to construct, in accordance with plans to be communicated to her by the Belgian Government, after agreement with the Central Commission, the portion of this navigable waterway situated within her territory.

The Belgian Government shall for this purpose, have the right to carry out on the ground all necessary surveys.

Should Germany fail to carry out all or part of these works, the Central Commission shall be entitled to carry them out instead; and, for this purpose, the Commission may decide upon and fix the limits of the necessary sites and occupy the ground after a period of two months after simple notification, subject to the payment of indemnities to be fixed by it and paid by Germany.

This navigable waterway shall be placed under the same administrative regime as the Rhine itself, and the division of the cost of initial construction, including the above indemnities, among the States crossed thereby shall be made by the Central Commission.

ARTICLE 362.

Germany hereby agrees to offer no objection to any proposals of the Central Rhine Commission for extending its jurisdiction:

(1) to the Moselle below the Franco-Luxemburg frontier down to the Rhine, subject to the consent of Luxembourg;

(2) to the Rhine above Basle up to the Lake of Constance, subject to the consent of Switzerland;

(3) to the lateral canals and channels which may be established either to duplicate or to improve naturally navigable sections of the Rhine or the Moselle, or to connect two naturally navigable sections of these rivers, and also any other parts of the Rhine river system which may be covered by the General Convention provided for in Article 333 above.

Chapter V. Clauses giving to the Tchecko-Slovak State the use of northern ports.

ARTICLE 363.

In the ports of Hamburg and Stettin Germany shall lease to the Tchecko-Slovak State, for a period of 99 years, areas which shall be placed under the general régime of free zones and shall be used for the direct transit of goods coming from or going to that State.

ARTICLE 364.

The delimitation of these areas, and their equipment, their exploitation, and in general all conditions for their utilisation, including the amount of the rental, shall be decided by a Commission consisting of one delegate of Germany, one delegate of the Tchecko-Slovak State and one delegate of Great Britain. These conditions shall be susceptible of revision every ten years in the same manner.

Germany declares in advance that she will adhere to the decisions so taken.

Section III. Railways.

Chapter I. Clauses relating to international transport.

ARTICLE 365.

Goods coming from the territories of the Allied and Associated Powers, and going to Germany, or in transit through Germany from or to the territories of the Allied and Associated Powers, shall enjoy on the German railways as regards charges to be collected (rebates and drawbacks being taken into account), facilities, and all other matters, the most favourable treatment applied to goods of the same kind carried on any German lines, either in internal traffic, or for export, import or in transit, under similar conditions of transport, for example as regards length of route. The same rule shall be applied, on the request of one or more of the Allied and Associated Powers, to goods specially designated by such Power or Powers coming from Germany and going to their

territories.

International tariffs established in accordance with the rates referred to in the preceding paragraph and involving through way-bills shall be established when one of the Allied and Associated Powers shall require it from Germany.

ARTICLE 366.

From the coming into force of the present Treaty the High Contracting Parties shall renew, in so far as concerns them and under the reserves indicated in the second paragraph of the present Article, the conventions and arrangements signed at Berne on the 14th October, 1890, the 20th September, 1893, the 16th July, 1895, the 16th June, 1898, and the 19th September, 1906, regarding the transportation of goods by rail.

If within five years from the date of the coming into force of the present Treaty a new convention for the transportation of passengers, luggage and goods by rail shall have been concluded to replace the Berne Convention of the 14th October, 1890, and the subsequent additions referred to above, this new convention and the supplementary provisions for international transport by rail which may be based on it shall bind Germany, even if she shall have refused to take part in the preparation of the convention or to subscribe to it. Until a new convention shall have been concluded, Germany shall conform to the provisions of the Berne Convention and the subsequent additions referred to above, and to the current supplementary provisions.

ARTICLE 367.

Germany shall be bound to co-operate in the establishment of through ticket services (for passengers and their luggage) which shall be required by any of the Allied and Associated Powers to ensure their communication by rail with each other and with all other countries by transit across the territories of Germany; in particular Germany shall, for this purpose, accept trains and carriages coming from the territories of the Allied and Associated Powers, and shall forward them with a speed at least equal to that of her best long-distance trains on the same lines. The rates applicable to such through services shall not in any case be higher than the rates collected on German internal services for the same distance, under the same conditions of speed and comfort.

The tariffs applicable under the same conditions of speed and comfort to the transportation of emigrants going to or coming from ports of the Allied and Associated Powers, any technical, fiscal or administrative measures, higher kilometre rate than the most favourable tariffs (drawbacks and rebates being taken into account) enjoyed on the said railways by emigrants going to or coming from any other ports.

ARTICLE 368.

Germany shall not apply specially to such through services, or to the transportation of emigrants going to or coming from the ports of the Allied and Associated Powers, any technical fiscal or administrative measures, such as measures of customs examination, general police, sanitary police, and control, the result of which would be to impede or delay such services.

ARTICLE 369.

In case of transport partly by rail and partly by internal navigation, with or without through way-bill, the preceding Articles shall apply to the part of the journey performed by rail.

Chapter II. Rolling-stock.

ARTICLE 370.

Germany undertakes that German wagons shall be fitted with apparatus allowing:

(1) of their inclusion in good trains on the lines of such of the Allied and Associated Powers as are parties to the Berne Convention of May 15, 1886, as modified on May 18, 1907, without hampering the action of the continuous brake which may be adopted in such countries within ten years of the coming into force of the present Treaty, and

(2) of the acceptance of wagons of such countries in all goods trains on the German lines.

The rolling stock of the Allied and Associated Powers shall enjoy on the German lines the same treatment as German rolling stock as regards movement, upkeep and repairs.

Chapter III. Cessions of railway lines.

ARTICLE 371.

Subject to any special provisions concerning the cession of ports, waterways and railways situated in the territories over which Germany abandons her sovereignty, and

to the financial conditions relating to the concessionnaires and the pensioning of the personnel, the cession of railways will take place under the following conditions:

1. The works and installations of all the railways shall be handed over complete and in good condition.

2. When a railway system possessing its own rolling stock is handed over in its entirety by Germany to one of the Allied and Associated Powers, such stock shall be handed over complete, in accordance with the last inventory before November 11th, 1918, and in a normal state of upkeep.

3. As regards lines without any special rolling-stock, Commissions of experts designated by the Allied and Associated Powers, on which Germany shall be represented, shall fix the proportion of the stock existing on the system to which those lines belong to be handed over. These Commissions shall have regard to the amount of the material registered on these lines in the last inventory before November 11th, 1918, the length of track (sidings included), and the nature and amount of traffic. These Commissions shall also specify the locomotives, carriages and wagons to be handed over in each case; they shall decide upon the conditions of their acceptance, and shall make the provisional arrangements necessary to ensure their repair in German workshops.

4. Stocks of stores, fittings and plant shall be handed over under the same conditions as the rolling-stock.

The provisions of paragraphs 3 and 4 above shall be applied to the lines of former Russian Poland converted by Germany to the German gauge, such lines being regarded as detached from the Prussian State System.

Chapter IV. Provisions relating to certain railway lines.

ARTICLE 372.

When as a result of the fixing of new frontiers a railway connection between two parts of the same country crosses another country, or a branch line from one country has its terminus in another, the conditions of working, if not specifically provided for in the present Treaty, shall be laid down in a convention between the railway administrations concerned. If the administrations cannot come to an agreement as to the terms of such convention, the points of difference shall be decided by commissions of experts composed as provided in the preceding Article.

ARTICLE 373.

In the absence of any special agreements, Germany shall be bound, within a period of 25 years from the coming into force of the present Treaty, to allow, on the request of one of the Allied and Associated Powers made with the consent of the League of Nations, and accompanied by an undertaking to defray the initial cost, the construction or improvement on her territory of lines and connections which may be needed for the establishment of good through services or for the improvement of communication between the territory of the Power making the request and that of any other Power.

Nevertheless, it may be stipulated by particular provisions of the present Treaty, or of supplementary agreements, that, in the case of the construction or improvement of certain specified lines, the initial cost shall be divided among the Powers concerned in proportion to the advantages derived by them. Such division, in default of agreement between the Powers concerned, shall be made by an arbitrator appointed by the League of Nations.

ARTICLE 374.

Germany undertakes to accept, within ten years of the coming into force of the present Treaty, on request being made by the Swiss Government after agreement with the Italian Government, the denunciation of the international Convention of the 13th October, 1909, relative to the St. Gothard railway. In the absence of agreement as to the conditions of such denunciation, Germany hereby agrees to accept the decision of an arbitrator designated by the United States of America.

Chapter V. Transitory provisions.

ARTICLE 375.

Germany shall carry out the instructions given her, in regard to transportation, by an authorised body acting on behalf of the Allied and Associated Powers:

1. For the carriage of troops under the provisions of the present Treaty, and of material, ammunition and supplies for army use.

2. As a temporary measure, for the transportation of supplies for certain regions, as well as for the restoration, as rapidly as possible, of the normal conditions of transport, and for the organization of postal and telegraph services.

Section IV. Disputes and revisions of permanent clauses.

ARTICLE 376.

Disputes which may arise between interested Powers

with regard to the interpretation and application of the preceding articles shall be settled as provided by the League of Nations.

ARTICLE 377.

At any time the League of Nations may recommend the revision of such of these Articles as relate to a permanent administrative régime.

ARTICLE 378.

The stipulations in Articles 321 to 330, 332, 365, and 367 to 369 shall be subject to revision by the Council of the League of Nations at any time after five years from the coming into force of the present Treaty.

Failing such revision, no Allied or Associated Power can claim after the expiration of the above period of five years that benefit of any of the stipulations in the Articles enumerated above on behalf of any portion of its territories in which reciprocity is not accorded in respect of such stipulations. The period of five years during which reciprocity cannot be demanded may be prolonged by the Council of the League of Nations.

Section V. Special provisions.

ARTICLE 379.

Without prejudice to the special obligations imposed on her by the present Treaty for the benefit of the Allied and Associated Powers, Germany undertakes to adhere to any General Conventions regarding the international régime of transit, waterways, ports or railways which may be concluded by the Allied and Associated Powers, with the approval of the League of Nations, within five years of the coming into force of the present Treaty.

Section VI. Clauses relating to the Kiel Canal.

ARTICLE 380.

The Kiel Canal and its approaches shall be maintained free and open to the vessels of commerce and of war of all nations at peace with Germany on terms of entire equality.

ARTICLE 381.

The nationals, property and vessels of all Powers shall, in respect of charges, facilities, and in all other respects, be treated on a footing of perfect equality in the use of the Canal, no distinction being made to the detriment of nationals, property and vessels of any Power between them and the nationals, property and vessels of Germany or of the most favoured nation.

No impediment shall be placed on the movement of persons or vessels other than those arising out of police, customs, sanitary, emigration or immigration regulations and those relating to the import or export of prohibited goods. Such regulations must be reasonable and uniform and must not unnecessarily impede traffic.

ARTICLE 382.

Only such charges may be levied on vessels using the Canal or its approaches as are intended to cover in an equitable manner the cost of maintaining in a navigable condition, or of improving, the Canal or its approaches, or to meet expenses incurred in the interests of navigation. The schedule of such charges shall be calculated on the basis of such expenses, and shall be posted up in the ports.

These charges shall be levied in such a manner as to render any detailed examination of cargoes unnecessary, except in the case of suspected fraud or contravention.

ARTICLE 383.

Goods in transit may be placed under seal or in the custody of customs agents; the loading and unloading of goods, and the embarkation and disembarkation of passengers, shall only take place in the ports specified by Germany.

ARTICLE 384.

No charges of any kind other than those provided for in the present Treaty shall be levied along the course or at the approaches of the Kiel Canal.

ARTICLE 385.

Germany shall be bound to take suitable measures to remove any obstacle or danger to navigation, and to ensure the maintenance of good conditions of navigation. She shall not undertake any works of a nature to impede navigation on the Canal or its approaches.

ARTICLE 386.

In the event of violation of any of the conditions of Articles 380 to 386, or of disputes as to the interpretation of these Articles, any interested Power can appeal to the jurisdiction instituted for the purpose by the League of Nations, and can demand the formation of an International Commission.

In order to avoid reference of small questions to the League of Nations, Germany will establish a local authority at Kiel qualified to deal with disputes in the first instance and to give satisfaction as far as possible to complaints which may be presented through the consular representatives of the interested powers.

OCEAN FREIGHT SITUATION

FROM "FOREIGN TRADE BULLETIN"

United Kingdom—While shipping space remains rather scarce, there is a prospect that within a few weeks the governmental requirements will be reduced from 70% to 50% of the cargo carrying capacity. This will naturally provide 20% additional space for commercial cargo.

Belgium—Sailings to Antwerp are becoming more frequent and space is less difficult to engage. All shipments of an ordinary nature destined to Belgium can be taken care of with reasonable promptness.

France—Space for commercial cargo is becoming more plentiful and rates have decreased about \$10 per ton.

Italy—Most of the steamers are still under the control of the Italian Ministry of Shipping which provides space when an import number is furnished. Occasional steamers other than those of regular lines are loaded for Italy, space generally being obtainable for permitted shipments.

Portugal—Sailings are infrequent and space is difficult to secure.

Spain—Regular service is maintained by the Spanish Line and occasional steamers are put on this route by other interests. Very little difficulty is experienced in obtaining such space as is required.

Norway—Considerable quantities of cargo continue to be offered for Norway. Although a number of extra steamers have been placed on this route, bookings are arranged so far in advance that the ships are booked full long before their scheduled sailing dates.

Denmark—Licensed cargo moves freely. There are regular sailings of Scandinavian America Line steamers and numerous vessels of other ownership.

Sweden—The situation is much the same as indicated above for Norway. The Swedish American Line has frequent sailings, but space is rather difficult to secure owing to the heavy demand.

Greece—Space is readily obtainable, there being two or three sailings each month. Export licenses are no longer required except for articles mentioned in the U. S. Conservation List.

Holland—Space continues scarce owing to heavy movement of Government cargo. Recently there were several outside steamers loaded for Rotterdam but these were booked full well in advance.

South America—Buenos Aires—The strike is reported to have been settled but conditions are not yet normal. Space is becoming easier to secure but there has been no change in rate as yet.

Brazil—Space is easy to obtain and shipments are moving freely and promptly.

West Coast—Regular service is maintained, and space readily obtainable.

Orient—The reduction in Trans-Continental rates on shipments for export via Pacific ports has resulted in a stimulation of Oriental and Australian business via Pacific Coast. On certain commodities taking lower rates and particularly those originating in the Central Western territory, more advantageous through freight arrangements can be made via the Pacific route than via the Atlantic. More steamers are being added to the Pacific routes as rapidly as their release can be secured from the Shipping Board.

Australia and New Zealand—The service is good from New York on direct steamers and space is reasonably plentiful. The situation at San Francisco in connection with shipments to Australia and New Zealand has undergone no material change during the past few weeks.

Russia—Vladivostok—No export licenses are now required on shipments to Asiatic Russia, i. e., Siberia. Sailings from New York average about one steamer per month.

Archangel—There are two or three steamers in view for this port. Licenses for European Russia are still required.

Odessa—If sufficient cargo is offered a firm of steamship agents will place a steamer on the berth for Odessa and other Black Sea ports.

MARKET FOR COTTON AND WOOLEN
TEXTILES IN BAGDAD

(Consul Oscar S. Heizer, Bagdad, Mesopotamia.)

Attention is directed to the importance of Bagdad as a distributing center for cotton and woollen textiles. Bagdad supplies the Tigris Valley as far north as Mosul and vicinity, also the Euphrates Valley to the northwest as far as Der-el-Zor. To the northeast very large quantities are sent into Persia via Kermanshah and Hamadan. All this business is supplied and controlled by merchants in Bagdad.

In view of the fact that Germany and Austria are no longer in a position to furnish the above-mentioned textiles to this market and the demand must be supplied from elsewhere, there should be a good opening for American goods.

IMPORTATION OF TIN FROM COUNTRIES
OTHER THAN COUNTRIES OF ORIGIN

Supplementing War Trade Board Ruling 780, issued June 16, 1919, the War Trade Board Section of the Department of State announces (W. T. B. R. 799) that it will issue licenses permitting the importation, on or after September 1, 1919, of pig tin and all metal alloys containing tin, including tin drosses, tin oxides, solder drosses, type metals, anti-friction metals, waste metals, and other metals containing tin, from points other than points of origin and without reference to the date of shipment.

CARGO LINER SERVICE FROM NEW YORK TO CONSTANTINOPLE AND PORTS OF THE BLACK SEA

The United States Shipping Board announces cargo liner service from New York for Constantinople and Black Sea ports has been inaugurated by the United States Shipping Board. The steamship Huachuca, of 7300 deadweight tons, was allocated to this service on June 2, and is now being booked for sailing this month. The Huachuca will be followed by the steamship Polybius, of 10,000 deadweight tons, for sailing in July.

The Shipping Board, in opening new trade routes, has contemplated the establishment of liner cargo service with the Levant for some time in view of the demands of the export and import trade between the United States and Black Sea ports, and has taken the first opportunity to put the plan into operation in the light of existing demand for tonnage.

This new service, which is to be a regular cargo liner service in point of regular sailings, will be developed as rapidly as trade demands justify the allocation of other vessels. At present there will

be at least one sailing a month in the service, and modern steel cargo carriers, suitable for the trade, will be allocated to ply between Atlantic and Black Sea ports.

Eventually vessels of 9,000 deadweight tons or over, capable of maintaining a speed of 11 knots, will be utilized in this trade, and will furnish the best direct service between ports of the United States and the Black Sea, either under the American or any other flag.

Calls will be made at all of the principal ports of the Black Sea where cargo is available. The regular ports of call will be Smyrna, Constantinople, Vranja and Constanza, with the terminus at Odessa.

Investigation of trade conditions by the Shipping Board has already indicated the advantage to be gained from the initial minimum service. The bulk of the import shipments probably will be wool, hides, skin and fibres, but the ships are expected to bring in the greatly assorted cargoes common to trade with the East and especially when conditions again approach the normal state.

LIABILITY FOR UNDISCHARGED SEAMAN'S HOSPITAL EXPENSES

A seaman who was injured on the American steamship Keresaspa at a port where there is no American consular officer, was placed in a hospital in the port by the master of the vessel. No mention of the facts were made to the nearest American consular officer and no provision was made for the payment of the hospital expenses. The seaman's injury and arrival at the hospital were reported to the nearest American consul by the hospital authorities. The owners having failed to provide for the hospital charges, the consul assumed responsibility for the expenses incurred and reported the matter to the Department of State. In the consul's report it was made clear that the seaman had not been discharged, nor had the details of the case been reported to the consul in writing, as provided in section 4581 of the Revised Statutes of the United States, as amended, or in accordance with paragraph 254 of the United States Consular Regulations, as amended.

Inasmuch as the formalities of discharge had not been complied with, it was held that the seaman was still in the service of the vessel and the vessel was responsible not only for the expenses of the hospital treatment of the seaman and his repatriation, but also for his wages up to the time the

voyage ended. The owners, on being informed of the case, acknowledged their liability in the premises and stated that proper instructions had been issued to their agents to reimburse the consul for money already expended and to assume full responsibility for all future necessary expenditures.

It would seem, therefore, that a consul can assume the responsibility for the expenses of a seaman placed in the hospital by the agents or master of a vessel, if no provision is made for the payment by the owners of the vessel. The consul then usually forwards a detailed report to the Department of State setting forth the case, in order that the amount of the hospital expenses may be collected from the owners of the vessel, if the seaman has not been discharged. It is the general practice of consuls that in no case should a bona fide American seaman be allowed to suffer in a foreign country, even if the law places the responsibility for the care of the seaman on others, i. e., the owners of the vessel.

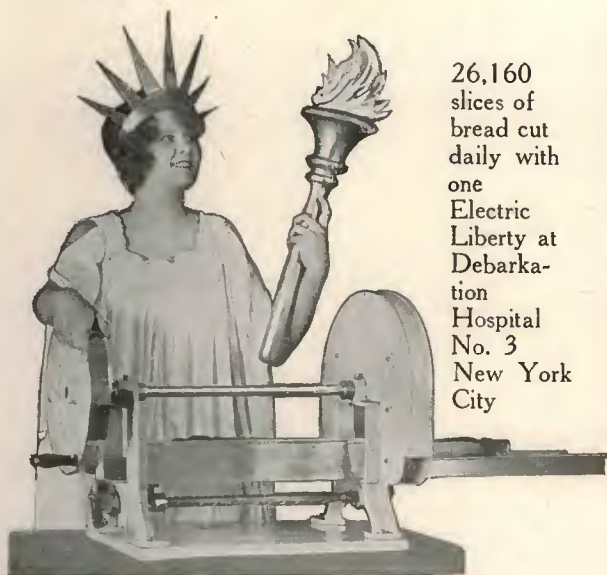
REDUCTION IN SPANISH IMPORT DUTY ON COTTON.

Commercial Attache Chester Lloyd Jones has cabled from Madrid, July 2, 1919, that a Royal Order reduces the import duty on American cotton from 0.50 peseta (\$0.097) per kilo (2.2046 pounds) to 0.25 peseta per kilo. The new rate is in effect from July 1.



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