

AMERICAN CONSULAR BULLETIN



15c. A Copy

SEPTEMBER, 1920

\$1.50 A Year

BIENNIAL ELECTION OF OFFICERS

The Executive Committee of the Association met on August 23 and, in accordance with the provisions of its Articles of Association, nominated three members of the association for the office of President, Vice-President and Secretary-Treasurer, respectively. The following consular officers were nominated for office.

For President:

Nathaniel B. Stewart.
William H. Robertson.
Charles C. Eberhardt.

For Vice-President:

Stuart J. Fuller.
Alexander W. Weddell.
Arminius T. Haeberle.

For Secretary-Treasurer:

Donald D. Shepard.
Edwin L. Neville.
Frank C. Lee.

Ballots are being mailed to all members of the association. The name of one member for each office should be marked on the ballot and it should be returned as promptly as possible to the Secretary-Treasurer of the Association in Washington. The ballots will be counted as soon after January 1, 1921, as the Executive Committee may meet. The result of the election will be promptly communicated to the members of the association.

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

VOL. 2

SEPTEMBER-1920

No. 7



ENTRANCE TO SHWE DAGON PAGODA, RANGOON.

EDITOR AND PUBLISHER, J. W. YOUNG - 141-145 WEST 36th ST., NEW YORK, N. Y.



The Duties and Rights of American Seamen

*Remarks by Consul L. C. Pinkerton before recent
Consular Class*

The history of the expansion of the American merchant marine is a study in itself and to an American it is a very gratifying study, but at this time it will be possible only to hint at some of the most outstanding features. It is said, even by our most bitter competitors, that the rapidity of the development of the American merchant marine was one of the wonders of the recent war, that the American people through their spirit, brains and astounding energy, accomplished an apparently impossible feat. In August, 1919, the United States took rank as the leading shipbuilding nation in the world, having more shipyards, more shipways, more shipworkers, and more ships under construction than any other country. Prior to the war the United States stood a poor third among the shipbuilding nations of the world, but from August, 1917, to August, 1919, more seagoing tonnage was launched from American shipyards than was ever launched before in a similar period anywhere. You will hear it said that with such a rapid growth of our tonnage, the spirit and thoughts of the American people have failed to keep pace with our national ambition. Whether or not this is true, I cannot say, but in order to succeed in this great business game, it is necessary to get successful American ships into the consciousness of every American as prominently as the railroads are. In other words, our railroads must not stop at tide-water, but must go all over the world carrying our goods, our customs, and our spirit, bringing back foreign goods, customs, and spirit, thereby internationalizing our country and the world.

A chain is as strong as its weakest link, and in this chain the weak link seems to be the lack of competent personnel to carry on this tremendous shipping business. American firms, as a rule, do not have Americans to represent them abroad, but are forced to depend upon

foreigners in this international competition, with the result that their foreign representatives play into the hands of their own countries in many cases. The officers on our ships are not all Americans at heart, because the people of the United States were not a seagoing people, and we did not build up a competent staff of American officers. Our crews are not Americans, because our youth have not been trained to the sea. Therefore, American consular officers must try to see to it that American ideals are carried out in foreign countries on American ships even though our ships are not handled by Americans entirely.

The position of consular officers with relation to the new American merchant marine is rather difficult to define. It is their duty to see to it that the seamen are treated fairly and justly, and it is also their duty to help in every way possible to make the operation of American vessels profitable and to avoid delay in the turnaround of such vessels. In many cases these duties apparently are conflicting, and it becomes necessary to study carefully all sides of the questions. Until comparatively recently the questions presenting themselves have been few in number and easy of solution, but since the development of the merchant marine to its present proportions, questions have been arising in increasing numbers which have taxed to the utmost the capability of the Consular Service. Questions have arisen for which there is no precedent in the United States making it imperative that consular officers proceed with the utmost caution, keeping, so far as practicable, a record of their proceedings for their future guidance.

It is not my intent to give in detail the plan to be followed in handling seamen's cases, but I would like to point out some broad principles which may be of assistance to you.



When an American vessel enters a port where there is an American consular office, the master is required to deposit his ship's papers in the consulate and the law provides a penalty of \$500.00 in cases where the master refuses or neglects to do so. This procedure is necessary in order that the consular officers may have full control over the vessel and its crew. Therefore, it is imperative that this law be carried out to its fullest extent, and consular officers should notify the Department in cases where masters fail to comply with it, forwarding the appropriate form supported by full information of the circumstances.

In some cases, which I will not enumerate, consular officers are authorized by law to withhold a ship's papers, thereby holding up the ship, but in most cases a penalty is also provided to be enforced or imposed after the ship returns to a port of the United States. When consular officers are convinced that the penalty provided by law is sufficient punishment for the offense committed, they will take steps to have the penalty imposed rather than delay the ship, which would work against the interests of the owners and operators of the vessel, the consignors and consignees of the cargo and therefore the general welfare. In cases where the safety of the general public is concerned, such as an outbreak of a dangerous contagious disease, no steps are considered too strenuous, and it is well to hear it in mind that the public health is to be guarded at all expense with as little trouble as possible both to the owners and the vessels operated.

With regard to the performance of services for American vessels outside of office hours, I think every officer will have to decide for himself, but it must be remembered that a consul's office hours are all hours, and I think that it would not be amiss to say that it costs from one to ten thousand dollars per day for the operation of a steamship.

When the master of an American vessel wants to employ new seamen or to discharge members of his crew, he must apply to the American consul, and the same laws which apply to the shipment of seamen in the United States before Shipping Commissioners apply to the shipment of seamen in foreign countries before consular officers. In the shipment of a seaman there is very little that the consul can do except examine the man's papers and see that he is a fit person to be a member of the crew of an American vessel and that he understands the agreement which he is to sign. The necessary forms are then to be affixed to the ship's papers and proper entry made in the record books of the consulate.

In discharging seamen a consular officer has more authority and assumes greater responsibility than in the shipment. The law requires that all seamen who are discharged in a foreign country must be discharged before a consular officer and it also requires that all wages paid to a discharged seaman must be paid to the consular officer. The consul is personally responsible to the Government for all wages which he collects for such seamen and the amounts appear in his accounts. In every case where it is possible the wages of a seaman are turned over directly to him and a receipt therefor is obtained. Accounting officers accept such receipts for the wages of seamen and the consul is therefore relieved from further accounting. There are a number of reasons for discharging seamen abroad and the consular officer is to be the judge of whether or not a reason given by the master of the vessel or the seaman is sufficient cause for discharge. A seaman signs an agreement in the United States for a voyage which is prescribed and usually for a term of time not to exceed six calendar months. If the agreement is broken by the master, in continuing the voyage contrary to that specified in the agreement, the seaman is entitled to discharge, if he desires it, and, as a reimbursement for the damages sustained by him, he is entitled to a month's extra wages and to transportation to the United States at the expense of the vessel. Only in cases where a seaman is discharged because he has been wronged by the master or officers of the ship, are extra wages to be paid, and the law specifically states the cases where extra wages are to be collected. It is not necessary to enumerate the causes for discharging seamen and I would suggest that you familiarize yourselves with the law and regulations relating to this subject. You should be so familiar with this law that you are able to interpret it without reference to any books or instructions.

Corresponding to the general labor unrest in this country and other countries of the world, you will find that there is a great deal of unrest among seamen, and it is your duty to endeavor to reduce this unrest and friction to a minimum. In cases where disputes arise between seamen and the master, the law requires that a consular officer shall hear both sides of the dispute and shall decide whether or not the seaman or the master is in the right. In this respect consuls become judicial officers and should hear testimony and pass judgment in accordance with the law in the case. This matter should be handled carefully and effort should be made to adjust disputes rather than convict and punish the offenders.

(Continued in October Issue)

CONSULAR CHANGES

The following appointments, transfers and resignations have occurred in the American Consular Service since July 17, 1920:

PRINCIPAL OFFICERS

Newton Adams, of New Jersey, newly appointed Consul of Class 7, detailed American Commission Berlin. First appointment.

Henry Averill, of Virginia, assigned as Vice Consul Port au Prince. First appointment.

Richard F. Boyce, of Michigan, newly appointed Vice Consul de carriere of Class 3, detailed Kingston, Jamaica. First appointment.

Andrew J. Brewer, of Kentucky, now Vice Consul and Interpreter, Tientsin, resigned effective, August 1, 1920.

William W. Corcoran, of Massachusetts, assigned as Vice Consul, Calcutta. First appointment.

Eliot B. Coulter, of Illinois, now assigned as Vice Consul, Helsingfors, assigned Vice Consul, London.

George E. J. Crosby, of New Jersey, newly appointed Consul of Class 7, detailed Vancouver. First appointment.

Chester W. Davis, of New York, assigned Consul, Georgetown. First appointment.

Horace J. Dickinson, of Arkansas. Commission as Consul, Penang, cancelled. Remained on detail Singapore.

J. Preston Doughten, of Delaware, now assigned Lemberg, detailed Warsaw temporarily.

Hugh S. Fullerton, of Ohio, now assigned Vice Consul, Geneva, assigned Vice Consul, Huelva, Spain.

Raleigh A. Gibson, of Illinois, assigned Vice Consul, Buenos Aires. First appointment.

Harvey T. Goodier, of New York, now Vice Consul and Interpreter Yokohama, appointed Vice Consul and Interpreter, Nagoya.

Wilbur Kehlenger, of Virginia, now detailed Venice, detailed Zagreb temporarily.

Irving N. Linnell, of Massachusetts, now assigned as Consul, Plymouth, detailed London.

Harry A. McBride, of Michigan, now assigned as Consul, Warsaw, detailed Department.

Renwick S. McNiece, of Utah, assigned Consul, Penang. First appointment.

C. Cletus Miller, of Iowa, Consular Assistant, now unassigned, resigned, effective July 19, 1920.

John R. Minter, of North Carolina, assigned Vice Consul, Port Elizabeth. First appointment.

Edmund B. Montgomery, of Illinois, now unassigned, assigned Vice Consul, Barranquilla.

George Orr, of New Jersey, newly appointed Consul of Class 7, detailed Panama. First appointment.

Theodore D. Palmer, of New Jersey, newly appointed Vice Consul de carriere of Class 3, detailed Sofia. First appointment.

Quincy F. Roberts, of Texas, now assigned as Vice Consul, Saloniki, assigned Vice Consul, Apia.

Winthrop R. Scott, of Ohio, newly appointed Consul of Class 7, detailed Paris. First appointment.

Edgar C. Soule, of Texas, assigned Consul, Cartagena. First appointment.

Francis H. Styles, of Virginia, newly appointed Consular Assistant, detailed Department. First appointment.

Robert S. Townsend, of District of Columbia, now detailed Saloniki, assigned Vice Consul, Aden.

Avra M. Warren, of Maryland, assigned Consul Cape Haitien. First appointment.

Damon C. Woods, of Texas, now detailed Marseille, detailed Nancy temporarily.

SUBORDINATE OFFICERS

William J. Alcock, of Great Britain, now Consular Agent at Huevla. Services will terminate upon arrival of Consul Remillard.

Irwin D. Arter, of Ohio, now Vice Consul and clerk, Nuevitas, transferred to be Vice Consul and clerk, Nueva Gerona.

Joseph L. Asbury, of Indiana, appointed Vice Consul and clerk, Cardiff. First appointment.

Frank H. Baxter, of Minnesota, now Vice Consul and clerk, Saloniki, transferred to be Vice Consul and clerk, Athens.

Austin G. Boldridge, of South Carolina, now clerk, Valencia, appointed Vice Consul there.

David L. Brown, of New York, appointed Vice Consul and clerk, London. First appointment.

Alfred T. Burri, of New York, now detailed Crimea, transferred to be Vice Consul and clerk, Constantinople.

Thomas B. Dawson, of Rhode Island, now clerk at Paris, appointed Vice Consul there.

Thomas Dickinson, of Texas, now Vice Consul and clerk, Nuevo Laredo, transferred to be Vice Consul and clerk, Nogales.

William W. Edward, of Arizona, resigned as Consular Agent at Agua Prieta, effective June 30, 1920.

Peter H. A. Flood, of New Hampshire, appointed Vice Consul and clerk, Southampton. First appointment.

Frank Gibler, of Maryland, now Vice Consul and clerk, Southampton, transferred to be Vice Consul and clerk, Guadalajara.

Jack D. Hickerson, of Texas, appointed Vice Consul and Clerk, Tampico. First appointment.

James M. Hill, of Kentucky, now Vice Consul and clerk, Vancouver, transferred to be Vice Consul and clerk, Prince Rupert.



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Curtis E. Huebener, of Massachusetts, now clerk, Rio de Janeiro, appointed Vice Consul there.

Percy G. Kemp, of New York, now Vice Consul and clerk, Valencia, transferred to be Vice Consul and clerk, Malaga.

Henry H. Leonard, of Indiana, now Consular Agent, Buenaventura, Colombia, appointed Vice Consul and clerk, Corinto.

Edwin H. Long, of Indiana, now Vice Consul and clerk, Cardiff, transferred to be Vice Consul and clerk, Swansea.

Robert T. Oliver, of District of Columbia, appointed Vice Consul and clerk, Port au Prince. First appointment.

William C. Perkins, of District of Columbia, appointed Vice Consul and clerk, Reval. First appointment.

Richard R. Smith, of Nevada, appointed Vice Consul and clerk, Nanking. First appointment.

Swain Smith, of Missouri, now Vice Consul and clerk, Rio de Janeiro, transferred to be Vice Consul and clerk, Para.

George P. Wilson, of Pennsylvania, now clerk, Catania, appointed Vice Consul there.

The Department of State announces that twenty-seven men passed the Consular Service examination held in June. The names and home addresses of the successful candidates are as follows:

- Austin C. Alden, of Milton, Massachusetts.
- George Atcheson, Jr., of Berkeley, California.
- Charles A. Bay, of Pittsburgh, Pennsylvania.
- F. Harold Brown, of Leesburg, Virginia.
- Harry E. Carlson, of Joliet, Illinois.
- Culver B. Chamberlain, of Kansas City, Missouri.
- Thomas Dickinson, of San Antonio, Texas.
- Leon Dominian, of New York City, New York.
- Hooker A. Doolittle, of Utica, New York.
- Harold D. Finley, of Saratoga Springs, New York.
- Peter H. A. Flood, of Nashua, New Hampshire.
- Walter A. Foote, of Philadelphia, Pennsylvania.
- Ray Fox, of Berkeley, California.
- Arthur B. Giroux, of Brooklyn, New York.
- Donald R. Heath, of Topeka, Kansas.
- Jack D. Hickerson, of Temple, Texas.
- Clark P. Kuykendall, of Towanda, Pennsylvania.
- Arthur C. Millsbaugh, of Augusta, Michigan.

P. Harley Moseley, of Tampa, Florida.

James O. Murdock, of New York City, New York.

Robert D. Murphy, of Milwaukee, Wisconsin.

Alexander K. Sloan, of Greensburg, Pennsylvania.

Leland L. Smith, of Portland, Oregon.

Robert Lacy Smyth, of Berkeley, California.

Leo D. Sturgeon, of Chicago, Illinois.

Marshall M. Vance, of Dayton, Ohio.

Rollin R. Winslow, of St. Joseph, Michigan.

Messrs. Dominian and Millsbaugh are the only successful candidates eligible for appointment as Economist Consuls.

The following appointments, transfers and resignations have occurred in the American Consular Service since August 7, 1920:

PRINCIPAL OFFICERS

Lawrence Palmer Briggs, of Michigan, now Consul Rangoon, assigned Consul Riviere du Loup.

William H. Gale, of Virginia, now Consul General Copenhagen, assigned Consul General Hongkong.

Carlton Bailey Hurst, of District of Columbia, now Consul General Barcelona, assigned Consul General Habana.

Marion Letcher, of Georgia, now assigned Consul General Callao-Lima, assigned Consul General Copenhagen.

Bradstreet S. Rairden, of Maine, now assigned Consul Riviere du Loup, assigned Consul Curacao.

Samuel Sokobin, of New Jersey, now Vice Consul and Interpreter Chungking, appointed temporary Vice Consul and Interpreter Swatow.

SUBORDINATE OFFICERS

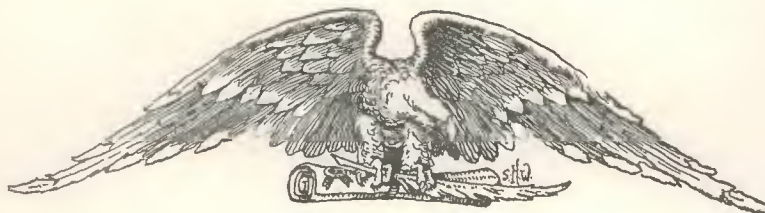
Frank H. Baxter, of Minnesota, now Vice Consul and Clerk, Athens, appointed Vice Consul at Saloniki.

Edward Swan Dana, of Vermont, now Vice Consul and Clerk, Curacao, transferred to be Vice Consul and Clerk Trinidad.

Thomas Dickinson, of Texas, now Vice Consul and clerk Nogales, transferred to be clerk Vancouver.

Wallace B. Houston, of Pennsylvania, resigned as Consular Agent Caimanera, effective August 12, 1920.

David Donaldson, of Washington, now Vice Consul and clerk, Prince Rupert, transferred to be clerk Vancouver.





A TRUE STORY OF FELIPE ANGELES

By Consul J. B. Stewart

General Felipe Angeles, who has been variously characterized as a military genius, philosopher, orator, gentleman, revolutionist and patriot, was last fall captured by Carranza government forces, tried and executed in Chihuahua City. Throughout the public trial, and up to the minute he was executed, Angeles talked long and seriously on many different subjects and phases of life. However, he was cheerful and at times humorous, as, for example just a few minutes before his execution when he joked with the officer in charge of the firing squad. As the general was taking his place against the "adobe" wall, and in front of the waiting soldiers, he said: "Officer, my only request is that you give your men but two commands, 'aim!' and 'fire!' because, you see, never having been executed before, I am liable to get nervous."

NECROLOGY

Judge James Clifford McNally, former Vice Consul at Zurich, Switzerland, died August 5, 1920, at Atlantic City, N. J. Judge McNally had been in the Consular Service since January 14, 1898, when he was appointed Secretary of the Legation and Consul General at Bogota, and he served at various times at a number of important posts both in the Far East and in Europe. He was born in Stratfordshire, England, May 12, 1865.

RECENTLY IN WASHINGTON

The following consular officers have recently visited the Department of State:

- E. M. Lawton, Consul assigned to Sao Paulo.
- E. C. Soule, Consul at Cartagena.
- J. Frank Points, Vice Consul at Toronto.
- O. A. Glazebrook, Consul at Jerusalem.
- P. H. Cram, Consul at Nancy.
- Ralph H. Bader, Consul at Teheran.
- Robert H. Frazier, Vice Consul at Christiania.
- Robert W. Imbrie, Vice Consul at Viborg.
- Jose de Olivares, Consul at Hamilton, Ontario.
- George D. Fitz Simmons, Vice Consul at Monterey.
- Fred C. Johnson, Vice Consul at Riviere du Loup.
- J. A. Smith, Consul General.
- Hooker A. Doolittle, Vice Consul at Tiflis.
- Thornwell Haynes, Consul assigned to Berne.
- Edward A. Dow, Consul at Ciudad Juarez.

CHAMBERS OF COMMERCE

Referring to the articles which appeared in the February and March numbers of the *American Consular Bulletin* relative to the Chambers of Commerce in foreign countries, Consul W. T. Gracey submits the following list of the Chambers of Commerce in the Birmingham Consular district which were, apparently, not previously included:

- Chamber of Commerce, New Street, Birmingham.
- Chamber of Commerce, Walsall.
- Chamber of Commerce, Earl Street, Coventry.
- Chamber of Commerce, Wolverhampton.



AMERICAN CONSULAR BULLETIN



QUINTUPLICATE COPIES OF DESPATCHES AND REPORTS

(Provided for in General Instruction No. 714)

By Consul W. E. Chapman

The following outline is intended as a ready desk reference to show quickly and accurately the requirements of General Instruction No. 714 as to the number of copies of despatches and reports to be sent to the Department, the subjects being named below in the order in which they are treated in the instruction of reference:

1. *Economic Matters, Politico-Economic Matters, Steamship Lines, Fuel Supplies, and Docks—*

Despatches referring to economic matters in any manner must be sent to the Department in quintuplicate, including economic reports such as were heretofore sent in triplicate.

To Department	5
To Embassy and Consulate General.....	2
To File	1
—	
	8

Note: No two distinct topics are to be dealt with on a single page. For instance, when foreign concessions are treated generally and then some particular concession separately, the general discussion and the treatment of the separate concession should be on separate pages.

2. *Enclosures* (If possible, one with each copy of report)—

The expression "if possible" refers to printed matter gathered outside of Consulate, Department recognizing that it is not always within reasonable possibility to secure five copies of such matter.

Typewritten enclosures, including copies of newspaper cuttings are to be in quintuplicate always in connection with the above stated subjects.

To Department	5
To Embassy and Consulate General.....	2
To File	1
—	
	8

3. *Whereabouts and Welfare Cases—*

(a) When not involving relief funds:

To Department	2
To File	1
—	
	3

(b) When relating in any manner to relief funds:

To Department	3
To File	1
—	
	4

4. *Seamen* (See No. 5 (b) below)—

(a) Shipment of seamen:

To Department	3
To File	1
—	
	4

(b) Mutiny of seamen:

To Department	4
To File	1
—	
	5

5. *Death Reports—*

(a) Citizen of the United States who is not also a seaman:

To Department	2
To File	1
—	
	3

(b) Citizen of the United States who is also a seaman (See No. 4 above)—

To Department	3
To File	1
—	
	4

6. *Changes in Office Personnel, Leaves of Absence, Allotments, Etc.—*

Send extra copies of despatches (number of copies not stated, but I will send)—

To Department	3
To File	1
—	
	4

Acknowledgement

We are indebted to Consul Lawrence P. Briggs of Riviere du Loup, Province of Quebec, Canada (formerly of Rangoon, India), for the photographs used in illustrating this issue.



INTERESTING SC

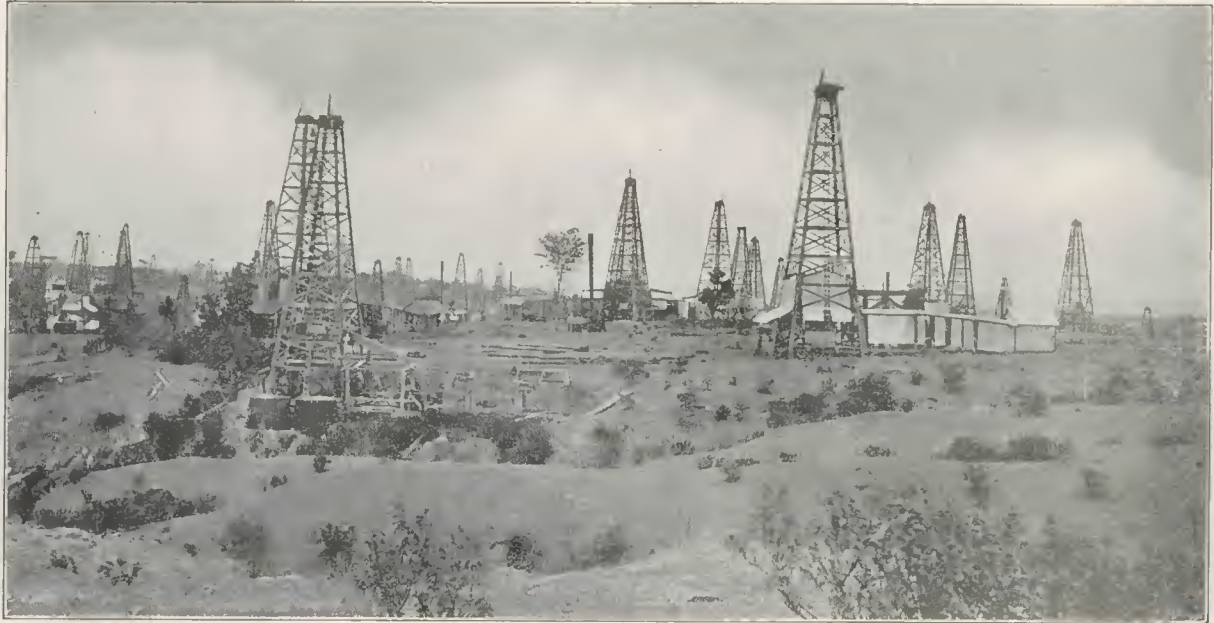


Interior of Temple, Sagaing



Caravan Scene with Shans

PHOTOGRAPHS FROM INDIA



The Oil Wells, Yenangyoung



River scene

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HARDING PLEDGES AID TO EXPORT
TRADE

COX RECOGNIZES NEEDS OF DIPLOMATIC AND
CONSULAR SERVICE

Presidential Candidates Give Expression of
Views on Foreign Trade to American
Manufacturers Export Association

(By American Manufacturers Export Association)

Senator Harding and Governor Cox have expressed their views on foreign trade in communications received by the American Manufacturers Export Association.

Senator Harding writes that, if it should be his fortune to be elected to the presidency, America's export trade is a proposition which will receive "immediate and deeply interested attention."

Governor Cox writes:

"I long since recognized the justice of proper attention to the needs of the Diplomatic and Consular career. These services should demand the best we have."

Senator Harding, who writes more at length on the subject, says:

"I think the Diplomatic and Consular Service and the Department of Commerce should be brought together in a concerted and efficient effort toward finding markets developing trade and expediting its transportation through the service of an American Merchant Marine.

"I do not think anyone will take issue with the position of your Association concerning the proper policy of our government in the training of its diplomatic and consular agents. America has been very greatly remiss in this particular function of government as it relates to our expanding of trade, and I hope the next administration will do everything within its power to make amends for our remissness in the past."

The above expressions of opinion were prompted by the following letter recently forwarded to both Senator Harding and Governor Cox by the Export Association:

"In its efforts to increase the export trade of the American manufacturer, the American Manufacturers Export Association has constantly advocated an improvement in the Diplomatic and Consular Service of our country.

"Among the various recommendations made by this Association are several which we deem of vital importance, namely, that the United States should own and maintain proper homes for its diplomatic and consular representatives, and that there should be established graded positions with promotion as a reward of merit, in order that a diplomatic and consular career may be offered to the ambitious youth who has been properly trained, and who desires to follow this profession.

"The Association respectfully asks you for an expression of opinion on this subject, which is of vital interest to the exporting manufacturer of this country."



ITEMS



U. S. AND BRITISH BUSINESS MEN CONFER IN LONDON

(From "Anglo-American Trade")

Workers for British-American co-operation see significant progress in that British Chamber of Commerce should have extended an invitation to American business men to come to London, and that so many American business men should have availed themselves of the opportunity to "get together."

The determination of the best elements in British and American business to work together and to understand each other is emphasized by the recent conference of American and British business men held in London at the invitation of the Association of British Chambers of Commerce.

As pointed out in the last issue of *Anglo-American Trade*, the British Chambers took advantage of the presence of representative American business men in Paris for the meeting of the International Chamber of Commerce in June to invite them to come to London on July 19th, there to meet in friendly and informal discussion of various problems before the business communities of the two nations.

Meeting at Chamber

Immediately after the Paris conference the American delegates scattered, many by previous arrangement to Italy, others to other parts of the Continent, still others direct to England. On the morning of the 19th, however, a preliminary meeting of the American delegates to London having been called at the rooms of the American Chamber, it was found that more than thirty had come in response to the British invitation.

The chairman of the delegation, Mr. H. A. Black, and Mr. William A. Butterworth, Director of the Chamber of Commerce of the United States, had been among those who came in advance, and had arranged with the Association of British Chambers a tentative programme, which was approved warmly by the American delegates at this meeting.

After spending the major part of the morning at the American Chamber, the delegates were received by the English Speaking Union at its new headquarters overlooking Trafalgar Square.

Reception at Savoy

At 1 o'clock they were the luncheon guests at the Savoy Hotel of the Association of British Chambers, after which the entire afternoon was devoted to an informal round the table conference under the chairmanship of Mr. Hobson. Here these business men discussed with the utmost frankness matters of shipping and insurance, banking and exchange, world food and fuel supplies, explaining to each other in a personal way the situation in their respective countries, and in many cases clearing up misapprehensions which had gained prevalence largely because of the incompleteness of the information arriving in each country as to actual conditions and the meaning of various developments on the other side of the Atlantic.

World's Food Problem

At this conference the urgency of the world's food situation was specially discussed, with the object of finding out just how the two nations can best co-operate in helping to solve the problem. It was pointed out that in 1914 Russia produced 569,000,000 bushels of wheat, which is more than 20 per cent of the world's total supply. This is no longer available, and the world will be forced to look to America to meet the deficiency.

Sugar Situation

The sugar position was also considered, and it was stated that, although Cuba had increased its output by over 600 per cent, this has been neutralized by the increased consumption in the United States following on the adoption of prohibition.

Guests of London Chamber

At 7 p. m. the American delegates had the unusual experience of dining in the hall of one of the famous old City Companies of London. This was the hall of the Worshipful Company of Carpenters, where they were guests of the London Chamber of Commerce. Mr. Stanley Machin, president of the London Chamber, presided, short addresses being made also by Lord Desborough, Mr. Charles F. Coffin, of the Indianapolis Chamber of Commerce; Mr. W. H. Booth, of the



Guaranty Trust Company, and Mr. Hobson, the president of the Association of British Chambers.

On Tuesday a luncheon was given for the delegates at the Carlton Hotel by the Department of Overseas Trade of the British Government, and later on in the same afternoon they were received at the American Club by the Directors of the American Chamber of Commerce in London.

Wives Entertained

In the meantime, while the delegates had been busy with their many conferences, luncheons, etc., their wives and daughters were not neglected. Through the courtesies of the English Speaking Union, they were able on Monday afternoon to take tea on the Terrace of the House of Commons overlooking the Thames as guests of Lady Swaythling, and on Tuesday afternoon to attend a reception given for them by the Union at its headquarters in Trafalgar Square.

Throughout the period of their stay in London the delegates made general headquarters of the American Chamber, and in several cases added not only to their pleasure, but to their business interests as well by making use of its service organization and its trade facilities.

GOVERNMENT COMMISSION FOR FOREIGN TRADE

(American Chamber of Commerce for Brazil)

The United States Government has appointed a commission of twenty-five members of which Secretary of Commerce Alexander is President and Admiral Benson vice president, to investigate the problems in reference to shipping and communication between the United States and Latin America and to recommend improvements for the expansion of commercial facilities between the United States and Latin-America.

Through the efficient work of the commission it is expected that merchandise that has been piling up in the different ports due princi-

pally to strikes will be moved rapidly to their destination and that in the future shipments will be more regular.

NEW CONSULATE AT DUNKERQUE

By Consul Paul C. Squire

I take pleasure in submitting a photograph of the consular offices opened by myself May 10, 1920, at Dunkerque, France, the former Consular Agency here having been abolished.

This consulate is particularly adapted to a seaport, being on the ground floor and opening directly upon the street



CONSULAR OFFICES,
Dunkerque (nord), France



Trading with Belligerents Facilitated

(From "Foreign Trade Bulletin, Issued by Foreign Trade Department, American Express Co., New York")

Substantial modifications of the restrictions against trading with the former enemy countries of Russia, Hungary, Austria, Bulgaria and Turkey were announced by the State Department on July 7. Special Export License RAC-77 has been amended so as to authorize the exportation to those countries, by freight or express, and without individual licenses, of any commodities except munitions of war and articles susceptible of use as such. Persons desiring to export ordinary articles need only present their shippers' export declarations in duplicate to the collector of customs at the port of departure, and secure his endorsement.

Individual export licenses will be required for the export of excepted articles. Such licenses for articles used almost exclusively in warfare will be granted only in exceptional cases, but licenses for locomotives, motor vehicles, barbed wire, electrical equipment, and similar articles of only an auxiliary or incidental military value will be granted on proof that such articles are for civil purposes only.

Restrictions Taken Off All Imports Except Chemicals

At the same time all articles except synthetic organic drugs, synthetic organic chemicals, dyestuffs, and coal tar products, may now be imported from any country in the world without license. Import of these articles from Germany will be allowed only on proof that they cannot be obtained in this country in sufficient quantities or quality, or on reasonable terms of delivery, and then only a six months' supply may be purchased at a time.

Forms for requesting allocation certificates may be obtained from the War Trade Board Section of the State Department, and these certificates when granted must be returned to the Section, together with completed import application (Form M) to receive attention.

Trade With Russia on Separate Basis

While trade with all the abovementioned countries except Russia has thus been made substantially more free, a further announcement made on the same day by the State Department places trade with Russia on an entirely different basis. The announcement warns merchants contemplating commerce with Russia that relaxation of export restrictions in no wise constitutes a recognition of any Russian government; that the United States does not undertake to give protection of contracts, and that the ownership of commodities or other values offered in payment for American goods may thus later be brought into question.

As long as passports to Russia are still refused, and no mail or cable communications provided, any considerable revival of commerce with that country was not to be expected. But until American merchants can be sure that in accepting payment for exports they are not laying themselves open to future lawsuits for recovery by the rightful owners of the funds or commodities accepted, it is difficult to believe that any material resumption will be attempted.

International Clearing House at Copenhagen

An international clearing house for trade will be established at Copenhagen, according to an agreement recently signed by representatives of the Russian Soviet Government and various in-

ternational industrial and commercial organizations. The establishment of branches in most of the countries of the world is contemplated, it is said, and that in the United States will be among the first to begin operations.

Italian Production Increases

Italy's economic recovery seems to be proceeding more rapidly than that of either France or England, according to information received from our three Italian offices. For example, while France has under construction fifteen times the shipping tonnage that was under way in 1913, and Great Britain eighteen times, Italy has seventy-five times as much. It has been officially estimated that Italy's merchant marine, which was reduced by the war to a little more than 1,000,000 tons, is now about 2,750,000 tons.

The lack of coal in Italy, which in the past proved a serious obstacle to industry, is being remedied by rapid construction of hydro-electric plants, while in the southern part of the country the utilization of volcanic heat for steam-making purposes promises a substantial supply of power.

The trade balance has been steadily moving toward normal since July, 1919, the movement having been especially rapid this year. Italy has 750,000 more acres in wheat than in 1914, and other crops have been similarly increased.

An Ocean Channel to the Lakes

A movement to deepen the St. Lawrence River so as to provide deep water from the Great Lakes to the ocean, thus "placing the Middle West on the Atlantic seaboard," is being pushed with considerable publicity just at present by the Great Lakes-St. Lawrence Tidewater Association. Advocates of the movement claim that free passage from the Great Lakes to the sea for ocean-going vessels may easily be made a reality by damming the St. Lawrence at certain points, thus drowning the rapids and making the river a series of pools. They assert that it is not a formidable engineering project, and

that the power generated at the dams would make the proposition practically self-financing.

The work, partly along the international boundary and partly in Canada, is necessarily an international undertaking, and by act of Congress is now before an International Joint Commission, which has been requested by this Government and that of Canada to prepare a plan for joint action. Upon its recommendation, it will be necessary for Congress and the Dominion Government to decide on final action. The Commission is now holding hearings, while the engineer corps of the two countries are putting the field data in shape for a working plan.

Advocates of the project claim that, with all Europe comparatively close to tidewater, the farmers and manufacturers of the Middle West are greatly handicapped in meeting foreign competition, but that if the St. Lawrence were opened from Lakes to sea a great development of the Middle West and a great increase in its exports may be expected.

Duties High if Invoices Are Delayed

Ad valorem duties on imported goods will be levied on the basis of the theoretical gold value of the foreign currency in which bought, instead of on the actual dollar cost, unless the consular invoices were certified to before the vessel cleared, regardless of whether a "depreciated currency certificate" is attached or not, according to a recent ruling of the Treasury Department. This refers to previous rulings providing that where accompanied by such certificates authenticated by competent authority, shipments would be valued for duty purposes at their cost in dollars.

The Italian Chamber of Commerce in New York has forwarded to the Treasury Department a formal protest against the ruling, pointing out the practical impossibility, in many cases, of having the consular invoice certified before the vessel clears.



Foreign Exchanges Very Weak

Below are given the average quotations for bankers' cheques in large amount, during the third week in July, as reported by our Foreign Exchange Department. The depreciation or appreciation of each foreign currency in terms of dollars is indicated in percentages of the approximate value of the gold unit.

Mint Par Rate	Country and Currency Unit	Average Quotations	Per Cent of Depreciation
4.866	England (pound)	3.810	21.7
.193	France (franc) . . . . .	.079	59.0
.193	Belgium (franc) . . . . .	.084	56.4
.193	Italy (lira) . . . . .	.055	71.4
.193	Spain (peseta) . . . . .	.157	18.6
.193	Greece (drachma) . . . . .	.127	34.2
.193	Switzerland (franc) . . . . .	.173	10.3
.268	Sweden (krona) . . . . .	.216	19.4
.268	Norway (krone) . . . . .	.164	38.8
.268	Denmark (krone) . . . . .	.163	39.1
.402	Holland (guilder) . . . . .	.345	14.1
.238	Germany (mark) . . . . .	.025	89.4
.424	Argentina (peso) . . . . .	.396	6.6
.500	Philippines (peso) . . . . .	.481	3.8
.498	Japan (yen)	*.513	*3.0
...	Hongkong (dollar) . . . . .	.730	...
...	Shanghai (tael)	1.024	...

*Premium.

EXPIRATION OF SHIPPING ARTICLES

The Circuit Court of Appeals for the Fourth Circuit handed down a decision on July 6, 1920, which should prove of considerable interest to consular officers at seaports, inasmuch as it involves the right of seamen to demand their discharge upon the expiration of the shipping articles. The decision was handed down in the case of the steamship *Poughkeepsie*, which entered the port of Hamilton, Bermuda, in distress. While it was there the period of time specified in the shipping articles expired. The crew of the vessel demanded their discharge on this ground, which the captain refused to grant. The case was referred to the Consul at Hamil-

ton. The Consul decided that the men were not entitled to their discharge and free transportation to New York, and, since the men refused to work on the vessel, he had them arrested and returned to the United States on a charge of attempted mutiny. The case was tried in the United States District Court for the Eastern District of Virginia, and the seamen were found guilty and fined \$50, and sentenced to two days imprisonment.

The case was appealed and was argued before the Circuit Court of Appeals, Fourth Circuit, on April 27, 1920. The decision of the District Court was affirmed. The decision which was given by Circuit Judge Woods contains the following important points:

"(1) The master cannot discharge the crew and the crew cannot demand wages in full until the end of the voyage.

"(2) The end of the voyage is not a port of distress, but the port of destination.

"(3) Seamen are bound to serve until the voyage ends in the port of destination, unless there has been a breach of the contract by the master as to the time of the voyage or in some other material particular.

"(4) Extension of the time of the voyage by intention or neglect of the master is such breach of the contract as entitles the seamen to demand their release on that ground in any safe port.

"(5) But extension of the voyage beyond the time mentioned in the contract due to perils of the sea which the master or owner could not be reasonably expected to guard against is not a breach of the contract as to time and does not warrant seamen in leaving the vessel or demanding wages in full before reaching the port of destination.

"(6) On the other hand, seamen are entitled to their wages and discharge when the ship reaches the port of destination before the expiration of the stipulated time of the voyage."



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