

ノ船舶ノ航路、載貨及運賃ハ一ニ海運次官ノ指定スル處トシ政府カ海運業ノ全部ヲ監理スルコト、セリ加之從來ノ玖馬、ニユーオールリンス、伯刺西爾、亞爾然丁、マダガスカル等ノ航路中或ハ中止シ或ハ制限スル等ノ方法ニ依リ給養用船腹ハ十八萬噸ノ増加ヲ見タリ猶佛國ノ港灣ニアル中立船ニシテ非常徵收權ノ行使ヨリ徵發シタルモノ一萬七千噸アリ食用品消費額ノ制限 食用品ノ輸入ハ上述ノ如ク幾分増加シ得ルトスルモ右ハ市民ノ消費額ノ制限ヲ解クモノニ非サルノミカ今後益々其必要アリトシ給養大臣カ伯林及佛國被占領地ノ食料制限ノ實況ニ付テ述フル處ニ據レハ伯林ニ於テ本年七月ノ食料制限ハ麵麩一日二百二十八瓦、一週ニ對シ馬鈴薯若クハ其代用野菜百二十八瓦、肉七十一瓦、砂糖二十三瓦脂肪及牛酪十一瓦、小麥粉四十二瓦、鷄卵三個ナリ佛國被占領地ノ食料制限平均ハ千「カロリ」ニシテ多クモ千四百「カロリ」ヲ超ユルコト無シ通常吾人ノ生活ニハ二千五百「カロリ」勞動者ニハ三千乃至三千五百「カロリ」ヲ要スルニ比スル時ハ同地方ニ於テ肺病若クハ壞血病ノ多キヲ知ルヘシ食用品中主トシテ問題トナルハ砂糖麵麩及獸肉ナルカ砂糖ハ目下一人一ヶ月ノ消費量七百五十瓦ヲ五百瓦ニ減縮シ他方料理店等贅澤的營業者ノ消費額ヲ半額ニ制限スル時ハ十五萬噸ノ船腹ノ餘裕ヲ生スヘク而テ此餘裕ハ之レヲ小麥ノ輸送ニ利用スルコトヲ得ヘシ麵麩ニ付テハ農業勞動者ノ需要ヲ制限セサルモ都市ノ住民及手工勞動者ノ消費額ハ限定セラルヘク尤モ麵麩ノ品質ハ目下ノ分ヨリハ良好ナルヲ得ヘシ獸肉ハ冬期ハ其供給十分ナルヘキニ付十月十五日以後現行一週ニ回禁肉ノ制度ヲ廢止スヘキモ來春ニ至ラハ更ニ又制限ノ必要ヲ見ルニ至ルヘシ

(二) 佛國一切ノ靴類製造所ヲ徵發スル件

(十月二十二日ニニューヨーク・タイムズ)

FRANCE SEIZES ALL SHOE SHOPS TO MANUFACTURE
NATIONAL SHOE

PARIS, Oct. 21.—A Ministerial decree requisitioning all the shoe factories in France, effective Nov. 15, is supposed by the shoe trade to be intended to overcome the disinclination of the manufacturers to make the new national shoe in the quantities demanded by the Government. Five hundred thousand pairs monthly were ordered, and only a small part of that number was put on sale.

A prominent wholesale dealer expresses the opinion that the requisitioned shops would be put to work immediately after Nov. 15 on their respective proportions of the required output of the national shoe, with the privilege of using the balance of their capacity for private manufacture.

佛蘭西國法令

| | | | |
|-------|--------|--------------|---------|
| 伊太利 | 八二,〇〇〇 | 諾威 | 一六,〇〇〇 |
| 西班牙 | 三七,〇〇〇 | 其他(アルゼリーナ含ム) | 一五,〇〇〇 |
| 北米合衆國 | 三三,〇〇〇 | 計 | 一八六,〇〇〇 |
| 葡萄牙 | 一八,五〇〇 | | |

右數量ノ内一萬噸ヲ再輸出シ十七萬六千噸ヲ粉末及精製硫黃ニ製シテ一萬五百噸ヲ海外ニ輸出セリ内硫黃華トシテアルゼリーニ八千六百噸、西班牙ニ千五百噸ヲ出シ棒形硫黃其他ノ形狀トシテ二千五百噸ヲ輸出セリ

試ミニ一千九百十三年世界硫黃產額ヲ示セハ左表ノ如シ (單位噸)

| | | | |
|-------|---------|------|---------|
| 伊太利 | 三五五,〇〇〇 | 其他諸國 | 五一,四〇〇 |
| 其他地方 | 三七,八〇〇 | 計 | 八一〇,〇〇〇 |
| 北米合衆國 | 三三六,六〇〇 | | |
| 日本 | 四九二,一〇〇 | | |

右產額ヨリ見ル時ハ佛國硫黃工業ハ全世界粗製硫黃產額ノ約四分ノ一ヲ消費スルモノナリ硫黃工業界ノ危機 開戰當初ハ佛國硫黃工業ハ左程ノ影響ヲ蒙ラサリシカ伊太利カ戰爭ニ參加シテヨリ本工業恐慌ヲ來シタリ千九百十四年戰爭開始セラレントスルヤ佛國ニ於テハ硫黃精製者間ニ激烈ナル競爭現出シ馬耳塞港附近ノ Canet 萬國硫黃會社 (Soudfrerie Internationale du Canet) モ亦之レニ關係セル結果益々激烈ノ度ヲ高メタリキ

該會社ハ米國ルイジアナ州ノ硫黃礦ヲ購入シ之レヲ佛國全硫黃精製者ニ元價以下ノ値段ヲ

以テ賣渡セリ尙ホ右會社ノルイジアナ州ノ「ユニオン」硫黃會社 (Union Sulphur Compan) 關係アリタル漢堡「ユニオン」硫黃會社トモ連絡ヲ有シ居タルモノニシテ開戰前既ニ幾多商店ニ損害ヲ蒙ラシメタリ戰爭勃發スルヤ Canet 萬國硫黃會社支配人ハ馬耳塞港軍法會議ニ附セラレ缺席裁判ニ於テ死刑ノ宣告ヲ受ケタリ續イテ前記「アメリカ」會社ハ漢堡會社ヨリ全部ノ株券ヲ買收シ漢堡會社ニ代リタルモ前記ノ如キ不利ノ商業ヲ拋棄シ以テ硫黃工業界再ヒ均衡ヲ見ルヲ得タリ

世界ノ硫黃生產地ト佛國ニ於ケル硫黃ノ補充

(イ) 硫黃補充ノ目的 現時佛國ノ硫黃需要量ハ十二萬噸乃至十三萬噸ヲ上下ス而シテ此ノ際硫黃ノ供給不十分ナルニ於テハ既ニ千九百十四年八月以來痛ク影響ヲ蒙リタル佛國農業界ニ更ニ一大打擊ヲ來サシムルニ至ルヘキヲ以テ當局ハ硫黃補充問題ニ腐心シ居レリ之レカ爲メ千九百十七年四月農務省ハ一委員ヲ伊太利ニ特派シシシリ島ニ於ケル硫黃產額、同島ニ於ケル引渡シ得ヘキ在庫硫黃高、買入ニ好都合ナル條件等ヲ調査セシメタリ

(ロ) シシリ島硫黃鑛山狀況 同委員ノ報告ニ據レハ硫黃生產地中ニテハシシリ島ノ硫黃採掘最モ古ク多數ノ鑛業者此ノ地ニ重要ナル硫黃ヲ採掘ス然レトモ採掘方法ハ尙幼稚ナシ Calca rone 式ヲ襲用シ勞力ノ使用不經濟ナルカ爲メ硫黃礦ノ分析費用ヲ高ム而モシシリ產硫黃ノ品質ハ百分二乃至六ノ含有物アル粗製品ナリ

伊太利ノ硫黃生產ハ資本缺乏幾度カノ火災ニ續キ若干大鑛山ノ閉鎖スルアリ加之北米ノ激烈ナル競爭ヲ控エ著ルシク減縮ヲ來シタリ

シシリ島ニ於ケル各生産者ハ同島硫黄鑛業組合(Consortium pour l'Industrie du Soufre de Sicile)ニ其生産ニ係ル硫黄ヲ引渡スヘキ義務ヲ有シ同組合ハ全生産ヲ纏メ一定ノ賣價ヲ定ム千九百十三年ニ於テハ同島鑛山ノ生産額三十五萬五千三百四十九噸ヲ計上セリ尙伊太利ニ於テハ其ノ他ニモ硫黄鑛山存在スルモ産額ノ見ルヘキモノナク千九百十年ニ於ケル生産合計三萬八千七百二十二噸ニ過キサリキ

(ハ)米國硫黄鑛山狀況 第二ノ重要ナル硫黄産地ヲ北米合衆國トス探掘方法最新式ニシテ其最モ盛ナル地ハルイジアナ州ナリ而シテルイジアナ鑛山ハ一獨團體ノ經營ニ屬シ戰前佛國ニ莫大量ノ硫黄ヲ輸入セリ尙ホルイジアナ産硫黄ノ品質ハシシリ産ニ比シ遙ニ優リ含有物一「パーセント」ノ純良品ナリ

其他テキサス州ニ一團體ノ設立セルモノアリ前者ト匹敵シテ現今盛ニ探掘ニ從事ス其他ネグアダ州及フロイオミング州ニ未開拓ニ屬スル硫黄鑛存在ス

千九百十三年ニ於ケル合衆國ノ硫黄ノ産額ハ三十一萬六千五百七十五噸ニシテ千九百十四年ニハ三十二萬七千六百三十四噸ナリキ

千九百十五年米國政府ハ硫化鑛及硫黄ノ産額統計ヲ發表セリ尤モ千九百十六年ノ計數ハ未タ發表ノ運ニ至ラサルモ米國ノ宣戰布告以來硫酸製造ノ爲メ莫大量ノ硫黄ヲ使用セルヲ以テ硫黄ノ國內消費著ルシク増加セリ從ヒテ同國ニ於ケル硫黄ノ在庫品ハ宣戰前ニ比較シテ大ニ減少ヲ來セリ

第三ノ硫黄産地ハ日本ニシテ其他西班牙、土耳其、希臘、墨西哥及秘露ニ硫黄鑛ノ開拓又

ハ未開拓ノモノ散在ス

因ニ最近三年間世界硫黄産額ヲ比較スルニ左ノ如シ

| | | | |
|-------|--------|-------|---------|
| 一九一三年 | 八二〇〇〇噸 | 一九一五年 | 八五七〇〇〇噸 |
| 一九一四年 | 八七二〇〇〇 | | |

(ハ)シシリ島及米國ニ於ケル硫黄ノ在庫高 前述セルカ如ク開戰當時ハ何等硫黄ノ不足ヲ感セス米國鑛山ハ盛ニ事業ヲ繼續シシシリ島亦可ナリノ在庫品ヲ有シ居タリキ仍テ千九百九年在庫品最モ豊富ナリシ年以來シシリ島ノ産額及現在高ヲ檢スルニ左表ノ如シ

| 年次 | 産額 | 現在 |
|-------|---------|---------|
| 一九〇九年 | 四〇二、三五三 | 六四七、八八〇 |
| 一九一〇年 | 三九七、八〇八 | 六四一、二九九 |
| 一九一一年 | 三七六、一六一 | 五五一、四三三 |
| 一九一二年 | 三五六、五五五 | 四五〇、九一七 |
| 一九一三年 | 三四五、五四八 | 三七六、三六五 |
| 一九一四年 | 三三四、九七四 | 三六九、〇〇一 |

然ルニ戰爭ハ此ノ状態ヲ全ク覆シ去リ現今ニ於テハ取引スヘキ現品殆ト皆無トナリタルニ反シ補充ノ爲メ各工業者及各國政府迄モシシリ島ニ注目スルニ至レリ

翻リテ米國在庫品ヲ觀ルニ其大部分ハ消費シ盡サレ加フルニ同國ハ硫化鑛ニ缺乏シ硫黄ヲ

酸化シテ硫酸ヲ製出シ居ルヲ以テ米國政府モ亦伊國政府ニ對シ歐洲ニ派遣スル軍隊供給ノ爲ニ伊太利硫黃ノ買却ヲ請求セリト云フ

シシリール島ハ其在庫品ヲ蕩盡シ且ツ現今伊國ハ石炭ノ供給困難ト勞働缺乏セルトニ因リ産額著ルシク減少ヲ來シタルヲ以テ硫黃ヲ供給スルコト能ハサルニ至レリ即チ左表ハ此ノ状態ヲ示スモノナリ

| | |
|------------|----------|
| 一九一四年現在高 | 三六九、〇〇一噸 |
| 一九一五年同 | 三三三、六六〇 |
| 一九一六年同 | 一五五、三七一 |
| 一九一七年(五月)同 | 九七、七八七 |

此ノ如ク現在高ノ減少ニ加ヘ産額モ亦著ルシク減縮シ居レハ此ノ現在高ヲ再設スルコト難カルヘシ最近ノ産額ヲ見ルニ千九百十三年ニ於テ三十四萬五千五百四十八噸千九百十四年三十三萬四千九百七十四噸千九百十五年三十一萬九千二百六十噸及千九百十六年二十三萬三千八百三十五噸ナリ加之千九百十六年後半期間及千九百十七年前數月間ニ於ケル産額ハ比年見サル減少ナリ

(ホ)佛國ニ於ケル硫黃市場 轉シテ佛國市場ヲ見ルニ外國産硫黃自由輸入ハ大ニ農業者ヲ苦メタリ即チ仲立人ハ伊國組合(Consortium)ヨリ格好ノ條件ニテ硫黃ヲ購入シ幾多ノ注文ヲ受ケタルニ乘シ法外ナル高價ヲ以テ之レヲ轉賣シ硫黃ハ投機ノ商品トナリ仲立人等ヲシテ巨萬ノ富ヲ獲得セシメタリキ

戰時船腹ヲ見出スコトノ困難ヨリ商品ノ送り出シ異常ニ遲延セルニ註文ハ益々増加シ來リタルニ乘シ投機業者等ノ慧猾ナル手段ヲ弄セル結果硫黃ノ價格ハ著ルシク騰貴セリ即チ精製硫黃ノ相場ハ戰前工場渡百基瓦正味ニ付約二十法ナリシカ現今ハ二倍以上即チ四十五法ニテモ賣行宜シキ状態ナリ

(ハ)佛國政府ノ硫黃補充策 千九百十六年伊國政府ハ佛國ニ硫黃ノ輸出ヲ禁止スルヤ佛國政府ハ直チニ伊國政府ニ對シ最惠的取扱ヲ要求シタルカ長時日交渉ノ後伊國ハ佛國政府ニ對シ輸出定額四萬噸ヲ承諾セリ

此ノ量ハ佛國需要ヲ補填スルニ十分ナラサレハ割増量ヲ伊國政府ニ求メタル處伊國政府ハ千九百十七年三月一日ヨリ同年十二月三十一日マテ佛國ニ輸出シ得ヘキ硫黃ノ定量ヲ六萬八千噸ニ改正セリ

尙ホ千九百十七年末ニ於テ規定セラレヘキ新規ノ定量ハ伊國硫黃ノ産額ニ應ジテ決定セラレヘキモ其量約七萬五千九百十四噸ナルヘシト云フ然レトモ諸種ノ困難ニ遭遇スヘキハ勿論ナレハ海上輸送ノ如キハ佛國軍事監督ノ下ニ硫黃市場ヲ熟知セル一伊國工業者ニ委任セハ其困難ヲ輕減スルヲ得ヘシト

佛國政府ハ千九百十七年三月末既ニ米國ヨリ二萬三千噸ノ買入契約成立シ佛國政府ヨリ米國硫黃會社ニ船舶ヲ供給シテ商品ノ引渡ヲ容易ナラシメ居レリ

斯クシテ得タル硫黃ハ如何ニシテ佛國工業者ニ分配セラレヘキカ硫黃工業ハ地中海沿岸ニ集中セルカ今佛國農務省ノ調査ニ據レハ硫黃工業地及其ノ生産額等左ノ如シ(單位噸)

佛蘭西國法令

三七〇

| 精製及搗碎 工場所在地 | 一ヶ月生産力 | | 計 | 同上生産品ノ一ヶ年ノ 取引高(自一九一二年 至一九一四年平均) |
|----------------|--------|--------|--------|---------------------------------------|
| | 硫黃華 | 粉末 | | |
| セツト | 二六三五 | 八八五五 | 一一四九〇 | 六三、〇〇〇 |
| 馬耳塞 | 三二四〇 | 二九七五 | 六二二五 | 四三、〇〇〇 |
| ホルドウ | 八八〇 | 一〇〇 | 九八〇 | 二、八〇〇 |
| 計 | 六七五五 | 一一、九三〇 | 一八、六八五 | 一〇、八八〇 |
| アルジエ(アルセリー) | 三三〇 | 三九〇 | 七二〇 | 四、一九〇 |

佛國硫黃精製業及搗碎業者間ノ配附ハ最近三ヶ年若シクハ六ヶ年ノ葡萄栽培年度間ニ於ケル各工場ノ平均生産額ヲ基礎トシテ行ハルヘシ
而シテ政府ハ千九百十八年葡萄栽培年度ノ爲ニ硫黃ノ公定價格ヲ設ケ最近ニ生シタルカ如キ價格ノ暴騰ヲ防遏セントス實ニ本年五、六月ノ平均相場ハ百基瓦ニ付葡萄栽培者中ニ百十法迄仕拂ヒタルモノアリタリ

佛國ニテハ農業用トシテ毎年伊米兩國產硫黃約九萬噸ヲ消費スルモ戰爭ノ爲メ貿易困難トナリ農作物ヲ害スル病菌驅除ニ重要ナル硫黃ノ必要量ヲ輸入スルコト不可能トナリ從テ農業者各自ノ輸入ニ窮スルコトアルヘキヲ慮リ農務省ハ政府力輸入シ得ヘキ數量内ニテ各自ノ需要ヲ充タサシメ千九百十七、十八年度農作物病菌驅除ニ供セシメンカ爲ニ硫黃ノ公定價格ヲ設定シ該品ノ農業配分高及賣捌方法ヲ規定シ十月五日各縣知事ニ訓令シテ縣廳ニ事務所ヲ設ケ硫黃補充一般ノ事ヲ監督處理セシメ以テ補充ヲ簡易ナラシムルコト、セリ今其要

領ヲ記サンニ各市町村役場ニ命シ農業者ヨリ(一)現ニ所有スル硫黃ノ量(二)千九百十八年七月迄ニ買入ルヘキ量(三)平常買付ノ供給者名(四)耕作反別及種類ヲ申請セシム農業者ノ申請スル硫黃ノ量ハ各自ノ必要量ニヨリ限定シ農業者ニ直接供給スルモノニシテ轉賣ノ爲申請ハ管理セス(尤モ農作用病菌驅除藥製造者ハ農業者ト同様ノ取扱ヲ享ク)各縣ニ中央引渡所(停車場又ハ河川荷揚場ニ)ヲ設ケ此處ニテ組合團體ニ引渡シ組合團體ハ之レヲ更ラニ農業者自ラ分配ス

規定硫黃ノ賣價ハ粉末硫黃百基瓦袋入六十五法昇華硫黃ハ八十三法トシ右值段ハ十一月一日ヨリ百基瓦袋入ニ付一ヶ月毎ニ五十「參」ヲ増加シ粉末硫黃ハ六十八法五十「參」昇華硫黃ハ八十三法五十「參」迄値上ス

右ハ時局ニ際シ至當ノ所置ニ出テタルモノト云フヘク硫黃ノ國內補充ヲ確實ニスルコト私利ノ爲メ商品ヲ藏匿スルカ如キ投機業者輩ノ弊害ヲ避クルコトヲ得ヘク且ツ一地方ノ總需要量ヲ取纏ムルヲ以テ運輸ノ便ヲ得ヘシ

戰後ニ於ケル硫黃市場 馬耳塞ノ硫黃精製者ハ販路擴張ノ希望ヲ懷キ殊ニ西班牙ノ北部地方、高加索(葡萄園及棉栽培用)埃及棉栽培用モリス島、マルチニック島、グワドループ島(甘蔗汁ノ濾過用)アルセリー(葡萄園用)及羅馬尼ニ一大販路ヲ計畫シ居レリ

右工業者ハ又關稅ノ點ニ於テ現行稅率ヲ維持スルコト即チ硫黃礦ヲ無稅輸入トシ精製硫黃ハ形狀ノ如何ヲ問ハス左記ノ取扱ヲ希望シ居レリ

現行一般(輸入)稅率……………一基瓦ニ付 三、〇〇 法 參

佛蘭西國法令

三七一

同 最低(同) 稅率.....同

二、二五

(四) 佛國ニ於ケル化學製品調節委員會設立

(通商公報第四六六號)

(大正六年九月六日附在里昂
帝國領事木島孝藏報告)

佛國政府ニ於テハ化學製品ノ軍事上竝ニ國內一般ノ需給ヲ平滑ニスル目的ヲ以テ本年八月二十七日軍需省ノ代表者(火藥製造局長)ヲ委員長トシ各省ヨリノ代表者竝ニ工業家四名、商業家二名ヲ委員トセル化學製品調節委員會ナルモノヲ組織シ專ラ化學製品、染料藥品、香料、寫真用藥品等ニ關スル諸問題ヲ研究シ之レヲ各主務省ニ提議シ且ツ右商品ノ消費、製造、賣買、輸送、輸出入等ヲ管理調節セシムルコト、セリ

第五 船腹調節ニ關スル佛國大統領令ニ就テ

○船腹調節ニ關スル佛國大統領令ニ就テ(十一月十三日官報) 本件ニ關シ同國駐劄松井特命全權大使ヨリ去月三日附テ以テ左ノ如ク報告アリ(去月四、十六兩) (外務省)
日本欄内參看
船腹調節ニ關スル七月十七日附及九月二十九日附大統領令理由書ノ趣旨ニ依レハ佛國政府ハ最初客年四月以來總噸數五百噸以上ノ佛國船舶ハ(一)外國港ヨリ佛本國以外ノ一港ニ向フ場合及(二)佛國港ヨリ外國港ニ向フ場合ニハ政府ノ許可ヲ要スト定メ以テ船腹ノ調節ヲ計リタルモ右ハ外國港ヨリ佛本國ノ一港ニ向フ航海及佛國沿岸航海ノ場合ニ適用ナク且ツ又郵便船、殖民地船舶及五百噸以下ノ船舶ニ及ハサルノ結果其目的ヲ達スルニ遠カリシヲ以テ本年七月十七日附大統領令ヲ以テ八月一日以後百噸以上ノ總テノ佛國商船ハ政府ノ航海許可ヲ受クヘキモノト爲シ其實施以來既ニ相當ノ效果ヲ收メタルカ尙ホ目下佛國ノ用ニ供セラル、船舶ノ全部ニ通シテ完全ニ船腹及運賃ノ調節ヲ計ラントセハ管ニ佛國船ノミナラス外國船ヲモ齊シク政府ノ監督ノ下ニ置クヲ要ス則チ内外船舶ノ區別ナク國防上及一般供給上ノ必要程度ニ應シ各船舶ノ航路竝ニ載貨ノ種類及數量ヲ決定シ且ツ國民須要品ニ付テハ其價格ヲ調節スルタメ之カ運賃率ヲ決定スルノ權能ヲ充分ニ政府ノ手ニ收ムルノ必要アリ茲ニ九月二十九日附大統領令ノ發布ヲ見ルニ至レル次第ニシテ該令ニ依レハ百噸以上ノ佛國船舶ノ航海許可ニ關スル前記七月十七日附大統領令ノ規定ハ十月十五日以後ハ佛本國、其殖民地及保護國トノ航海ニ從事スル聯合國及中立國ノ船舶ニモ適用スト爲シ航海許可ノ願出ハ佛國出發港ニ於ケル船積開始前ニ(一)其航路及航海日程竝ニ(二)載貨ノ種類及運賃率ヲ記載シ Sous-Secrétaire d'Etat des transports maritimes et de la marine marchande ニ提出スヘキモノトシ政府ハ右願出ヲ審査シ利害關係人ノ説明ヲ聽取シ(該船ニ關シ第三者トノ間ニ他種ノ契約アル場合ト雖モ其條項如何ニ拘ハラズ) 必要ニ應シテ航海日程載貨ノ種類數量ヲ決定シ且ツ國民須要品ニ付テハ其運賃率ヲ變更スルコトアルヘキ旨ヲ規定セリ

第六 佛國ニ於ケル極東實業株式會社ノ創立

(通商公報第四七六號
外務省通商局)

佛國ニ於ケル極東實業株式會社創立趣意書ヲ摘譯スレハ左ノ如シ
 今次ノ戰亂ハ佛國實業界ニ於ケル從來ノ謬見ヲ打破シ一國ノ富力ハ海外投資額ノ多少ニ依
 ルニアラスシテ生産能力ノ作用ヲ意味スルモノナルコトヲ闡明シタリ故ニ我商工業家ハ今
 後ニ於テハ嘗テ佛國カ海外ニ輸出シタル黄金ニ代フルニ商品ヲ以テセサルヘカラサルコト
 ナ悟ルニ至レリ實ニ吾人ニ迫撃ヲ加ヘントシタル獨逸ノ富強モ亦此商品輸出ノ效果ニ外ナ
 ラス蓋シ生産ト輸出トノ激増ハ過去四十四年間ニ於ケル獨逸ノ計畫シタル所ニシテ政府ノ
 獎勵ノ下ニ獨逸國民力カ其ノ全精力ヲ統一傾注シ以テ克ク此ノ計畫ヲ實現シ得タルハ吾人モ
 亦之レヲ多トセサルヲ得ス而シテ今ヤ此ノ計畫ハ正ニ吾人ノ計畫タラサルヘカラス而カモ
 吾人ハ吾等ノ敵手タル獨逸力競争者ノ不活動ニヨリ成功セルニ反シ更ニ一段ノ努力ヲ以テ
 更ニ善美ナル成果ヲ收メサルヘカラス
 極東實業株式會社ハ實ニ如斯佛國民心ノ新傾向ヨリ生シタルモノナリ
 千九百十七年三月二十七日クレマンテル(M. Clementel)氏會長ノ下ニ商務省ニ於テ開カレ
 タル講演會ニ於テ印度支那政府委員ルヂヤンドル(M. le Docteur Legendre)博士ハ豐富ナ
 ル材料ニヨリ趣味津々タル演述ヲナシ極東ニ於ケル佛國商業發展ノ爲メ速カニ努力ヲ爲ス
 ノ頗ル有利ナルコトヲ力説セリ同氏ニ次テ商務大臣クレマンテル氏ハ此ノ大戰後ニ於ケル

佛國經濟力ノ發達及財政上ノ均衡恢復等ノ爲ニ興サ、ル可カラサル國家的事業ニ就キ滔々
 辯スル所アリ同時ニ今後勃興スヘキ企業ニ對シテハ氏一個人ニ於テモ亦政府ニ於テモ援助
 ナ惜マサルヘキヲ誓ヘリ

ルヂヤンドル博士ノ講演ハ聽衆ニ確信ヲ與ヘ商務大臣ノ演說ハ愛國ノ士ニ國家的事業ノ遂
 行ヲ慫慂シ執レモ活動的精神ヲ鼓吹シタリ茲ニ於テ佛國主要商工業家八十名相會シテボン
 タムソン熔鑛所長カヅアリエー氏ヲ會長ニ選舉シ以テ政府ノ唱道ニ係ル事業遂行ノ爲メ
 一會社ヲ設立スルニ決セリ

新設會社ハ「コンパニー、ジエネラル、デクストレーム、オリアン」(極東實業會社)ト稱シ本
 店ヲ巴里オーベル街二十一番地ニ置ク(Compagnie Générale d'Extrême-Orient, Paris, 21,
 Rue Auber.)

資本金ハ臨時百萬法トシ之レヲ五千法券二百株トス但シ重役會議ノ決議ニヨリ更ニ之レヲ
 五百萬法ト爲シ得ルモノトス

本會社ノ定款ニ依レハ其創立ノ目的ハ大要次ノ如シ

一、佛本國及其殖民地ト佛領印度支那、支那及日本トノ間ニ於テ輸出入貿易ノ發展及右極
 東諸國ニ於ケル資源ノ開發ヲナスコト

一、極東諸國ニ於ケル商工業及財政上ノ諸問題ニ關シ單獨ニ會社自身ノ爲メ若クハ第三者
 ノ爲メ又ハ第三者ト共同ノ目的ノ爲メ研究、探查並ニ交渉ヲナスコト

一、各種ノ利權(コンセシオン)及市場ノ獲得並ニ契約締結ノ爲ニ努力スルコト

- 一、興業會社ノ設立、同會社ニ對スル投資ヲナスコト
 - 一、本會社ニ屬スル財産及權利等ノ讓渡、興業會社ノ株式ノ募集其他本會社ノ事業遂行上生スル各種利益ノ獲得等ヲナスコト
 - 一、本會社ノ探查研究ノ結果タル事業(事業遂行方法ノ如何ヲ問ハス)ト其材料トハ成ルヘク之レヲ内國工業界殊ニ本會社ノ株主ニ對シ留保スルコトヲ以テ主眼トス
- 本會社ハ重役會之レヲ管理シ重役會ハ極東市場ニ關係アル各種工業ノ代表者ヲ以テ會員トス(重役會ノ組織ハ之レヲ略ス)

事業綱目及其實行方法

極東實業株式會社ハ主トシテ左ノ諸事業ヲ實行スルヲ以テ目的トス

極東殊ニ印度支那、支那及日本ニ對シ佛國製品ノ輸出ヲ獎勵シ一方佛國ニ必要ナル原料品ノ輸入ヲ益々盛大ナラシムルコト之レカ爲メ創立、讓受又ハ合併等ノ方法ニヨリ重要都市ニ金融機關ヲ設クルコト

從來希望セル極東輸出銀行ヲ設立シ外國銀行ニ依ル高價ニシテ不便且ツ危險ナル仲介ヲ除去シ以テ遠距離ナル極東諸國トノ商取引ヲシテ安固ナラシムルコトハ輓近益々其必要ヲ感スルニ至レリ

同銀行ハ金融ノ外更ニ探查、報告事業ヲモ擔當スルコト、シ其設立ニ就テハ從來ノ銀行ヲ改革シテ之レニ當ツルモ亦可ナリトス

極東佛國間並ニ支那沿海ニ於ケル佛國船舶ノ缺乏ヲ滿タサンカ爲ニハ既存海運會社ニ對ス

ル獎勵ハ勿論更ニ新船ヲ購入スルコト吾人ノ極東事業ノ成否ハ懸テ極東ニ於ケル銀行組織及航海業組織ノ如何ニ在リ而シテ是等兩事業ハ佛國人ノ經營タルヲ要スルヤ論ナキナリ

右ノ外我會社ハ鑛業、工業、土木業等ニ關シテモ活動スヘシ但シ是等事業ノ遂行ニ就テハ官廳附役員及極東ニ常住セル專門技術家又ハ特定ノ使命ヲ以テ佛本國ヨリ派遣セラレタル者等ヨリ成ル特別組織ヲ以テ之レニ當ツヘキモノトス

佛領印度支那殊ニ東京ハ鑛業上ノ資源ニ富ミ手工ニ巧妙ニシテ勞力ノ豊富且ツ低廉ナルニ於テ其地理上ノ利便ト相俟チ將來有望ナル一大工業ノ中心地タルヘク從來遠距離ナルノ故ヲ以テ佛本國ヨリ直接ニ輸出不可能ナリシ重要商品ヲ產出スルニ至ラン而シテ自然ノ通路ト人爲ノ方法トヲ以テセハ容易ニ進入シ得ヘキ支那ノ大市場ハ上記吾人ノ計畫ニ對シ絶好ノ販路タリ斯ノ如クニシテ本會社ノ活動ヲ實現スルニハ本會社ノ株主ニ於テ未タ發達セサル現存會社ヲ援助シ更ニ支社ヲ増設セシムルコト、スヘシ

之レヲ要スルニ吾人ノ事業ハ利益ノ實現ニ在リ即チ本社ハ佛國ノ輸出ヲ盛大ナラシメ同時ニ戰前佛國カ外國ニ仰ケル巨額ノ原料品ノ内一部ヲ自國殖民地ヨリ輸入シ以テ現戰爭ノ結果經濟上大打撃ヲ蒙リツ、アル佛國ノ要求ニ應セントスルモノナリ

從來極東ニ於テ鞏固ナル地位ヲ擁セシ獨逸モ現戰爭ノ爲メ今ヤ全ク其地歩ヲ失フニ至レリ是レ實ニ佛國ニ取リテハ從來無爲ニシテ徒費シタル時ヲ恢復シテ大ニ爲ス所アルヘキ千載一遇ノ好機ト云フヘシ

吾聯合與國ハ此點ニ關シ大ナル努力ヲ爲セリ即チ日、米、英ノ諸國ハ今ヤ現時ノ文明ヲ輸

入スヘキ最モ廣大ナル市場ノ一タル支那市場ニ先鞭ヲ著ケントシテ競争シツ、アリ又日本人ハ朝鮮ニ於テ鑛業ヲ始メントシテ諸工業ノ設備ヲ益々増大シツ、アリ而シテ今願ルニ我佛蘭西ハ印度支那ノ富力ヲ基礎トシ今後極東ニ於テ經濟上ノ大發展ヲ爲シ最モ鞏固ナル地步ヲ占ムルニ適セリ

佛蘭西政府ハ海外發展ノ大事業ノ國ヲ利スヘキモノタルコトヲ篤ト諒解スルカ故ニ我社ハ將來政府ノ後援ヲ得ルコト、ナルヘク而シテ又印度支那總督府、佛蘭西在外役員ノ好意的援助ヲモ得ルコト、ナルヘシ

且ツ我社ハ技術上又財政上最モ鞏固ナル組織ヲ有スルノミナラス之レヲ支持スルニ佛蘭西工業中最モ有力ナル諸大家アルヲ以テ遠カラズ從來商工業界ニ存スル不統一ヲ改革シ國家ノ爲メ進ンテ實業界ニ一大活動ヲ爲スニ至ルヘキナリ

此ノ計畫ヲ實現スル爲メ我社ハ千九百十七年九月本社理事ノ一人ポール、ジャンカール氏ヲ委員長トシ専門家ヨリ成ル委員ヲ極東ニ派遣スルニ決セリ

右委員ハ専ラ實際的ノ計畫ヲ遂行シ佛蘭西ニ歸還スルニ際シテハ單ニ報告ト立案トヲ齎スノミナラス進ンテ契約ヲ結ヒ事業ノ採擇ヲナシ精密ニ其取舍ヲ決シ歴訪セル諸國ニ其事業ヲ繼續スヘキ一組織ヲ存立セシムルコト、ナルヘシ

露西亞國法令

露西亞國法令

第一 輸出禁止品ニ關スル件

○露國輸出禁止品追加(十一月十四日官報) 本件ニ關シ浦潮斯德駐在總領事菊池義郎ヨリ
本月五日附ヲ以テ左ノ如ク報告アリ(外務省)

露曆十月五日發刊露國假政府官報ノ所報ニ依レハ大藏省ハ左記物品ヲ露國全國境ヲ經テ
外國へ輸出スルヲ禁止セリ

郵便切手(使用セサルモノ)
及使用シタルモノ)

雲母
骨膠(「セラチン」ヲ含ム)
「リノリユーム」

ウオドロースリ
海草
蘇苔一切

○露國輸出禁止品追加(十二月二十日官報) 本件ニ關シ浦潮斯德駐在總領事菊池義郎ヨリ
本月十一日附ヲ以テ左ノ如ク報告アリ(外務省)
法令集第二六〇號掲載ノ法令ニ依レハ今般露國大藏大臣ハ左記物品ヲ露國全國境ヲ經テ
輸出スルコトヲ禁止セリ

- 一、「ホップ」
- 二、木製品一切(以上法令第一八七九號)
- 三、天然及人造肥料(以上法令第一八八〇號)

露西亞國法令

露西亞國法令

三八〇

尙ホ曩ニ獸皮及魚類ハ一般ニ輸出ヲ禁止セラレタルモ臘虎、露國產貂、黑色及黑褐色狐、綠狐、^{ゴリス、スライ}「バーシニヤ」鼬鼠、臘胸獸、^{クニツア}蝦夷、^{クニツア}鼬、貂ノ獸皮及魚卵ハ其後解禁セラレタル處前記番號法令集掲載法令第一八八一號ヲ以テ再ヒ輸出禁止品ノ内ニ加ヘラレタリ

第二 輸入禁止品ニ關スル件

(一) 露國輸入禁止奢侈品除外

○露國輸入禁止奢侈品除外(十一月二十一日官報) 本件ニ關シ浦潮斯德駐在總領事菊池義郎ヨリ本月十二日附ヲ以テ左ノ如ク報告アリ (外務省)
法令集第一部第二一九號掲載法令第一四九三號ニ依レハ左記物品ハ輸入禁止奢侈品目ヨリ除外セラレタリ

- 一、瓦斯燈用絹製編「マントル」ノ燒カサルモノ (關稅率表第二〇五條(イ)號ノ(一))
 - 二、乾製蜜柑皮(關稅率表第六條ノ(三))
- 尙ホ右除外規定ハ既ニ到著シタル前記物品ニモ適用セラレヘシト

○露國輸入禁止奢侈品除外(十一月二十八日官報) 本件ニ關シ浦潮斯德駐在總領事菊池義郎ヨリ本月十五日附ヲ以テ左ノ如ク報告アリ (外務省)

本年露曆十月一日發刊大藏商工務兩省法令集第三九號ニ依レハ商工務省ハ大藏省ト協議ノ上輸入禁止奢侈品中左記物品ヲ除外シ此旨關稅局ヨリ各稅關ヘ訓令シタリト云フ

佛教徒及其寺院佛閣ノ宗教上ノ使用ニ供スル左記物品

- 一、關稅率表第六十七條ノ珊瑚
 - 二、關稅率表第一百九條第一號ノ蠶蠟
 - 三、關稅率表當該條項ノ偶像
- 尙ホ前記除外例ハ既ニ到著シタル物品ニモ適用スヘシト

(二) 浦鹽斯德地方需要貨物輸入方

○浦潮斯德地方需要貨物輸入方(十二月十五日官報) 浦潮斯德地方需要貨物ハ總テ從前通浦潮斯德經由個人貨物輸入禁止令ノ除外例ト爲リ居リタルモ右區域ハ地方鐵道及水路運送區域ニ於ケル地方トアルノミニテ正確ヲ缺キ且ツ輸入許可ヲ出願スヘキ官署モ判明セザリシカ今般浦潮斯德駐在領事菊池義郎ヨリノ電報ニ依レハ沿黑龍江總督府管内及ザバイカル州地方需要貨物ハ輸入差支ナキコト、爲リ右貨物ノ輸入者ハ商港局ニ設置セラレタル委員會ヘ貨物ノ種類、數量、仕出地及仕向地ノ名稱、荷送人及荷受人ノ氏名ヲ記入セル願書三通ヲ提出シ輸入ノ許可ヲ得ヘキ旨稅關長ヨリ通知シ來レル趣ナリ (外務省)

第三 露領沿海州給養委員會權限

(通商公報第四七一號)

(大正六年十月二十七日附在浦潮斯德帝國總領事菊池義郎報告)

露西亞國法令

三八一

露領沿海州ニ於ケル地方給養機關ニ關スル假規則中州給養委員會ノ權限ニ關スル事項左ノ如シ

第十二條 縣給養委員會ノ管轄事項左ノ如シ

- 一、縣ニ於ケル給養事務ノ一般の指揮
 - 二、軍隊及住民ノ必要ノタメ全國給養委員長タル農務大臣ノ命令ノ執行並ニ給養事務ノ狀況及住民ニ對シ日用品供給ニ關スル報告提出
 - 三、特ニ訓令ノ定ムルトコロニ依リ農業ノ統一ニ對スル援助
 - 四、特ニ訓令ノ定ムル規程ニ依リ住民ニ對シ日用品供給事務ノ整頓
- 第十三條 縣給養委員會管轄事項執行ノタメ該委員會ニ左ノ權限ヲ委任ス
- 一、委員會管轄事項執行ノタメ地方官憲、公共團體、官公吏及私的團體ニ對シ援助ヲ求ムルコト
 - 二、統計的其他ノ調査ヲ行フコト
 - 三、縣ニ於ケル給養品糧秣及日用品ノ現在量ヲ調査シ及之レカ爲メ左ノ手續ヲ定ムルコト

(一)總テノ地方官憲團體官公吏及私人ヲシテ必要ナル調査資料ヲ提供セシルム手續

(二)提供ニ係ル調査資料ノ審査並ニ總テノ私的及團體的物貯藏場ニ於ケル給養品ノ現在量ノ調査ニ關スル手續

四、國有ニ移轉スヘキ穀類ノ引渡手續及期限ヲ定ムルコト

五、粒穀ニ加工スル總テノ企業(製粉場、挽割場、穀物乾燥場其他)ヲ調査登錄シ是等企業力國有粒穀及生産者ノ消費ノ爲メ生産者ノ所持スル粒穀ニ加工スル場合ニ其作業ニ監督ヲ付シ及是等企業ノタメ總テノ必要物件(燃料、塗料、勞力其他)ノ供給ニ關シ援助ヲ與フルコト

六、總テノ國有及私有貯藏場(國立銀行、鐵道其他ノ穀物倉庫、製粉場、散積、倉庫、冷藏庫其他)ニ於テ穀物及其他給養品ノ貯藏手續及條件ヲ定ムルコト

八、供給契約締結ノ條件ヲ定メ隨意購賣ノ手續及條件ヲ定ムルコト

九、給養品、糧秣及日用品ノ現在物價ヲ登錄シ該價格ノ構成部分ヲ調査シ及之レカ爲メ總テノ官憲團體官公吏及私人ヨリ必要ナル資料ノ供給ニ關スル手續ヲ定ムルコト

一〇、本條第三項及第九項ニ掲ケタル目的ノ爲ニ企業ノ有スル給養品、糧秣及日用ノ貯藏額ヲ證スヘキ商業帳簿及書類等は等物品ノ獲得若クハ他ノ官憲、團體或ハ人ヘノ供給ニ關シ引受ケタル義務ノ證書ノ點檢ヲ命シ且ツ該帳簿及書類謄本及必要ナル資料ノ拔翠ノ製作ヲ許可スルコト

一一、給養品、糧秣及日用品ノ價格カ公定價格ト一致セルヤ否ヤヲ監視スルコト

一二、全國給養委員會ノ認可シタル原則及範圍内ニ於テ給養品、糧秣ノ賣價ヲ定ルコト

一三、地方住民間ニ給養品及糧秣ノ分配ノ手續ヲ定ムルコト

一四、縣給養委員會自身及給養事務ニ關係スヘキ官憲及團體ノ穀物ニ關スル事業ノタメ必要ナル流通資本ノ豫算ヲ編成スルコト

- 一五、貸付金支給並ニ政府ノ保證及流通資本ノ給與ニ關スル請願ヲ審査シ該請願ニ關スル意見ヲ農務大臣ニ提出スルコト
- 一六、強制的陸路輸送義務ノ適用ノ手續ヲ定ムルコト
- 一七、給養品ノ輸送ニ監督ヲ付スルコト
- 一八、農業生産用具ノ需要ヲ明白ニシ現在數量ヲ調査シ並ニ供給及分配ヲ整頓スルコト
- 一九、縣ニ於ケル給養委員會ノ事務検査手續ヲ定ムルコト
- 二〇、委員會管轄事項ニ關シ命令ヲ發スルコト

第四 露都入市制限ニ關スル件

(一) 露都入市制限ニ關スル布告

○露都入市制限ニ關スル布告(十一月八日官報) 本件ニ關シ莫斯科駐在總領事代理領事熊崎恭ヨリ去月一日附ヲ以テ左ノ如ク報告アリ (外務省)

露都入市制限ニ關スル當市「コンミッサル」ノ布告譯文左ノ如シ

- 臨時政府ハ本年露曆八月八日附告示ヲ以テ戰爭繼續中露都入市ヲ禁止スル旨ヲ發表セリ公用又ハ商用上入市ノ必要アル者ハ左ノ規定ニ從ヒ證明書ヲ受クヘシ
- 一、本則發布後ペトログラード驛ハ特別許可ヲ有セサル者ニ對シ之ヲ閉鎖ス
- 二、露曆九月十日以後ペトログラードヘノ入市ハ本則規定ノ證明書又ハ之ニ代ルヘキ書類ヲ携帯スル者ニ限り之ヲ許可ス

三、本規定ハ當該地ニ於テ發布前ニペトログラードニ向ケ出發セシ者ニハ之ヲ適用セ

四、ペトログラード市及ペトログラード縣ノ定住者ハ其定住者タル證明ヲ以テ入市ノ權利ヲ得而シテ該證明ハ本則有效期間有力ニシテ縣市郡委員警察署及村役場ニ於テ之ヲ發給シ又官公署勤務者ハ當該官署ニ於テ其交付ヲ受クヘシ

五、ペトログラードニ於テ勤務シ又ハ事務上ペトログラードト關係アル者或ハ其定住者ニシテ本規則前ペトログラード縣以外ニ赴キタル者ハペトログラード定住者タルヲ證スル在留屆濟ノ旅券及其他必要書類ヲ臨時滞在在「コンミッサル」ニ提出シ入市ノ許可ヲ受クヘシ

六、ペトログラードノ定住者ニシテ臨時ペトログラード縣外ニ旅行スル必要アル者ハ歸途入市上故障ナキ様豫メ元ペトログラード警視總監部委員ヨリ許可證ヲ受クヘシ第五及第六條附則 ペトログラードニ於テ官公署ニ在勤スル者ノ入市許可ハ各當該官公署長ヨリ之ヲ受クルコトヲ得

七、ペトログラードノ定住者ニアラサルモ官公署用ニ限リペトログラードニ入市ノ必要アル者ハ其長官派遣ノ證明又ハペトログラードノ中央官廳ノ召集證明ニ基キ縣、市及郡委員ヨリ許可證ヲ受クヘシ

附則第一 ペトログラードノ定住者ニアラサル者ヲ國家的公共事務ノタメペトログラードニ召集スルノ權能ハ在ペトログラード全露國政治的公共團體ニモ之ヲ付與

ス但シ元ペトログラード警視總監部委員ト商議ノ上タルヘシ

附則第二 鐵道勤務者ノ許可證ハペトログラードへ召集ノ書類及勤務乘車券又ハ該切符ニ代ルヘキ書類トス

八、其他ノ個人ニシテ二週間以内ペトログラードニ滞在ノタメノ入市ハ是非共之ヲ必要トスル場合ニ限り特ニペトログラード及其附近地方ニ食糧供給ノ所用ヲ帶ヒタル場合ニ於テ委員ノ個人責任ノ下ニ縣、市及郡委員ニ於テ之ヲ許可ス

九、外交官及領事官、外交「クリエール」並ニ露國同盟國並ニ中立國政府ノ外交旅券ヲ有スルモノ、入市許可證ハ旅券又ハ前顯官吏タルヲ證明スル書類トス

十、同盟國及中立國臣民ノ臨時入市許可證ハ當該外交代表者ノ查證ヲ經タル旅券トス

十一、芬蘭人ニシテペトログラード經由歸國スル者ノ許可證ハ其芬蘭人タルヲ證明スル材料ニ基キ縣、市及郡委員之ヲ發給ス

十二、鐵道及汽船行路ニ於ケル許可證ノ検査ハ交通省ノ制定セル規定ニ依リペトログラード衛戍鐵道委員會ノ助力ヲ得テ之ヲ施行ス

附則 許可證ヲ携帶セサル者ハ之ヲ警察ニ交付ス

十三、其他ノ通路タル街道ニ在リテハ許可證ノ検査ハ元ペトログラード警視總監部委員ノ陸軍官憲及ペトログラード縣委員トノ商議ノ上特別陸軍歩哨之ヲ行フ

十四、縣、市及郡委員ハ其發給セル許可證ノ清算ヲ行フヘシ

十五、許可證ニハペトログラードニ向フ者ノ姓名、父稱、許可證有效期限ヲモ記載シ且以發給者ノ署名押印アルヲ要ス

附則 本則第八條ニ依リ個人ニ發給セラルヘキ許可證ニハペトログラード入市ノ許可ニ基キ其理由ヲ記載スヘシ

十六、本則適用ニ依リ生スル凡テノ問題ハ内務大臣ニ於テ之ヲ裁決ス

十七、本則ノ效力ハペトログラード經由芬蘭又ハ外國ニ赴ク者ニ之ヲ適用スルモ芬蘭ヨリペトログラードニ又ハ同地ヨリペトログラードヲ經由スル者ニハ之ヲ適用セス

十八、軍隊勤務者ノペトログラード入市禁止令ハ陸軍大臣之ヲ發布ス

十九、本則違反者ハ法令ニ依リ處罰セラルヘシ

本則ハ莫斯科ニ於テハ發布ノ日即チ一九一七年九月七日ヨリ有效トス

許可證發給ノ願書受付ハ一九一七年九月七日ヨリ本官事務所ニ於テ日曜、祭日ヲ除キ日々午前十時ヨリ十二時マテトシ證明書ノ發給ハ午後四時ヨリ五時マテトス

莫斯科市「コンミッサル」エン、キシユキン

(二) 莫斯科入市禁止令施行細則發布

○莫斯科入市禁止令施行細則發布(十一月二日官報) 本件ニ關シ同地駐在總領事代理領事熊崎恭ヨリ去月二十八日發テ左ノ如ク電報アリ(外務省)

莫斯科入市禁止令施行細則露曆十月十五日發布同十七日ヨリ實施ノコト、爲リタルカ右ハ露都入市禁止令ト異ナリ外交官領事官「クリエール」等ノ入市自由ナル規定ノ外一般外

國人ニ對シテ特別ノ規定ナク外國人モ一般規定ニ依リ出發地點ニ於ケル「コムミッサリ」ヨリ入市許可證ヲ受ケルヲ要スルモノト解釋セラル尙ホ入市許可ヲ受ケタル者ノ滞在期日ハ莫斯科ヲ目的地トセル場合ハ二週間以内、單ニ通過ノ場合ニハ二晝夜以内トス

第五 雜 件

(一) 大藏證券發行ノ件

○露國大藏證券發行(十一月十七日官報) 本件ニ關シ莫斯科駐在總領事代理領事熊崎恭ヨリ本年九月二十一日附ヲ以テ左ノ如ク報告アリ(外務省)
露國假政府ハ露曆本年八月一日附閣令ヲ以テ大藏大臣ニ對シ新ニ三十億留ノ短期大藏證券ヲ發行スルノ權限ヲ付與シ同證券流通總額二百十億留ヲ超過セサル範圍ニ於テ適宜新券ヲ以テ之ニ代ヘ且ツ該券ノ形樣、券面額、利子步割等條件ニ關シテハ從前ノ規定ニ準スル旨ヲ公布セリ

○露國大藏證券發行(十二月六日官報) 本件ニ關シ莫斯科駐在總領事代理領事熊崎恭ヨリ本年十月二十四日附ヲ以テ左ノ如ク報告アリ(外務省)

露國假政府ハ露曆本年九月二十一日附閣令ヲ以テ大藏大臣ニ對シ新ニ四十億留ノ短期大藏證券ヲ發行スルノ權限ヲ付與シ同證券流通總額二百五十億留ヲ超過セサル範圍ニ於テ適宜新券ヲ以テ之ニ代ヘ且ツ該券ノ形樣、券面額、利子步割、其他ノ條件ニ關シテハ從

前ノ規定ニ準スル旨ヲ公布セリ

(二) 露國帝國銀行ノ紙幣發行權擴張

○露國帝國銀行ノ紙幣發行權擴張(十一月二日官報) 本件ニ關シ莫斯科駐在總領事代理領事熊崎恭ヨリノ去月十九日發三十日著電報左ノ如シ(去月四日)本欄內參看(外務省)

露國帝國銀行ハ露曆十月六日閣令ニ依リ更ニ二十億留ノ紙幣發行權ヲ付與セラレタリ

伊太利國法令

第五條
大總統府發行
一、大總統府發行
二、大總統府發行
三、大總統府發行
四、大總統府發行
五、大總統府發行
六、大總統府發行
七、大總統府發行
八、大總統府發行
九、大總統府發行
十、大總統府發行
十一、大總統府發行
十二、大總統府發行
十三、大總統府發行
十四、大總統府發行
十五、大總統府發行
十六、大總統府發行
十七、大總統府發行
十八、大總統府發行
十九、大總統府發行
二十、大總統府發行
二十一、大總統府發行
二十二、大總統府發行
二十三、大總統府發行
二十四、大總統府發行
二十五、大總統府發行
二十六、大總統府發行
二十七、大總統府發行
二十八、大總統府發行
二十九、大總統府發行
三十、大總統府發行
三十一、大總統府發行
三十二、大總統府發行
三十三、大總統府發行
三十四、大總統府發行
三十五、大總統府發行
三十六、大總統府發行
三十七、大總統府發行
三十八、大總統府發行
三十九、大總統府發行
四十、大總統府發行
四十一、大總統府發行
四十二、大總統府發行
四十三、大總統府發行
四十四、大總統府發行
四十五、大總統府發行
四十六、大總統府發行
四十七、大總統府發行
四十八、大總統府發行
四十九、大總統府發行
五十、大總統府發行

伊太利國法令

第一 千九百十七年三月二十五日附伊國新捕獲規程譯文

(伊國官報一九一七、四、二六)

伊國法令全集第六百號ハ左ノ攝政令ヲ記載ス

神助ト民意トニ依リ伊國皇帝タルキツトリーヨ、エマヌエーレ三世陛下ノ攝政トマーズ、

デイ、サゾイヤハ

其ノ附與セラレタル權能ニ依リ

千九百十五年五月二十二日法律第六百七十一號ヲ以テ國王政府ニ授與セラレタル權限ニ

依リ

閣議ニ聽キ

外務大臣、植民大臣、司法大臣、工商勞動大臣、運輸大臣ト協議シタル海軍大臣ノ奏請

ニ基キ

茲ニ左ノ如ク命令ス

第一條 現戰爭中捕獲權ノ行使ニ關シテハ本令ノ附則ヲ遵守スヘシ、隨テ商船法第二百七

條及第二百四十五條ノ適用ハ之ヲ停止ス

千九百十五年六月三日攝政令第八百四十號及同年七月十五日攝政令第千百十三號ハ之ヲ

伊太利國法令

伊太利國法令

廢止ス

第二條 本令ハ公布ノ日ヨリ之ヲ實施シ平和條約締結後六ヶ月間効力ヲ有スルモノトス
本令ニハ國璽ヲ鈐シ伊國法令全集中ニ挿入スヘキコトヲ命シ之ヲ遵守シ若クハ之ヲ遵守
セシムヘキ臣民ニ示ス

千九百十七年三月二十五日於羅馬

| | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|
| ト | マ | ー | ゾ | 、 | テ | イ | 、 | サ | ジ | イ | ヤ |
| コ | ロ | ニ | シ | リ | | | | | | | |
| ソ | ン | ニ | シ | リ | | | | | | | |
| コ | ロ | シ | モ | | | | | | | | |
| サ | ツ | キ | | | | | | | | | |
| デ | 、 | ナ | ー | グ | | | | | | | |
| ア | ル | ロ | ツ | タ | | | | | | | |
| サ | | ツ | | キ | | | | | | | |
| 閱 | 掌 | 璽 | 官 | サ | | | | | | | |
| | | | | ツ | | | | | | | |
| | | | | キ | | | | | | | |

第一章 總則

第一條 軍艦及假裝巡洋艦ハ左記ノ規定ニ從テ敵國及中立國ノ商船ノ臨檢及拿捕ヲ行フヘシ

第二條 軍人若ハ國家ノ特定セル徽章ヲ以テ其ノ資格ヲ證明スル準軍人ノ指揮シ及乗組メ

ル軍用船舶ハ總テ之ヲ軍艦トス

第三條 商船ニシテ國家ノ直接指揮ヲ受ケ且軍艦用旗章ヲ掲揚スルモノハ假裝巡洋艦トシテ之ニ關スル權利義務ヲ有ス

指揮者ハ官吏トシ其ノ氏名ハ海軍高等武官名簿ニ登記セララルヘシ
乗組員ハ軍律ノ制裁ヲ受ケ

該船舶ハ直ニ艦艇名簿ニ登記セララルヘシ

第四條 假裝巡洋艦ハ自カラ防禦シ及敵ノ攻撃ヲ受ケタル王國若ハ同盟國船舶ノ援助ニ赴クコトヲ得、此ノ場合ニ於テハ本規程ニ從ヒ攻撃及防禦中ハ之ニ艦艇ノ權利及義務ヲ適用スルコトヲ得

此ノ目的ノ爲ニ王國ノ船主ハ船内組織ノ變更及兵器、需品、乗組員等ノ制規以上ノ増加ヲ政府ニ要求スルコトヲ得

第五條 捕獲權ハ海洋及航行ヲ許セル内海ニ於テ之ヲ行使スヘシ
中立國ノ領海及中立海洋ニ於テハ捕獲權ヲ行使シ或ハ公海ニ於テ開始シタル船舶ノ追躡又ハ臨檢ヲ續行スルヲ得ス

第六條 臨檢及拿捕ノ權利ハ敵對行為ノ繼續期間中ノ外ハ之ヲ行使スルヲ得ス

船舶ニシテ敵對行為停止後ニ拿捕セラレタルトキハ拿捕ヲ行ヒタル船舶力停止ヲ聞知セサル場合ト雖之ヲ解放スヘシ

第七條 捕獲權ハ本規程ニ定メタル場合及方法以外ニ於テモ政府力必要ニ應シ復仇ノ名義

伊太利國法令

ニ於テ發布スヘキ規程ニ從テ之ヲ行使スルコトヲ得

第二章 敵國船舶及貨物ノ捕獲

第一節 捕獲スヘキ船舶及貨物

第八條 第九條所定ノ例外ヲ除キ左記ノ船舶ハ捕獲セラレ、モノトス

(イ) 名義ノ如何ニ關セス敵國ニ屬スル艦船

(ロ) 敵國商船、但シ敵國私有財産捕獲權ノ行使カ相互ニ政府ノ規定ヲ以テ停止セラレタル場合ヲ除外ス、此ノ場合ニ於テハ該商船ヲ中立國商船トシテ取扱フモノトス

第九條 反對ナル特殊規定アル場合ヲ除キ左記ノ船舶ハ捕獲セラレサルモノトス

(イ) 軍使艦及通行免狀ヲ具備スル他ノ敵國艦船

(ロ) 絶對ニ宗教、學術若ハ慈善的任務ヲ有スル船舶

(ハ) 官私ヲ間ハス一切ノ病院船但シ其ノ到達地ハ王國政府ニ豫告セラレルヲ要ス

(ニ) 絶對ニ沿岸漁獵用若ハ沿海航行用ニ供セラレル用具附帆船

上記ノ艦船ニシテ其ノ方法ノ如何ヲ問ハス敵對行為ニ參加スルカ若ハ所定ノ規則ヲ遵守セサル場合ニ於テハ直ニ之ヲ捕獲スヘシ

第十條 敵國、王國若ハ同盟國船舶及沒收セラレタル中立國船舶内ノ敵國貨物ハ之ヲ捕獲ス

敵國船舶内ノ中立國貨物及中立國船舶内ノ敵國貨物ハ戰時禁制品ノ場合ヲ除キ捕獲セラレルコトナシ

第二節 戰爭開始ノ際ニ於ケル敵國船舶

第十一條 戰爭開始ノ際王國港灣ニ在泊セル敵國商船ハ國王政府ノ許可ヲ得テ即刻若ハ一定ノ期間内ニ自由ニ出港シ通行免狀ヲ以テ目的港若ハ指定セラレタル他ノ港ニ直港スルコトヲ得ヘシ

交戰状態ノ開始前最後ノ出發港ヲ發シ戰爭ヲ知ラスシテ王國ノ一港ニ入港シタル敵國商船ニモ亦同一ノ待遇ヲ與フ

第十二條 敵國商船ニシテ不可抗力ニ依リ前條ノ規定ニ從ヒ豫定セラレタル期間内ニ王國港灣ヨリ退去スルコト能ハサルカ又ハ出港ヲ許可セラレサルトキハ之ヲ沒收セス

該商船ハ戰時中抑留セラレルノミトス但シ損害賠償ヲ要求スルコトヲ得ス

第十三條 前條所定ノ待遇ハ相互的條件ノ下ニ戰爭開始前最終港ヲ出發シ戰爭ヲ知ラスシテ航行スル敵國商船ニ海洋ニ於テ出會シタル場合ニ於テモ之ヲ適用ス

然レトモ該商船ハ又之ヲ破壞スルコトヲ得但シ此ノ場合ニ於テハ損害賠償ヲナシ、乗組員ノ安寧ヲ保證シ且船内ノ書類ヲ保管スルヲ要ス

第十四條 前諸條ノ規定ハ假裝巡洋艦ニ改造シ得ル目的ヲ以テ建造セラレタリト認めラルル商船ニハ之ヲ適用セス

第十五條 敵國船舶ノ搭載セル敵國貨物ニシテ前諸條ノ事情ノ下ニアルモノハ該船舶ト共ニ又ハ各別ニ沒收、徵發若ハ破壞セラレヘシ

其ノ他ノ貨物ハ出來得ル限り有權者ノ處置ニ任スルモノトス

第十六條 本節ノ規定ニ依リ沒收セラレタル船舶ノ乗組員及乘客ハ開戦ノ際在國セル外國臣民ニ關シテ政府ノ發布シタル規定ヲ施行スル場合ヲ除キ之ヲ解放スヘシ

第三節 船舶及貨物ノ敵性ノ識別、旗章ノ變更

第十七條 後續規定ヲ除キ船舶ノ國籍ハ其ノ使用權ヲ有スル旗章ニ依テ之ヲ決定ス

船舶カ一定ノ旗章ノ使用權ヲ有セサル場合ニ於テハ船主ノ國籍ヲ參考ニ供スルモノトス
第十八條 敵國船舶トシテ生スヘキ結果ヲ排除スル目的ヲ以テ船舶カ旗章ヲ變更シタル場合ニハ之ヲ無効ト認ム

斯ノ如キ目的ハ反證ノ舉ラサル限り左記ノ二項ヨリ之ヲ推定ス

(一) 船内ノ書類ニ依リ旗章ノ變更カ適法ト認メラレス且該船舶カ開戦前六十日以内ニ敵國ノ國籍ヲ脱シタルトキ

(二) 旗章ノ變更カ開戦後ニ行ハレタルトキ

以上ノ如キ場合ニ於ケル船舶ノ拿捕ニ對シテハ損害賠償ヲナサス

第十九條 旗章ノ變更カ開戦ヨリ三十日以上前ニ全然關係國ノ法規ニ準據シテ行ハレ且船舶ノ管理及之ヨリ生スル利益カ敵國民ニ屬セサル場合ニ於テハ該變更ヲ以テ有効ト認ム

之ニ反シテ左記ノ場合ニ於テ開戦後行ハレタル旗章ノ變更ハ之ヲ無効トス

(一) 船舶ノ航行中若ハ封鎖港在泊中ニ行ハレタルトキ

(二) 賠償金若ハ賣戻ノ權能ヲ協定シタルトキ

(三) 所屬國家ノ法規ニ從ヒ旗章掲揚權行使ノ際遵守スヘキ條件ヲ遵守セサルトキ

第二十條 前諸條ノ規定ハ敵國臣民ノ計算ニ依リ建造セラレタル船舶ニ關スル旗章ノ最初ノ讓渡ニ對シテモ亦之ヲ適用ス

第二十一條 敵國船舶ノ搭載セル貨物ノ性質ハ所有主ノ國籍ニ依テ之ヲ決定ス
敵國船舶ノ搭載セル貨物ニシテ其ノ王國若ハ中立國ニ所屬スル事實ノ判明セサル場合ニ於テハ之ヲ敵國貨物ト認定ス

第二十二條 敵國船舶ノ搭載セル貨物ノ敵性ハ開戦後ハ假令航海中ニ於テ積替ヲ行ヒタル場合ト雖到達地到着迄繼續スルモノトス

然レトモ若シ拿捕以前ニ前所有主カ現所有ノ破産ノ場合ニ於テ該貨物ニ對シ所有權回復ノ權利ヲ行使スルトキハ該貨物ハ取戻人ノ國籍ニ屬スル性質ヲ回復スヘシ

第三章 封鎖

第一節 目的及效力ノ條件

第二十三條 特殊ノ國際條約ニ依テ定メラレタル例外ヲ除キ敵國海岸若ハ敵ノ占領セル海岸及之ニ臨接セル水帶ハ之ヲ封鎖スルコトヲ得

第二十四條 封鎖艦隊ハ中立港及海岸ヘノ通路ヲ阻害スヘカラス然レトモ必要ノ程度ニ於テ其ノ取締ヲナスコトヲ得

第二十五條 封鎖カ強制的タル爲ニハ有效ノモノタラサルヘカラス即チ封鎖區域ヘノ交通ヲ實際ニ遮斷スルニ足ルノ兵力ヲ以テ之ヲ維持セサルヘカラス

封鎖カ有效ナリヤ否ヤハ實際問題トス

第二十六條 封鎖ハ天候不良ノ爲封鎖艦隊カ一時撤退シタル場合ニアラサレハ解除セラレタルモノト認メラルルモノニアラス

第二十七條 封鎖カ強制的ノモノタルニハ後續諸條ノ規定ニ從テ之ヲ宣言、告知スヘシ

第二十八條 封鎖宣言ハ國王ノ政府若ハ國王ノ名ニ於テ行動スル海軍官憲之ヲ行フ

封鎖宣言ハ左記諸項ヲ明確ニスルヲ要ス

(一)封鎖開始期日

(二)封鎖區域ノ地理的境界

(三)中立國船舶ノ退去ヲ許可スヘキ期間

(一)及(二)ノ事項ヲ明示セサル宣言ハ無効トス

第二十九條 封鎖宣言ハ之ヲ左ノ如ク告知スヘシ

(一)中立國ニ對シテハ其ノ政府ニ直接ニ通知スルカ若ハ王國駐在ノ其ノ代表者ヲ經テ

通知ス

(二)地方官憲ニ對シテハ出來得ル限り封鎖艦隊ノ指揮官之ヲ通知ス、地方官憲ハ封鎖

港若ハ海岸ニ於テ職務ヲ執行シツツアル外國領事ニ對シ出來得ル限り速ニ此ノ旨ヲ

通知スヘシ

第三十條 封鎖艦隊指揮官ノ過失ニ依リ封鎖宣言ヲ地方官憲ニ通告セサリシカ若ハ退去期

間ヲ明示セサリシ場合ニハ封鎖區域ヨリ退去セムトスル中立國船舶ニハ自由通行ヲ許可

スヘシ

第三十一條 封鎖區域ニ向ケ航進スル船舶ニシテ封鎖ノ存在ヲ承知セサリシカ若ハ承知セ

サリシモノト推定シ得ラルル場合ニハ第三十五條ノ規定ニ依リ臨檢ヲ行フヘキ船舶ハ此

ノ旨ヲ該船舶ニ通告スヘシ此ノ通告ハ日時、時間及當時該船舶ノ在リシ地理的位置ト共

ニ之ヲ其ノ船内日誌ニ記入スヘシ

第三十二條 封鎖宣言及告知ニ關スル規定ハ封鎖カ擴大セラレ若ハ解除後再ヒ開始セラレ

タル場合ニ於テモ亦適用セララルルモノトス

第三十三條 封鎖ノ任意停止、制限等ハ第二十九條規定ノ形式ニ於テ之ヲ適用スヘシ

第二節 封鎖侵犯制裁

第三十四條 封鎖權ノ行使ニ反對スル行爲ハ總テ之ヲ封鎖侵犯ト認ム

封鎖線ヲ通過セントスル企圖ハ勿論、船舶カ封鎖艦隊ノ行動圈内ヲ游戈スルカ若ハ其ノ

内ニ碇泊スルカノ事實並臨檢ノ際假令船舶カ封鎖セラレサル一港ニ向ケ航行スト雖該船

舶若ハ載貨カ實際封鎖區域ヲ到達地トスルノ事實等ハ之ヲ封鎖侵犯ト認ム

第三十五條 封鎖侵犯ニ依ル船舶ノ拿捕ノ當否ハ封鎖ノ實際若ハ推定認識ノ如何ニ依ル

一中立港ノ管轄官憲ニ適當ナル時期ニ於テ封鎖告知ヲ發シタル後船舶カ該港ヲ出港シタ

ル場合ニハ反證ノ擧ラサル限り封鎖ヲ認識セルモノト推定ス

第三十六條 封鎖ヲ侵犯シテ封鎖區域ニ出入ヲ試ミントスル船舶ハ其ノ追躡セララルル期間

中ハ之ヲ拿捕スルコトヲ得、追躡ノ停止セラレ若ハ封鎖ノ解除セララルル場合ニハ該船舶

ハ最早拿捕セラルルコトナシ
第三十七條 封鎖侵犯ト認定セラレタル船舶ハ之ヲ沒收ス、載貨ハ其ノ積込ミノ際荷主カ
封鎖侵犯ノ意志ヲ知ラサリシカ若ハ知ルコト能ハサリシ事情ノ判明スルニアラサレハ之
ヲ沒收ス

第三節 出入許可

第三十八條 封鎖ハ各國家ノ旗章ニ對シテ平等ニ之ヲ適用スヘシ
第三十九條 封鎖艦隊ノ指揮官ハ艦艇ニ封鎖區域ノ出入ヲ許可スルコトヲ得

第四十條 封鎖艦隊ノ指揮官ハ適當ト認ムル條件ノ下ニ商船ノ封鎖線出入及封鎖區域内ニ
於ケル航行ニ對シテ通行免狀ヲ交附スルコトヲ得

第四十一條 中立國船舶ハ緊急ノ場合ニハ封鎖艦隊官憲ノ許可ヲ得テ封鎖區域ニ出入スル
コトヲ得但シ荷揚ケ又ハ荷積ミヲナスコトヲ得ス

然レトモ該船舶カ戰時禁制品ヲ搭載セル場合ニハ同船舶ヲシテ自カラ之ヲ破壞セシムル
カ若ハ封鎖艦隊司令部ノ規定セル方法ニ於テ之ヲ保管セシムヘシ
此ノ場合ニ於テハ破壞若ハ保管ノ事實ニ對シテ何等ノ賠償ヲナサス

第四章 戰時禁制品

第四十二條 戰時禁制品ノ種類ハ政府ノ特別文書ヲ以テ之ヲ宣言告知ス

告知ハ各政府若ハ王國駐在各國代表者ニ之ヲナス
開戦後ニ行ハレタル宣言ハ之ヲ同盟國及中立國ニミ通告スルモノトス

第四十三條 前條ノ宣言ヲ行ハサル場合ニハ兵器、彈藥、爆發物及其ノ製造材料、被服及裝
具、軍用材料及要具、曳用及乘用牛馬、糧食、芻秣、各種ノ軍用運搬及通信用具並其ノ
組織部分、金銀貨若ハ金銀塊及紙幣、燃料、其ノ他一般ニ敵國陸海軍用ニ供セラルルモ
ノ等ハ之ヲ禁制品ト認ム

第四十四條 左記ノ物品ハ之ヲ戰時禁制品ト認メス

(一) 絶對ニ傷病者ノ治療用ニ供スヘキ物品及材料但シ軍事上絶對必要ノ場合ニハ相當
ノ賠償ヲ以テ之ヲ徵發スルコトヲ得

(二) 搭載船舶ノ用ニ供スルカ若ハ航海中乗組員及乗客ノ用ニ供スル物品及材料

第四十五條 禁制品ニシテ其ノ輸送ノ目的地敵ノ領土若ハ占領地又ハ敵艦隊ナル事實ノ
判明スル場合ニ於テハ之ヲ拿捕ス

第四十六條 到達地ハ船舶カ敵ノ領土若ハ艦隊ニ到達スル爲ノ經由港トシテ一中立港ニ向
ケ航進シ而シテ貨物カ荷主又ハ其ノ代理人ノ命令若ハ名義ニ於テ發送セララルルカ或ハ載
貨書類ニ由ルモ荷受人ノ氏名不明ナル場合若ハ貨物カ敵國政府ノ代理人ニ發送セララル
カ又ハ該代理人若ハ敵ノ領土及其ノ占領地ノ在住者ノ計算ニ於テ貨物ヲ接受シ若ハ曾テ
接受シタルコトアル者ニ發送セララルル場合ニ於テハ反證ノ擧ラサル限り之ヲ敵對到達地
ト推定ス

本條所定以外ノ場合ニ於テハ政府ハ必要ニ應シ特殊ノ命令ヲ以テ到達地ノ推定ヲナスコ
トヲ得

第四十七條 禁制品ヲ搭載スル船舶ハ到達地到着前一中立港ヲ經由セサルヘカラサルトキ
ト雖其ノ航行中ニ之ヲ拿捕スルコトヲ得

第四十八條 禁制品ヲ搭載セル船舶ニシテ中立地ヲ到達地トスルコトヲ證明スル書類ヲ有
スルニモ拘ハラズ敵港ニ赴クカ若ハ赴キタルモノハ其ノ歸航ノ終了スル迄ノ期間中ハ之
ヲ拿捕シ又ハ沒收スルコトヲ得

第四十九條 禁制品ヲ搭載セル船舶ニシテ正當ノ理由ナクシテ船内書類ニ從テ執ルヘキ航
路ヨリ著シク偏位シタル航路ヲ執リテ航行スルニアラサレハ上記ノ書類ハ之ヲ該船舶ノ
發着豫定ヲ證明スルモノト認ム

第五十條 禁制品ハ之ヲ沒收ス

禁制品ノ所有者ニ屬スル貨物モ亦之ヲ沒收ス

他ノ貨物ハ有權者ノ意志ニ任ス但シ賠償金ヲ要求スルコトヲ得ス

第五十一條 價格或ハ重量或ハ容積又ハ運賃ノ計算ニ於テ載貨ノ半部以上ニ達スル禁制品
ヲ搭載セル船舶ハ之ヲ沒收ス

上記ノ如キ計算ニ於テ禁制品カ載貨ノ半部以上ニ達セサルカ爲ニ船舶ノ解放セラルル場
合ニ於テハ捕獲審檢手續若ハ豫審中船舶及載貨ノ保管ニ依リ捕獲者ノ支出シタル經費ハ
該船舶ノ負擔トス

第五十二條 禁制品カ載貨ノ一小部分ヲ構成スルニ過サルトキハ海軍指揮官ハ獨斷ヲ以テ
該禁制品ノ引渡ヲ受クルカ若ハ事情ニ應ジテ之ヲ破壊シタル後船舶ヲ解放スルコトヲ得

但シ此ノ旨ヲ該船舶ノ航海日誌ニ記入スルヲ要ス

第五十三條 船舶カ敵對行爲若ハ載貨ニ適用セラルル禁制品ノ宣言ヲ知ラサルトキハ禁制
品ハ相當ノ賠償金ヲ以テ徵發セラレ該船舶ハ沒收ヲ免セラルヘシ船長カ開戰若ハ上記ノ
宣言ヲ聞知シタル後ト雖禁制品ノ積卸ヲ行フコト能ハサル境遇ニ在リシ場合ニハ又同上
ノ規定ヲ適用スヘシ

適當ナル時期ニ於テ一中立港ノ管轄官憲ニ交戰狀態若ハ禁制品宣言ノ告知セラレタル後
該港ヨリ出發シタル船舶ハ上記ノ告知ヲ聞知セルモノト推定ス、開戰後敵港ヨリ出發シ
タル船舶モ亦交戰狀態ヲ聞知セルモノト推定ス

第五章 軍事的幫助

第五十四條 中立國船舶ニシテ左記ノ行動ヲ執ルトキハ軍事的幫助ヲ與フルモノトシテ一
般ニ敵國商船ト同一ノ待遇ヲ受クルモノトス

(イ) 敵對行動ニ參加スルトキ

(ロ) 敵ノ供給ヲ容易ナラシメ又ハ方法ノ如何ヲ論セス敵ノ行動ニ便宜ヲ與フルトキ

(ハ) 敵國政府ニ雇傭セラレタルトキ若ハ敵國政府ノ船内ニ派遣セル其ノ代表者ノ命令
及監督ノ下ニ在ルトキ

(ニ) 敵國ノ爲ニ軍隊若ハ軍用材料ノ運搬ニ從事シ又ハ偵察ヲ爲シ若ハ情報ヲ傳フルト
キ

(ホ) 敵ノ部隊ヲ運搬シ又ハ船主若ハ借主或ハ船長ノ承認ノ上航行中敵ヲ幫助シ又ハ幫
伊太利國法令

助シタル個人ヲ運搬スルトキ

(ハ)敵艦隊ニ赴クヘキ個人ヲ運搬スルノ目的ヲ以テ航行スルトキ

第五十五條 前條規定ノ各種ノ場合ニ於テハ船主及船長所屬ノ貨物ハ常ニ之ヲ沒收スルモノトス

第五十六條 前諸條ノ規定ハ第五十四條(ホ)及(ヘ)ノ場合ニ於テ若シ船舶カ交戰状態ノ開始ヲ知ラサルカ或ハ船長カ其運搬スル個人ヲ未タ下船セシムルコト能ハサリシトキハ之ヲ適用セス

開戦後一敵港ヨリ出發シタル船舶若ハ適當ナル時期ニ於テ一中立港ノ管轄官憲ニ開戦ノ告知セラレタル後該港ヨリ出發シタル船舶ハ交戰状態ヲ聞知セルモノト認ム

第五十七條 敵艦隊所屬ノ者若ハ之ニ參加スヘキ者ニシテ商船内ニ在ルモノハ該船ヲ拿捕スヘキ理由ナキ場合ト雖之ヲ俘虜トナスコトヲ得

第六章 臨檢及拿捕

第一節 臨檢ノ目的、範圍及制裁

第五十八條 船舶ノ臨檢ハ之ニ關シ或ハ名義ノ如何ヲ論セス船内ニ在ル載貨及人員ニ關シ國籍ヲ決定シ且戰爭法規ノ許容スル各種ノ確證ヲ行フヲ以テ目的トス

第五十九條 臨檢權ハ之ニ關スル條約及法規ニ準據シ被臨檢船ニ對シ相當ノ注意ヲ以テ之ヲ行使スヘシ一般ニ臨檢權ハ其ノ行使ノ結果被臨檢船ヲ拿捕シ得ヘシト信セララルル根據ヲ與フヘキ區域及事情以外ニ於テハ之ヲ行使スヘカラス

第六十條 臨檢權ハ郵便船ニ對シテハ必要ノ場合ニ限り充分ノ注意ヲ以テ迅速ニ之ヲ行使スヘシ

第六十一條 軍艦ノ護送セル中立國船舶ハ之ヲ臨檢セス護送艦ノ指揮官ハ艦長ノ要求ニ應ジ臨檢ニ依テ判明スヘキ該船舶ノ特質及其ノ載貨ニ關スル一切ノ報道ヲナスヘシ

第六十二條 艦長若シ護送艦ノ指揮官ノ善意ヲ疑フヘキ理由ヲ有スル場合ニハ此ノ旨ヲ後者ニ通知スヘシ此ノ場合ニ於テハ護送艦ノ指揮官ハ檢證ヲ行フヘシ護送艦ノ指揮官ハ調書ヲ以テ檢證ノ結果ヲ立證スヘク該調書ノ謄本ヲ艦長ニ差出スヘシ檢證ノ結果護送艦ノ指揮官カ一隻若ハ數隻ノ船舶ノ拿捕ヲ適當ト認定スル場合ニハ此等ノ船舶ハ被護送權ヲ失フモノトス

第六十三條 臨檢權及拿捕權ノ適法行使ニ對シ暴力ヲ以テ抗拒シタル船舶ハ常ニ之ヲ沒收ス

載貨ハ敵國船舶ノ載貨ト同一ノ待遇ヲ受クヘシ船長若ハ船主所屬ノ貨物ハ之ヲ敵國貨物ト認ム

第二節 臨檢ノ方式

第六十四條 航海中ニ於ケル臨檢ハ左ノ方式ニ於テ之ヲ行フ但シ之ト反對ノ規定アル場合ヲ除外ス

(イ)被臨檢船舶ニシテ空砲ヲ以テ停船ヲ命セラレタルトキハ旗章ヲ掲揚シテ之ニ應ヘ而シテ停船スヘシ此ノ命令ニ從ハサルトキハ船首ノ方向ニ實彈一發ヲ發射スヘシ

而シテ尙命令ニ從ハサル場合ニハ兵力ヲ使用シテ命令ノ遵奉ヲ強要スルコトヲ得
ヘシ

(ロ)商船ノ停止シタルトキハ臨檢船ハ天候ニ應シテ適當ナル距離ニ於テ直ニ之ニ接近
シ臨檢ヲ行フヘキ武裝將校ノ指揮セル小艇ヲ該船ニ送ルヘシ

(ハ)將校ハ必要ナル人員ヲ隨伴シテ船内ニ赴キ船舶、載貨、乗組員及乗客ニ關スル書
類ノ検査ヲ行フヘシ

第六十五條 船舶カ郵便物ヲモ搭載セル場合ニハ臨檢將校ハ受托者ニ郵便事務及受托物品
(信書及小包)ニ關スル一切ノ書類ノ提出ヲ要求スヘシ

書類檢閲ノ結果戰時禁制品ヲ發見スルトキハ之ヲ沒收シ沒收ニ關スル調書ヲ作成シ其ノ
謄本ヲ受托者ニ交附スヘシ

第六十六條 載貨及乗船者ノ資格及到達地ハ一般ニ船内書類ヲ以テ之ヲ檢證ス然レトモ該
船舶カ戰時禁制品ヲ搭載シ若ハ搭載シタリト疑フヘキ理由或ハ乗船者ヲ疑フヘキ理由ア
ル場合ニハ適宜ノ検査ヲ行フヘシ

船長若ハ船員ニシテ此ノ検査ニ於テ適當ナル助力ノ要求ヲ受クルモ之ニ應セサルトキハ
該船舶ハ之ヲ拿捕スヘシ

第六十七條 船内書類カ不足スルトキ或ハ其ノ一部カ海中ニ投セラレ破毀セラレ隱蔽セラ
レタルトキ又ハ眞ノ船籍、載貨及乗船者ノ眞ノ資格、到達地ヲ隱蔽セントスルモノト疑ハ
シムルニ足ル偽造、變造シタル若ハ不完全ナル書類ノ存在スルトキハ船舶ハ之ヲ拿捕ス

ヘシ

第六十八條 特殊ノ事情ノ爲艦長カ臨檢ニ必要ナル人員ヲ商船ニ派遣スルコト能ハサル場
合ニハ必要書類ヲ携帶ノ上來艦スヘキコトヲ船長ニ命スルコトヲ得

第六十九條 臨檢ノ結果拿捕スヘキ正當ノ理由ナキトキハ船舶ハ之ヲ解放スヘシ
臨檢ヲ行ヒタル將校ハ航海日誌若ハ他ノ重要ナル船内書類ニ此ノ事情ヲ記入スヘシ

第七十條 艦長若シ公海ニ於テ商船ノ臨檢ヲ行フコトヲ適當ト認メサルトキハ之ニ指定ノ
港灣ニ赴クヘキコトヲ命令スヘシ

第七十一條 前諸條規定ノ臨檢ト關係ナク政府ハ王國諸港ニ於テ本節ノ規定中適用シ得ヘ
キモノニ從ヒ所屬國家ノ如何ヲ論セス一般ニ出入船舶ヲ臨檢セシムルコトヲ得

第三節 拿捕ノ方式

第七十二條 正當ノ理由アルトキハ船舶ノ拿捕ヲ行ヒ拿捕艦ハ直ニ此ノ旨ヲ其ノ所屬海軍
司令部ニ通知スヘシ

拿捕艦ノ艦長ハ拿捕シタル船舶ノ船長ヨリ船内書類、信書、現金及其ノ他特別ノ保管ノ
要アリト認メラルル物品ノ引渡ヲ受ケ其ノ簡畧ナル調書ヲ作成スヘシ

次テ出來得ル限り拿捕シタル船舶ニ存在スル主要物品ノ目錄ヲ作成シ嚴重ナル閉鎖ヲ必
要ト認ムル倉庫ノ戸口ニハ封印ヲ施スヘシ

第七十三條 拿捕シタル船舶ノ指揮權ハ必要ナル人員ト共ニ該船ニ派遣セラレタル將校之
ヲ掌握ス然ラサル場合ニハ該船ハ護送セララルヘシ

第七十四條 海軍司令部ヨリ格別ノ命令ナキ限り捕獲シタル船舶ハ最後ノ手段トシテ之ヲ王國ノ最近特定港灣ニ送致スヘシ

第七十五條 艦長若シ拿捕シタル船舶ヲ一王國港灣ニ引致スルカ若ハ護送スルコト能ハサルトキハ同盟國ノ一港灣ニ之ヲ引致スルカ若ハ護送スルコトヲ得ヘシ

第七十六條 捕獲シタル船舶ハ不可抗力ノ場合ニハ損害ノ修理若ハ糧食及燃料ノ供給ノ爲ニ之ヲ中立港ニ引致スルコトヲ得

中立國政府ノ同意ヲ得ルトキハ捕獲シタル船舶ハ之ヲ中立港ニ引致シ捕獲國家ノ決定アル迄該處ニ之ヲ抑留スヘシ

第七十七條 捕獲シタル船舶ハ成ルヘク拿捕當時ト同一ノ狀態ニ於テ之ヲ港務官憲ニ引渡スヘシ

第七十八條 護送艦ノ艦長若ハ拿捕シタル船舶ノ指揮ヲ委任セラレタル將校ハ到達地到着後直ニ左記ノ書類ヲ港務官憲ニ送達スヘシ

(イ) 捕獲シタル船舶ニ關スル航海報告書

(ロ) 拿捕調書

(ハ) 目錄及封印ノ調書但シ之ヲ作成シタル場合ニ限ル

(ニ) 船内書類及拿捕ノ正當ナル理由ヲ説明スル事實ニ關シテ蒐集シタル證據

第七十九條 港務官憲ハ左ノ手續ヲ行フヘシ

テ拿捕ノ際施シタル封印ニ對シテ檢証ヲ行ヒタルコトヲ證明スルコト

(ロ) 拿捕シタル船舶ノ船長ノ報告書及乗組員ノ陳述ヲ受クルコト

(ハ) 寄托セラレタル小包ノ目錄及在船者名簿ヲ作成スルコト

第八十條 拿捕シタル船舶ヲ同盟國若ハ中立國ノ一港ニ引致スルトキハ報告書及書類ハ之ヲ領事官憲ニ送達スヘシ而シテ領事官憲ハ土地ノ法律、條約及習慣ノ許容スル範圍内ニ於テ捕獲ニ關シ港務官憲ニ委托セラレタル一切ノ任務ヲ執行スヘシ

第八十一條 拿捕シタル船舶ノ指揮將校若ハ護送艦ノ艦長ハ緊要ナル場合ヲ除クノ外、絶對ニ變更、消費、濫用等ヲ行フコトヲ出來得ル限り拿捕シタル船舶及載貨ノ保管ニ努ムヘシ但シ緊要ナル場合ニハ特殊ノ文書ヲ以テ之ヲ證明スルヲ要ス

第八十二條 載貨ノ一部ヲ賣却スル必要アルトキハ着港ノ際成ルヘク艦長若ハ船舶及關係者所屬國家ノ領事官憲或ハ其ノ保護ヲ托セラレタル國家ノ領事官憲ト協議ノ上之ヲ行フコトヲ得ヘシ

第八十三條 商船拿捕ノ場合ニハ敵國ノ所有ニ屬セサル貨物ハ捕獲シタル船舶ノ引致地ニ運送セラレ没收スヘキ正當ノ理由アラサル限り之ヲ有權者ノ處置ニ任ス

第八十四條 拿捕シタル船舶内ノ郵便物ハ郵便事務ニ關シ戰時發布セラレタル特別規定ヲ除キ郵便事務ニ關スル一般規定ニ從ヒ成ルヘク速ニ之ヲ到達地ニ發送スヘシ

本條ノ規定ハ封鎖海岸ニ送達セラルヘキ若ハ該海岸ヨリ來レル信書ニハ之ヲ適用セス

第八十五條 第七十一條ニ依リ港灣ニ於テ臨檢ヲ行ヒタルトキハ同一ノ臨檢官憲ハ必要ニ

應シ本節ノ規定中適用シ得ヘキモノニ準據シテ拿捕ノ手續ヲナスヘシ

第四節 捕獲ノ徵發

第八十六條 拿捕艦若シ絕對必要材料(糧食燃料需品等)ノ缺乏ニ苦シムトキハ拿捕シタル

船舶ヨリ之ヲ徵發スルコトヲ得但シ後者ノ使用數量ヲ斟酌スルヲ要ス

第八十七條 前條ノ場合ニ於テハ左記ノ規定ヲ遵守スヘシ

(イ)拿捕艦ノ艦長ハ拿捕シタル船舶ノ艦長ニ必要品ノ要求ヲナシ其ノ供給ノ義務ヲ之

ニ課スヘシ

(ロ)徵發物品ノ價格ヲ決定シテ其ノ目錄ヲ作成シ斯クテ代金ノ支拂ヲ便ニスヘシ

(ハ)船長若シ要求ニ應セサルトキハ艦長ハ強制徵發ヲ命シ必要材料ノ直接引渡ヲ受ケ

單ニ其ノ領收證ヲ交附スヘシ

第八十八條 船舶港務官憲ニ引渡サレタルトキハ徵發ハ海軍官憲現行規定ニ從テ之ヲ命ス

ヘシ

第八十九條 拿捕シタル船舶ノ徵發ヲ行フ必要アルトキハ公海ニ於テハ海軍指揮官、港灣

ニ於テハ海軍官憲ハ供托調書ヲ作成シ之ニ船内目錄ヲ添附スヘシ但シ捕獲審檢ノ結果施

行セララルヘキ其ノ後ノ處置ハ之ヲ除外ス

第五節 乘組員及乘客ノ待遇

第九十條 拿捕ノ場合ニハ左記ノ者ハ之ヲ俘虜ト見做ス

(イ)傷病者タルト難破者タルトヲ論セス敵國陸海軍所屬ノ者若ハ之ニ所屬スヘキ者

(ロ)敵國陸海軍務ニ服シ得ヘキ敵國商船員

(ハ)軍事的幫助ヲ與ヘタル中立國商船員

一艦隊ニ所屬スルニアラスシテ單ニ之ニ隨伴シ而カモ隨伴艦隊所屬國家ノ軍事官憲ノ證

明書ヲ具備スル者ハ其解放ヲ不適當ト認ムル場合ニ限り之ヲ俘虜トシテ待遇ス

第九十一條 敵國商船ノ拿捕セラレタル場合ニハ中立國臣民タル乘組員ハ之ヲ俘虜トナサ

ス

中立國臣民タル船長及高等海員ニシテ戰爭繼續期間中敵國艦船ニ於テ勤務ニ服ササルヘ

キコトヲ文書ヲ以テ誓約スルトキハ之ヲ俘虜トナサス

第九十二條 第九十條ノ規定ヲ除キ乘客ハ總テ機會アリ次第直ニ之ヲ下船解放スヘシ然レ

トモ船舶ノ拿捕ノ確證ニ必要ナリト認ムル在船者ハ其ノ何人タルヲ問ハス之ヲ抑留スル

コトヲ得ヘシ

第九十三條 俘虜ハ船内ニ於テ懇切ニ待遇セララルヘク輸送軍隊ニ對シテ規定セララルル如ク

其ノ資格ニ應シテ糧食宿所ヲ給セララルヘシ

兵器・軍事書類及軍用物品ヲ除クノ外私有財産ハ之ヲ俘虜ノ處置ニ任スヘシ

第七章 捕獲物ノ喪失及破壞損害賠償

第九十五條 捕獲シタル船舶不可抗力ニ依テ喪失セララルコトアルモ船舶及載貨ニ對シテ

何等ノ賠償ヲ要求スルコトヲ得ス事後主務官憲力拿捕ヲ不當ト認ムル場合ト雖亦然リ

捕獲シタル船舶ヲ委託セラレタル指揮官若ハ官憲ハ特殊書類ヲ以テ喪失ノ事情ヲ證明シ

出來得ル限リ被難船ノ乗組員及主要ナル其ノ在中物ヲ救助スルニ助ムヘシ

第九十六條 捕獲シタル敵船ハ之ヲ保管スルコト困難ナルカ若ハ危險ナル事情ノ生スル場

合ニハ之ヲ破壊スルコトヲ得

此事情ハ特ニ左記ノ場合ニ檢證セララルモノトス

(イ)敵艦隊ノ接近ニ依テ拿捕シタル船舶ヲ奪還セララル事實ノ明白ナルトキ

(ロ)捕獲シタル船舶力損害又ハ他ノ理由ニ依リ護送ニ隨伴スルコト能ハサルトキ

(ハ)捕獲シタル船舶ヲ引致保管スヘキ港灣ノ餘リニ遠隔セルトキ

(ニ)捕獲シタル船舶ヲ港灣ニ引致シ若ハ護送スルカ爲ニ艦船ノ使命ヲ阻害スルトキ

第九十七條 捕獲シタル中立國船舶ハ第五十四條ノ規定ヲ除クノ外之ヲ破壊スルコトヲ得

ス拿捕ノ當否ヲ決定スル爲必ス之ヲ一港灣ニ引致スヘシ

沒收スヘキ拿捕シタル中立國船舶ハ前項規定遵守ノ爲軍艦ノ安寧若ハ軍艦ノ現ニ執リツ

ツアル行動ノ好結果ヲ阻害スル場合ニ於テハ又之ヲ破壊スルコトヲ得ヘシ

第九十八條 捕獲シタル船舶ヲ破壊スル場合ニハ必ス常ニ其ノ理由ヲ明示スル調書ヲ作成

スヘシ乗組員、船内書類竝拿捕ノ當否ノ判定ニ對シ若ハ損害賠償ヲ要スル場合ニハ之ニ

對シテ關係者ノ必要ト認ムル他ノ諸書類ヲ救助保管スヘシ

第九十九條 中立國船舶ヲ破壊スルトキハ第五十四條ノ規定ヲ除キ拿捕ノ當否ヲ判定スル

以前ニ於テ破壊ノ必要ヲ生シタル事情ヲ事實上證明スヘシ

此ノ條件ヲ充ササル場合ニ於テハ拿捕ノ當否ヲ審判スルニ及ハスシテ關係者ニ賠償ヲナ

スヘシ

第百條 中立國船舶ヲ破壊シタル場合ニ於テ其ノ破壊ハ適法ト認メラレタルモ該船ノ拿捕

ハ不法ト宣告セララルトキハ關係者ハ其ノ損害賠償ヲ受クヘシ

中立國若ハ敵國船舶ト共ニ沒收スヘカラサル中立國貨物ヲ破壊シタルトキハ其ノ所有主

ハ賠償ヲ要求スルコトヲ得

第百一條 拿捕者ハ第九十七條ニ依リ沒收スヘカラサル拿捕シタル船舶ヲ破壊スヘキ正當

ナル理由ヲ有スルトキハ該船内ニ在ル沒收スヘキ貨物ノ引渡ヲ要求スルカ若ハ其ノ破壊

ヲ行フコトヲ得ヘシ拿捕者ハ停船ヲ命シタル船舶ノ船内日誌ニ引渡ヲ受ケタル若ハ破壊

シタル物品ニ關スル記事ヲ記入シ一切ノ重要書類ノ認證簿本ヲ船長ヨリ提出セシムヘシ

引渡若ハ破壊ノ行ハレ且之ニ關スル手續ノ終了シタルトキハ船長ハ其ノ航路續航ノ許可

ヲ得ヘシ

此ノ場合ニ於テハ中立國船舶ノ破壊ヨリ生スル責任ニ關スル第九十九條及第百條ノ規定

ヲ適用スルモノトス

第百二條 船舶ノ拿捕力捕獲審檢所ニ於テ確認セラレサルカ若ハ審檢ノ行ハルル迄拿捕力

維持セラレサルトキハ關係者ハ拿捕ノ適法ナルコトヲ證明スルニ足ル理由ナキ場合ニ限

リ損害賠償ヲ要求スルコトヲ得

第八章 捕獲物ノ審判

第百三條 拿捕ニ關スル書類ハ海軍大臣ノ檢閲ヲ經ヘク、同大臣ハ事情ニ應シ行政上ノ手

伊太利國法令

續ヲ以テ船舶及載貨若ハ其ノ一部ヲ解放スルカ若ハ捕獲審檢所ノ審判ニ附スヘシ
第百四條 國王ノ政府ハ審判中及其ノ後ト雖モ船舶及載貨若ハ其ノ一部ノ解放ヲ命スルコトヲ得

第百五條 港務官憲ハ任意ニ若ハ捕獲審檢所ノ委任ニ依リ拿捕セラレタル船舶及貨物ノ現在所ニ於テ一切ノ豫審書類及審判中捕獲審檢所ニ提出セラルヘキ他ノ書類ヲ作成スヘシ
同官憲ハ必要ト認ムル場合ニハ關係者ノ代表者一名ノ參加ヲ得テ拿捕シタル船舶内ノ貨物及其他ノ物品一切ノ目錄ヲ作成シ又其ノ保管者ハ賣却ヲナスヘシ

第百六條 拿捕ノ當否及沒收ニ關スル審判ハ政府委員一名ト關係者トノ對審ニ於テ行ハル
當事者ノ出頭期限ノ經過セサル間ハ關係者ハ事件ニ參加スルコトヲ得
捕獲權行使ニ屬スル所爲ニ關シ國家ニ對シテナスヘキ損害賠償ノ要求ハ之ヲ捕獲審檢所ニ於テ提出スヘシ

第百七條 拿捕ハ反對ノ宣告アルニアラサレハ之ヲ適法ト認ム
捕獲ノ適法ナルコトヲ認ムル宣告ハ拿捕ノ瞬間ニ遡及スル効力ヲ有ス
第百八條 敵ニ捕獲セラレタル王國若ハ同盟國ノ商船ニシテ奪還セラレタルモノハ之ヲ船主ニ返還スヘシ、但シ船主ハ所要ノ經費ヲ支拂フモノトス

第百九條 審判ハ敵國軍艦假裝巡洋艦船舶貨物ノ拿捕ノ場合ニ於テハ之ヲ行ハス此等艦船及貨物ハ海軍大臣直ニ之ヲ處分スヘシ
第百十條 第百四條ノ規定ヲ除キ沒收シタル船舶及貨物ハ海軍大臣之ヲ處分スヘシ同大臣

ハ適當ト認ムル場合ニハ現行規定ニ從ヒ其ノ賣却ヲ行フヘシ
第百四條ノ規定ヲ除キ如何ナル場合ニ於テモ捕獲物ノ價格ノ五分ノ一ハ商船員救濟院ニ歸屬スルモノトス

第百十一條 海軍大臣ハ事情ニ應シ商船若ハ軍艦ヲ拿捕シタル者又ハ之ヲ幫助シタル者ニ對シ捕獲物ノ價值ニ基キ特別賞與ヲ與フルコトヲ得
第百十二條 捕獲審檢所ノ構成及權限並手續ニ關スル他ノ規定ハ必要ニ應シ特殊ノ命令ヲ以テ之ヲ決定スヘシ

千九百十七年三月二十五日於羅馬

國王陛下ノ攝政親王殿下ノ命ヲ奉シテ之ヲ檢閱ス

| | | | |
|--------|---|---|----|
| 海軍大臣 | コ | ル | シ |
| 外務大臣 | ソ | ン | ニ |
| 植民大臣 | コ | ロ | ジ |
| 司法大臣 | サ | ッ | キ |
| 工商勞動大臣 | テ | ナ | ロー |
| 運輸大臣 | ア | ル | ロ |
| | | | ツ |
| | | | タ |

葡萄牙國法令

第一 在葡國元獨逸船內載貨ノ引渡ニ關スル同國勅令譯文

○在葡國元獨逸船內載貨ノ引渡ニ關スル同國勅令(十一月九日官報) 本件ニ關スル西國駐劄坂田特命全權公使ヨリノ電報ハ本年九月八日日本欄ニ掲載シ置キタル處同勅令中本邦荷主ニ關係ナ有スル第一條乃至第三條ノ規定ノ譯文今般接到ニ付左ニ其全文ヲ掲載ス前掲ノ分ハ之ニ基キ訂正ス

一九一七年七月十三日葡國政府勅令第三二四六號第一條乃至條三條譯文

第一條 一九一六年四月二十日勅令第三十二條規定ノ載貨ニ關シ右引渡請求者ニシテ船主ヨリ交付セル引渡命令書ヲ提出スル場合ハ右引渡ニ對シ保證ノ提供ヲ免除ス

第二條 一九一六年四月二十日勅令第三十二條規定ノ載貨ニシテ既ニ引渡方請求中ニ係ルモノニ關シテハ一九一七年八月三十一日マテニ請求者所屬ノ聯合國又ハ中立國公使館ヨリ當該國政府ニ於テ平和條約調印後一箇年ノ滿了マテ右載貨ニ關シ船主、船長又ハ第三者ヨリ提出スルコトアルヘキ凡テノ要求ニ對シ載貨ノ價格及其三分ノ一ノ金額ヲ葡國政府ニ賠償スヘキ旨ヲ保證スルニ於テハ當該關係者カ右載貨ノ陸揚料、倉敷料、保管料並ニ再輸出ノ場合ニ於ケル出港課金ヲ支辨スル以上大藏大臣ノ命令ニ依リ右載貨ヲ引渡スモノトス

葡萄牙國法令

葡萄牙國法令

四一八

第三條 一九一六年四月二十日勅令第三十二條規定ノ載貨ニ關スル凡テノ請求又ハ書類ノ提出期限ハ一九一七年八月三十一日マテ之ヲ延期ス右期限滿了後ノ請求又ハ書類ハ一切之ヲ受理セス本件繫屬事項ハ凡テ裁判所ノ判定ニ依リ之ヲ處理スルモノトス
(前顯一九一六年四月二十日勅令第三十二條ニ就テハ通商公報第三三七號掲載「敵國人ノ法律上ノ地位ニ關スル葡國政府令」參照)

其後同公使ヨリ前記勅令第二條貨物引渡請求ニ關スル書類受理期限ノ延長ニ關シ左ノ知ク電報アリ (外務省)

載貨引渡ニ關シ十月十五日葡國政府カ新ニ發布シタル十月八日附勅令ニ付在里斯本帝國名譽領事ヨリ十月二十七日左ノ如ク電報シ來リタリ

勅令第一條ハ本年八月三十一日マテニ引渡ノ請求アリタル貨物ニ關スル書類ハ本年十一月三十日マテ之ヲ受理スル旨ヲ規定シ第二條ハ右請求ニ對シテハ本年七月十三日勅令第二條ノ規定ニ準據シ之ヲ處理スル旨ヲ規定ス

北米合衆國法令

北米合衆國法令

第一 米國參戰ニ關スル事項補遺

(外事彙報大正六年第十一號)

(一) 現戰爭ニ對スル米國ノ目的、政策並講和條件ニ關シ大統領ノ說明ヲ求メントスル下院ノ決議案

(大正六年六月十五日附報告)

現戰爭ニ對スル米國ノ目的、政策並講和條件ニ關シ大統領ノ說明ヲ求メントスル決議案本月八日共和黨議員ス井ト氏ニヨリテ下院ニ提出セラレタリ

決議案

千九百十七年一月二十二日大統領ハ合衆國上院ニ於ケル演說ニ於テ議員ニ告クルニ昨年十月十八日當時交戰國タル諸國政府ニ通牒ヲ送り兩交戰國カ承諾シ得ル平和條件ヲ從來表明シタルヨリモ一層確定的ニ陳述スヘキヲ要求スルコトヲ以テセルカ故ニ且該演說ニ於テ大統領ハ「余ハ此機會ニ於テ諸氏ノ清聽ヲ煩ハサント欲シタリ如何トナレハ council ハ我國際的義務ノ最後ノ決定ヲ爲スニ當リ我政府ノ任務ニ關シ我心中ニ描出セラレツ、アリシ意見ト目的トヲ腹藏ナク諸氏ニ開陳スルコトニ同意ヲ與ヘタルヲ以テ余ハ諸氏ニ其ヲ爲スノ義務ヲ負フト思惟シタルカ故ナリ」ト陳述シタルカ故ニ且又同演說ノ一部ニ於テ「現下交戰狀態ニ在ル兩國國民團ノ政治家ハ誤解スル能ハサル語辭ヲ用キ彼等ノ敵手ヲ破碎スルコトハ彼等ノ抱懷セル目的ヲ成スモノニアラサルコトヲ述ヘタ

北米合衆國法令

リ……彼等ハ第一ニ夫ハ無勝利ノ平和ナラサルヘカラサルコトヲ暗示スルトノ語句ヲ用キタルカ故ニ且

獨逸トノ間ニ交戦状態存在ストノ議會ノ宣言ハ千九百十七年四月二日議會ニ與ヘタル教書ニ於テ大統領ノ開陳シタル補充的意見ヲ認メサリシカ故ニ且

我政府ヲ促シテ本戦争ニ入ラシメタル原因及目的ハ中歐諸國及協商諸國ヲ導キテ曠古未曾有ノ大戦ニ入ラシメタル原因及目的トハ同シカラサルカ故ニ且

我國ハ協商諸國トノ協力ニ努ムルニ當リ歐洲諸國中何國トモ複雑ナル同盟ヲ形成セサルカ故ニ且

吾人ハ自由人民トシテ歐洲政策ノ渦中ニ投入シ協商諸國ノ原因ヲシテ我原因タラシメ彼等ノ苦痛ヲシテ我苦痛タラシムルヲ忍ブ能ハサルカ故ニ且

佛蘭西政府ハ其ノ下院ヲ通シテ近時決議ヲ爲シ平和條件ノ一部トシテアルサス、ローレンハ佛蘭西ニ恢復セラレサルヘカラス且佛蘭西ハ償金及損害賠償ヲ受ケサルヘカラサルコトヲ宣言セルカ故ニ且

伊太利政府ハ長ク奧洪國ニ對抗シタル要求ニ基キタル事件ノ最後ノ整理ニ關シ領土併合ノ希望ヲ發表シタルカ故ニ且

大不列顛ハ占領セル獨逸殖民地ヲ返還スヘキ意圖ヲ宣言セス又損害賠償償金及無勝利ノ平和ヲ齎スヘキ何等ノ努力ヲモ爲サ、ルカ故ニ且

新露國政府ハ其ノ代表者ヲ通シテ平和カ終局的ニ宣言セララル、場合ニハ領土ノ併合ヲ爲スヘカラス且償金ヲ拂フヘカラサルコトヲ宣言セルカ故ニ且

千九百十七年四月二日議會ニ與ヘタル教書ノ一部ニ於テ大統領ハ吾人ハ毫モ利己的目的ヲ遂行セントセス吾人ハ毫モ征服ヲ希望セス毫モ領土ヲ欲求セス吾人ハ吾人自身ニ對シテ何等ノ償金ヲ求メス吾人カ自由ニ爲サントスル犠牲ニ對シテ何等ノ物質的補償ヲ求メス吾人ハ只一人權擁護者タルノミ其等ノ權利カ確保セラレ諸國民ノ信義及自由カ其等ノ權利ヲ確保シ得ル如クナルヲ得ハ吾人ノ満足之ニ過キスト述ヘタルカ故ニ且

大統領ハ合衆國政府カ現對獨逸戦争ニ於テ遂行セント期待スル目的及政策ヲ新露國政府ニ通知スル權限ヲ遺露特使ルード氏ニ與ヘタルコトカ新聞紙上ニ報道セラレタルカ故ニ且

合衆國政府ハ此大戦争ニ於テ特殊ノ地位ヲ有スルヲ以テ向後ノ戦争ノ處置ニ關シ合衆國政府ノ遂行セントスル手段ニ依リテ戦争ヲ延長シ又ハ短縮スルヲ得ルカ故ニ且

本戦争ニ關スル現行政ノ目的ニ就キ此國ニ於ケル公衆ノ心情ニ大ナル混亂アルヘシト思惟セララル、カ故ニ且

我國民間ノ一致ヲ來シ且急速ニシテ永續スル平和ヲ招徠スル利益ヲ顧ミ將又此國カ佛國ノ土地ニ其ノ多數ノ青年ヲ送ル前ニ大統領カ合衆國ト獨逸帝國政府トノ間ノ現戦争ノ目的及政策ヲ明瞭ニ陳述スルヲ可トスルカ故ニ其故ニ次ノ二項ヲ決議ス

(一)目的、企圖、政策並合衆國及獨逸帝國政府間ノ現戦争ノ處置ニ關シ遂行セント決意セルモノ、陳述ヲ直ニ議會ニ致スコトヲ大統領ニ請求スルコト

(二)若シモ中歐二國カ喜ンテ同意スルナラハ中歐諸國タルト協商諸國タルトヲ問ハス交

戰諸國ハ凡テ無併合無賠償ニ同意スヘシトノ提案ヲ主張スルカ若クハ大統領
カ領土併合ニ關スル協商諸國ノ要求ヲ主張シ斯クシテ戰爭ヲ延長セント欲スルカヲ説
明スルコトヲ大統領ニ請求スルコト

(二) 國旗祭日ニ於ケル大統領ノ時局演説

(大正六年六月十五日附報告)

六月十四日國旗祭日 (Flag Day) ニ當リ大統領ハ華盛頓ノシルヴァン野外演伎場ニ於テ公
衆ニ對シ一場ノ演説ヲ試ミタリ右ノ中ニハ特ニ新事實ト目スヘキモノナシト雖獨逸政府ノ
奸策野心ヲ暴露シ米國參戰ノ理由ヲ述ヘ獨逸ヲ懲スルハ世界人類文明ノ爲メ必要ナルヲ
説キ國民ノ決心ヲ促セルモノニシテ一體ノ語氣從來ノ大演説ニ比シ激越セルノ傾向アリ從
ツテ一般民心ニ深く印象セルモノト認メラルルヲ以テ次ニ之ヲ譯出ス

『我國民諸君ヨ吾人ハ國旗祭日ヲ祝センカ爲ニ會合セリ如何トナレハ吾人ノ尊敬シ吾人ノ
捧持スル此國旗ハ一國家トシテノ吾人ノ一致、吾人ノ力、吾人ノ思想及目的ノ象徴ナルカ故
ナリ其ハ吾人カ代々其ニ與フル所ノモノ以外ノ特性ヲ有セルナリ其ノ撰擇ハ吾人ノ撰擇ナ
リ平和爭乎ノ選擇ヲ行フ所ノ大衆ノ上ニ其ハ威嚴アル沈黙ヲ爲シテ翻ル沈黙ナリト雖
其ハ吾人ニ教フ吾人ニ語リニ過去、吾人以前ニ去リタル人々及彼等カ其上ニ牢記シタル記
録ヲ以テス吾人ハ其ノ發祥ノ日ヲ祝ス其發祥ノ日ヨリ今日ニ至ル迄其ハ大ナル歴史ヲ目撃
セリ、大ナル事件、大國民ノ爲シタル偉大ナル生活計畫ノ象徴ヲ翻轉トシテ高く空中ニ泛メ

タリ吾人ハ其ヲ捧ケテ戰爭ニ入ラントシツ、アリ其カ我敵ノ砲火ヲ蒙ルヘキ箇所ニ其ヲ掲
ケントシツ、アリ多數ノ我國民、若年ニシテ強壯且有爲ナル多數ノ國民ニ對シ遙ニ彼方ナ
ル流血ノ戰場ニ赴キ其國旗ノ下ニ戰死スヘキヲ命セントシツ、アリ其ノ目的ハ如何亞米利
加ノ軍隊ハ嘗テ海外ニ派遣セラレタルコトナシ然ルニ今ハ彼等カ戰場ニ送ラル、理由如何

歴史ノ裁判所ニ於ケル辯明

此問題ニ對シテ答フルヲ要ス吾人ハ亞米利加人ナリ吾人ハ吾人ノ順番トシテ亞米利加ニ盡
ス而シテ何等私的目的ヲ有セスシテ亞米利加ニ盡スコトヲ得、吾人ハ國旗ヲ使用スルニ亞
米利加カ其ヲ使用シ來レル如クニセサルヘカラス吾人ハ歴史ノ裁判所ニ於テ辯明スヘキナ
リ而シテ吾人カ果サント欲スルモノハ如何ナル目的ナルカヲ充分ニ腹藏ナク訴フル所ナカ
ルヘカラス吾人カ止ムヲ得スシテ參戰スルニ至レルカハ充分ニ明瞭ナリ獨逸帝國政府ノ非
常ナル侮辱ト攻撃トハ自由人民トシテノ吾人ノ權利ヲ擁護シ一主權國政府トシテノ吾人ノ
名譽ヲ保持センカ爲ニ干戈ヲ執ルノ外毫モ自尊の採擇ノ道ヲ殘サ、リキ獨逸ノ軍事上ノ諸
頭目ハ吾人ノ中立國タルヘキ權利ヲ否定セリ彼等ハ惡辣ナル間諜及叛亂者ヲ以テ我邪念ヲ
キ都市ヲ充タシ且彼等ノ爲ニ我人民ノ輿論ヲ腐敗セシメント圖レリ彼等カ其ヲ爲ス能ハサ
ルコトヲ發見スルヤ彼等ノ手先ハ吾人ノ間ニ在リテ夜々トシテ騷擾ヲ煽動シ我人民ヲ蠱惑
シテ我國ニ背カシメント欲シタリ——彼等手先中ニハ我首都ニ於ケル獨逸大使館ト連絡ヲ
執レル者モアリキ彼等ハ暴力ニ依リテ我工業ヲ破壞シ我商業ヲ阻害セント試ミタリ彼等ハ
墨西哥ヲ使喚シテ吾人ニ對シテ干戈ヲ執ラシメ且同國ト國盟ヲ結フヘキ爲ニ日本ヲ誘引セ

シメント試ミタリ而モ間接ニアラスシテ伯林ニ於ケル外務省ヨリ直接ニ使嗾ヲ爲シテ其ヲ試ミタリ彼等ハ厚顔ニモ吾人ニ公海ノ使用ヲ拒絕シ且歐洲海岸ニ接到スルヲ敢テシタル我人民ヲ殺戮スヘシトノ彼等ノ脅迫ヲ幾度トナク實行セリ又我人民中彼等ノ陷穽ニ投セル者少ナカラス人々ハ其ノ隣人ヲ懷疑ヲ以テ見又敵對的陰謀ノ潜在セサル都市ノアルヘキカヲ訝リ甚大ナル遺憾ノ念ヲ成セリ斯カル事情ニ於テハ如何ナル大國民力劍戟ヲ執ラサル者アラシヤ吾人ハ平和ヲ熱望シタリト雖吾人ハ其ヲ拒否セラレタリ而モ吾人自身ノ採擇ニ依ルニアラサルナリ吾人カ捧持スル此國旗ハ若シ吾人ニシテ洪手シタリセハ名譽ヲ失シタリシナルヘシ

然レトモ此等ハ幾多ノ實例中ノ一部タルニ過キス吾人ハ今吾人カ獨逸人民ノ敵ニアラサルコト及彼等ハ吾人ノ敵ニアラサルコトヲ明知スルコト恰モ吾人カ參戰以前ニ明知セルト同様ナリ彼等ハ此恐怖スヘキ戰ヲ惹起セス若クハ希望セサリキ又吾人カ其ノ渦中ニ投入スルヲ願ハサリキ而シテ吾人ハ漠然作ラモ彼等ノ支配者ト戰ヒツ、アルコトヲ意識ス彼等ハ後日其ノ主義並ニ吾人ノ主義ヲ知ルノ日アルヘキナリ不正ナル力カ遂ニ其ノ毒爪ヲ延ハシ吾人ヨリ血液ヲ絞リ取りタルカ彼等ハ其支配力ノ下ニアリ全世界ハ交戰状態ニアリ如何トナレハ全世界ハ其力ノ累スル所トナリ其拘束力ノ下ニ呻吟スヘキカ若シクハ其ヲ離脱スヘキカヲ決定セサルヘカラサル大戰爭ヲ試ミツ、アルカ故ナリ

戰爭ハ獨逸ノ軍國主義者ノ開始スル所ナリ

戰爭ハ獨逸ノ軍事上ノ首領ニ依リテ開始セラレタリ彼等ハ又奧洪國ノ首領タルニ至レリ諸

政府ハ其ノ國民ノ爲ニ存在シ又其ノ國民ニ於テ諸政府ハ其ノ生命力ヲ有シタルモノナルカ此等ノ者ハ諸國民ヲ看做スニ彼等自身ト類似ノ血液及體格ヲ有スル人民ヲ以テセサリキ彼等ハ諸政府ヲ目スルニ暴力若クハ陰謀ニ依リテ彼等自身ノ目的ノ爲ニ服從セシメ若クハ腐敗セシメ得ル調法ナル組織タルニ過キストセリ彼等ハ小邦特ニ強力ニ依リテ壓倒セラレ得ル人民ヲ目スルニ彼等ノ自然的征服機械ヲ以テセリ彼等ノ目的ノ公言セラレタルヤ茲ニ年アリ

發達シタル叛亂計畫

其目的ヲ信シ得サリシ其他諸國ノ政治家ハ多クノ注意ヲ拂ハサリキ獨逸ノ諸教授カ教室ニ於テ獨逸政策ノ目的ナリトシテ講演シ獨逸ノ記者カ世界ニ對シテ開陳シタルモノヲ目スルニ責任アル支配者ノ實際的計畫ナリトスルヨリハ寧ロ實際的事實ヨリ離レタル夢想ヲ以テシ私人ノ理外ナル獨逸運命觀ヲ以テセリ然レトモ獨逸ノ支配家等ハ常ニ具體的計畫頗ル進歩シタル陰謀ヲ以テ諸教授及記者等ノ論議ヲシテ徒爾ナラサシムル術ヲ知リキ斯クテ獨逸皇族ヲ以テ巴爾幹諸國ノ王位ニ即カシメ獨逸士官ヲ土耳其ノ軍隊ニ置キ其ノ陸軍ヲ訓練シ其ノ政府ニ對スル勢力ヲ作り印度及埃及ニ於テ騷擾及叛亂ノ計畫ヲ爲シ彼斯ニ於テ放火ヲ爲サシメ以テ着々實現ノ歩武ヲ進メント欲セリ塊地利力塞耳維ニ對シテ爲シタル要求ハ伯林ヨリバグダッドニ至ル迄歐羅巴及亞細亞ヲ包括シタル計畫ニ於ケル只一ノ手段タルニ過キサリキ彼等ハ其等ノ要求カ歐洲諸國ヲ沸騰セシメサランコトヲ望ミタリ然レトモ歐洲諸國カ反對スルト否トヲ問ハス其等ノ要求ヲ強行セント欲シタリ如何トナレハ彼等ハ最後

ノ武力手段ニ對シ用意アリト思惟シタルカ故ナリ
彼等ノ計畫ハ歐洲ノ中心ヲ横キリ地中海ヲ越エテ亞細亞ノ中心ニ到ル迄獨逸ノ軍力及政治的支配力ノ下ニ在ル廣大ナル一地带ヲ形成スルニアリキ塊洪國ハ塞耳比、勃牙利若クハ生氣ナキ東方諸國ト等シク彼等ノ器具若クハ抵當物タルヘカリシナリ塊洪國ハ實ニ元來獨逸諸邦ヲ統合シタルモノト同一ナル威力及勢力ニ依リテ併吞セラレ支配セラレ中央獨逸帝國ノ一部ト成ルヘキモノナリキ其夢想ハ伯林ニ其ノ中心ヲ有シ其他ノ何處ニモ中心ヲ有スル能ハサリシナリ其ハ全然種族合同ノ觀念ヲ排斥シタリ人民ノ選擇ハ其ニ於テ毫モ與ルトコロナカリキ其ハ力ニ依リテノミ結合セシメ得ル種族的政治的單位ナリ——「ツエック」人、「マジャール」人、「クロート」人、塞耳比人、羅馬尼人、土耳其人、「アルメニア」人——即チ悞傲ナルボヘミア及洪牙利國、巴爾幹ノ強キ小共和國、御シ難キ土耳其、東方ノ神祕的ナル人民ヲ結束セント企圖セリ此等ノ人民ハ結合セラレ、ヲ希望セサリキ彼等ハ熱心ニ彼等自身ノ事項ヲ處理セント願ヒ爭ナキ獨立ニ依リテノミ満足スルナリ彼等ハ軍隊ノ存在ト不斷ノ威迫ニ依リテノミ靜平ナラシムルヲ得タリ彼等ハ單一ナル威迫ニ依リテノミ一ノ共通力ノ下ニ生活シ且革命ノ日ヲ待ツモノナリ然レトモ獨逸ノ武斷的政治家ハ總テ其ヲ考慮シ彼等一流ノ方法ヲ以テ其ヲ處置セント欲シタリ

獨逸ノ願使ノ下ニアル塊地利

彼等ハ其ノ驚クヘキ計畫ノ大部分ヲ實施セリ吾人ヲシテ其形勢如何ヲ説カシメヨ塊國ハ獨逸武斷的政治家ノ願使ノ下ニアリ其ハ戰爭開始以來、其ノ自發的の行動者クハ其ノ人民ノ採擇ニ依ルニアラスシテ唯伯林ノ指令ニ從ツテ行動セリ其人民ハ今平和ヲ希望ス然レトモ伯林ヨリ許可ヲ與ヘラル、迄ハ其ヲ有スル能ハス所謂中央諸國ナルモノハ事實只一國タルニ過キサルナリ塞耳比ハ獨逸ノ願使ノ下ニアリ獨逸ノ手ノ緩メラレタルハ只一瞬間ノミナリキ勃牙利ハ獨逸ノ意思ニ同意セリ而シテ羅馬尼ハ蹂躪セラレタリ獨逸人ノ訓練シタル土耳其陸軍ハ獨逸ノ用ヲ爲シツ、アリ之確カニ彼等自身ノ意ニ依ルニ非スコンスタンチノールノ港内ニ碇泊スル獨逸軍艦ノ大砲ハ土耳其政治家ヲシテ伯林ヨリノ命ヲ奉スル外ハ何等ノ採擇ノ餘地ナキヲ嘆セシメサル日トテハナシ其網ハ漢堡ヨリ彼斯灣ニ至ル迄張ラレタルナリ

係蹄カ設置セラレテ以來常ニ伯林ヨリ表明セラレタル平和ニ對スル熱望ヲ了解スルハ容易ニアラスヤ平和ハ一年有餘ノ間獨逸外務省ノ口ニスルトコロナリキ但シ其ノ平和ハ其自身ノ自發的ノ平和ニアラスシテ獨逸力其ノ脚下ニアリト思惟スル諸國ノ自發ニ基ク平和ナリ平和談ノ公表セラレタルモノハ一少部分ノミ其ノ大部分ハ秘密ニ屬ス平和談ハ一切種類ノ道ヲ通シテ余ニ來レリ其形式ハ又各種各様ノモノナリキ然レトモ獨逸政府力承諾セント欲スル條件ヲ開示セルコトナシ獨逸政府ハ余カ列舉シタルモノ以外ニ有價值ノ抵當物ヲ其ノ掌中ニ有シタリ獨逸ハ徐々ニ奪回セラレツ、アリト雖尙佛國ノ價值アル一部ヲ保有ス尙白國ノ殆ト大部分モ亦其ノ保有スル所ナリ其ノ陸軍ハ露國ニ水モ洩サ、ル壓迫ヲ加ヘツ、アリ又其ノ意ノ其儘ニポーランドヲ蹂躪セリ獨逸ハ之ヨリモ歩武ヲ進ムル能ハス又其ヨリモ退却スルヲ敢テセス獨逸ハ時期ヲ遅キニ失セサル内ニ取引ヲ終結センコトヲ願フ而シテ其

カ要求スル多量ノ肉塊ニ對シ犧牲ト成ル爲ニ殘サレタルモノ殆トナシ
 獨逸ハ軍事上ノ首魁ノ下ニ流血ノ慘ヲ嘗メツ、アルカ彼等ハ目下如何ナル運命ノ下ニ在ル
 カチ明知ス若シモ彼等カ退却シ若クハ一寸タモ退却ヲ餘儀ナクセラレ、ニ於テハ彼等ノ國
 内及海外ニ於ケル勢力ハ「カード」ノ家ノ如ク片碎スルニ至ルヘシ彼等カ目下考料シツ、ア
 ルハ彼等ノ海外ニ於ケル勢力ヨリモ國內ニ於ケル勢力ナリ彼等ノ勢力ハ目下動搖ヲ感シツ
 ツアリ彼等ノ心内ニハ深キ恐怖ヲ生シタリ彼等ハ彼等ノ軍事上ノ勢力若シクハ加之彼等ノ
 政治上ノ支配力ヲ永續セシムヘキ唯一ノ機會ヲ有スルノミ若シモ彼等カ此時ニ至ル迄ニ獲
 得シタルノ觀アル夥シキ利益ヲ尙掌中ニ有シツ、現下平和ヲ確保スルヲ得ハ彼等ハ獨逸人
 民ニ對シテ自己ノ正當ナルヲ證明スルニ足ルヘシ彼等ハ力ニ依リテ獲得セント公約シタル
 モノ即チ夥シキ獨逸勢力ノ伸張、獨逸商工業上ノ機會ノ夥シキ擴大ヲ其ニ依リテ獲得スル
 ニ至ルヘシ彼等ノ威信ハ確保セラルヘク彼等ノ威信ト共ニ彼等ノ政治的權力モ亦確保セラ
 ルヘシ若シモ彼等カ失敗セハ人民ハ彼等ヲ排除スヘシ人民自身ニ對シ責任ヲ有スル政府カ
 獨逸ニ於テモ亦樹立セラルコト恰モ英國、合衆國、佛蘭西及獨逸以外ノ近代ノ諸大國ニ於
 ケルカ如クナルヘシ若シ彼等カ成功セハ彼等ハ安全ナルヘシ若シ彼等カ成功セハ亞米利加ハ
 シモ彼等カ失敗セハ獨逸ハ救濟セラレ世界ハ安全ナルヘシ若シ彼等カ成功セハ亞米利加ハ
 其ノ脅迫ヲ受クヘク吾人及其他諸國民ハ彼等カ依然トシテ武裝スヘキカ故チ以テ依然トシ
 テ武裝ヲ爲シ彼等ノ第二段ノ攻撃ニ對シテ用意スル所ナカルヘカラス若シモ彼等カ失敗セ
 ハ世界ハ平和ノ爲ニ聯合スルコトヲ得獨逸ハ其聯合ノ一員タルヤモ知レサルナリ

總テノ民主主義者ヲ欺惑スヘキ希望

諸君ハ新ナル陰謀即チ平和陰謀及獨逸ノ諸頭目カ彼等ノ目的即チ諸國民ノ欺罔ヲ果スヘキ
 望ミアル如何ナル手段ヲモ講スルニ躊躇セサル理由ヲ了解スルカ彼等ノ現在ノ特殊目的ハ
 世界ヲ通シテ國民ノ權利及諸國家ノ自治ヲ主張スル總テノ者ヲ欺クニアリ如何トナレハ彼
 等ハ正義及自由主義ノ主張者カ如何ニ偉大ナル力ヲ現戰爭ヨリ得ツ、アルカチ見ルカ故チ
 リ彼等ハ彼等ノ企畫ニ於テ自由主義者ヲ使用シツ、アリ彼等ハ彼等ノ從來輕蔑シ壓迫シタ
 ル者——社會主義者、勞動黨首領及彼等ノ從來沈黙セシメント欲シタル思想家——ヲ彼等
 ノ代辯者トシテ使用シ又彼等ヲ彼等自身ノ滅亡ノ爲ニ使用シツ、アリ彼等ニシテ一度成功
 スルニ於テハ現下彼等ノ器具タル者等ハ彼等ノ建設スル軍事的大帝國ノ重壓ノ下ニ粉蓋セ
 ラルヘシ露國ニ於ケル革命主義者ハ西歐ニ於ケル總テノ援助及協戮ヨリ離レ反革命主義者
 ハ却テ獎勵セラレ援助セラレヘシ獨逸自身ハ自由ノ機會ヲ失シ而シテ全歐洲ハ再度即チ最
 後ノ戰鬥ノ爲ニ武裝スヘシ

險惡ナル陰謀ハ此國ニ於テ行ハレツ、アリ其ノ盛ナルハ獨逸帝國政府ノ手先及欺罔者カ接
 近シ得ル露國及歐洲各國ニ讓ラス該政府ハ此國ニ於ケル高低ノ階級ニ於テ多數ノ代辯者ヲ
 有ス彼等ハ學識アル分別ヲ有ス彼等ハ法律ヲ恪守ス之現在彼等ノ發表スル意見ニシテ騒擾
 ハ好ム所ニ非スト做ス彼等ハ彼等ノ首領等ノ自由目的ヲ宣言ス此戰爭ヲ以テ米國ノ領土若
 クハ其ノ憲法ニ何等ノ危險ヲモ及ホス能ハサル外國ノ戰爭ナリト宣言ス英國ヲ以テ現戰局
 ノ中心ナリトシ世界ヲ通シテ經濟的版圖ヲ確立スヘキ其ノ野心ヲ云々シ國際政策ニ於ケル

往時ノ吾人ノ孤立的傳説ニ想ヒ又主義ニ不忠實ナリトノ誣言ヲ以テ本政府ヲ害セント欲ス

何等ノ進捗ヲモ爲サ、ルヘシ

然レトモ彼等ハ何等ノ進捗ヲモ爲サ、ルヘシ其ノ僞ハ常ニ大聲強語以テ彼等自身ヲ裏切ルナリ此等ノ淺薄ニ虚構シタル不忠實ヲ云々スル者ハ吾人ノ既ニ指名シタル獨逸政府ノ友人及與黨ノミ此事實ハ全世界ニ隠レモナキコトナリ而シテ其事實ヲ以テ苦痛トスルコト、事ヲ處理スルニ事實ヲ以テシ詭辯ヲ以テスルニ慣レサル合衆國ニ如クハナシ而シテ一切事實ノ上ニ超立スル一大事實ハ之ハ人民ノ戰爭、自由、正義、世界ノ諸國間ノ自治ノ爲ノ戰爭、世界ニ生息シ且又獨逸人民自身ヲモ包含シテ世界ヲ彼等自身ノモノトナセル諸國民ノ爲ニ世界ヲ安全ト爲スヘキ戰爭ナル事即チ之ナリ且又總テ此等ノ虚偽、顯著ナル詐欺及殘酷ナル力ノ假面ヲ打破シ世界ヲシテ自由ナラシムヘキ力若クハ現局ヲ傍觀シテ世界ヲシテ武器及自分免許ノ首領等ノ專斷的選擇ノ單一壓力ヲ受ケ最大ノ武器、最モ抵抗シ難キ軍備ヲ維持シ得ル國家——世界中追隨スルヲ許サ、リシ一國、其ノ前ニハ政治上ノ自由ハ萎微シ滅亡セサルヘカラサル一國ノ拘束ヲ長年月ノ間蒙ラシムヘキカノ選擇ハ吾人之ヲ爲サ、ルヘカラサルコト即チ之ナリ

吾人ニトリテハ唯一ノ選擇アルノミ吾人ハ其ヲ爲セリ吾人ノ最モ尊ク捧持スル各主義カ諸國民ノ救濟ノ爲ニ擁護セラレ安固ニセラル、此高キ決心ノ日ニ於テ吾人ヲ妨害セント試ムル者及團體ハ災ナル哉吾人ハ歴史ノ裁判所ニ於テ主張スルノ心アリ而シテ吾人ノ國旗ハ新ナル光彩ヲ帶フヘシ尙吾人ハ吾人ノ生命ト財産トヲ以テ吾人ノ生來抱懷セル信念ヲ満足ナラシムヘシ而シテ新ナル光榮ハ我人民ノ前ニ輝クヘシ

第二 英國ニ抑留セラレタル郵便物解放ニ關スル件

(一) 瑞典公使英國ニ抑留セラレタル郵便物解放ノ件ニ關シ米國ノ援助ヲ求ムル件

(十月十七日ニューヨーク、タイムズ)

SWEDISH ENVOY ASKS AID TO GET HIS SEIZED MAIL

STATE DEPARTMENT CONSENTS TO CABLE TO STOCKHOLM
REPORTING BRITISH SEIZURE.

WASHINGTON, Oct. 16.—At the request of the Swedish Minister, W. A. F. Eken-gren, the State Department has undertaken to transmit to Stockholm in the Swedish code a message in which the Minister urges his Government to take steps to obtain the release of three pouches and two boxes of official mail which are held by the British Embassy here.

The seizure of these pouches, reported to contain statistical data and instructions for use by the Swedish Mission in this country, is developing into an import-

北米合衆國法令

ant issue between Sweden and Great Britain. The pouches were seized at Halifax and sent to the British Embassy at Washington. The British Government had reason to suspect their contents, and has offered to permit them to be opened in the presence of British and Swedish diplomats or of Swedish and American representatives. This proposal was rejected by the Swedish Minister, who has sought to get into communication with his Government through the medium of the American State Department. If his message is delivered, it is expected that the status of the mail will become the basis for a lively exchange of notes between the British and Swedish Governments.

It is the contention of the British Government that this case is substantially similar to that of the Swedish diplomatic box that was shipped from Washington on the same steamer on which von Bernstorff, the German Ambassador, returned to Europe. The seals on that box were broken, and for a while it was out of the possession of the courier accompanying the box. This led to the suspicion that he box had been tampered with. It was taken from the Bernstorff party at Halifax and ultimately sent to London. In the present case it is being contended, it is understood, that Sweden forfeited diplomatic immunity for any of its diplomatic communications when it was disclosed that messages like that sent by Count von Luxburg from

Buenos Aires, had been sent under the cloak of Swedish diplomatic immunity.

SWEDEN UNDER SUSPICION.

So far as the British Government is concerned, it is understood that the Swedish Government is not yet regarded as having purged itself from that violation of the trust and confidence which Great Britain and other nations had reposed in the Swedish diplomatic service. At the time the pouches and boxes were shipped from Stockholm to Washington the Luxburg revelations had not been made, and the Swedish Government was not aware that the British and American governments knew of the abuse of confidence that had been practiced in the Luxburg case.

Mr. Ekengren informed the British Ambassador, Sir Cecil Spring-Rice, that the contents of the three pouches and two boxes are all legitimate, but the Ambassador, acting for his Government, demanded a guarantee that they contained nothing of an unneutral character. This guarantee was offered by the Minister. But the Ambassador replied that it would have to come from the Swedish Government. The Swedish Minister has not yet seen the contents of the pouches and boxes.

The Ambassador also informed Mr. Ekengren that he had cabled to his Government at London for further instructions, but the Swedish Legation has not been informed of any response from the British Foreign Office. It was assumed today that

in his telegram to Stockholm the Swedish Minister is asking the Swedish Foreign Office to furnish the guarantee.

Sweden, it was explained today, can only communicate with her diplomatic representatives in the United States by mail, and even this mode is so restricted as to make possible the dispatch and receipt of correspondence possible only once in every three months. The reason is that there is only one steamer plying between Scandinavian and American ports available for the transmission of diplomatic pouches, this vessel sometimes, but very seldom, making the return trip in two months. To protect the correspondence thus dispatched it is necessary to send it by courier, and there is a limit to the number of couriers available, inasmuch as only persons of diplomatic status are immune of interference by the belligerents.

MAY CONTAIN FOOD DATA.

Several months ago, Herbert C. Hoover, Food Controller, sent to the Swedish representatives here a series of questions regarding the economic situation in Sweden, supplies on hand, &c. The information was not obtainable in Washington, and the document was transmitted to Stockholm by courier. In Stockholm the information was gathered and together with other official and business correspondence put in charge of Hjalmar Lundvohm, of the Swedish Foreign Office, and his secretary who had been detailed to Washington to assist the Swedish representatives here in the negotiations with the Food Exports Bureaus.

Before leaving Stockholm the agents expected to receive assurances from England that the pouches and boxes they carried would not be interfered with en route. The British Minister at Stockholm cabled to his government Sweden's request for such assurances, but no answer being received, the agents proceeded to Christiania, where they were to embark.

At Christiania another request was made for assurances, the British Minister there being unwilling, however, to give them, but offering to telegraph to London. The Swedish representatives were unwilling for the seals on the pouches and boxes to be broken, and they decided to sail with them without the assurances.

The pouches and boxes were seized by the British authorities at Halifax, partly on the ground that they had been opened en voyage. This is denied by the Swedish diplomatic agents, who declare the pouches and boxes were in the care of the Captain of the vessel during the entire trip. The British officials refused to surrender them, and forwarded them later to the British Embassy in Washington. Soon after their arrival here the Embassy informed the Swedish Legation of the fact and requested that a representative of the Legation be sent to the Embassy to inspect them and to

see if the seals had been broken.

An agent made the inspection together with a British agent, and it was found that the seals had not been interfered with, but were in the same condition as when they left the Stockholm Foreign Office. British officials stated today that the Embassy here has no intention of violating the official Swedish seals, but that, at the same time, it was desired to make certain that the pouches and boxes contained no matter for persons other than Legation officials.

In Swedish circles it was stated that the detention of the mail by the British Embassy is causing great inconvenience, in addition to halting any progress which might otherwise be possible in the negotiations with the United States respecting exports to Sweden.

(二) 米國英國ノ抑留セル瑞典郵便物解放ニ關シ瑞典ノ請求ヲ支持スル件

(十月十八日ニニューヨーク、タイムズ)

AIDS SWEDISH MINISTER

STATE DEPARTMENT CABLES TO LONDON CONCERNING MAIL SEIZURES.

WASHINGTON, Oct. 17.—At the request of the Swedish Minister the State Department has communicated with Ambassador Page in London relative to the detention of the Swedish mail boxes and pouches, held by the British Embassy at Washington, with a view to facilitating the release of these things unless the British Government considers that there are good reasons for continuing to hold them. In addition the State Department has transmitted, for the Swedish Legation, a code telegram destined for delivery to the Swedish Foreign Office, forwarding a request from Minister Ekengren to his Government to urge the British Government to order the release of the mail.

The Swedish Minister has assured the State Department that the mail is not of an unneutral character, that the diplomatic seals were not broken and the mail was not tampered with en route to Halifax. The United States Government has no direct interest in the affair so far as its present information goes.

第三 聯合與國ニ對スル援助ノ件

(一) 聯合國ニ對スル貸金ノ件

(十月二十日ニニューヨーク、タイムズ)

WASHINGTON, Oct. 19.—Advances of \$25,000,000 to Great Britain and \$20,000,000 to France, made by the Government today, have brought the total thus far loaned the Allies up to \$2,756,400,000.

(一) 露國ニ對スル供給ヲ停止スル件

(十一月二十一日ニニューヨーク・ヘラズド)

RUSSIAN SUPPLIES WILL BE HELD UP

WASHINGTON, D. C. Tuesday.

Reports of an unofficial character have been received by the State Department from Torneo, on the Russian frontier, by way of Stockholm that Kerensky is making preparations on a large scale for a new advance upon Petrograd. He is said to be at the front recruiting his forces.

In the meantime, according to rumors passing across the border, the Bolsheviks have failed in their efforts to establish a government. Refugees from Petrograd predict that the revolutionary régime will be of short duration.

Among the reports and rumors coming from the border there is none to indicate the development of any well defined movement which might lead to the restoration of order in the republic. The Cossack general, Kaledines, appears to be looming up as a portentous figure, and it is said that he controls the Don Cossack region and the coal and bread supply, which will give him a hold that the other contending forces do not have.

No shipments of supplies will be permitted to go from the United States to Russia until the situation in that country clears. The American government before allowing the export of goods already on the piers want to know into whose hands, they will fall on their arrival.

The cessation of shipments is temporary only if a stable government is formed which the United States can recognize. If the Bolsheviks gain control and pursue their programme calling for a peace with Germany the embargo will be permanent. A protracted civil war also would work to keep the embargo tight.

The provisional Russian government received credits amounting to \$325,000,000, of which \$191,000,000 already had been advanced. Much of this money has been spent for supplies now awaiting shipment and the Russians have been given vessels for its transport. Shipment will be held up by denial of banker coal to the ships.

(三) 佛國ニ對シニ二十八萬噸ノ船腹ヲ提供スル件

(十月二十日ニューヨーク、タイムス)

WILL GIVE FRANCE 280,000 TONNAGE

WASHINGTON DECIDES TO PUT PACIFIC AND COAST SHIPS
IN TRANSATLANTIC SERVICE.

WASHINGTON, Oct. 19.—The United States has decided to give immediate relief to France by diverting from 270,000 to 280,000 dead weight tons of shipping into commerce between the two nations. A carefully prepared program has been determined upon which will make this possible, it is believed, without interfering with the operations of the American Army and Navy.

In this way substantial aid will be given to France, which it is felt will end all danger of a serious crisis in connection with supplies of food and munitions. There have been many sensational and questionable reports in circulation to the effect that there was the gravest danger that France could not get the relief necessary to the proper prosecution of the war.

Under the present program the normal shipping schedule cannot be resumed immediately, but an acute shortage of tonnage will be averted. Many thousands of

tons of food supplies and ammunition will quickly be transferred across the Atlantic, and plans will be considered, it is understood, to give the French an ever-increasing quota of shipping as soon as they can be brought from the Pacific or taken from the coastwise trade, or delivered off the ways. France under this plan will, for instance, obtain the large supplies of sugar so sorely needed without interfering with the American Government's war plans.

Agents of the French who have been here seeking ships were jubilant today over the decision made and felt that the crisis had been passed. The first step determined upon involves twenty vessels, aggregating between 70,000 and 80,000 tons, which have been under construction by British and French interests on the Great Lakes. It has been under consideration since the United States Shipping Board commanded all of the ships of more than 2,500 tons dead weight. This part of the program has nothing to do with other negotiations.

One of the vessels, a freighter of 6,000 tons, is now at Montreal and will be ready for service whenever the Government releases it. This ship, contracted for by French interests, was built on the Great Lakes, cut in two, and sent through the Welland Canal. There are five other French-owned ships and five British-owned ships, of approximately 3,500 tons dead weight each, which will be ready for service

within ten or fifteen days. Ten more ships, which being the total tonnage of this quota to from 70,000 to 80,000 tons, will be ready within thirty days.

FRENCH SAILING SHIPS FOR COASTERS.

These were offered to the French Government voluntarily by the United States before other negotiations were entered into. They will be operated under charters controlled by the United States, and may be reclaimed at any time. Such action, however, will not be considered, it is understood, unless there is the most pressing need, as it is the purpose of this Government to do all in its power to relieve conditions in France in order to aid its armies and civil population.

The second step, taken independently of the first, was suggested by the French agents, who recommended that the United States Shipping Board commander approximately 400,000 tons of French sailing vessels now in South American waters, put them into coastwise and other lines of commerce and turn over for transatlantic trade with France, perhaps half that tonnage in steamships of from ten to eleven knots speed.

As a result, it is probable that the United States will divert from the Pacific at least 150,000 tons of shipping fit for transatlantic trade and obtain 50,000 tons or more from the present coastwise shipping facilities. The latter class of vessels and

perhaps some of those taken from the Pacific will be replaced by the French sailing vessels, which, while slower, are effective carriers outside the submarine zone.

The French sailing ships will be used for carrying nitrate from Chile through the Panama Canal, and ferro-manganese from Brazil, as well as for carrying of general commodities necessary to the prosecution of the war. It is probable that the French crews will be retained, but the ships will be operated under the direction of the Shipping Board.

The acquisition of neutral tonnage and possibly the transfer of Japanese ships and those of other Allies from the Pacific may make it possible soon to increase the amount to be put into trade with France, and this scheme will be worked out in co-operation with representatives of the various Governments involved.

ITALY'S NEEDS ARE URGENT.

Official reports from Italy received here today are to the effect that unless means are provided to relieve the food shortage the situation in that country threatens to become serious. The necessity of providing food for the civilian population and for the army, it was declared, might even result in a temporary diminution of Italy's war activities.

The Italian Government's survey of the food situation and assessment of this

year's crops reveal a shortage in every commodity. In order to meet the difference between last year's crops and the crops this year, it was said on high authority today, it will be necessary to divert to Italy 145,000 tons of shipping per month more than has been available for Italian uses at any previous period of the war.

A cablegram received from Rome today says:

"The official statistical bulletin of the Agricultural Department states that the crops of the principal cereals this year show an alarming decrease as compared with the crops last year. This year these crops, estimated in quintals, are: Wheat, 38,024,000, against 48,044,000 in 1916; rye, 1,133,000, against 1,357,000 in 1916; barley, 616,000, against 2,201,000 in 1916.

"The bulletin reports that, so far as may be judged now, the corn crop this year probably will reach 21,254,000 quintals, against an average production during the period from 1909 to 1916 of 24,706,000 quintals. The production of rice is expected to be about 5,122,000 quintals, against 5,203,000 quintals in 1916."

It was stated that since the beginning of the war great numbers of Italian subjects had returned from all parts of the world to enter the army and during the war period also all emigration had been stopped, so that, besides having short crops, Italy has a greater population to feed; and this situation is further aggravated by

the fact that the demands of the army and of the war industries on the man-power of the nation have reduced agricultural production.

These facts are already known to the American Government it is believed that steps will be taken immediately to provide for Italy's necessities during the Winter and to make it possible for her to continue on a vast scale her military operations against Austria-Hungary next Spring.

(四) 米國聯合國ノ爲ニ百萬噸ノ船腹ヲ割ク件

(十月二十六日ニナトーモーク、タイムス)

WILL SEND ITALY 25 STEEL SHIPS

FEDERAL BOARD ALLOTS 100,000 TONS TO SUPPLY PRESSING NEEDS OF

OUR ALLY.

SOME FROM GREAT LAKES.

WASHINGTON, Oct. 25.—The Government, through the United States Shipping Board, is to turn over within the next few weeks 100,000 tons of shipping to Italy, to relieve its economic situation, which, through lack of ships, is reported serious. This will involve supplying about twenty-five steel ships.

北米合衆國法令

To carry out the arrangement, the Government will requisition, among others, some of the Great Lakes steamers. It is in position now to turn over half a dozen big ships, and the others will be supplied, it is expected, within a month.

Italy has borrowed ships from Great Britain, using some of them to transport wheat from India. Britain's own demands, owing to the U-boat activities, have become such that she has been obliged to recall some of the vessels loaned to her ally. This deficiency the United States will make up and, in addition, furnish more tonnage.

With the 100,000 of tonnage to be given by the United States, it is said, Italy will have ample shipping for all her requirements. The loan of ships will be made for the period of the war.

The Government, only a few days ago, announced that it was to supply, at once, twenty ships to France. This involves about 100,000 of tonnage. Part of it has already been supplied.

The Shipping Board finds itself confronted with the necessity of working its ship building yards in continuous shifts, three a day, if it is to turn out the tonnage required for the United States and its Allies. Approximately 200,000 men are at work in the Government and private shipyards, but this number, if the Government

is to build ships for the increasing demand, must be increased to 500,000 men. Scarcity of workmen threatens to handicap the program of the Shipping Board.

Chairman Hurley of the Shipping Board has conferred with Administration heads, with a view to supplying the deficiency in workmen, and expects that the problem will be satisfactorily solved. If the Shipping Board's plan works out the shipyards will be able to turn out 5,000,000 of tonnage by the end of 1918. Of this aggregate, it is expected, 1,000,000 tons will be put on the ways by next March.

The problem of getting workmen for the yards is the only stumbling block in working out the Government's gigantic scheme. It was pointed out to-day that skilled workers in shipbuilding are quickly developed from raw material and that the problem ought to be worked out without extreme difficulty.

ROME, Oct. 25.—The railway companies announce an increase in the number of fast freight and express trains throughout Italy, owing to the improved coal situation. It is now apparent that the enemy submarines have been unable to check the present arrival of new stocks of coal. Slow trains are burning wood or lignite, large quantities of which were collected during the Summer.

Heat for the civil population is still a problem. Although there are large stocks

of wood and charcoal in the hands of dealers, they refuse to sell it, even for cooking purposes, in the hope of receiving higher prices during the Winter.

第四 敵國人ノ取締ニ關スル件

(一) 獨國人ノブルークリン及リッチモンド海岸ニ
接到スルヲ禁止スル件

(十月三十一日ニホーモーン・ス・マインズ)

BARRE WATERFRONT TO ALL GERMANS

UNDER NEW RULE NONE MAY LIVE OR WORK WITHIN HALF-MILE
ZONE IN BROOKLYN OR RICHMOND.

A drastic regulation for the control of (the Germans?) movements on the Brooklyn and Staten Island waterfronts, which supersedes all previous rules and which will require the immediate discharge of every German subject employed in any capacity within one-half mile of the waterfronts of those boroughs, goes into effect at 12 o'clock tonight. Permits granted to Germans permitting them to reside or work within the waterfront zones become void under the new order, and these persons must not only

give up their present jobs but must seek new homes beyond the limits of the prohibited areas. It is estimated that between 1,000 and 2,000 Germans are employed along the Brooklyn waterfront and probably 500 more on Staten Island.

While it was not officially announced that the new rule was promulgated as a result of recent fires along the Brooklyn waterfront, there is every reason to believe that these fires, one of which destroyed thousands of bushels of wheat destined for the Allies, led to the order. Also recently a man believed to be a German was discovered on a Government vessel, and evidence is said to be in the possession of the Government that he plotted to destroy the ship with a bomb. Other suspicious incidents have been brought to the attention of the authorities.

To every shipbuilding firm, every warehouse company, and every other concern doing business within half a mile of the Brooklyn and Staten Island waterfronts the following letter was delivered yesterday by deputy marshals from the office of James M. Power, United States Marshal for the Eastern District of New York:

THE MARSHAL'S LETTER.

New York, Oct. 30.

Sir: You will please take notice that on and after Nov. 1, 1917, no German aliens will be allowed to work or visit the waterfront in the Eastern District of

New York. This rule affects all German aliens, regardless of whether they have alien permits or not. A representative of this office and agents of the Department of Justice will visit the docks from time to time after this date, and all enemy aliens found will be immediately apprehended and removed to a place of internment. I send this notice to you so that you may have time to make such arrangements as are necessary in the discharging of German aliens in your employ.

Respectfully,

JAMES M. POWER.

U. S. Marshal, Eastern District, New York.

More than forty firms engaged in shipbuilding, ship repairing, and other enterprises in Brooklyn received the notice yesterday.

Marshal Power when asked yesterday afternoon concerning the new regulations said:

"There are many reasons why I have decided to take this drastic action relative to allowing German aliens to continue their employment along the waterfront. Their employment along the waterfront has kept this office and other investigating branches of the Government service very busy of late investigating all sorts of rumors. We

have found it necessary to intern a number of these waterfront workers also, and after due consideration and serious thought I have decided that the best way to handle this situation is to clear them away from the waterfront entirely.

"If these men are the good mechanics that they profess to be they will not find it very difficult to get other employment away from the waterfront. It is also my opinion that we will be better off generally if the work of reconstructing the interned German ships into transports to carry our troops across the sea is handled by Americans solely. We can feel sure about one thing, and that is that no alien enemies will have anything to do with the work on these transports hereafter. Then again I feel that we should exercise the utmost secrecy regarding the movements of our transports, and how can we do this if we continue to allow these aliens to have access to our waterfront? This rule is going to be carried out and I warn all those who come under it to obey it immediately or else they can expect arrest and internment."

FULL POLICE CO-OPERATION.

About 37,000 Government permits have been issued to German subject in New York City, of whom about 26,000 live in Manhattan and the Bronx. A complete list of these persons, together with their present addresses, has been turned over to the Police Department, and it is understood that from this time on the police will co-

operate with the Government agents in seeing that every enemy alien lives strictly up to the regulations which were promulgated by President Wilson immediately following the declaration of war.

United States Marshal Thomas D. McCarthy of the Southern District of New York said last night that the regulations governing enemy alien activities along the Manhattan waterfront were already as stringent as they could be made and that no enemy could now be employed in any capacity in the Manhattan zones, and furthermore that none were permitted to travel on ferryboats or other craft except under certain conditions made necessary by their employment. The entire Manhattan waterfront, Marshal McCarthy added, was patrolled every minute of the day and night by agents of the Government.

(二) 在留敵國人ノ取締ヲ嚴ニスル件

(十一月一日ニホーヨーク・タイムズ)

POLICE WILL WATCH 25,000 ENEMY ALIENS

NEW PLAN PROVIDES FOR CLOSER SURVEILLANCE OF THOSE IN
BARRED ZONES HERE.

The Federal authorities and the Police Department within the next few days will undertake a more far-reaching surveillance of enemy aliens within the barred zones of Manhattan and the Bronx than heretofore has been attempted. United States Marshal McCarthy has turned over to the Police Department a list of 25,000 enemy aliens who have permits to live within or to do business within the half-mile protective wall which has been thrown about the places where work of importance to the progress of the war is conducted and where spies might get information of value to the enemy or plotters might cause destruction of life or material.

Under the plan proposed by Mr. McCarthy, the Police Department will send to each precinct station house the names and addresses of every person on the list residing within such precinct. Patrolmen and detectives then will be required to familiarize themselves with the appearance and the place of abode of each listed person on their beats. In that way every one of the 25,000 will be known to several policemen. Their habits and their hours will be observed. Any suspicious act will be reported promptly and investigated. If any one of them changes his residence without getting the required permission that fact will be conveyed to the Federal authorities at once so that the missing man may be traced.

Fuller Potter, Special Deputy Police Commissioner in charge of war measures,

will confer with Commissioner Woods today over the arrangements for putting Marshal McCarthy's plan into effect. It was explained yesterday that the plan was a precautionary measure. Mr. McCarthy asserted that, so far as Manhattan and the Bronx was concerned, he did not wish the public to get the idea that any new and sudden need for further protection had arisen. He pointed out that no disaster had occurred within the water-front region under his jurisdiction.

"There have been," he said, "a few sporadic plots that have been nipped before they ripened, but not a single successful case. Either the protective machinery is wonderfully efficient or German sympathizers are less active than we had supposed."

Marshal Power's order relative to the Brooklyn and Staten Island waterfronts goes into effect at midnight tonight, but hundreds of enemy aliens, fearing arrest, stayed away yesterday from their work at the piers, in the shipbuilding and repairing plants, and other places in the affected area yesterday. Likewise employers who received official notification from the Marshal began scanning their pay rolls for the names of enemy aliens, making as rapid preparation as possible to replace the men who must go, in order that Government business, in which many of the firms are engaged, might not be delayed.

Every effort is to be made by the employment bureau of the Mayor's Committee

on National Defense to provide places for the thousands who will be without work today as a result of the order and little difficulty is anticipated. It was pointed out yesterday that there is a keen demand for workers of all sorts at the present time in nonwar industries.

There was one arrest within the barred zone yesterday. The name of the prisoner was withheld, as was also all information as to the charge against him.

(十一月十四日) (一) (二) (三) (四) (五) (六) (七) (八) (九) (十) (十一) (十二) (十三) (十四) (十五) (十六) (十七) (十八) (十九) (二十) (二十一) (二十二) (二十三) (二十四) (二十五) (二十六) (二十七) (二十八) (二十九) (三十) (三十一) (三十二) (三十三) (三十四) (三十五) (三十六) (三十七) (三十八) (三十九) (四十) (四十一) (四十二) (四十三) (四十四) (四十五) (四十六) (四十七) (四十八) (四十九) (五十) (五十一) (五十二) (五十三) (五十四) (五十五) (五十六) (五十七) (五十八) (五十九) (六十) (六十一) (六十二) (六十三) (六十四) (六十五) (六十六) (六十七) (六十八) (六十九) (七十) (七十一) (七十二) (七十三) (七十四) (七十五) (七十六) (七十七) (七十八) (七十九) (八十) (八十一) (八十二) (八十三) (八十四) (八十五) (八十六) (八十七) (八十八) (八十九) (九十) (九十一) (九十二) (九十三) (九十四) (九十五) (九十六) (九十七) (九十八) (九十九) (一百)

TIGHTENS THE REINS ON ALL ENEMY ALIENS

GOVERNMENT REVOKES PERMITS OF 50 AND MAY EXTEND THE ORDER
TO 500 MORE.

In a general tightening of the reins on enemy aliens, following the suspicious fire which destroyed the plant of the Washburn Wire Company Sunday, United States Marshal Thomas D. McCarthy yesterday began the revocation of the permits issued to unnaturalized Germans to live in barred waterfront zones. About 50 permits were revoked, and the Marshal's orders contemplate the revocation of between 400 and 500 more. Fifteen men from his office were set to work yesterday notifying these Germans

that they must move within twenty-four hours.

In June Marshal McCarthy issued his order barring enemy aliens from the waterfront. A large number of permits were granted to Germans on the lower end of Manhattan to go within striking distance of piers and docks. Many Germans live along South and West Streets, for instance. The Marshal holds the power to revoke any permits granted by him, and has exercised his power. He does not wish it held that suspicion has been cast in particular upon the enemy aliens ordered to move, but that they are moved in accord with a general policy.

What is regarded by the Marshal as one of the biggest steps toward dealing with the enemy alien question was taken yesterday, when Police Commissioner Woods agreed to his suggestion that 25,000 Germans who applied for zone permits be brought to the notice of the police and their neighbors, so that they may know a watch is being kept upon them. Under the Marshal's plan the police on each post will visit the home, and other policemen the working place of each enemy alien and get acquainted with the Germans. At the same time the police will notify the neighbors of the German that they are living next to an enemy alien. The Marshal believes that in this manner the unnaturalized Germans of the city will have thousands of citizens constantly observing their actions, and will keep a far closer check upon them

than could be kept by the limited force of the Marshal's office alone.

It is expected that within the next week there will be issued additional zone regulations which will have the effect of further barring Germans from the waterfront. It is the attitude of the authorities that the enemy alien problem has been well handled in this district. It was pointed out yesterday that the Washburn fire is the first in Manhattan since this country entered the war to which any suspicion of the work of enemy aliens was attached. It is the general attitude of the Marshal's office that the enemy alien who behaves should be treated leniently, and that strict coercion of a German-American who is loyal to this country would produce a strained situation which might result in encouragement, through resentment, to acts which would not occur otherwise. It was also pointed out that since the United States entered the war 23,000 ships have sailed from New York Harbor without any damage occurring to them from plots here. It was said that this experience was better than that of the Port of London.

The local United States authorities are turning their attention to the problem which will be created here if the United States declares war on Austria. There are tens of thousands of unnaturalized Austrians working in New York in zones that are barred to Germans. The authorities have no power over them, so long as the United

States is not at war with Austria. These men, hundreds of them, are in positions to damage shipping if they so desired. They work on piers, on lighters, and in loading ships, as well as in munition factories as machinists. It is the belief of many that these Austrians constitute a dangerous menace.

It is likely that there may come from the Attorney-General's office a definition of a "munitions" plant. There are perhaps no large plants in this district that are not doing some work, directly or indirectly for Government use. The definition of "munitions" plant now in force in this district is such that it is held that there is not a munition plant in New York City. It may be that the Attorney-General will rule that a plant doing a certain proportion of work for the Government of a certain kind is a munitions plant.

There has never been any step taken in this district to bar Germans from those plants, from which the President's proclamation said they should be barred, which are engaged in the manufacture of any product for the use of the army or navy. It was pointed out by a Federal official that this would be a tremendous undertaking, inasmuch as a strict observance of that section of the President's proclamation would include factories making uniforms, mills making flour for the Quartermaster's Department, factories making shoes for soldiers, and perhaps, even coal mines. These ques-

tions may form the subject of an early conference in Washington.

Fire Marshal Thomas Brophy yesterday continued his investigation of the Washburn fire. He examined seven or eight men who worked in the plant, but said upon adjourning the investigation until today, that so far as the Fire Department was concerned the origin of the blaze was still a mystery. The New York Board of Fire Underwriters is also conducting an investigation.

(三) 外國人入國ノ取締ヲ嚴ニスル件

(十一月十五日ニホーモーン・ス・ヤンク)

ORDERS RIGID CONTROL ON INCOMING ALIENS

NEW MEASURES TAKEN BY STATE DEPARTMENT TO KEEP ENEMY AGENTS OUT OF COUNTRY.

WASHINGTON, Nov. 14.—Announcement was made by Secretary Lansing today that rigid control is now exercised over all persons entering the United States in order to prevent, as far as possible, enemy agents and persons inimical to the United States from coming into the country.

To make this control effective a joint order has been issued by the Secretaries of State and of Labor requiring passports and certain information from aliens who propose to come to the United States from foreign countries. The State Department also requires every American citizen to bear a valid passport. But passports are not required from persons, whether American or alien, who leave Canada, Newfoundland, or Bermuda for the United States.

Americans coming to the United States from Mexico are required to have their passports verified by the American Consul stationed in the district from which they leave for this country. Aliens must have their passports vised by the American Consular officer.

Consular officers are also required to inform prospective immigrants of the provisions of the new immigration act, which prohibits the entrance into the United States of certain classes of persons so that those who would be liable to exclusion on arrival may be informed of that possibility in advance and be saved from the unnecessary journey and the inconveniences and hardships that would follow their exclusion. Consular officers are not, however, authorized to refuse to vise passports of prospective immigrants unless there are other reasons to justify such a refusal other than their liability to exclusion under the immigration act.

(四) 紐育地方ニ於ケル在留敵國人取締

(通商公報第四七〇號)

(大正六年十一月十五日着在紐育
帝國總領事矢田長之助電報)

先般來當地方ニテ歐洲同盟國ニ送ラルヘキ穀物貯藏倉庫ノ火災ニ罹ルモノ類々相繼キ又巧妙ナル手段ニテ船舶ヲ破壊セントシ逮捕セラレタル外人等アリ當局ノ在留敵國人取締ハ益々峻嚴ヲ加ヘ今般當港ニ於ケル重ナル區域ノ海岸ニ住居シ或ハ雇ハレ居ル敵國人五百名ハ其地區退去ヲ命セラレタリ尙當市ニ在ル敵國人二萬五千名以上ハ當局ノ嚴重ナル監視ノ下ニ在リ届出ヲ爲サスシテ移動シタルモノハ直ニ逮捕セラル、コト、セラレ此等取締ハ今後益々嚴重トナルヘキ模様ナリ

(五) 在留獨國人監督ニ關スル十一月十六日附大統領令

(十一月二十日ニニューヨーク、タイムス)

ALL GERMANS HERE UNDER NEW WATCH

PRESIDENT WILSON PROCLAIMS A SWEEPING SURVEILLANCE AND
PLAN OF REGISTRATION.

WASHINGTON, Nov. 19.—President Wilson today issued a sweeping proclamation to govern the conduct of enemy aliens in the United States and protect shipping and other property from the outrages which have greatly crippled the energies of the nation at war. The proclamation, which will be followed by regulations to be framed by the Attorney General, provides for the most drastic action yet taken against enemies within this country.

Machinery is created which will prevent, by means of military guards, the approach of enemy aliens within prescribed areas of waterfronts and within three miles of navigable streams. Enemy aliens are to be sent out of the District of Columbia and the Panama Canal Zone and denied re-entrance.

All enemy aliens must be registered and can not travel or change their occupations without obtaining Government consent. In this way the police eye of the nation will be constantly upon these persons, who must report from time to time to Federal and municipal officers. The salient features of the proclamation which are now confirmed were outlined in a Washington dispatch in The Times last Sunday.

By its provisions every unnaturalized German in the United States will be under constant supervision. It is understood that within the next few months a proclamation will be issued to include nationals of Austria-Hungary, Turkey, and Bulgaria.

Subjects of these countries are not yet considered enemy aliens, but it was said today that Congress shortly after assembling will be asked to include them in that classification.

TEXT OF THE PROCLAMATION.
 BY THE PRESIDENT OF THE UNITED STATES OF AMERICA.

WHEREAS, the Congress of the United States, in the exercise of the constitutional authority in them, have resolved, by joint resolution of the Senate and House of Representatives bearing date of April 6, 1917, "that the state of war between the United States and the Imperial German Government which has been thrust upon the United States is hereby formally declared";

WHEREAS, it is provided by Section Four Thousand and Sixty-Seven of the Revised Statutes, as follows:

Whenever there is declared a war between the United States and any foreign nation or Government, or any invasion or predatory incursion is perpetrated, attempted, or threatened against the territory of the United States by any foreign nation or Government, and the President makes public proclamation of the event, all natives, citizens, denizens, or subjects of the hostile nation or Gov-

ernment, be in males of the age of fourteen years and upwards, who shall be within the United States, and not actually naturalized, shall be liable to be apprehended, restrained, secured, and removed as alien enemies. The President is authorized, in any such event, by his proclamation thereof, or other public act, to direct the conduct to be observed on the part of the United States toward the aliens who become liable; the manner and degree of the restraint to which they shall be subject, and in what cases and upon what security their residence shall be permitted, and to provide for the removal of those who, not being permitted to reside within the United States, refuse or neglect to depart therefrom; and to establish any other regulations which are found necessary in the premises and for the public safety.

WHEREAS, by Section Four Thousand and Sixty-Eight, Four Thousand and Sixty-Nine, and Four Thousand and Seventy, of the Revised Statutes, further provision is made relative to alien enemies; and

WHEREAS, by a proclamation dated April 6th, 1917, I declared and established certain regulations prescribing the conduct of alien enemies:

NOW, THEREFORE, I Woodrow Wilson, President of the United States of America, pursuant to the authority vested in me, hereby declare and estab-

lish the following regulations, additional and supplemental to those declared and established by said proclamation of April 6th, 1917, which additional and supplemental regulations I find necessary in the premises and for the public safety:

13. An alien enemy shall not approach or be found within one hundred yards of any canal; nor within one hundred yards of any wharf, pier, or dock used directly or by means of lighters by any vessel or vessels of over five hundred (500) tons gross engaged in foreign or domestic trade other than fishing; nor within one hundred yards of any warehouse, shed, elevator, railroad terminal, or other terminal, storage, or transfer facility adjacent to or operated in connection with any such wharf, pier, or dock; and wherever the distance between any two of such wharves, piers, or docks, measured along the shore line connecting them, is less than eight hundred and eighty yards, an alien enemy shall not approach or be found within one hundred yards of such shore line.

14. Whenever the Attorney General of the United States deems it to be necessary, for the public safety and the protection of transportation, to exclude alien enemies from the vicinity of any warehouse, elevator, or railroad depot, yard, or terminal which is not located within any prohibited area designated

by this proclamation or the proclamation of April 6th, 1917, then an alien enemy shall not approach or be found within such distance of any such warehouse, elevator, depot, yard, or terminal as may be specified by the Attorney General by regulation duly made and declared by him; and the Attorney General is hereby authorized to fix, by regulations to be made and declared from time to time, the area surrounding any such warehouse, elevator, depot, yard, or terminal from which he deems it necessary, for the public safety and the protection of transportation, to exclude alien enemies.

15. An alien enemy shall not, except on public ferries, be found on any ocean, bay, river, or other waters within three miles of the shore line of the United States or its territorial possessions; said shore line for the purpose of this proclamation being hereby defined as the line of seacoast and the shores of all waters of the United States and its territorial possessions connected with the high seas and navigable by oceangoing vessels; nor on any of the Great Lakes, their connecting waters or harbors, within the boundaries of the United States.

16. No alien enemy shall ascend into the air in any airplane, balloon, airship, or flying machine.

17. An alien enemy shall not enter or be found within the District of Columbia.

18. An alien enemy shall not enter or be found within the Panama Canal Zone.

19. All alien enemies are hereby required to register at such times and places and in such manner as may be fixed by the Attorney General of the United States and the Attorney General is hereby authorized and directed to provide, as speedily as may be practicable, for registration of all alien enemies and for the issuance of registration cards to alien enemies and to make and declare such rules and regulations as he may deem necessary for effecting such registration; and all alien enemies and all other persons are hereby requested to comply with such rules and regulations; and the Attorney General in carrying out such registration, is hereby authorized to utilize such agents, agencies, officers, and departments of the United States and of the several States, Territories, dependencies, and municipalities thereof and of the District of Columbia as he may select for the purpose, and all such agents, agencies, officers, and departments are hereby granted full authority for all acts done by them in the execution of this regulation when acting by the direction of the Attorney

General. After the date fixed by the Attorney General for such registration, an alien enemy shall not be found within the limits of the United States, its Territories or possessions, without having his registration card on his person.

20. An alien enemy shall not change his place of abode or occupation or otherwise travel or move from place to place without full compliance with any such regulation as the Attorney General of the United States may, from time to time, make and declare; and the Attorney General is hereby authorized to make and declare, from time to time, such regulations concerning the movements of alien enemies as he may deem necessary in the premises and for the public safety, and to provide in such regulations for monthly, weekly, or other periodical report by alien enemies to Federal, State, or local authorities; and all alien enemies shall report at the times and places and to the authorities specified in such regulations.

This proclamation and the regulations herein contained shall extend and apply to all land and water, continental or insular, in any way within the jurisdiction of the United States.

IN WITNESS WHEREOF, I have hereunto set my hand and caused the seal of the United States to be affixed.

Done in the District of Columbia, this Sixteenth day of November, in the year of Our Lord One Thousand Nine Hundred and Seventeen, and of the Independence of the United States the One Hundred and Forty-second.

WOODROW WILSON.

By the President:

Frank L. POLK,

Acting Secretary of State.

(Seal).

WAR ZONE AT WATERFRONTS.

Enemy aliens being prohibited by the proclamation from approaching within 100 yards of any pier, wharf, warehouse, shed, elevator, or railroad terminal, a war zone is thus established within this distance of waterfronts, where there have been many fires in the last few years. The Attorney General is empowered to use every force of the Government that may be needed to protect this zone from enemy trespass, and in some instances the soldiers of the regular army will guard the prohibited districts.

Another regulation aimed to prevent enemies coming within the territory in which industries are engaged in producing war materials, prohibits such persons from

approaching within three miles of any ocean, river, bay, or the great lakes. As most of the shipyards, ammunition factories, and great industries of the country are within this prescribed limit the new regulations virtually establish a military zone around the chief industries, warehouses, and shipping centres of the United States.

Protection of the secrets of the Government, many of which have been carried to Germany, is provided for by one of the strictest provisions, compelling all male Germans above 14 years of age to leave the district of Columbia. Hereafter such persons will be prohibited from entering the Federal District, and in order to carry out the regulations in this respect soldiers and the police will be employed to guard the City of Washington. It is estimated that several hundred persons in the District will be affected by the regulations.

Similar regulations govern the Panama Canal zone, where the Germans have been operating from time to time. The proclamation applies to continental United States and to the Philippines, Porto Rico, and Alasca.

The terms of the proclamation become effective at once. Within the next two weeks the registration will begin. German women are not subject to the regulations, as alien enemies were defined by the Espionage act as "natives," "citizens," "denizens," or "subjects of the hostile nation or Government, being males of the age of 14 years or upward."

130,000 ARE AFFECTED HERE

RESTRICTIONS TO APPLY, IT IS EXPECTED, TO MALE GERMANS ABOVE 14.

President Wilson's proclamation forbidding enemy aliens from approaching within 100 yards of piers, railroad terminals, storage houses, or near-by waterfronts, it was said last night, would affect about 130,000 male Germans above the age of 14 years in the metropolitan district, which includes Greater New York and Northern New Jersey. All these will be required to register, and it is expected that they will be compelled to report at regular intervals to the Federal authorities.

Until instructions are received from Washington Federal officials in this city will not know what plan is to be adopted for the registration. Several plans have been suggested, among them that of having the local Exemption Boards take up the work. It was pointed out that these boards had already registered Germans between the ages of 21 and 31 years, constituting about 27 per cent. of the whole number.

Another plan suggested is that the Post Office authorities conduct the registration.

tion through the branch Post Offices. Still another proposal contemplates having the police in the precincts register enemy aliens.

Federal officials would not venture predictions last night as to which plan was likely to be put into effect. It seemed to be the general opinion that only male Germans above 14 years will be required to register. But no one could say positively that the registration would be limited to them.

All branches of the Federal service will co-operate in carrying out the provisions of the proclamation.

It was reported last night that soldiers of the regular army will be used to enforce the regulations along the waterfront, and that the plans of the waterfronts both of New York City and of New Jersey will be turned over to the military authorities today.

United States Marshal Power of Brooklyn is prepared to carry out any regulations which may be communicated to him from Washington. Conditions along the Brooklyn waterfront will not be greatly changed by the proclamation, as for more than a month the section extending from Newtown Greek to Bay Ridge has been a prohibited zone.

(六) 敵國人ノ陰謀ヲ阻止スル爲軍隊ヲ使用スル件

(十一月二十一日ニフォーモーク・タイムス)

ARMY OF 100,000 TO REPRESS PLOTS

WILL BE ORGANIZED BY MILITIA BUREAU TO CARRY OUT
PRESIDENT'S PROCLAMATION.

HOME GUARDS' SERVICES WANTED—GERMANS MUST QUIT
WASHINGTON BY DECEMBER 15.

WASHINGTON, Nov. 20.—The most complete machinery used for the purpose by any nation will be erected by this Government to enforce the President's proclamation to put down destruction of property by enemy influences. It was learned today that President Wilson is firm in the view that one of the most important tasks of the Government at present is to destroy the malign influences crippling industry. A force of at least 100,000 men will be needed.

Acting under the President's direct orders, Secretary of War Baker today instructed the Bureau of Militia Affairs that it would be the central organization authorized to execute the plan for watching enemy aliens and enforcing the Presi-

dent's proclamation. These seasoned regular officers are instructed to create a guard to protect the prohibited are around warehouses, piers, and shipping points, and to be the eyes of the nation in the enforcement of the registration of Germans.

Regular army men will be used as guards in some instances, but as far as possible Home Guards, State Constabulary, and municipal police will be employed in guarding the prohibited districts and in enforcing the registration and other provisions of the proclamation. Under the terms of the proclamation the Attorney General is authorized to protect all industries within three miles of river or navigable stream. In this zone are most of the war industries and shipyards.

STATES ARE ASKED FOR HELP.

Secretary of War Baker today instructed Colonel Jesse C. Carter, Acting Chief of the Bureau of Militia Affairs, to confer with State Adjutant Generals and learn how large a force each State can furnish and is willing to contribute. Secretary Baker emphasized the point that the States are not required to furnish such protection, but it is hoped that the different home guard organizations will gladly volunteer and act under Federal direction.

In a letter to Adjutant Generals, Colonel Carter, after calling attention to the President's proclamation and the necessity for prompt and effective carrying out of the registrations, asks these questions:

"What forces are now available in your State for this duty?"

"Are there any forces sufficiently strong to do the work effectively?"

"What facilities are available for the transportation of State guards?"

"What do you see in your State that needs more effective policing?"

"What facilities seem to be menaced by an alien population?"

"Will there be any objection to having State guards or troops under the direction of the Bureau of Military Affairs?"

"Will State guards and State constabularies object to being employed in the enforcement of the President's proclamation?"

In the larger cities the police will be asked to aid in different ways, but it is thought that in New York, Pennsylvania, Massachusetts, New Jersey, and West Virginia the Home Guards are strong enough and sufficiently well organized to do effective police duty in the enforcement of the proclamation.

It was learned today that one of the first moves to be made in Congress would be the introduction of an amendment to Section 4,067 of the Revised Statutes, which defines as alien enemies males above 14 years of age. Because of the inhibition of this law, the President could not compel the removal of German women from the

District of Columbia and the Panama Canal Zone.

It is well recognized that the allies of Germany, not yet recognized as enemies by this Government, must be reached by Congressional action. The Administration, for reasons unexplained, is unwilling as yet to have Congress declare that a state of war exists with the allies of Germany—Austria-Hungary, Turkey, and Bulgaria. According to lawyer officials of the Government, Congress can declare the allies of Germany enemies and authorize that they be treated, as is provided in Section 4,067 of the Revised Statutes. This, they hold, can be done without a war declaration. It is believed that President Wilson will point out the necessity for additional legislation.

OSTRING GERMANS FROM DISTRICT.

Maurice Splain, Marshal for the District of Columbia, issued today the following regulations and instructions for the exclusion of enemy aliens from the District, pursuant to the proclamation:

“Acting under the authority conferred upon him by Regulation No. 4,067, the President has issued a supplementary proclamation in regard to alien enemies, Section 13 of which reads as follows: ‘An alien enemy shall not enter or be found within the District of Columbia.’

“The enforcement of this proclamation has been delegated to the Attorney General and the following instructions are issued under such delegation:

“The Department of Justice has permitted alien enemies who were residing in the District of Columbia prior to April 6, 1917, a period of grace, extending until midnight of Dec. 15, in which to remove from the District of Columbia. No other alien enemy shall be found within the District on or after Nov. 21, 1917. This regulation and the instructions under it will be enforced without exception, and an alien enemy violating thunders himself liable to summary arrest and detention.

“The following instructions are made regarding the removal of alien enemies from the district:

“(a) Every alien enemy residing in the district must, before he removes therefrom, fill out and swear to, induplicate, a supplemental paper furnished by the department, giving correct details as to his future movements. The Marshal will then transmit one copy of this supplemental paper to the department and the other copy to the Marshal of the district to which the alien enemy plans to remove.

“(b) Every alien enemy must report to the Marshal's office of the district to which he removes, or to that of his deputy nearest to him, immediately upon his arrival herein. Further, any failure to observe the above restrictions or require-

ments will render the alien enemy liable to summary arrest and internment.

"The department suggests that the Marshal for the District of Columbia inform the alien enemies excluded from the District by this regulation of the other regulations of the President, and of the necessity of their understanding and obeying the same.

"Further, the Marshal should inform these persons that if they should be arrested summarily the United States Government will not undertake in any way to care for or support their dependents.

"It must further be understood that the issuance of this proclamation automatically revokes any permits issued to alien enemies to work or reside within forbidden areas previously existing under regulation No. 4 of the President's proclamation of April 6, 1917."

(七) 紐育沿岸ニ看視兵ヲ配置スル件

(十一月二十五日ニハーモン・ヌーヴン)

MILITARY GUARDS PUT IN CONTROL OF RIVER FRONTS

WASHINGTON, Nov. 24.—New York piers devoted to the shipment of war supplies

will be placed under military guard at midnight tomorrow. This order, designating regular soldiers to act in the enforcement of the President's proclamation against enemy aliens, was promulgated tonight by the Department of Justice, acting with the War Department of Justice, acting with the War Department. Within a reasonable time this military guard will be extended to cover all the piers, munitions factories, and warehouses in New York, Brooklyn, and Hoboken, and the entire sea coast.

Regular soldiers, dressed in the full blue dress uniform of the regular army, and armed with bayonets and loaded rifles, will act as the patrol along the New York water front. They will be dressed in blue to distinguish them from the ordinary soldier in khaki and to serve notice upon the public that their duty is imperative and their orders must be obeyed.

They will have instructions to shoot all persons, aliens or citizens, entering the barred zone, 100 yards from piers, docks and warehouses, unless identified by special private guards to be supplied by pier owners. Alien enemies, under the President's proclamation, may not enter the prohibited zones in any circumstances, and must move out if they already have business or residence places within the 100-yard limit. By this strict system of patrol the Government hopes to eliminate the possibility of

enemy plotters causing fires and explosions on piers and in waterfront warehouses.

Instructions issued to pier owners and those having business at the ports call attention to the strict observance by the public of the military control. Pier owners under the new instructions must furnish a list of their employes and their nationality, and passes will be issued to those approved by the Department of Justice granting them the right to pass the military guard.

In furtherance of the plans of the Government to prevent a recurrence of fires at piers and in warehouses, the Department of Justice will demand a stricter fire control and fire prevention system on the piers and in the warehouses. The orders issued tonight call for a report by the pier owners of these facilities, and where they are found to be insufficient the War Department will compel improvements to be made.

Instructions to the pier owners, and general instructions as to the patrolling of the waterfronts were sent today to United States Marshals in New York, Brooklyn, and Hoboken. These officials will confer tomorrow at 11 o'clock with the General commanding the Department of the East at Governors Island. The soldiers who will patrol the prohibited district will be under the command of the Department of the East, although military law will not prevail in the military zone. Where arrests

are made by the soldiers they will be turned over to the police.

The Department of Justice advises that the barred zone be marked by some sort of a line, and that signs notifying alien enemies not to pass be placed at frequent intervals. In cases of street cars or railroads passing through the barred district, Germans will not be permitted to be aboard, even for continuous passage. Any found within the zone for any reason whatever will be arrested and probably interned for the period of the war. Permits previously granted to Germans to enter waterfront zones are revoked. The restrictions, however, do not apply to public ferries.

INSTRUCTIONS TO PERSONS OWING OR OPERATING WATERFRONT SHIPPING FACILITIES.

I.

On Nov. 16, 1917, the President issued a proclamation providing additional regulations concerning alien enemies, of which Regulation 13 reads as follows:

13. An alien enemy shall not approach or be found within one hundred yards of any canal, nor within one hundred yards of any wharf, pier, or dock used directly by or by means of lighters by any vessel or vessels of over five hundred (500) tons gross engaged in foreign or domestic trade other than fishing; nor within one hundred yards of any warehouse, shed, elevator, railroad

terminal, or other terminal, storage or transfer facility adjacent to or operated in connection with any such wharf, pier, or dock; and wherever the distance between any two of such wharves, piers, or docks, measured along the shore line connecting them, is less than eight hundred and eighty yards, an alien enemy shall not approach or be found within one hundred yards of such shore line.

II.

The object of the proclamation is to provide adequate protection of shipping and of docks, piers, wharves, warehouses, elevators, and similar waterfront facilities actually engaged in the operation of shipping, particularly the shipping of munitions and supplies, to the American expeditionary forces and to the Allies. This protection of property cannot be maintained without the fullest co-operation on the part of those owning or operating these facilities and the responsibility for affording such protection rests upon them equally with the Government officials. Assuming that this co-operating will be cordially entered into, the Department of Justice has therefore promulgated the following instructions, which must be strictly complied with:

1. In order that notice may be promptly given by the Government officials to the operators of all waterfront facilities, every corporation or person operating such facilities must immediately designate some person on whom the Government officials may serve such notices. These persons are to be designated at once, and their names and addresses forwarded to the United States Marshal of the district in which the waterfront facility is located.

2. Every operator of a waterfront facility included in the scope of the proclamation shall immediately appoint and maintain identification inspectors, at his own expense, to be stationed one for every entrance to the dock, wharf, warehouse or other waterfront facility. Such inspectors shall be maintained during all of the hours, day or night, during which the dock or waterfront facility is being operated. It is the duty of these inspectors to identify to the Government patrol all persons entitled to access to the waterfront facility, and this system of identification is to be applied both to officers and employees of the wharf or warehouse, and also to truck drivers, pedestrians, and all other persons having legitimate business at such waterfront facility. It is the duty of such inspectors to see to it that all persons who enter upon the docks, after being identified, shall depart therefrom at the conclusion of their business, so that no person shall lurk on the premises after the completion of his business.

3. The operator of such waterfront facility shall at once prepare, ready for the inspection of Government officials, and keep on the premises a complete and accurate record of all of its officers and employes, containing for each person the following data:

(a) Name and address. (b) Nationality—and if naturalized citizen, place, and time of naturalization. (c) Date when employed. (d) Last previous place of employment. In order that business may not be unduly interfered with, as speedily as possible after the completion of such record, a pass card system will be put into operation by the Government, under which each employee shall be provided with a suitable card of identification. The employee must use suitable precaution for the issue and surrender of such pass cards in order to prevent their getting into unauthorized hands.

4. Every operator of such waterfront facility shall at once give formal notice, in writing, to the United States Marshal, stating the names and addresses of the watchmen in its employ, a brief statement of their prescribed duties, and the hours of their employment. This requirement applies both to names of watchmen and names of the identification inspectors above referred to.

5. Every operator of a waterfront facility shall on or before Dec. 1, file

with the United States Marshal, in writing, a statement describing its system of fire patrol and fire prevention.

6. These regulations are prescribed for the purpose of aiding and enforcing the President's proclamation. The requirements of that proclamation must be strictly complied with. Under no circumstances will alien enemies be permitted to enter the waterfront prohibited areas defined by said proclamation, and the operators of the waterfront facilities referred to will be held responsible for keeping alien enemies off their premises.

GENERAL INSTRUCTIONS RELATIVE TO CONTROL OF ALIEN ENEMIES
IN WATERFRONT ZONES.

DEFINITION OF ALIEN ENEMIES.

Under Section 4067 of the Revised Statutes, an alien enemy is defined as follows: All natives, citizens, denizens, or subjects of the hostile Government being males of the age of 14 years and upward and not actually naturalized in the United States. At present the only hostile Government is the Imperial German Government.

(a) German-born children of naturalized Germans are not alien enemies,

provided naturalization of parents completed before the children have reached maturity. Otherwise they are alien enemies unless naturalized themselves.

(b) American-born children of German citizens residing in the United States are not alien enemies unless after maturity they became naturalized in Germany.

(c) Naturalization of alien enemies cannot be completed during the period of the war.

(d) German-born children of American citizens temporarily residing in Germany are not alien enemies. If, however, parents' residence is permanent in Germany, the offspring must have established by suitable action citizenship in the United States.

(e) A native, citizen, denizen, or subject of the German Empire remains an alien enemy, even though he has taken out first papers in the United States or has been naturalized in any country other than the United States.

DEFINITION OF ZONES.

The restrictions relating to the waterfront are defined in Subdivision 13 of the President's proclamation, as follows:

13. An alien enemy shall not approach or be found within one hundred yards of any canal, nor within one hundred yards of any wharf, pier, or dock used directly by or by means of lighters by any vessel or vessels of over five hundred (500) tons gross engaged in foreign or domestic trade other than fishing; nor within one hundred yards of any warehouse, shed, elevator, railroad terminal, or other terminal, storage or transfer facility adjacent to or operated in connection with any such wharf, pier, or dock; and wherever the distance between any two of such wharves, piers, or docks, measured along the shore line connecting them, is less than eight hundred and eighty yards, an alien enemy shall not approach or be found within one hundred yards of such shore line.

III.

LAYING OUT ZONES.

The first thing to do is to lay out the boundary lines of the zones under the above Regulation 13 of the Presidential proclamation. Obtain from the United States Attorney of the district the list of piers, docks, wharves, and other facilities which come within the scope of the Presidential regulations, and then lay out the boundaries of the zones, preferably by drawing some kind of a visible line or mark on the ground. At the points where streets or other

means of access cross the zone boundary line, place placards announcing that alien enemies are forbidden to go beyond that point in the direction of the arrow.

In case of railroads and street car lines and streets or other ways passing within or through the described zone limits, no alien enemy will be permitted aboard the cars of such roads, even on continuous passage, or on or along said streets or ways within the prohibited area, without incurring when detected, penalty therefor, except when on his way to board a ferry, and then only on such cars or streets leading directly to such ferry.

IV.

RESTRICTING ACCESS.

All alien enemies must be prevented from entering the prohibited waterfront areas. All permits previously granted allowing alien enemies access to these waterfront zones have been revoked by the new proclamation, and under no circumstances whatever will any alien enemies be permitted to pass the waterfront zone line. The penalty for intruding upon restricted zones is internment for part or the whole period of the war.

V.

NATURE OF THE PATROL.

The number of men stationed on guard should be such as will effectively carry out the said object. The patrol sentinel should station himself at such point along the boundary line or within the prohibited area as will enable him best to control the access to the said piers, wharves, docks, and other waterfront facilities. It is important, however, that the patrolling be effective and yet be carried on in such a manner as will interfere as little as possible with the free movement of traffic to and from the wharves, piers, docks, &c., and with the free operation of the wharves and other shipping facilities, for the speedy operation of the shipment of men and materials to Europe is of the utmost importance, and the administration of the alien enemy proclamation should be carried on so as to interfere as little as possible with the movement of shipping. The objects to be attained are, first, the effective administration of the alien enemy regulation and, second, the speedy and free movement of shipping.

You will observe that under the President's proclamation alien enemies still have the right to travel on the regular ferries. Care should, therefore, be exercised not to interfere with a reasonable access to ferry landings by alien enemies.

The operators of the docks, wharves and the other facilities named in the

Presidential regulations, have been officially notified by the United States Marshal that each of them shall appoint inspectors whose functions it will be to stand at the entrances which are being used and assist the guard in identifying the persons who have the right of access. The guard should, therefore, immediately confer with the inspectors and should admit only those persons to the pier, wharf, etc., within his zone who are identified by the inspectors as entitled to access. This system of identification will relate both to the employes and workmen of the wharves, docks, and the other waterfront facilities, and to the drivers, truckmen, and those engaged in bringing shipments to the wharves, docks, and other waterfront facilities.

This system of identification by the Inspectors is to be put into immediate effect and to be kept in operation during the whole period of the war. It is not expected, however, to accomplish a complete protection of shipping, and the Department of Justice is engaged in planning a system of passes to supplement the system of identification by Inspectors. The operators of the wharves, piers, &c., within the course of a short time, will be officially instructed to prepare a complete list of all employes and workmen entitled to access to their wharves and other facilities and to sift out those who are alien enemies and to

issue pass-cards to those who are not alien enemies. When this system is ready for operation the War Department will be notified, and from that time on no workman or employe or passenger, either of the wharf, pier, &c., themselves, or the ships, will be entitled to go within the barred zone without a pass-card.

According to the present plan, the pass-card system will not apply to drivers or truckmen engaged in taking freight and materials to the wharves and other waterfront facilities.

VI.

ARRESTS.

If an enemy alien is discovered within the barred zone the guard should immediately take him into custody and detain him, and thereupon should immediately notify the United States Marshal of the district. When the United States Marshal or a Deputy Marshal appears to claim him the soldier or other person detaining him should surrender the custody to the Marshal or Deputy Marshal.

VII.

CONSULTATION WITH OFFICIALS OF THE DEPARTMENT OF JUSTICE.

Whenever the guard or other member of the army has any doubts or questions concerning the proper location of the barred zone area, the definition of alien enemy, the scope of the Presidential regulation, or of his powers as a member of the patrol, his immediate commanding officer should as quickly as possible consult the United States Attorney of the district.

(八) 抑留獨人ニ對スル給與ノ件

(十一月三十日ニホーモーク、ヌイマス)

PAY INTERNED MEN ONLY FOR WORK DONE

DEPARTMENT OF LABOR STATES THAT GERMAN MERCHANT CREWS GET NO COMPENSATION.

WASHINGTON, Nov. 29.—Denial was made by the Department of Labor today that Germans interned at the concentration camp at Hot Springs, N. C., received compensation. These men were taken off the German merchant vessels in American ports when this nation entered the war. They receive pay only for actual work performed at the rate of \$20 a month, with additional pay of \$5 a month for those acting as foremen. Officers are permitted to receive not more than \$10 a month

from friends.

"The inmates of this camp," said the official statement, "are not prisoners of war. They comprise officers and crew of the German merchant vessels which were interned in the ports of the United States at the time of the declaration of war. As aliens they were amenable to the immigration laws, and 'as alien enemies' under the terms of the President's proclamation they were also subject to the provisions of the Revised Statutes on which such proclamation is based. Their deportation, which would follow in the ordinary course of events, was impracticable in view of the international situation.

"It early became apparent that provision must be made for some central concentration camp which would be adequate to house these aliens who were temporarily detained at various immigration stations throughout the country. After a careful survey of available sites the department selected the resort at Hot Springs, N. C., which offered an admirable location from the standpoint of isolation as well as that of climate, accessibility to the railroads, and a hotel of adequate proportions for all immediate needs. More recently additional buildings have been constructed, so that now quarters, similar to those which would be provided in immigration stations for first-class passengers arriving at ports of the United States, are furnished officers,

and lodgings similar to that which would be given steerage or third-class passengers, are furnished to the crew men.

“Contrary to the general impression, these aliens receive no compensation from the Government except such as is allowed them for work actually performed. Those who engage in construction work of one sort or another are paid at the rate of \$20 a month, with an additional allowance of \$5 per month to those acting in the capacity of foremen. The interned officers have been permitted to receive from any source not to exceed \$10 and the crew men not more than \$5 a month. Receipts in excess of these amounts are placed to the credit of the aliens in a postal savings bank or otherwise disposed of as desired. Permission is, of course, granted for legitimate purchases of clothing and other necessaries.

“Sanitary conditions are maintained under the direction of an experienced officer from the Health Service, who has been detailed for this purpose. Under the direction of the Young Men's Christian Association suitable facilities have been provided for recreation of a healthful and wholesome nature. Arrangements are also made that married men may have opportunity to see their families once a week, under the supervision of Government officers, in quarters provided for this purpose.

“There is no warrant whatever for the statement that these aliens are allowed an excessive amount of food. Three meals a day of plain but thoroughly palatable and substantial food are provided for each man. A limited number of eggs is furnished. For the most part evaporated milk such as seamen prepare on shipboard is used. There is no waste, and the same measures of economy and conservation which are being urged upon every American housewife are being practiced at Hot Springs.”

The denial thus issued by the Department of Labor deals only with officers and men of interned merchant ships, who are under its jurisdiction, and does not apply to officers and men from interned German warships, held in concentration camps under the jurisdiction of the army. Secretary Baker has explained that these officers and men are allowed compensation, in accordance with international law, and that Germany is expected to deal similarly with American soldiers and officers who are taken prisoner. The interned German naval officers and men do not receive cash, but obtain a credit, with which they may make purchases.

第五 通信取締ノ件

(一) 郵便物檢閲ニ對スル米國ノ態度

(十月十七日ニニューヨーク、タイムズ)

AMERICAN CENSORSHIP TO SUPPLEMENT ALLIES

OUR OFFICIALS WILL OVERSEE ONLY SUCH MAIL AS DOES NOT REACH
BRITISH OR FRENCH HANDS.

WASHINGTON, Oct. 16.—American censorship of mails, Postmaster General Burleson explained today, will be limited to mail passing between the United States and certain countries to be designated by the President, and will not duplicate any phase of the elaborate censorship system already operated by the British and French Governments. This means that mail for European neutrals will give the censors here little trouble, as virtually all channels of communication with those countries are controlled by the Allies.

Members of the new Censorship Board, authorized by the Trading With the Enemy act, were appointed today by the Postoffice Department and the Committee on Public Information. Robert L. Maddox, Superintendent of Foreign Mails, was named by the Postmaster General, and Edgar Sisson, former magazine editor and now head of the information committee's vice division, by Chairman Creel. Pending the return of Mr. Maddox, who has been in France directing organization of the postal service for the American Expeditionary forces, Otto Praeger, Second

Assistant Postmaster General, will serve in his place.

Appointment of a representative of the War Trade Board will complete the list of censors. Major Gen. McIntyre, for the War Department, and Lieutenant Commander Belknap, for the Navy, were named yesterday.

第六 船舶調節ノ件

- (一) 米國在泊中立國船舶ノ出港停止ニ關スル件
- (ノ) 米國滯泊中ノ中立船ヲ使用セシムル計ル件

(十月九日ニニューヨーク、タイムズ)

AMERICA MAY USE NEUTRAL TONNAGE

WASHINGTON, Oct. 8.—The Exports Administrative Board, it was said today, had decided not to grant a license for the release of the Dutch ship Nieuw Amsterdam, now in an Atlantic port loaded with foods for the Committee for the Relief of Belgium, as no assurances had been given that the vessels would return to the jurisdiction of the United States.

Negotiations have been going on for several days, but the Administrative Board has remained firm in the position taken, and it is reported on excellent authority

that the same policy will apply to all of the neutral ships, aggregating more than 400,000 tons, which are now tied up in American ports.

This means that the neutral tonnage, eventhough it is not bound for neutral countries contiguous to Germany, must meet the conditions of the Government that it will not seek to "disappear" if licenses are to be issued.

The position taken is believed here to indicate that the United States is determined to obtain use of the neutral tonnage either by voluntary agreement or, as a last resource, by the powers of commander.

In local shipping circles it was said yesterday that if America's allies were badly in need of supplies through lack of tonnage the United States Government probably would sequester Dutch steamships in American ports for the period of the war and afterward pay them whatever sum a court awarded.

There are about sixty ships in New York Harbor under the Netherlands flag, all of which have large cargoes of grain, flour, and other foodstuffs in their holds. The Dutch steamship companies in Holland do not wish to charter the vessels to the United States Government because they say the tonnage is needed to take food-stuffs to Holland.

Steamships would be taken from the coastwise trade on Oct. 15, it was said here, and transferred to the Atlantic trade between the United States and England and France as they were required. The freighters will be utilized first, and the passenger boats will be allowed to remain on this side as long as possible.

The coastwise freight service to New Orleans, Savannah, Galveston, Mobile, Charleston, Tampa and other ports will be maintained, according to local marine men, by Norwegian, Swedish, Danish and other neutral vessels which will be chartered by the Government.

Shipping men in New York said yesterday that the reduction from 6½ to 5 per cent. in the marine insurance rates, which was announced in Washington on Saturday, would make little difference to American owners, because the Government was going to take over all the American coastwise ships. Under the new conditions the Government would follow the example of the International Mercantile Marine Company, it was said, and do the greater part of the insuring on the ships by placing the money in a reserve fund that would otherwise be paid over to insurance companies in premiums.

(ロ) 蘭國抑留蘭船解放ニ關シ條件ヲ提議スル件
(十月十八日ニニューヨーク、タイムズ)

DUTCH OFFER US SHIPS FOR COASTWISE TRADE

ALSO WOULD LET VESSELS TRANSPORT SUPPLIES TO VLADIVOSTOK
IN RETURN FOR FOODSTUFFS.

WASHINGTON, Oct. 17.—It was reported today that members of the Dutch Commission had submitted to the War Trade Board a proposal for the release of a considerable quantity of the tonnage now held up in Atlantic seaports and that the matter was being given careful consideration.

It was said that the diplomats offered as a primary condition that none of the vessels should be employed in the war zone, but might be used in the transportation of supplies to Vladivostok and for the coastwise trade.

Compensation was asked, it was understood, in money and supplies, including a certain quantity of foodstuffs for Holland. Holland also wanted greater freedom in commercial relations with the Dutch East Indies, where noncontraband commodities were concerned. The Dutch Government, in return, was willing to give the strictest

guarantees that no supplies permitted to go to Holland from the United States would be re-exported into Germany in their original form or in by-products. Holland would like some cattle fodder, but had little hope of obtaining aid in that quarter.

The proposal, it was said, was taken under consideration, but no decision was reached, and it is considered unlikely that any shipments of foods to Holland will be permitted for some time to come. While negotiations are under way, the War Trade Board will remain firm in the position taken that Holland shall get nothing which might go to the Central Powers in the form of fats or other by-products.

In this connection there was a report that the Dutch steamer Zeolandia, bound for Holland from Argentina, had been refused bunker coal and was unable to proceed. This action was in line with policy announced by the Exports Administrative Board before it was reorganized into the War Trade Board.

An attaché of the Dutch commission said today that a Dutch shipping firm's representative in this country had reported the nontransmission of a cablegram sent by him to Holland, indicating that the British embargo upon the use by the Dutch of the British commercial cables is in effect between the Netherlands and the United States. Minister Van Rappard stated that he had suffered no inconvenience in transmitting legation telegrams to The Hague, but that he did not know whether Dutch

business interests were experiencing any difficulty.

(イ) 抑留蘭船初テ出港ヲ許サレタル件

(十一月七日ニニューヨーク、タイムズ)

FIRST DUTCH SHIP GETS LEAVE TO SAIL

RELEASE OF OTHERS EXPECTED TO RESULT FROM AGREEMENT OVER
THE NIEUW AMSTERDAM.

HOLLAND GIVES ASSURANCES STEAMER WILL NOT BE INTERNED FOR
SAFETY—DIVERSION OF OTHER VESSELS.

WASHINGTON, Nov. 6.—An early agreement between the United States and Holland on the disposal of Dutch tonnage in American ports was seen here today in the release by the War Trade Board of the Dutch steamer Nieuw Amsterdam for a return trip across the Atlantic.

The vessel will leave an American port shortly carrying package freight for Holland, 10,000 tons of corn for Belgian relief, and several hundred Dutch refugees as passengers. Wire cable badly needed for the operation of Dutch coal mines will

make up a part of her cargo.

Licenses for the Nieuw Amsterdam's cargo were held up by the American authorities when the Dutch Government refused to give assurances that she would not be interned for safety as soon as she reached the other side. In the negotiations that followed the American Government refused to recede from its position and finally the Dutch yielded.

A final agreement as to the operation of the other Dutch vessels held in American ports was believed tonight to be in sight. The principal clauses of this agreement, it is reported, will provide that a large number of Dutch ships shall enter the American coastwise trade to release American vessels for overseas service, that part of the tonnage be placed in trade to the Dutch East Indies for the benefit of Holland and the Allies, and that a limited number of ships be permitted to ply between America and Holland, carrying cargoes to be approved by the War Trade Board,

Refugees who will sail on the Nieuw Amsterdam have gathered in the United States from many ends of the earth. Some came from the Dutch East Indies and many from the Orient. All have been awaiting an opportunity to reach Holland safely.

(二) 抑留蘭船ニ關スル提議ノ件

(十一月十三日ニニューヨーク、タイムス)

TO PUT DUTCH SHIPS IN OUR SERVICE SOON

WASHINGTON UNDERSTANDS WAR TRADE BOARD IS NEAR AN AGREEMENT WITH HOLLAND.

SHIPMENTS TO EUROPEAN NEUTRALS WILL BE ALLOWED ONLY TO SUPPLY THEIR IMMEDIATE NEEDS.

WASHINGTON, Nov. 12.—Reports were heard here today that the Dutch tonnage now tied up in New York harbor and other seaports by order of the War Trade Board may soon be put into service under an agreement between the board and the Holland Government. Official confirmation is lacking. It can be stated, however, that there is to be no weakening of the embargo policy which has forbidden shipments of foodstuffs and fodder to Holland or other northern neutral countries, while it might be used to give aid to Germany.

Shipments will be permitted to enter those countries only when the bottom of the grain bins are in sight and the cattle herds reduced to the point where, under the terms of any agreement which may be reached, aid to the enemy would mean actual suffering at home. Jan. 1 had been set as the earliest date when shipments might begin, and even then adverse reports from agents of this Government abroad would result in renewed restrictions.

It is understood that the War Trade Board has insisted that any of the Dutch vessels released must be chartered to American interests and subject to the new charter rates. One proposition which has been considered, according to an unofficial report, includes the use of one-third of the tonnage in the coastwise trade, one-third in transatlantic trade with the Allies, and one-third in trade between the United States and Holland, on condition that certain cargoes be transported to Belgium.

Thousands of heads of cattle already have been killed in Holland, it is reported, because of the lack of fodder, caused by the American embargo, and undoubtedly large quantities of the meats have found their way into Germany. But this has been the logical result of the embargo policy and will supply only temporary aid to the Germans, instead of a steady flow of fats, which is the greatest need of the armies and vicilian population of the Central Powers.

It is understood that the acceptance of American charter rates has been one of the points which has stood in the way of an agreement. It is probable that the

cargoes now on board the Dutch ships will be unloaded and distributed for consumption in this country. Some of the vessels would be put into the trade with Argentina to bring cargoes of wheat to America. Through bunker coal arrangements, the movements of the vessels would be absolutely controlled.

It has been reported in some quarters that Holland feared the effect in Germany of a step which would put the major part of the 300,000 tons or more of shipping held up here into trade that would aid the United States and her Allies, and in that connection the most strenuous efforts were made by the Holland Commissioners to obtain favorable terms.

On the other hand, the owners of the vessels have been steadily losing money, and were made to realize that there would be no relenting on the part of the War Trade Board from its original position. The owners, it is said, were becoming restless, because of the heavy losses involved and the fact that there was no evidence that the United States would give way. A few of the vessels have been chartered to American interests and have slipped quietly out of the harbors, but up to the present time, at least, the status of most of the tonnage has remained the same as it was on July 15, when the embargo went into effect.

There has been no official announcement, and members of the War Trade Board have refrained from discussion of the negotiations which have been going on. Holland has held out as persistently up to this date at least as the American Government, while the cargoes were rotting in the holds of the ships.

The question of the legal right of the United States to seize the ships even has come up, but the Government has held back from the action pending the hope of an agreement along the lines it has suggested despite the increasing demand for tonnage.

(ホ) 中立諸國ノ船腹ヲ利用スルコトニ關スル協
定成立セントスル件

(十一月十四日ニニューヨーク、タイムズ)

AMERICA GETS NEUTRAL FLEETS FOR AID OF ALLIES

FINAL STAGE REACHED IN NEGOTIATIONS FOR OVER 400,000 TONS OF SHIPPING.

VESSELS FROM JAPAN ALSO.

STEEL PLATES IN EXCHANGE FOR THEM AND FOODSTUFFS
FOR OTHER MERCHANTMEN.

北米合衆國法令

五〇七

WASHINGTON, Nov. 13.—The United States is about to add several hundred thousand tons of shipping to the stream of ships carrying American troops and supplies to the aid of the Allies. Negotiations with the northern European neutral nations and with Japan for tonnage have reached a final stage, and the vessels obtained either will go directly into transatlantic routes or will release American ships for this service.

The European neutrals, it was learned tonight, finally had agreed to turn over to the United States and the Allies ships in exchange for foodstuffs that only America can supply. The quantities of food to be furnished will be determined later, but the neutrals have the assurance of the American Government that they will receive enough to meet their necessary requirements.

Japan will sell outright to the United States a large amount of tonnage now in the Pacific in exchange for steel ship plates, the Japanese are anxious to obtain to complete their merchant shipbuilding program. Only the matter of price the Japanese are to receive for their tonnage remains to be agreed on, and that, it was said tonight, would be worked out immediately.

MORE THAN 400,000 TONS.

Negotiations with the Swedish Mission were wound up several days ago and all

the mission's members, except Dr. Fridtjof Nansen, the Chairman, have left Washington to sail for home. The amount of tonnage the United States is obtaining has not been known, but there are in American ports now more than 400,000 tons of neutral ships, which will be put into some American service. Many of the ships will ply between American ports and South America each releasing an American or British vessel for service through the war zone.

In its negotiations, the United States dealt in a different manner with each, Norway, Sweden, Holland, and Denmark. A large part of the Norwegian merchant marine, most of which is owned in Great Britain, already is in the allied service. The Dutch insisted that none of their vessels be put into service that would take them through the war zone. Most of the Dutch ships to be turned over probably will transport to the United States wheat from Argentina and Australia and sugar from Java.

The entire Dutch fleet, it is understood, eventually will be used in transporting supplies to America and in carrying cargoes from America to Holland. The Dutch estimate that at least one-third of the fleet will be required to move foodstuffs and other American materials to Holland when the United States begins to let foodstuffs go. Some food probably will be released within the next month.

With the question of tonnage out of the way, and the American promise of sufficient foodstuffs for the neutrals obtained, there remain two important points to be cleared up. One of these is just how much food the neutrals will require, and the other is how far the neutrals may go in shipping supplies into Germany. The first will be settled on the basis of statistics supplied to the United States by the neutral Governments through the commissions they have sent here. The second presents a more difficult problem.

QUESTION OF SUPPLYING GERMANY.

Norway and Sweden, it is said, are ready to stop the shipment to Germany of all foodstuffs supplanted by supplies from the United States, but Holland so far has declined to give assurances as to dairy supplies.

Sweden, it is said, will be asked also to discontinue the export of iron ore and certain other materials to Germany, and this Government, it is stated, is determined that no American cattle feeds shall be used by Holland so long as dairy shipments continue to find their way to the Central Powers.

Wheat brought to the United States from Argentina and Australia will be milled in this country for re-export. The Food Administration has decided to export no more wheat from the country, but will send out only flour. This will save cargo space,

furnish foodstuffs for American cattle, and guarantee a supply of flour to keep American mills running on full time.

No time has been set for turning over the neutral tonnage, but the ships held here now probably will be allowed to receive bunker coal as fast as they can obtain it. Many will make transatlantic voyages, carrying in part Belgian relief cargoes.

Arrangements for turning over the 40,000 tons of Swedish ships in American ports were completed some days ago.

() 米國在泊ノ蘭船ニ關スル米蘭間協定ノ件

(十二月一日ニホーモーク・タイムズ)

ALLIES TO HAVE USE OF DUTCH SHIPS HERE

AGREEMENT FOR RELEASE OF THE VESSELS IS REPORTED ON THE WAY TO THE HAGUE.

WASHINGTON, Nov. 30.—Dutch shipping tied up in New York harbor and other seaports will be released and most of it put into service which will benefit the Allies, if an agreement prepared by the War Trade Board and the members of the Dutch Mission is ratified by the home Government at The Hague, according to a report

current here today.

It was stated that a representative of the mission left for Holland about ten days ago to take up the details of the proposed agreement with the Government officials there and that an announcement might be made next week if favorable action was taken.

Whatever the result, it is understood that Holland will not receive any large supplies of foodstuffs before Jan. 1, or perhaps as late as Feb. 1, and that the United States will refuse to feed the large surplus herds of cattle which made it possible for Holland to conduct a lucrative trade with Germany, offering tons of fat for coal and other materials. Cattle slaughtering must continue in Holland until the herds are reduced to a point considered normal.

Holland also, it is understood, may be asked to guarantee to the allies of the United States amounts of fats and other foodstuffs which will scarcely leave the nation in a condition to send large quantities into Germany. In return it is reported that England may separate negotiations may arrange to give Holland large supplies of coal.

It has been stated that Holland would have the use of one-third of its tonnage now tied up here, but in that event, it is understood, Belgian relief work must from

a considerable part of this trade. The Netherlands Government also must guarantee that none of the products imported from the United States shall be re-exported into Germany.

One version of the proposed agreement was that approximately 500,000 tons of Dutch shipping would be involved and that the special stipulation was made that the use of such vessels should be private and not public, as otherwise Holland would be guilty of an infraction of her neutrality, and that they should not enter the submarine zones. They will engage largely in the carrying trade between the Americas, between Australia, Chin a, Japan, and other Far Eastern countries and the United States, and transport relief supplies to Belgium.

The Dutch ships will not be available for the transportation of war supplies to France, England, and Italy, it is said, but are available for traffic between Asiatic Russia and America, providing the contracts are negotiated by private individuals and not by agents of the United States Government.

Holland will receive a stipulated amount of grain, principally wheat, and a few other commodities, chiefly raw materials necessary for her industries. The delivery of wheat would begin in January or February, as Holland has a supply on hand sufficient to meet her requirements up to that time. She will receive no foodstuffs,

and on this account has been obliged to slaughter a considerable quantity of livestock.

(ト) 諾國條約ノ規定上米國在泊自國船ノ押收セラル・コトナキコトヲ言明スル件

(十月二十八日ロンドン・ホスト)

SHIPS IMMUNE, SAYS NORWAY

OLD TREATY QUOTED AS PREVENTING SEIZURE IN AMERICAN YARDS.

LONDON, Oct. 27, Saturday.—The Norwegian foreign office has published a statement to the effect that under the terms of the treaty of 1827 between the United States and the dual monarchy of Norway and Sweden, the United States is prohibited from seizing Norwegian ships under construction in America, a Central News dispatch from Copenhagen reports.

The foreign office adds that there is reason to believe the United States will acknowledge the treaty and act in accordance therewith.

(二) 船舶備船ニ關スル規則

(十月十九日ニューヨーク・タイムズ)

OUTLINES CHARTERING RULES

BOARD HERE STATES THE MAIN POINTS OF ITS POLICY.

The Chartering Committee of the United States Shipping Board has announced its first set of rules, which outline the main points of its policy in regard to charters of American and neutral vessels.

The committee ruled that there should be no increase in charter rates over those prevailing when it took charge last Monday. No charter will be approved for more than a single voyage. All charters must provide for the return of the ship to an American port. The committee decided to approve no charters for neutral vessels trading in the Pacific except on condition that, at the conclusion of the voyage approved the vessel is brought around to the Atlantic. It aims, however, to bring about this transference with the least possible disturbance of traffic.

Submission of charters made for all American steamers commanded by the Government to the Chartering Committee is mandatory under the Shipping Board's order. The committee's control over neutral tonnage trading to and from American ports, however, is none the less complete, and is going to be exercised on the same basis as for American steamers. Its control of neutrals is made effective by the fact

that without the approval of the Chartering Committee no Captain of a neutral ship can get clearance papers from any port in the United States, nor, since the British authorities are working in entire harmony with the American, can he get bunker coal or supplies anywhere in the 6 world.

The rate problem is still by far the most important matter before the committee, and in this it is proceeding cautiously. Shipping men expect that rates will have to come down decidedly, both charter rates and package rates. In the meantime information received indicates that the Chipping Board has made up its mind that the big profits from the present rates shall benefit the Government instead of the individual shipowner. A number of shipowners have been informed from Washington that their ships, now requisitioned, are to be operated by them henceforth for Government account, the owners acting merely as agents. Whether they will receive 10 per cent. or 5, or some intermediate figure, as an operating fee apparently has not yet been determined.

The Chartering Committee announced that no charters submitted for approval after noon on any day are sure of being passed upon that day.

(三) 太平洋ニ在ル船舶ヲ大西洋ニ移サントスル件

(十月十九日ニニューヨーク・タイムス)

MAY BRING SHIPS FROM THE PACIFIC

OFFICIALS AT WASHINGTON DISCUSS PLAN FOR RELIEVING SHORTAGE OF ATLANTIC TONNAGE.

WASHINGTON, Oct. 18.—There has been discussion of late among certain officials, according to a report today, of moving 150,000 tons of American shipping from the Pacific trade and into the transatlantic service in order to increase the available tonnage for immediate use pending the time when the vessels now building begin to come off the ways in great numbers. At least that amount, it is said, could be commandeered at once for use between the United States and France, and it could be quickly transferred through the Panama Canal.

A survey of all available tonnage controled by the Allies in the Pacific has been made, it is understood, in order to determine just how much could be spared without interrupting the necessary channels of Pacific Ocean commerce which contribute to the war. The United States has been credited with approximately 400,000 tons, but all of that is not suitable to the transatlantic service. Great Britain has over

1,000,000 tons in liners and tramps and France about 220,000 tons. Japan has about 1,900,000.

Several conferences have been held recently by Secretary Baker, Chairman Hurley of the Shipping Board, and Herbert Hoover, Food Administrator, over the question of supplying the needs of the army and relieving conditions in France. It is possible that the use of some of the American tonnage from the Pacific will be decided upon. The officials, however, have refused to discuss the talks they have had. While conditions in France are not entirely to the liking of officials, it is understood that nothing like a real crisis has been reached, and that a survey of shipping facilities make it positive that the situation will be met.

Suggestions have been heard concerning a plan to pool the shipping facilities of the United States and its allies under a central transportation director or organization, in order to obtain the greatest efficiency. This would not require the United States to enter the inter-allied chartering plan, but would provide for a system that would tend to lessen wastage. This, however, is little more than a theory at present. It is possible that it will be matter of discussion at the Allied War Conference to be held in Paris, but no official intimation has even been given in that connection.

(四) 船舶新造ニ關スル件

(イ) 米國ニ於ケル船舶建造ニ付テ

(通商公報第四七三號)

(大正六年十月十七日附在紐育帝國總領事矢田長之助報告)

十月十六日附華盛頓ヨリ當地ニ達シタル新聞報道ニ據レハ來年三月一日ニ至ル期間中米國內各造船所ニテ竣工スヘキ船舶ノ總噸數ハ約百萬噸ニ上ルヘキ趣ニテ且ツ右ハ本件ニ關係セル其等米國官憲ノ漏ラセル所ト記載セリ

尙又造船工業ニ要スル勞働供給ノ狀態モ自ラ頗ル有望ナルカ政府筋ニ於テハ今後一層勞働能率ノ増大ヲ計ル方針ニテ其一方法トシテ米國內各造船所、機關類製造所若クハ船舶用具製造所ニ就働ノ職工ニハ徵兵免除ノ特典ヲ許與スヘキ目論見ニテ當局者ハ之レニヨリテ多數ノ職工ヲ結集シ得ヘキ見込ナリト云フ而シテ右等案件ニ關シ合衆國船舶院總裁イー、エヌ、ハーレー (E. N. Hurley) ハウヰルソン大統領ト會見ヲ遂ケタル由ナリ

尙合衆國勞働協會長サミュエル、ゴムパース (Samuel Gompers) モ亦是等計畫ニ賛同ノ意ヲ表シ相當盡力ヲナスヘキ趣ナリ

追テ自ラ米國全土造船所、機關類製造所ニ就働ノ職工數ハ概算二十五萬ト記載セルカ政府側ノ計畫ハコ、數週間ニ十萬乃至十五萬ノ増員ヲ行フヘキ豫定ナリト云フ
因ニ前述三月一日迄ニ竣工スヘキ船舶ハ米國參戰前及參戰後初期ニ契約セラレタルモノニ

カ、リ米國船、佛國船、英國船及諸威船ヲ網羅スルモ是等外國トノ契約ニ係ルモノハ總テ米國政府ニ於テ徵發ヲ經タルモノナルヲ以テ進水後ハ米國政府所屬ノ下ニ航海ニ從事スヘキハ言フ迄モ無キ所ナリ

(ロ) 造船用鋼板急造ノ件

(十一月二十五日ニニューヨーク、タイムズ)

STEEL MILLS READY TO RUSH SHIP PLATES

EXPECT TO TURN OUT 1,100,000 TONS FOR THE FOUR MONTHS ENDING

WITH FEBRUARY.

8,000,000 TONS IN A YEAR.

ALSO PREPARING TO TURN OUT 200,000 SHELLS A MONTH FOR OUR ARMY

DESPITE BIG FOREIGN ORDERS.

PITTSBURGH, Nov. 24.—Despite the larger amount of merchant shipping expected to be turned out by the extreme standardization of designs, the steel industry expects to be able to meet all the plate and structural shape requirements. While 750,000 tons of shipping was turned out by the United States in 1916, about 1,100,000 tons

is expected for the four months ending next February, and by that time a rate of 500,000 tons of shipping a month is expected, this to be increased to a rate of 8,000,000 tons a year within a year.

In 1916 the entire output of sheared plates, $\frac{1}{2}$ -inch and heavier, was about 1,800,000 tons, including a little tonnage that would not be suitable for shipbuilding, but within a few months the capacity for ship plates is expected to reach 300,000 tons a month, through the completion of new plate mills, of which the Liberty mill at Homestead, put in operation last month, is a specimen.

Orders for shell steel, chiefly in the form of forging billets, are being placed rapidly, and within a few months the output probably will exceed 200,000 tons a month, in addition to the shell steel for export. All the factories in the United States engaged at any time in the past in shell manufacture are to be employed, while additional plants are being placed in Canada.

The steel market is moderately active, and there is heavy buying of tin plates and sheets for the first half of next year, while in other commodities the transactions are usually limited to shorter periods of delivery. There has been a further loosening up in materials offered for early deliveries, and there is less difficulty in buying materials for early deliveries at the set price. The chief concern of the iron and steel

industry at present is the shortage of coke, which has been accentuated during the past fortnight. Most of the railroad divisions are badly congested, and while the supply of empties to coke ovens has been 5 to 10 per cent. less in the last two weeks than formerly, the receipts at furnaces have been reduced by a greater margin, as the congestion has caused coke in transit to accumulate.

The steel market is working smoothly, and there are increased offerings of finished rolled steel products and of manufactures of steel, at the various prices recently set. Manufacturers have voluntarily revised contracts to the set basis because they knew it was the only way in which they could obtain orders, but in the case of rolled steel products there has been little revision of contracts.

REFUSE ORDERS FOR FORWARD DELIVERIES.

The trade is talking about the proposed curtailment that the Government is to effect in unessential industrial activities, but at present there is only conjecture and no knowledge of where or how it will strike, so that the majority steel mills are backward in making sales for forward delivery. Government orders for steel in various forms are being placed in larger tonnages than a few weeks ago, and, of course, the war program has become correspondingly more formidable as to the curtailment it will effect in steel supplies for ordinary commercial consumption. Sales of steel

products for export are being made without regard to the set prices when the material is not to be used, directly or indirectly, for prosecuting the war, and export permits are being granted with considerable freedom, even plates being involved in some instances.

Pig iron is growing more scarce every week, many of the furnaces losing considerable time through the lack of coke, so that, on the whole, the production is materially reduced. There is a constant inquiry for basic iron, and it is estimated that not less than 200,000 tons could be sold right now for delivery up to April 1, but there are very few offerings, as, with restricted production, contracts all absorb the prospective output.

The scarcity of bessemer iron is not so acute as that of basic. In the case of foundry iron, there is a fair amount of inquiry, but the curtailment in production is not reflected so sharply, as the consumption of some foundries has decreased, and they have asked shipments to be curtailed because of that fact. It is known that the Government is working hard on plans to relieve the transportation problem, and the earliest definite relief that can be expected will come from curtailing operations in unessential industries. It will require some time to work out the program.

The additional scarcity of coke has made the blast furnaces still more reserved

in offering iron for early deliveries. A number of the consumers have asked for better deliveries, and furnace managers are going to great lengths to arrange deliveries to the least disadvantage of all parties concerned.

A few transactions have taken place in early deliveries, and there has also been considerable inquiry in the same direction. Some of the furnaces are offering iron for delivery in 1918, and to their regular customers are willing to extend the contract to cover the whole year.

DIFFICULTIES IN SHIPMENTS.

While the congestion of traffic affects the pig iron situation chiefly with respect to the supplies of coke to blast furnaces, there are also great difficulties in the shipment of pig iron, and there are some embargoes that retard the market as well. The market can be quoted firm at the Government prices; Bessemer, \$36.30; basic and No. 2 foundry, (1.75 to 2.25 per cent. silicon,) \$33; malleable, \$35.50; gray forge, \$32, f. o. b. valley and other furnaces, prices delivered Pittsburgh ranging as a rule from 79 to 95 cents.

The ferro-manganese market is steadier through the disappearance of \$275 as a nominal quotation, the usual quotable level being \$250. This price, however, is sometimes shaded by \$2 to \$4 a ton in the case of prompt or first half deliveries.

Consumers are in the market at intervals only, and do not want to buy except for early deliveries. Some first half inquiry has been followed by a decision not to buy so far ahead at this time.

Government price setting for scrap iron has dulled the market, to the surprise of the dealers, who expected the reverse. Heavy melting steel was set at \$30, when the market had been quotable at about \$27 to \$29. It would seem that such price fixing would not effect any change in the market, being below the Government limit, but, on the contrary, holders of scrap marked up prices sharply, expecting to secure practically the full price, \$30, minus a very moderate margin to the dealer. However, consumers of scrap did not take the same attitude, and are not bidding \$30 on any considerable tonnages, although there seems to be a demand for small lots at \$30 for current requirements. While the dealers have no recourse but to quote \$30 to customers, they are picking up very little material at prices permitting them to turn it over at a profit, and their usual bids are much below \$30. The market quotations are: Heavy melting steel, \$28 to \$30; borings, \$18 to \$20; turnings, \$18 to \$20; No. 1 wrought, \$33 to \$35, delivered Pittsburgh, the higher prices being the set limits. Some one tried to bull the market by starting a rumor among the traders that one of their number was trying to secure more scrap than the Government

allowed, but it was soon proved to be a canard.

Early deliveries of wire products are bringing about a fairly active market. In this trade the bulk of the business is not done for the far forward deliveries, except in cases in which the business is thrown forward by the mills getting behind in filling specifications, and at the present time there is very little forward business being done. Some of the wire mills were not booked ahead to the extent at first supposed, and many of them are booking orders quite freely since prices were set.

Nailmakers are at a disadvantage in the case of small nails, for the reason that the extras above base are fixed and were arrived at for ordinary times, while at present all costs are high, and there is not a correspondingly higher price on the small sizes. This has led to some of the mills seeking to place a restriction on specifications, requiring, for instance, that in a given specification not more than 20 per cent. should be in sizes less than two-inch, but buyers frequently succeed in getting through a specification with a larger percentage, notwithstanding the efforts of the mills. The market is quoted at \$3.50 base for wire nails, and at \$3.40 for cement coated, smooth fence wire being \$3.25.

(ハ) 米國大造船ノ實況

(十一月二十三日ニナローヨークタイムズ)

SHIP PROJECT MEETS LLOYD GEORGE MARK

6,703,300 TONS BY 1919 ARE CONSIDERED ASSURED BY WASHINGTON PLANS.

WASHINGTON, Nov. 22.—If, as stated by Premier Lloyd George, the construction of 6,000,000 tons of shipping by Jan. 1, 1919, will defeat the best efforts of the German submarines, the United States Shipping Board is satisfied that the feat can be accomplished with the co-operation of the shipbuilders and organized labor. The drive is now on in earnest.

An official of the Shipping Board stated today that, exclusive of about 2,500,000 tons of shipping under foreign contract which was commandeered on the stocks by the Shipping Board, and which will begin to come from the ways in ever-increasing numbers within the next sixty days, the contracts actually let, with the proviso that the vessels shall be completed by the date named by Mr. Lloyd George, are as follows:

58 composite ships, 207,000 tons.

北米合衆國法令

345 steel ships, 2,665,400 tons.

778 wooden ships, 1,330,900 tons.

Total of new ships contracted for to be delivered by Jan. 1, 1919, 4,203,300 tons. Contracts which may be let within the next few weeks are not taken into consideration in the compilation. They may represent another 1,000,000 tons.

The 4,203,300 tons of new shipping actually contracted for and the 2,500,000 tons which were commandeered by the Government and which are now being rushed to completion give a grand total of 6,703,300 tons which will be assured before Jan. 1, 1919, if all interests co-operate in a patriotic endeavor to defeat Germany's dangerous weapon.

The call has gone out from the Shipping Board to working men in every part of the country to do their duty in the time of stress and it is confidently expected that both labor and the builders will respond.

Within a short time a committee will start on a swing through the country with the approval of the Shipping Board to urge working men to get into the shipbuilding task and help their country. It is the hope of Chairman Hurley and other officials of the Shipping Board and the Emergency Fleet Corporation that it may be possible to put two or three shifts a day at work in the most important yards.

The Shipping Board is building up a program for the construction of not less than 11,000,000 tons of shipping to extend over into the year 1919. When the movement for the rapid construction of ships gets under way, it was stated, that amount of tonnage should be turned out by July, 1919.

(十一月二十六日ニホーモーク・タイムズ)

START MADE ON 1,400 SHIPS TO BAFFLE U-BOATS

SHIPPING BOARD HAS 8,363,808 TONS ORDERED, PENDING ON CONTRACT, OR REQUISITIONED.

OF 884 UNDER CONTRACT, 375 ARE WOOD, 58 COMPOSITE, AND 451 STEEL.

WASHINGTON, Nov. 25.—The first official analysis of the program which the Emergency Fleet Corporation of the United States Shipping Board is endeavoring to rush to completion to defeat the German submarine menace was issued today. It shows that since the corporation was organized contracts have been let for 884 new vessels, aggregating 4,724,300 deadweight tons; that 426 vessels of 3,029,508 tons building on the ways were requisitioned to hasten construction, and that contracts for

99 other vessels of 610,000 tons are pending.

This program presents a grand total of 1,409 vessels of all types, aggregating 8,363,808 deadweight tons. Of the requisitioned vessels included in this schedule 33 of 257,575 tons have been completed and released. The total deadweight tonnage given represents approximately 6,000,000 gross tons.

The Emergency Fleet Corporation, with the patriotic co-operation of the shipbuilders and of organized labor, expects to place all of the vessels in the program on the seas before the end of next year and thus meet the expressed hope of Premier Lloyd George, made in a recent address, when he stated that the accomplishment of that feat undoubtedly would overcome the best efforts of the submarines. It is entirely probable also that contracts for at least 500,000 tons of ships not included in the schedule given will be let.

INCLUDES 70 TRANSPORTS.

The figures show that there are under contract no less than 278 vessels of 7,500 tons or more, classified as cargo steamers, of which 70 are designed especially for transports. Of the cargo vessels requisitioned 176 also are of 7,500 tons or over.

Most of the vessels of 5,000 and 7,500 tons which have been contracted for are to be built in the new fabricating yards, and it is estimated that it will take five

months to complete a vessel after the yards are in operation. The only limit on their output will be the ability to obtain labor and the construction of yards sufficient to build several vessels at one time.

The construction of a great fleet of vessels of 8,800 tons or over was one of the first steps advocated by Chairman Hurley of the Shipping Board and Rear Admiral Capps. The theory was that these vessels could attain higher speed and be more effective against the submarines. Vessels for use as transports are being constructed with a new system of bulkheads which, it is believed, will make them "unsinkable." It has been stated that at least three hits would have to be made by torpedoes to cause a disaster, and under the present system of convoy such a feat by a submarine is looked upon as impossible.

The recent reorganization of the Emergency Fleet Corporation, which put Charles A. Piez in direct charge of construction and provided for several organizers and efficiency experts, was brought about to speed construction on the vessels contracted for by providing speedy delivery of materials and a full quota of labor needed for two and three shifts of workmen.

THE PROGRAM IN DETAIL.

The following table shows the number of vessels under contract, pending contract,

and requisitioned by the Emergency Fleet Corporation:

| Type of Vessel. | Number of Vessels. | Total Deadweight Capacity. |
|----------------------------------|--------------------|----------------------------|
| Wood | 375 | 1,330,900 |
| Composite | 58 | 207,000 |
| Steel | 451 | 3,186,400 |
| Total contracted for... | 884 | 4,724,300 |
| Contracts pending | 99 | 610,000 |
| Total | 983 | 5,334,300 |
| Total requisitioned, (all types) | 426 | 3,029,508 |
| Grand total... | 1,409 | 8,363,808 |

This total includes requisitioned vessels completed and released—33 vessels; 257,575 tons.

The showing for the 884 vessels contracted for, exclusive of contracts pending for ninety-nine vessels, and also exclusive of requisitioned vessels, follows:

| Type of Vessel. | Number of Vessels. | Deadweight Tonnage. |
|-------------------|--------------------|---------------------|
| Cargo | 411 | 1,438,500 |
| 4,000 tons | 16 | 64,000 |

| | | |
|-----------------------|-----|-----------|
| 4,700 tons | 12 | 56,400 |
| 5,000 tons | 160 | 800,000 |
| 6,000 tons | 7 | 42,000 |
| 7,500 tons and under | 76 | 569,200 |
| 8,800 tons | 54 | 475,200 |
| 9,000 tons | 44 | 396,000 |
| 10,000 tons and under | 34 | 322,000 |
| Total | 814 | 4,164,300 |

Cargo and transport:

| | | |
|-------------------|-----|-----------|
| 3,000 tons | 70 | 560,000 |
| Grand total... | 884 | 4,724,300 |

Of the 884 vessels under contract, 451 are of steel construction, as follows:

| Cargo. | Number of Vessels. | Deadweight Tonnage. |
|-------------------|--------------------|---------------------|
| 3,500 tons | 6 | 21,000 |
| 4,000 tons | ... | |
| 4,700 tons | ... | |
| 5,000 tons | 160 | 800,000 |
| 6,000 tons | 7 | 42,000 |

北米合衆國法令

五三四

| | | | | | |
|---|-----|--------------------|-----|---------------------|-----------|
| 7,500 tons ... | ... | ... | ... | 76 | 569,200 |
| 8,800 tons ... | ... | ... | ... | 54 | 475,200 |
| 9,000 tons ... | ... | ... | ... | 44 | 396,000 |
| 10,000 tons ... | ... | ... | ... | 34 | 323,000 |
| Total ... | ... | ... | ... | 381 | 2,626,400 |
| Cargo and transport: | | | | | |
| 8,000 tons ... | ... | ... | ... | 70 | 560,000 |
| Grand total | ... | ... | ... | 451 | 3,186,400 |
| Of the 884 new vessels under contract 375 are of wood construction, as follows: | | | | | |
| Cargo; Tons. | | Number of Vessels. | | Deadweight Tonnage. | |
| 3,500 | ... | ... | 355 | 1,242,500 | |
| 4,000 | ... | ... | 8 | 32,000 | |
| 4,700 | ... | ... | 12 | 56,400 | |
| Total | ... | ... | 375 | 1,330,900 | |
| Of the 884 new vessels under contract 58 are of composite construction, as follows: | | | | | |
| Cargo; Tons. | | Number of Vessels. | | Deadweight Tonnage. | |
| 3,500 | ... | ... | 50 | 175,000 | |
| 4,000 | ... | ... | 8 | 32,000 | |
| Total | ... | ... | 58 | 207,000 | |

The vessels under requisition, all of which are of steel construction and which are exclusive of those delivered and released, are as follows:

| Colliers: | | Number of Vessels. | Deadweight Tonnage. |
|-----------------------|-----|--------------------|---------------------|
| 5,000 tons and under | ... | 3 | 14,700 |
| 7,500 tons and under | ... | 1 | 6,800 |
| 8,800 tons and under | ... | 5 | 43,000 |
| Total | ... | 9 | 64,500 |
| Passenger and cargo: | | | |
| 5,000 tons and under | ... | 7 | 32,958 |
| 6,000 tons and under | ... | 2 | 10,600 |
| Total | ... | 9 | 43,558 |
| Tankers: | | | |
| 5,000 tons and under | ... | 2 | 9,100 |
| 7,500 tons and under | ... | 7 | 49,300 |
| 8,800 tons and under | ... | 4 | 33,010 |
| 9,000 tons and under | ... | 9 | 81,000 |
| 10,000 tons and under | ... | 12 | 115,400 |
| 12,500 tons and under | ... | 18 | 192,545 |

北米合衆國法令

五三三

北米合衆國法令

五三六

| | | | | | | | |
|--|-----|-----|-----|-----|-----|-------|-----------|
| 15,000 tons and under | ... | ... | ... | ... | ... | 6 | 84,000. |
| Total ... | ... | ... | ... | ... | ... | 58 | 565,155 |
| Cargo: | | | | | | | |
| 3,500 tons and under | ... | ... | ... | ... | ... | 99 | 321,240 |
| 5,000 tons and under | ... | ... | ... | ... | ... | 37 | 160,200 |
| 6,000 tons and under | ... | ... | ... | ... | ... | 5 | 28,000 |
| 7,500 tons and under | ... | ... | ... | ... | ... | 47 | 335,460 |
| 8,000 tons and under | ... | ... | ... | ... | ... | 2 | 16,000 |
| 8,800 tons and under | ... | ... | ... | ... | ... | 58 | 508,200 |
| 9,000 tons and under | ... | ... | ... | ... | ... | 14 | 126,000 |
| 10,000 tons and under | ... | ... | ... | ... | ... | 25 | 243,170 |
| 12,500 tons and under | ... | ... | ... | ... | ... | 28 | 332,450 |
| 15,000 tons and under | ... | ... | ... | ... | ... | 2 | 28,000 |
| Total... | ... | ... | ... | ... | ... | 317 | 2,098,720 |
| Grand total... | ... | ... | ... | ... | ... | 393 | 2,771,933 |
| Grand total requisitioned and under contract ... | ... | ... | ... | ... | ... | 1,277 | 7,496,233 |

The requisitioned vessels completed and released are as follows:

| Colliers: | Number of Vessels. | Deadweight Tonnage. |
|-----------|--------------------|---------------------|
|-----------|--------------------|---------------------|

| | | | | | | | |
|-----------------------|-----|-----|-----|-----|-----|----|---------|
| 12,650 tons and under | ... | ... | ... | ... | ... | 1 | 12,650 |
| Tankers: | | | | | | | |
| 10,475 tons ... | ... | ... | ... | ... | ... | 1 | 10,475 |
| Ore carriers: | | | | | | | |
| 6,000 tons and under | ... | ... | ... | ... | ... | 2 | 11,500 |
| 11,300 tons and under | ... | ... | ... | ... | ... | 4 | 45,200 |
| 17,060 tons and under | ... | ... | ... | ... | ... | 1 | 17,060 |
| Total ... | ... | ... | ... | ... | ... | 7 | 73,760 |
| Cargo: | | | | | | | |
| 3,500 tons and under | ... | ... | ... | ... | ... | 9 | 28,560 |
| 5,000 tons and under | ... | ... | ... | ... | ... | 3 | 12,200 |
| 7,500 tons and under | ... | ... | ... | ... | ... | 1 | 6,200 |
| 8,800 tons and under | ... | ... | ... | ... | ... | 5 | 43,700 |
| 10,000 tons and under | ... | ... | ... | ... | ... | 2 | 19,530 |
| 12,500 tons and under | ... | ... | ... | ... | ... | 3 | 37,500 |
| 15,000 tons and under | ... | ... | ... | ... | ... | 1 | 13,000 |
| Total... | ... | ... | ... | ... | ... | 24 | 160,690 |
| Grand total ... | ... | ... | ... | ... | ... | 33 | 257,575 |

北米合衆國法令

五三七

(一一) ロスアンゼルス造船業近況

(通商公報第四七一號)

(大正六年十月十一日附在ロスアンゼルス帝國領事大山卯次郎報告)

今ヤ米國ハ對獨宣戰ノ結果陸海軍大擴張ヲ實行スルト同時ニ自國竝ニ聯合與國ノ爲ニスル食料品軍需品等ノ輸送ニ要スル船舶ノ隻數増加ニ焦慮シ當國官私造船界ハ船舶ノ建造ニ忙殺セラレ居ル現狀ナルカ當地附近ノ各造船所モ亦官命又ハ私設會社ノ註文ニヨリ夫々造船ニ多忙ヲ極メツ、アリ尤モ當國ニテハ宣戰以來軍需品、船舶等ノ製造高ハ祕密ニ附セラレルヲ以テ正確ナル情報ヲ得ルコトハ困難ナルモ其造船隻數及種類ハ凡ソ左ノ如キモノナリトノコトナリ但シ是等造船所ハ孰モ比較的小規模ノモノナルモ其中稍々大ナルモノハ「ロスアンゼルス造船乾船渠會社」、「カリフォルニア造船會社」、「クレイグ造船會社」ノ三箇所ニシテ各左記ノ如キ鋼鐵汽船ノ建造ニ著手シツ、アリ元來當港内南部一帶ノ海面ハサンゲブル河ノ河口ニ當リ常ニ同河口ヨリ吐出セル土砂堆積シ水深一定セサル虞アルノミナラス從來カリフォルニア州南部對外國貿易狀態不振ノ結果當港ノ利用ハ殆ドカリフォルニア州沿岸若クハ小規模ノ對墨國貿易ニノミ限ラレシヲ以テ自然當港ニ對スル諸事業閑却セラレタル傾向アリ造船界モ亦微々トシテ振ハス僅ニ千噸以下ノ木造及鋼製小船ノミヲ建造セシカ今回同地方ノ二、三都市發起ノ下ニサンゲブル河水氾濫防止工事ヲ計畫シ大資金ヲ投シテ前記サンゲブル河ノ水路ヲ人工的ニ他方ニ移動セシメテ流水ニ便ナラシメテ例年惱マサ

レタル同地方ニ於ケル同河氾濫ノ禍根ヲ根絶セントシ其費用ヲ約二百十六萬弗ト定メ其一半ヲカリフォルニア州ニ於テ負擔シ殘額ハ中央政府ヲシテ引受ケシメントスル運動起リタル所最近ニ至リ其運動效果ヲ奏シ右工事ハ漸ク不日實行ニ著手スル運ヒトナリタリトノトナルヲ以テ此計畫完成ノ曉ニハ右サンゲブル河口ハ同河ノ吐出スル砂ノ堆積ヲ免レ從テ當地附近海面及港ノ利用ヲ増加スルニ至ルヘク時節柄造船業ノ發達ノ爲ニモ極メテ好都合ナル結果ヲ得ヘシ聞ク所ニ據レハ右河口變更工事及目下計畫中又ハ進捗ノ造船設備完成スルニ於テハ當港造船界ノ造船能力ハ現今ニ於ケル建造ヲ倍加シ得ル見込ナリトノコトナリ「ロスアンゼルス」造船乾船渠會社 (Los Angeles Ship Building & Dry Dock Co.) (當港サンゲブル河所在) 目下米國政府ノ註文ニ基キ各八千八百噸、船長四百五十呎、價格七十五萬弗ノ鋼鐵汽船四隻ノ建造中ニシテ追テ同種ノ汽船ヲ尙四隻建造ニ著手スル筈ニシテ合計八隻建造ノ豫定ナリ

因ニ最近當地米人商業會議所日報中左ノ記事アリテ米國事業家及政府當局カ時局ノ必要ニ鑑ミ如何ニ迅速果斷ニ應策シツ、アルヤヲ知ルニ足ルヘキニヨリ其要ヲ拔萃シテ我斯業界ノ參考ニ供ス

(前略) 曩ニ太平洋沿岸ニ於テ「パーカー」製鐵會社長フレッド、パーカー氏第一國立銀行頭取ストッガード、セス氏及太平洋電氣鐵道會社長ホール、シヨープ氏等其他數名ノ有方者會合ノ席上、談偶々米國政府ノ船舶缺乏ニ困窮スルコトニ及フヤ彼等ハ互ニ應分ノ盡力ヲナスヘキ旨誓約セリ其後大正六年五月中旬頃ニ至リ前記富豪中ノ二、三氏會合ノ

際愈々造船事業開設ニ決心シ善ハ急ケト同月直ニ實行計畫ニ著手シ徹宵シテ會社組織ノ大綱ヲ規定シ細則ハ之レヲ法律顧問ニ一任シ其翌日資本金ヲ募集スルト同時ニロスアンセルス市ヨリ造船所建設ニ要スル同港サンペドロ所在ノ地ヲ租借シ次テ技師及職工ノ募集雇傭ヲ終リ即時大小造船ノ註文ニ應スヘキ旨華盛頓政府ニ打電スルヤ政府ハ折返シ各噸數八千八百噸、價格七十五萬弗ノ鋼鐵汽船八隻ヲ註文セリ而シテ其内二隻ハ大正七年五月他ノ二隻ハ同年六月、殘四隻ハ同年末頃迄ニ竣成引渡ノ豫定ニテ本年七月十五日ニハ既ニ若干ノ龍骨ヲ据付ケタリ實ニ時間僅々六十日間ニシテ會社ヲ設立シ事業ニ著手シ得タル次第ニシテ爾來本造船業ハ極メテ圓滑且ツ迅速ニ進捗セリ云々ト

「カリフォルニア」州造船會社 (California Ship Building Co.) (ロングビーチ所在) 目下米國政府ノ註文ニ基キ五隻ノ潛航艇ヲ建造中ナリ尙此外ニ最近本社ハ六千噸級ノ鋼鐵汽船三隻建造ノ註文ヲ同政府管船局ヨリ受ケタリ
 「クレエグ」造船會社 (Craig Ship Building Co.) (ロングビーチ所在) 目下米國政府ノ註文ニ基キ三隻ノ九千噸級鋼鐵汽船ヲ建造中ニシテ本社ノ希望ニヨリテハ尙同種船二隻ノ註文アル筈ナリ
 「フールトン」造船會社 (Fulton Ship Building Co.) (當港ウィルミントン所在) 目下某私設會社ノ註文ニヨリ巨大ナル二隻ノ木造船及米國政府ノ註文ニ基キ船長二百八十六呎ノ汽船四隻ノ建造中ナリ
 「ラルフ、シユエー、チャンドラ」造船會社 (Ralph J. Chandler Ship Building Co.) (ウィルミントン所在) 目下米國政府ノ註文ニ基キ船長二百八十一呎ノ木造船二隻ヲ建造中ナリ
 「フェロース、スチロート」造船會社 (Fellows & Stewart Ship Building Co.) (ウィルミントン所在) 目下船長九十呎ノ「ランチ」數隻建造中ナリ
 其他右ノ外ニ「リリー、アンド、プレッチャ」造船所 (Lilly & Pletcher Ship Building Co.) 「バンニング」造船所 (Banning Ship Building Co.) 及日本人經營ノ極メテ小模様ナル「カリフォルニア」州造船所等アリ何レモ木造小汽船又ハ漁業用「ガソリンボート」ヲ製造シ居レリ

(五) 船舶徵發ニ關スル件

(イ) 二千五百噸以上ノ米國船徵發ニ關スル公表書

(十月十三日ニューヨーク、タイムズ)

TAKES OVER ALL AMERICAN SHIPS ABOVE 2,500 TONS

WASHINGTON, Oct. 12.—As a war emergency measure the United States Shipping Board will requisition all American cargo and passenger ocean carrying vessels of over 2,500 tons at noon of next Monday, Oct. 15. This action, which is taken as a means of effectively controlling and regulating ocean freight rates and to enable the Government to obtain prompt command of the sea tonnage it needs for war uses, was forecasted on Sept. 27 last when the Shipping Board issued a statement giving the charter rates

at which the vessels would be taken over. The limit probably will be lowered soon to include vessels of more than 1,500 tons.

Tonight the Shipping Board made public the text of the official notification to the owners of all ships affected by the requisition order. American merchant vessels available for ocean traffic total slightly more than 2,000,000 tons, but some of them have been taken over already for use by the army and navy. In most instances except when they are required for actual Government service, the ships will be turned back to their owners for operation on Government account, subject at all times to any disposition that the Shipping Board may direct.

THE OFFICIAL STATEMENT.

Here is the statement:

The United States Shipping Board hereby gives notice to all owners of ships registered and enrolled under the laws of the United States that the requisition of all American steamers described below, and of which previous announcement has been made, will become operative and effective on Oct. 15, 1917, at noon.

1. The ships affected by said requisition and included therein are:

(a) All cargo ships able to carry not less than 2,500 tons total deadweight, including bunkers, water, and stores.

(b) All passenger steamers of not less than 2,500 tons gross register.

2. (a) As to all steamers in or bound to American ports on Oct. 15, 1917, requisition becomes effective after discharge of inward cargo and ship is put in ordinary good condition.

(b) As to steamers which have started to load their outward cargo, requisition becomes effective at noon on Oct. 15, 1917, and accounts as to hire and expenses will be adjusted from time steamer began to load.

3. Steamers trading to and from American ports that have sailed on their voyage prior to Oct. 15, 1917, at noon, are to complete that voyage as promptly as possible and report for requisitioning.

4. Steamers that are occupied in trades between foreign ports shall be requisitioned as of Oct. 15, 1917, at noon, and accounts adjusted accordingly.

5. (a) Owners whose steamers are operating in their regular trades are to continue the operation of their steamers for account of the Government as they have been doing for themselves until they receive further instructions.

(b) Owners whose steamers are chartered to others will apply to the Shipping Board for instructions regarding the future employment of said steamers.

(Signed)

BAINBRIDGE COLBY,

TO KEEP DOWN OCEAN RATES.

The intention of the Shipping Board is not to interfere with legitimate ocean traffic, but to maintain supervision over all American tonnage for the dual purpose of using ships to the best war advantage and for the regulation of tariffs, which are now in many cases prohibitive.

While no statement was made as to an arrangement between the British Admiralty and the United States Shipping Board, it is believed that an agreement has been reached whereby all of the allied countries will co-operate in keeping the ocean freight rates within reasonable bounds. Labor, coal, and the increased prices of materials utilized in ocean transportation, it is conceded, have forced the owners of steamers to increase rates, but not to the extent to which they have soared. In some instances the increases have been 1,400 per cent, it is said.

Several examples of the high rates were cited today by a member of Congress who has been conducting an investigation. Before the war, he said, the rate on rice was \$4 a ton. On Aug. 1 the rate on this commodity was \$60 a ton. Cocoanuts were shipped before the war at \$5 a ton. On Aug. 1 the rate on cocoanuts was \$65 a ton. The advance on other commodities is said to have been proportionately

as great.

The belief that all allied countries have entered into an agreement to control ocean rates is based on the recent statement of an official of the Shipping Board that it would be useless for the United States to force steamers of American registry to reduce their rates unless ships of other countries were forced to do likewise. This official reasoned that the retailers in Latin America, for instance, would fix the prices on the high rate rather than the lower rate.

IMPERIUS OUR TRADE.

One of the reasons actuating the Shipping Board in its determination to control freight rates is said to be the fear that American commerce will suffer after the war in Latin America because of the high prices now charged.

Germany had almost monopolized the markets of South and Central America before the war, and there is a belief that this trade may be regained by the Teutons when hostilities cease unless, in the meantime, the people of Latin America find that goods may be obtained from the United States at reasonable prices. Prices now charged in the Southern republics for American goods are said to be beyond the reach of most of the people, because of the high freight rates.

The rates fixed by the board will cut sharply the present charter rates charged

by the American vessels for carrying Government supplies. It is the intention, it is understood, to apply them later to any foreign ships chartered in the United States. The chartering will be in the hands of the Shipping Board's chartering commission, of which Welding Ring of New York is the head.

For freight vessels, the monthly rates per ton, figured on time charter on a basis of deadweight tonnage, are as follows:

More than 10,000 tons, \$5.75; 8,001 to 10,000 tons, \$6; 6,001 to 8,000 tons, \$6.25; 4,001 to 6,000 tons, \$6.50; 3,001 to 4,000 tons, \$6.75; 2,500 to 3,000 tons, \$7.

Vessels of a speed in excess of eleven knots will be allowed fifty cents a ton additional for each knot or fraction over eleven.

For passenger vessels the board adopted a twofold basis of classification: Class A, comprising steamers with a capacity of more than 150 passengers, and Class B, those with a capacity of from seventy-five to 150 passengers. Steamers in both ratings are further classified according to speed. Passenger steamer rates, based on time charters, and figured gross register, are:

Class A: Ten to eleven knots, \$9 a ton; twelve knots, \$9.50; thirteen knots, \$10; fourteen knots, \$10.50; fifteen knots, \$11; more than fifteen knots, \$11.50.

Class B: Ten to eleven knots, \$8 a ton; twelve knots, \$8.50; thirteen knots, \$9;

fourteen knots, \$9.50; fifteen knots, 10; more than fifteen knots, 10.50.

(ロ) 米國政府船舶徵發

(通商公報第四七一號)

(大正六年十月十五日及十九日附在米帝國特命全權大使佐藤愛鷹報告)

米國政府ニ於テハ二千五百噸以上ノ船舶全部徵用ニ決定(本誌第四五七號電報欄參照)シタリシカ右徵發ハ十月十五日正午ヲ期シ大要左ノ綱領ニ據リ實施セララルヘキ旨公表セラレタリ

一、徵發船舶 { 貨物船 積載重量 二千五百噸以上
旅客船 總噸數 二千五百噸以上

一、米國各港間ヲ航海スル船舶ニシテ十月十五日正午以前ニ出港シタルモノハ成ルヘク速ニ其航海ヲ終リ徵發ニ便スル爲メ届出ツルコト

一、外國港間ノ貿易ニ従事スル船舶ハ十月十五日正午徵發セラレタルモノトシ其基礎ニテ計算ヲ整理スルコト

一、定期貿易ニ従事スル船舶所有者ハ改メテ訓令アル迄政府ノ費用ニ依リ従前通り其營業ヲ繼續スルコト

一、所有船舶ヲ備船トシテ他ヘ貸付ケ居ル者ハ船舶院ニ届出テ同船舶今後ノ使用方ニ付北米合衆國法令

指揮ヲ乞フヘシ(以上十月十五日附)

尙本件ニ關シ當局者ノ館員ニ對スル談話ニ依レハ右徵發船舶總數ハ四百九十一隻(三百一萬四千七百八十四噸)ニシテ内七十五隻(五十四萬噸)ハ十月十五日以前ニ戰用ニ供セラレ居ルニ付同日實際徵發セラレタル船舶數ハ四百十六隻(二百四十七萬四千七百八十四噸)ト見テ大差ナキ趣ナリ(以上十月十九日附)

(ハ) 二千五百噸以上ノ汽船徵發ノ件

(十月十六日ニニューヨーク・タイムズ)

GOVERNMENT SEIZES 500 OCEAN STEAMERS

COMMANDERING PROGRAM TAKES EFFECT WITHOUT A HITCH—OWNERS
STILL OPERATE VESSELS.

WASHINGTON, Oct. 15.—The program of the United States Shipping Board to requisition all American-owned ocean-going steamers of more than 2,500 tons dead weight was put into effect at noon today without a hitch. It was said at the offices of the board that the new charter rate system, which, it is believed, will facilitate the movement of cargoes, had been accepted without complaint.

Sailing vessels and steamers under 2,500 tons do not come under the requisition-

ing provision, but sailing vessels of American registry have been refused clearance for foreign ports, on the theory that they will prove more effective in coastwise trade. These ships, with small cargo steamers, will replace the larger freighters and passenger ships which from time to time are being taken from the coastwise trade to carry foods, munitions, and troops to Europe.

There are about 2,000,000 tons of shipping—approximately 500 vessels—involved in the commandeer program. Commissioner Bainbridge Colby, who has been in charge of putting the new system into operation, received many favorable reports today concerning the spirit in which ship owners had accepted the Government rulings.

Mr. Colby said the requisitioning would not make any material difference in the present movement of ships.

“We are turning the ships back to the owners to operate them on Government account, under the same system as in England,” he said. “We will not disturb them until there is a concrete case of need. Our purpose is to unify the control of all these ships available for ocean traffic. We have fixed a requisition rate, based on a fair appraisal, which replaces the speculative, hectic bidding for tonnage under old private charters. The rates are considerably under the prevalent high rates.”

Reports that the French were suffering severely because of a shipping shortage

and that a critical situation was faced were discounted in official circles. It was made known that France was being supplied with tonnage from several directions.

(六) 外國船舶ノ米國沿岸貿易許可方

○外國船舶ノ米國沿岸貿易許可方(十一月十三日官報) 本件ニ關シ米國駐劄佐藤特命全權大使ヨリ去月十日附テ以テ左ノ如ク報告アリ(外務省)

現戰役繼續中一定條件ノ下ニ外國船舶ノ沿岸貿易ヲ許可シ得ルコト、スル法案當國議會ニ提出セラレタル次第ハ彙ニ報告セシカ右法案ハ其後委員會ニ於テ審査中修正セラレタル上兩院ヲ通過シ本月六日大統領ノ裁可ヲ得テ左ノ通成立セリ

米國船舶院ハ現戰役中及戰後百二十日以内ニ於テ合衆國ノ利益ト認メタルトキハ現行法ノ執行ヲ停止シ外國船及千九百十四年八月十八日ノ法律ニ據リ米國船籍登錄方ヲ許可セラレタル外國建造船舶ノ左記條件ノ下ニ合衆國沿岸貿易ニ從事スルコトヲ許可スルコトヲ得

- 一、右船舶ハ船舶院發給ノ許可證ナクシテ沿岸貿易ニ從事スルコトヲ得ス
- 一、船舶院ノ發給スル許可證ニ於テ貿易ノ範圍從業時間ヲ限定スルモノトス
- 一、船舶院ハ許可證發給ニ關シ合衆國市民若クハ團體ノ所有若クハ借傭スル外國船ニ優先權ヲ賦與スルモノトス
- 一、本法ノ規定ハ對アラスカ及在アラスカ各港間ノ沿岸貿易ニ適用セサルモノトス

(七) 中立國船舶ニ對スル給炭ノ件

(イ) 米國ノ中立國船舶ニ對スル給炭制限

(通商公報第四七一號)

(大正六年十月八日附在米帝國特命全權大使佐藤愛鷹報告)

米國ニ於テハ彙ニ歐洲中立國ニ對スル食料品輸出取締方ヲ實施シタルカ今回更ニ輸出取締局ハ中立國船舶ニ對シ給炭制限方ヲ實行スル旨十月五日ノ戰時公報ヲ以テ發表セラレタルカ其大要左ノ如シ

現ニ輸出取締局ニ於テハ直接敵國ヲ利スルノ虞アル物資ノ米國ヨリ中立國ニ輸出セララル、ヲ極力防止スル方針ナル處別ニ接壤中立國ト他中立國トノ貿易ヲ阻害スル意思ナキモ物資ノ接壤中立國ヲ經テ獨逸ヘ輸入セララル、カ如キハ米國トシテ看過スルヲ得ス即チ中立國船舶ト雖敵國ニ對シ食料又ハ其他物資ヲ供給スルニ至ルカ如キ航海ノ目的ニ米國石炭ヲ使用スルヲ禁セサル可カラズ從來米國ヨリ出テスシテ而モ接壤中立國ヘ仕向ケラレ結局敵國ヲ利スルニ至ル積載貨物ノ運送船舶ニシテ右中立國ヘ赴ク途中米國港ニ寄港シタル多クノ實例アルニ鑑ミルモ斯ル中立船舶ニ對スル給炭方ヲ取締ル必要アリ即チ歐洲以外ノ中立國行船舶ニシテ航海用石炭ノ供給ヲ仰ク爲メ米國港ニ寄港スル場合ニハ該船舶ニシテ輸出取締局ニヨリ承認セララル、貨物或ハ接壤中立國以外ノ國ヘ仕向ケラレタル貨物ヲ積載シ米國ヘ歸來スルコトヲ承諾スルニアラスンハ航海用ノ石炭ヲ供給セス