大正六年十月

大正三―六年戰後

各國海戰關係法令 第十五輯下

海軍大臣官房

凡例

一本書ハ今回ノ戰役ニ關シ各交戰國及中立國ノ法令等主トシテ海軍士官ノ參考ニ資スヘシト認メタルモノヲ纂錄シタリ

一本書ニ掲ケタル我國ノ法令ハ主トシテ海軍省以外ニ於テ發布セラレタルモノヽ中必要ト認メタルモノニ限リタリ

一本輯ハ第十四輯編纂後即チ大正六年九月一日ヨリ十月三十一日迄ニ公表セラレ又ハ海軍大臣官房ニ於テ接手シタルモノヲ集錄シタリ

大正六年十月三十一日

編者識

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各國海戰關係法令第十五輯下

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九號）

（一）米國參戰ノ理由ニ關スル內務長官レーン氏ノ演說

（大正六年六月六日附報告）

米國今回ノ參戰ニ關シ大統領ウヰルソン氏ハ數次ノ演說ニ於テ其ノ參戰ノ理由ヲ闡明スルニカヽル所アリタルカ其ノ說ク所聊カ抽象的ノ論議ニ趨リ爲ニ國民ニ徹底セサル嫌ナキニアラス又一般新聞紙等モ極力之カ敷衍論述ニカメ今次ノ參戰ハ實ニ米國々家自衛ノ爲メニシテ決シテ單ニ他國間ノ戰爭ニ參與スルモノニ非サル所以ヲ宣明シ以テ一般輿論ノ喚起將又國民ノ結束ヲ計リシカ尙國民中ニハ米國參戰ノ理由ヲ缺ク者アルハ爭フヘカラサル事實ニ屬ス然ルニ內務長官レーン氏ハ六月四日內務省ニ於ケル Home Club ニ於テ一場ノ演說ヲ試

ミ米國參戰ノ理由ニ關シ力メテ通俗的ニ論述スル所アリ而カモ米國參戰以來大統領ヲ外ニシテハ米國々務大臣ニシテ參戰ノ理由等ニ關シ演說ヲ試ミタル者ハ同氏ヲ以テ嚆矢トスルノミナラス且其ノ論スル所頗ル肯綮ニ當ルモノアリ各新聞紙モ從來屢ゝ耳ニセシ抽象的學究的演說ニ比シ簡明直裁ナル同氏ノ演說ハ國民ヲシテ米國參戰ノ理由ヲ自覺セシムルニ裨益スル所極メテ大ナルヘシトテ之ヲ稱揚スル所アリタリ次ニ之ヲ譯出ス

『明日ハ登錄日ナリ召集セラレタル階級內ニ於テハ登錄スルハ總テノ者ノ義務ナリ其ノ法律的並ニ愛國的義務ナリ該召集ニ關シテ明瞭ニ理由ヲ了解セサリシ者モナキニ非ス其等ノ者ニ對シテ余ハ一言ヲ呈セントス

吾人ハ何故ニ獨逸ト戰ヒツヽアリヤ簡單ナル回答ハ吾人ノ戰爭ハ自己防禦ノ戰爭ナルコト之ナリ吾人ハ獨逸ト戰フヲ欲セサリシ　獨逸ハ吾人ニ攻擊ヲ加ヘタリ吾人ノ陸岸ニ加ヘタルニアラス吾人ノ船舶吾人ノ生命、吾人ノ權利、吾人ノ將來ニ對シ攻擊ヲ加ヘタルナリ二年有餘ノ間吾人ハ中立ヲ嚴守セリ夫ハ吾人ヲシテ公平及人道ノ人類共通觀念ヲ蹂躪シタル諸事件ニ對スル辯解者タラシメタリ白耳義侵入、白耳義非戰員ノ殺戮、スカーポロー其他無防禦市ノ攻擊、中立海ニ於ケル水雷敷設、公海ノ閉鎖等新ナル犯罪カ開戰以來接踵シテ行ハルヽ毎ニ吾人ハ言ヘリ「之ハ戰爭ナリ—上代ノ戰爭ナリ不開明ノ戰爭ナリ然レトモ戰爭ナルヲ如何セン總テノ規則ハ一擲セラレ總テノ文化ハ失ハレ人人ハ退化シテ原始的野蠻狀態トナレリ而モ吾人ハ正當ナルヲ立證スル能ハサル間ハ之ニ干涉セント欲セス其ハ吾人ノ戰爭ニアラサレハナリ」ト

然ラハ何故ニ參戰セルカ蓋シ吾人ハ戰爭以外ニ超立スル能ハサリシヲ以テナリ戰爭ノ端緒タル白耳義ノ侵略ハ緩徐ナカラモ着々論理的ノ階段ヲ經合衆國侵略ノ端緒ト成レリ吾人ノ同情ハ一轉シテ自利ノ思想ト化セリ吾人ノ公平信愛ノ情ハ熟シテ吾人自身ノ危險ニ對スル警戒タルニ至レリ

吾人ハ誠實ナル者ノ言ハサルヘカラサルカ如ク誠意眞摯ノ語辭ト精神トヲ以テ告クルトコロアリキ然ルニ吾人ノ言ハ怯懦爲スナキニ出ツト解釋セラレタルコトヲ遂ニ發見セリ墨西哥ハ吾人ヲ恐嚇スル爲ニ誘致セラレタリ吾人ハ平和ト自己ノ物質的利益トノミヲ念トスル者ノ言ハント欲スルカ如ク言ヘリ然ルニ吾人ハ一切ノ性格ヲ缺如シ單ニ錙銖ノ利ヲ追フ國民ナリト解釋セラレタルヲ發見スルニ至レリ實ニ吾人ハ告ケラレタリ「普國軍人ノ許可ナクシテハ世界ノ公道ヲ步行スル能ハスト又吾人ノ船舶ハ國民ニ有用ナル狹隘ナル海路上ヲ線條ノ標識ヲ帶フルノ屈辱ヲ忍フコトナクシテハ航行スルヲ得ス」ト吾人ハ戰爭ヲ欲セス誠意アル合意ヲ欲スル者ノ言フカ如クニ言ヘリ然レトモ吾人ハ遂ニ發見セリエージニ於テ破壞セラレタル條約ハ成功ノ外ハ何等ノ語ヲモ如ラサル目的ニ對シテハ合意ヲモ無價値タラシムル政略ノ記號ニ過キサリシコトヲ

斯クシテ吾人ハ吾人ノ爲ニ本戰爭ニ參加セリ其ハ亞米利加ヲ救助シ自尊心ヲ保維シ又他人カ吾人ニ希望スル如ク生活スルニアラスシテ吾人カ生活シ來レル如クニ生活スヘキ吾人ノ權利ノ正當ナルヲ證スル爲ノ戰爭ナリ吾人ハ自由ノ名ニ於テ船舶、人員、貨幣及不屈ノ精神ヲ以テ獨逸カ海上及陸上ニ大書シタル「禁止」ナル語ニ挑戰ス如何トナレハ亞米利加ハ若

于ノ土地ノ名稱ニアラサレハナリ其ハ勤勉ニ生レ辛酸ナル經驗ノ苛酷ナル學校ニ於テ發達シタル氣息アル精神ナリ目的ト誇ト確信トヲ有シ何故ニ如何ナル目的ヲ以テ生活セント欲スルカヲ知リ如何ニセハ世界ヨリ尊敬ヲ受クルニ至ルカヲ知リリンコルンノ新舊遺言書ノ如ク其ノ人間愛ノ光ヲ以テ生活スルコトニ依リ其尊敬ヲ保維スルコトヲ希望スル生命力アル精神ナリ此亞米利加カ生活スルハ吾人亞米利加人ノ生活スルヨリモ貴シ此亞米利加ハ吾人ノ現下了知スル如ク此戰爭ノ初ヨリ吾人ノ目的ニ毫モ同情ヲ有セサル一國又吾人ノ尊敬スル法律吾人ニトリテ神聖ナル權利若クハ吾人ノ有スル精神カ組織的科學的軍制ヲ背景トスル政策ノ前ニ世界ヲシテ跪座セシムル不動ノ意思ト衝突スル場合ニハ吾人ヲ壞滅スルニ躊躇セサル一國ノ强大ナル兵力ニ依リ挑戰セラレタリ基督ノ世界ハ一忘却セラレタル基督但シ排除セラレタル基督ニアラス一軍力ニ依リテ勝タント欲シタルマホメットノ世界ト再度對立スルニ至レリ

此歷史ノ背景ヲ以テ將又此意味ニ於テ吾人カ獨逸ト戰フハ次ノ理由ニ因ル

白耳義卽チ侵略ヲ受ケ劫掠セラレ奴隷ノ境ニ陷リ貧窮ト成レル白耳義ノ爲ニ戰フナリ吾人ハリエージュ、ルーヴァン及カルヂナル、メルシーエヲ忘却スル能ハス亞米利加史上ノ例ヲ採レハ此等ハバンカーヒル、レキシントン及パトリック、ヘンリーニ當ル

佛蘭西卽チ侵略ヲ受ケ褻瀆セラレタル佛蘭西ノ爲ニ戰フナリ其ノ勇敢ナル百萬ノ青年ハラファエットノ國ヲ救フ爲ニ死セリ光榮アル佛蘭西、藝術ノ保護者、高尙ナル精神ノ國、吾人ノ先導ニ從ツテ共和ノ自由ニ至レル最初ノ國

吾人カ稱シテ「アングロサクソン」文明ト呼ブ法律、傳說、生活ノ標準固有ノ自由好愛心ノ源泉タル英國ノ爲ニ戰フナリ吾人ハ一度陸上及海上ニ於テ英國ヲ破レリ然レモオーストラリア、ニュージランド、亞弗利加及加奈陀ハ吾人ノ其所爲アリシ故ヲ以テ自由ヲ得タリ而シテ此等ハ吾人ト共ニ海上ノ自由ノ爲ニ戰鬪ニ從事ス

吾人ハ露國、新露國ノ爲ニ戰フナリ漸クニシテ新ニ自由ノ國ト成レル今日露國ヲ壓倒セシメサルヲ要ス露國農民ハ幸運ノ機會ヲ有セサルヘカラス卽チ一般意思ニ依リ政治ノ此不可思議ル新世界ニ於テ彼等ノ方針ヲ知ル迄華盛頓、ジェファーソン及リンコルンニ師事セサルヘカラス

其他世界ヲ軍人政治ヨリ自由ナラシメントノ熱烈ナル希望ヲ有スル國民ノ爲ニ戰フナリ

吾人ハ獨逸カ吾人ヲ恐嚇シ次ニ吾人ヲ欺瞞セント欲シタルカ故ニ獨逸ト戰ヒツヽアリ吾人ハ獨逸カ海上ニ於テ爲スヘシト宣シタルモノヲ爲スヘシトハ信スル能ハサリキ

吾人ハ猶「ルシタニヤ」沈沒ノ海中ヨリ來ル所ノ悶ムヘキ小兒ノ叫聲ヲ聞ク而モ獨逸ハ未タ嘗テ世界ノ寬假ヲ乞ハサリキ

吾人ハ中立國ノ青年男女ノ群集セル「サッセックス」號ノ沈沒スルヲ見タリ

吾人ハ數多ノ船舶ノ相次テ海底ニ送ラレタルヲ見タリ亞米利加ヨリ白耳義ノ饑餓ニ瀕セル者ニ向ケラレタル慈善船、赤十字旗ヲ揭揚シ各國ノ負傷者ヲ搭乘セル船舶、恐嚇セラレタル無害ノ友好國人民ニ食物及被服ヲ運搬スル船舶、星條旗ヲ揭揚スル船舶—此等船舶ニハ亞米利加ノ水夫ノ乘組メルモノナルカ一切法律ヲ破壞シテ何等ノ警告モナク殺戮セラレ船

諸共ニ海岸ヨリ數百浬ノ沖合ニテ海底ノ藻屑ト消エタリ

吾人ハ中立旗及中立國ノ權利ヲ尊重スヘシトノ獨逸ノ誓約ヲ信シ吾人ハ憤怒ヲ抑制シ强力ニ出ツルヲ避ケタリ然レトモ吾人ハ今獨逸カ大潛航艇隊ヲ建設シ得ル迄吾人ヲ控制シツヽアリタルモノナルヲ知レリ如何トナレハ獨逸ハ春ノ來レル時ニ誓約ヲ春風ニ吹キ飛ハシ恰モ戰爭ノ初メニ於テ所謂「反古紙」ヲ破リタルカ如ク爲シタレハナリ此ニ於テ吾人ハ明知シ得タリ獨逸ニトリテハ只一ツノ法則アルノミ卽チ其ノ支配欲アルノミナリト

獨逸ハ吾人ノ信用ニ違背シタルカ故ニ吾人ハ獨逸ト戰ヒツヽアリ報酬ヲ受クル獨逸ノ間諜ハ吾人ノ都市ニ充ツ我國ニ駐劄スル獨逸政府官吏ハ吾人ノ法律ト國際法トヲ無視シツヽ賄賂ヲ以テ誘ヒ且恐怖セシムル爲ニ吾人ト共ニ生活セリ

吾人カ猶獨逸ノ友邦タリ猶中立ヲ嚴守セル唯一ノ大國タリシ間ニ獨逸ハ「チムメルマン」通牒ヲ送リ吾人ノ南隣ノ邦國タル墨西哥ニ望ムニ其ノ助力ヲ與フルコトヲ以テシ且吾人ノ西隣ノ邦國タル日本ヲ此平和國民ニ對スル戰爭ニ誘致スルコトヲ以テセルカ故ニ吾人ハ獨逸ト戰ヒツヽアルナリ

此等ノ事ヲ爲サン欲スル國民ハ政府ハ何等ノ良心ヲモ有セストノ福音ヲ宣傳ス此主義ハ存在スル能ハス然ラサレハ民主々義ハ滅亡セサルヘカラス如何トナレハ世界ノ諸國民ハ信ヲ守ラサルヘカラサルヲ以テナリ國家カ何等ノ良心ヲモ有セサル世界ニ於テハ吾人ニトリテ何等ノ生活ヲモアル能ハス精神的事項ニ對シテ何等ノ崇敬モアル能ハス國際法ニ對シテ何等ノ尊敬モアル能ハス其强力ニ抑制セラル、者ニ對シテ何等ノ恩惠モアル能ハサルナリ無秩序ノ世界、無政府、互ニ反噬スル狼群ノ無政府トハ之ナリ

本戰ニ於テ封建主義カ漸ク旺盛ナラントスル民主々義ニ對シ最後ノ抵抗ヲ爲シツヽアルカ故ニ吾人ハ獨逸ト戰ヒツヽアルナリ吾人ハ今其ヲ見ル其ハ古ノ精神老イタル上代ノ精神ニ對スル戰爭ナリ其ハ封建主義卽チ丘上ノ城塞カ丘下ノ村ヲ配スル權利ニ對スル戰爭ナリ其ハ民主々義卽チ總テノ者カ自己ノ支配者トナルノ權利ヲ擁護スル戰爭ナリ若シ獨逸ニシテ欲スルナラハ獨逸ヲシテ封建主義タラシメヨ然レトモ封建主義ヨリモ一歩ヲ先ンシタル世界ニ封建主義ヲ普及スルヲ許サス封建主義ニ科學ヲ加ヘ十三世紀ニ二十世紀ヲ加ヘタルモノ卽チ之猶「マホメット」主義ヲ奉スル土耳古ト聯盟シタル誤マレル獨逸ノ宗教ナリ國家ハ何等ノ良心ヲモ有セス國家ハ不正ヲ爲ス能ハス獨逸ハ熱狂家ノ精神ヲ以テ此福音ヲ信シ且强力ニ依リテ其ヲ普及スルハ其ノ義務ナルコトヲ信ス現世ヲシテ地獄タラシムル毒瓦斯、非戰鬪員ヲ殺戮スル爲ニ海中ヲ密航スル潛航艇、睡眠中ニ男女ヲ襲擊スル航空機、獨逸軍隊カ支那ニ入リタル時ニ近世世界カ始メテ聞知シタル完全ナル恐嚇制度ヲ以テ獨逸ノ封建主義ハ人類ニ對シテ戰爭ヲナシツヽアリ

此禍ナル舊精神ヲシテ横行セシムルナラハ何者モ人命ト金錢トノ犧牲ヲ其ニ拂ハスシテ亞米利加ニ生活セントハ欲セサルヘシ此精神ハ敗北シテ海軍ヲ有セサル英國ヨリ加奈陀ヲ要求シタリトスレハ北方ニ於ケル吾人ノ平和ノ夢ハ終焉トナルニ至ルヘシ吾人ハ佛蘭西カ四十年間生活シタル如クニ居常惴々焉トシテ生活スルニ至ルヘシ

亞米利加ハ獨逸ト戰フニ當リ世界ニ對シテ一言アリ地圖ヲ擴ケテ獨逸ノ與國タル國々ヲ注意セヨバルチックヨリ墺國及勃牙利ヲ經テ土耳古ニ至ル只四國ヲ見ルニ過キサルヘシ其他坤輿上ノ諸國ハ皆獨逸ニ對シテ干戈ヲ執レルカ或ハ蹴起スル能ハサルモノナリ之ニハ深長ナル意義アリテ存ス吾人ハ諸國カ信ヲ守ル正直ナル世界、諸國カ跋扈ト威嚇トニ依リテ生活セサル世界、人々カ人間ノ精神及身體ニ加フル爲ニ一層恐ルヘキ殘酷ナル方法ヲ發明スルヲ爲サスシテ寧ロ自然ノ共通ナル殘酷ヲ壓倒スル方法ヲ思料スル世界少數者哲學ノ野心家カ總テノ人類ヲ慘憺タルモノト爲サヽル世界、人間カ機械、制度及國家ヨリモ迥カニ貴重ナリト思惟セラル、世界ヲ望ミテ世界ト俱ニ戰爭ニ從事スルナリ

（二）駐露米國大使ノ露國政府ニ手交シタル米國大統領ノ文書

（大正六年六月十二日附報告）

ルート氏一行ノ露都到着前米國大統領カ駐露大使ヲシテ露國政府ニ文書ヲ手交セシメタルカ次ニ之ヲ譯出ス

露國人民ニ對シ亞米利加人民ノ深厚ナル友誼ヲ表白シ且總テノ國民ノ自由ノ爲ニ戰フ現戰爭ヲ首尾好ク成功セシムルコトニ關シ二國間ノ最良ニシテ最モ實際的ナル協力手段ヲ議スル爲ニ遣露米國特使ノ訪問ノ期日切迫セルニ鑑ミ余カ合衆國ノ參戰スルニ當リ抱懷シタル目的ヲ參戰國トシテ再度爰ニ開陳スルハ時宜ニ適セル妥當ナル措置ナリト思惟セラル此等ノ目的ハ誤解シタル人ノ趨向ヲ誤ル陳述ニ依リテ眞實ヲ蔽ハレタルコト尠ナカラス曖昧ト成レル繫爭點ノ誤解カ如何ニ瑣細ナリトモ之ヲ訂正スルコトナク暫時ニテモ存在スルヲ許スハ全人類ニトリテ餘リニ重大ナリ

對獨戰爭

對獨戰爭開始セラレタリ而シテ避ケ難キ終局ノ敗衂ヲ免レントスル其ノ決死的希望ニ於テ獨逸ノ當局者ハ出來得ル限リノ手段ヲ使用シツヽアリ獨逸ノ當局者カ從來正當ニシテ公平ナル取扱ヲ爲サヽリシ獨逸臣民中ノ團體及政黨ノ勢力スラモ使用シツヽアリ又ハ國內ニ於ケル彼等ノ勢力海外ニ於ケル彼等ノ權力ヲ彼等ノ爲ニ保存スル所ノ運動ヲ海ノ兩側ニ於テ進捗スル爲ニ忍耐ス之カ爲ニ彼等ノ使用シツヽアル各人ヲ犧牲ニ供シテ顧ミス

本戰爭ニ於ケル米國ノ地位ハ明瞭ニ是認セラレ何者モ其ヲ誤解シタリト辯疏スル能ハス米國ハ何等物質的利害ヲ求メス又何等領土擴張ヲ望マス米國ハ毫モ自已ノ都合若クハ利已的目的ノ爲ニ戰ヒツヽアルニアラスシテ專制力ノ攻擊ヨリ諸國人民ヲ解放スル爲ニ戰ヒツヽアリ

伯林ノ勢力獲得計畫

獨逸ニ於ケル支配階級ハ近時均一ノ自由ト目的ノ公正トヲ揚言シ始メタリ然レトモ之彼等カ獨逸ニ樹立セル權力及彼等カ誤リテ彼等自ラノ爲ニ贏得セル私的利益及伯林ヨリバグダット及其ノ以外ニ至ル大路ニ於ケル彼等ノ權力布殖祕密計畫ヲ支持センカ爲ノミ數多ノ

政府ハ公然領土征服ヲ受ケタルニアラサルモ唯世界ノ平和ヲ攪亂シ自由ヲ破壞スルヨリ以外ニ何等ノ目的ヲモ有セサル陰謀ノ網ニ前後相踵キテ羅致セラレタリ其ノ陰謀ノ網ハ之ヲ破壞セサルヘカラス然レトモ既ニ爲サレタル惡事ヲ破滅スルニアラサレハ之ヲ破壞スル能ハス又其ノ網ノ復再度製作セラレ若クハ修繕セラルヽヲ阻止スル爲ニ適當ナル措置ヲ講セサルヘカラス

獨逸ハ誓言ヲ求ム

勿論獨逸帝國政府及獨逸政府カ其破壞ノ爲ニ使用シツヽアル者ハ戰前ノ狀態ヲ回復シテ以テ戰爭ヲ終了セシムルコトノ保證ヲ得ント求メツヽアリ此不正ナル戰爭ノ勃發ヲ見獨逸帝國政府ノ權力カ帝國內ニ發生シ及其ノ諸方ニ普及セル權力及勢力カ海外ニ發生シタルハ實ニ此戰前ノ狀態ニ由ルナリ斯カル狀態ハ宜シク之ヲ變改シ斯カル不正ナル事件ノ再發ヲ阻止スル如クセサルヘカラス

吾人ハ總テノ國民ノ自由、自治及獨立不羈ノ發達ノ爲ニ戰ヒツヽアリ其目的ヲ以テ本戰爭ヲ終結スル協定ノ形式ヲ考量シ其ヲ實行セサルヘカラス不正ハ第一ニ矯正セサルヘカラス

次ニ其ノ再ヒ犯サルヽヲ阻止スル爲メ適當ナル保護法ヲ創定セサルヘカラス救濟策カ快適ナル朗々タル音響ヲ有スルノミヲ以テ救濟策ヲ考慮スルヲ要セサルナリ實際的ノ問題ハ實際的手段ニ依リテノミ之ヲ解決スルコトヲ得文章ハ結果ヲ完成セサルヘシ有効ナル整理ハ之ヲ爲スヘシ又必要ナル整理ハ如何ナルモノニテモ之ヲ爲サヽルヘカラス

整理ノ原則

然レトモ整理ハ原則ニ從ハサルヘカラス而シテ其原則ハ平易ナリ人民ニシテ支配ヲ受クルヲ欲セサルニ於テハ決シテ其ノ强制ヲ受クヘカラス如何ナル領土モ住民ニ生活ト自由トノ公平ナル機會ヲ確保スル目的ヲ以テスルニアラサレハ所屬ヲ變更スヘカラス爲サレタル明白ナル惡事ニ對スル支拂ニ充ツルモノヲ除キテハ何等ノ償金ヲモ主張スヘカラス世界ノ將來ノ平和及其ノ人民ノ將來ノ幸福ト安寧トヲ確保スルノ利益アルカ如キモノヲ除キテハ何等權力ノ整理ヲ爲スヘカラス

次ニ世界ノ自由人民ハ諸國民相互ノ處置ニ於テ平和ト正義トヲ確保スル爲ニ畢竟彼等ノ實力ヲ結合スルトコロノ或共通條款ヲ設ケ或誠實ナル實際的ナル協力ヲ爲シ一致團結セサルヘカラス

共通生活ヲ實現セサルヘカラス

四海同胞トハ美ハシケレトモ空虛ナル一ノ語句ニ過キサルモノタルヘカラス實力ト實際トノ結成ニ其名稱ヲ附セサルヘカラス諸國民ハ其ノ共通生活ヲ實現セサルヘカラス而シテ專制的ナル自己滿足ヲ求ムル國家ノ攻擊ニ對シテ其ノ生活ヲ確保スル爲ニ實行シ得ヘキ結合ヲ成サヽルヘカラス

此等ノ事項ニ對シテハ吾人ハ血ト財寶トヲ傾注スルモ之ヲ忍フコトヲ得如何トナレハ此等ハ吾人カ常ニ希望スト告白シタル事項ナレハナリ而シテ吾人カ血液ト寶財トヲ傾注シ以テ成功スルニアラサレハ吾人ハ人間ノ自由ノ大案件ニ關シ再度征服力ヲ結合シ若クハ現示スルコトヲ得ルヤヲ知ラス征服スヘキカ若クハ服從スヘキ日ハ來レリ若シ專制力カ吾人ヲ分

割スルヲ得ハ其ハ吾人ヲ壓倒スヘシ若シ吾人カ一致團結セハ勝利ハ確實ナリ而シテ勝利ニ依リテ確保セラルヘキ自由モ亦確實ナリ然ル時ニ吾人ハ多大ナル血ト財寶トノ消費ヲ忍フコトヲ得非翼ナルコト公正ト安固トノ單一ナル保證ヲ缺如スルコトハ昔モ今モ吾人ノ堪フル所ニアラス

（三）米國聯合國間特使ノ往來

（イ）ルート氏渡露使命

（大正六年五月十四日附報告）

從來米國新聞紙上ニ Ex-Attaché 等ノ名ヲ以テ外交事件ヲ論述シ令名ヲ博シツヽアル英國人 Cunliffe Owen 氏ハ今回ルート氏ノ渡露使命ニ關シ五月十三日華盛頓「ポスト」紙上ニ寄稿セリ其記事ノ内容ハ大體眞相ヲ得タルモノト認メラルルヲ以テ左ニ其ノ概要ヲ摘譯ス

這回渡露シタルルート氏ノ如ク重大ナル使命ヲ帶ヒタル特使ヲ一大强國ニ派遣セルコトハ米國トシテ實ニ稀有ノ事ニ屬ス即チ同一行ハ米國並ニ聯合國側人民ノ厚意ヲ露國ニ向ケ輸サントス吾人ハルート氏ノ多年外交舞臺ニ練磨セル機敏ナル手腕、圓熟セル見識ニ信賴シ遠クネバ河畔ニヨク其ノ使命ヲ全ウシ滿足ナル効果ヲ齎サンコトヲ衷心切望スル者ナリ

ルート氏使命ノ第一目的ハ露國臨時政府ニ向ツテ友誼的道義的援助及物質的援助ノ保證ヲ傳ヘ動搖定ラサル露國新政局ノ基礎ヲ固メントスルニアリ

若シルート氏ニシテ Prince Lvoff 並ニ其ノ一派ハ協商國側殊ニ軍資物品其他富國ノ增進等ニ要メル物資ノ供給ヲ需メ出テタル米國ノ贊同ヲ充分贏ヲ居ル事實ヲ露國人民ニ會得セシムルヲ得ハ獨逸人又ハ獨逸黨カ鋭意助成シ來レル國内禍亂ノ如キハ直ニ一掃セラレ茲ニ再ヒ露國人民ハ相一致シテ共同ノ敵ニ當ルヲ得ルニ至ルヘシ

次ニ露國社會黨ニ對スル抑制、之蓋シルート氏使命ノ最モ大ナルモノナルヘシ而モ此使命ヲ託スルニウイルソン大統領カルート氏ヲ以テシタルハ同大統領カ全ク個人的關係ヲ離レタル愛國精神ノ發露ト見ルヲ得ヘシルート氏ハ露國人民ニ對シ革命以來漸ク勢力ヲ得來レル社會黨ヲ黜クルニアラスンハ其ノ喫緊必要ノ援助ヲ友邦諸國ニ期待シ得サル旨ヲ知ラシムル使命ヲ有ス即チ露國人ニ對スル教訓トシテ露國ニ於テハ人民ノ所有權カ安全ニ保障セラレ現時跳梁シツヽアル社會黨又ハ無政府黨ノ强奪ヲ免ルヽニアラスンハ露國ノ急ヲ救フカ爲メ喜ンテ援助ヲ申出ツル國ナカルヘキコトヲ知得セシメサルヘカラス之最モ重要ナルコトナリ

今ヤ米國並ニ米國資本家ハ露國ニ對シ驚クヘキ巨額ノ資金ヲ注入セントシ既ニ其ノ準備整ヒ居レリ

然レトモ此資金タル全ク提供ノ目的遂行ノ用ニ供セラルヘク即チ吾人カ共同ノ敵タル獨逸擊破ノ目的ニ供セラルヘキモノニシテ決シテ考慮ナキ贅澤ニ蕩盡セラレ或ハ不正ノ浪

費ニ用ヰラレ又ハカノ人類均等配分ヲ叫フ社會黨ノ餌食ニ供セラル、等ノコトナキ保證ヲ得サルヘカラス

又一方ルート氏タルモノ凡ソ露國人殊ニ當路ノ士乃至近ク廟堂ニ立タントスルノ士ハ何レモ與國ト愈〻結束ヲ固ウシ共同ノ敵タル獨逸ニ對シ最後迄戰ハントスル決意ノ牢トシテ拔クヘカラサルモノアルノ事實ヲ會得セラレンコトヲ要ス

ルート氏ノ爲人公平ニシテ感情ニ捕ハレス寧ロ甚タシク理性ノ命スル處ニ從フ一流ノ政治家ナリ而シテ妄想ヲ排シ堅固ナル事實ニ立脚スルノ人ナリ之ヲ以テ彼ハ外觀皮相ノ觀察ニ滿足セス飽ク迄深ク穿鑿シ精密ナルコト恰モ偉大ナル透徹セル頭腦ヲ有スル文明世界一流ノ法律家ノ如シ

尙ルート氏ハ更ニ進ンテ露國ハ如何ナル特種物資ヲ要スルヤヲ究メサルヘカラス且其供給物質ハ如何ニセハ最モ有效ニ使用セラルヘキカヲ考察セサルヘカラス一言以テルート氏渡露使命ノ本旨ヲ言ハヽ目下不安動搖ノ狀態ニ在ル露國政界並ニ經濟界ニ對シ其平調ヲ謀リ一段ノ重力强固ヲ加ヘントスルニアリ而シテ社會黨ノ放肆ヲ抑壓シ單獨講和ノ議ヲ排スルニアリ云々

ト論シ更ニ進ンテ露國國內產業ノ實況ヲ敍シ其シ富源ハ以テ悲觀スルニ足ラサルヲ說キ

（前號「露國農民ノ現狀」ヲ見ヨ）タル後

今ヤ露國中央ニ於ケル社會黨ノ勢力漸ク大ナラントスルノ秋ニ當リ其ノ覇ヲ唱ヘサルニ滋シテルート氏一行露都ニ着シ以テ臨時政府部內ノ穩和黨ヲ援助シ得ヘキヤ懸念ニ堪ヘス念フニペトログラードハ以テ露國ノ中心タルヲ得ス天下ニ號令スル首腦中央地トシテハモスコウヲ推サヽルヲ得ス同地ニ政府組織セラルヽニ於テハ人民ノ衆多トノ接觸ヲ容易ナラシメ保守黨ノ勢力モ充溢シルート氏ニ於テモ這回ノ使命ヲ滿足ニ遂行スルニ好適ノ地タルヲ感得スルナルヘシ云々

ト論結セリ

尙獨逸側ニ於テ今回ノルート氏一行ノ渡露ハ露國ニ於ケル或黨派ニ聲援ヲ與ヘンカ爲ナル旨ノ風說ヲ極力露國ニ流布セシメツヽアル事情ニ顧ミ右風說ヲ拂拭シ去ランカ爲メ當國最高官憲カ發表シタル聲明ナリトテ左ノ如ク各新聞ニ揭載セラレタリ

ルート氏一行ハ何等露國ノ內政ニ干涉セントスルカ如キ使命ヲ帶ソルコトナシ目的ハ唯二ツアリ卽チ舊來ノ專制政治ヨリ脫シ共和ノ新政體ニ移レル露國人民ニ對シ米國滿腔ノ親意ヲ傳ヘ且米國ハ舊帝國ノ後ヲ繼ケル新政府カ必要トスル相當ノ援助ヲ提供スルニ吝ナラサル旨ヲ通セントスルニアリ從テ向後露國ハ如何ナル政黨政派ニ依リ新政府ヲ確立セサルヘカラサルヤ等ノコトニ關シテハ固ヨリ容喙スルノ限リニアラス云々

（ロ）遣露特使ルート氏一行ノ歸米

（大正六年八月十日附報告）

曩ニ露國ニ特派セラレタルルート氏一行ハ本月八日華府到着次テ大統領及國務長官ニ面

謁ノ上渡露使命ニ關シ親シク復命スル處アリタル外別ニ報告書ヲ提出シタルカ如シ其ノ内容等ハ固ヨリ公表セラレスト雖ルートト氏並ニ同一行軍事委員等ノ渡露感想談ノ如キモノハ各新聞ニ散見セラル其ノ大意ハ米國ハ露國ノ必要ニ際シテハ無限ノ道義的並ニ財政的援助ヲ供與セサル可カラス之同國新政附ヲ維持スル上ニ於テ絶對必要ノ事ニ屬ス露國政府ノ最モ憂慮ニ堪ヘサルハ國内極端社會黨ノ跋扈ト獨逸組織的陰謀ニシテ今ヤ漸ク此等危險モ排除セラレタルカ如シト雖若シ獨逸ニシテ其ノ大ナル兵力ヲ提ケ或ハ更ニ巧妙ナル誘拐運動ヲ以テ露國ニ迫リケレンスキー政府ヲ顚覆セシムルカ如キコトアランカ事態頗ル重大前途益〻暗憺タルモノアルヲ恐ルト云フニ一致ス尚此機ニ際シ宜シク米國ハ東歐戰線ニ出兵スルヲ可トス是即チ露軍ノ士氣ヲ鼓舞スル上ニ大ナル價値アルヲ認ム云々ト記載セルモノモアリ

（八）英佛特使ノ來米

（大正六年五月十一日附報告）

英國特派使節アーサー、バルフォア氏一行ハ客月二十二日（日曜日）又佛國特派使節ルネ、ヴィヴィアニ氏、マーシヤル、ジョッフル氏一行ハ同二十五日無事華盛頓ニ來着セリ兩國特使ノ旅程等ニ關シテハ英佛側ヨリ全然報道無カリシノミナラス米國政府筋ニ於テモ能ク祕密ヲ嚴重シ一切之ニ關スル新聞記事ヲ差留メ愈々其ノ華府ニ到着スルヲ待チ始メテ公表シタリ

英國特使ノ一行ハ客月十一日高速巡洋艦ニテ極メテ祕密ニ英國ヲ拔ケ出テ二十日加奈陀ヨリハリフアックス港ニ入リタリ

是ヨリ先キ國務省第三次官ロング氏、海軍少將フレッチヤー氏、陸軍少將ウッド等米國接伴委員ハ十五日密カニ華府ヲ出テ國境最寄ノ停車場ニ到リ五客車ヨリ成ル特別列車ニ蒸汽ヲ立テ、特使來着ノ報ヲ待チ續ケ居タルカ一行二十日ハリフアックス上陸直ニ南下ストノ報道達スルヤ右特別列車ハ國境ヲ越エテマカダム市迄出迎ヘ米國接伴委員ハ之ヲヴンスポロニ待チ受ケテ正式ニ米土ニ歡迎セリ

二十二日午後三時バルフォア氏一行華府ニ到着スルヤ國務長官ランシング氏ハ省員及大統領副官カーネル、ハーツ其他二三上級武官等ト共ニ之ヲ停車場ニ迎ヘ英國大使ノ紹介ニテバルフォア氏ト挨拶ヲ交換シ大統領待合室ニ少憩ノ後兩外務大臣自動車ニ同乘シ儀仗騎兵警衛ノ下ニバルフォア氏ノ宿所トシテ提供セラレタルロング氏ノ邸宅ニ入レリ

此日一行通過ノ鐵道線路ハ一哩ニ一人ノ兵士ヲ以テ萬一ヲ警戒シ華府停車場ハ警官及軍隊ヲ以テ幾重ニモ護衛シ其ノ宿所ニ到ル沿道要所ニモ夫々警官密偵ヲ配置スル等米國トシテハ未曾有ノ事ト云フヘク只特使ノ今回ノ使命ハ國家重要ノ案件ヲ協議スルニ在リテ儀式的社交的ノ性質ヲ帶ヒサルカ故ニ其ノ歡迎ハ嚴肅ヲ旨トシ特ニ奏樂、裝飾等御祭的ノ事項ハ差控フル事トシタル由ナリ尤モ市中到ル所英國々旗飜リ沿道堵列ノ市民ハ歡呼シテ特使ヲ迎ヘ日頃冷靜ナル華市ニ在リテハ近來珍ラシキ光景ニテ一行モ深ク感動シタルモノヽ如ク

バルフォア氏ハ終始帽ヲ手ニシ愛嬌ヲ湛ヘテ市民ノ喝采ニ酬ヒ居タリバルフォア氏隨員ハ陸軍中將プリッヂス、海軍少將サー、ダッドレー、ドウ、チェヤー、英蘭銀行總裁カンリッフ卿、小麥行政委員會々長アラン、アンダソン氏等ヲ始メ總テ二十餘人ニ達シ其ノ主立タル人々ハ前記ロング氏邸ニ逗留スヘシ同邸ハ晝夜軍隊ヲ以テ嚴重ニ護衛セラル

バルフォア氏ハ米土ニ著スルト同時ニ接伴委員ノ手交シタルランシング氏ヨリノ書柬ニ對シ合衆國政府及人民ノ歡迎ニ對シテ感謝措カサル旨ヲ述ヘタル返信ヲ送リ尙途上新聞記者ノ需ニ應シ獨逸ニ於ケル英國人ノ爲ニ盡力セルゼラード氏ノ勞ヲ謝シ其他白耳義人被占領佛國領土ニ於ケル佛國人ノ救助ニ努力セルフーヴァー氏等米國人民カ博愛慈善事業ニ貢獻セルコトノ多大ナルヲ賞贊シタル後大要左ノ聲明ヲ爲セリ

貴國大統領ハ最モ適當ニシテ且潑溂タル語句ヲ用ヰ世界ハ民主々義ノ爲ニ安全ト爲サレサルヘカラサルヲ宣言セリ民主々義ハ其ノ行ハルヽ國少ナクモ英帝國ニ於テハ該聲明ヲ好都合ナル前兆トシテ慶祝スヘシ

自治ノ國家團體ハ單ニ其小ナル故ノミヲ以テ度外視セラルヘキニアラサルコト及放恣ナル國ノ無慈悲ナル統治ハ文明ノ將來ト人類ノ自由トヲ危殆ニ陷ルヽコトハ政治道德學上ノ眞理ニシテ之戰爭ノ苦キ經驗ニ依リ自由ヲ愛好スル人民ノ肺肝迄モ銘記シタルトコロナリ此大國民カ此最モ正當ナル原因ノ爲ニ成功ヲ得ルニ要セラルヽ一切ノ努力ト犧牲トヲ準備シ此戰爭ニ投シタルハ頗ル幸福ニシテ重大ナル出來事ナリ將來ノ歷史家ノミカ其ノ眞意義ヲ討ネ得ヘキナリ

二十三日午前バルフォア氏ハ國務長官立會ノ上大統領ウィルソン氏ニ會見約一時間ニ亙ル談話ヲ爲セリ初ハ單ニ近ツキノ爲メ數分間ノ談話交換ノ豫定ニテ暫ク別室ニテ語ラハントテ遂ニ斯クノ如ク比較的長談議トナリタリト云フバルフォア氏ハウィルソン氏トノ會見ニ極メテ滿足シ是ノミニテモ既ニ今回來米ノ意義充分ナリト他人ニ語リタリト云フ大統領トノ會見後バルフォア氏ハ議事堂ニ副大統領マーシャル氏ヲ訪問シ十分間談話ノ後退出セリ之ト同時ニ隨員中プリッヂス中將ハ陸軍長官ヲドウ、チェヤー少將ハ海軍長官ヲ又カンリフ卿ハ大藏長官ヲ訪問シタリ

夜大統領ハ夫人ト共ニバルフォア氏ヲ主賓トシテ英國大使、閣員其他ヲ晩餐ニ招待ス食事前大統領ハランシング長官ト共ニバルフォア氏ヲ別室ニ招請シ四十五分間談話セリ右晩餐會ハ極メテ簡素ニシテ音樂モナク「トースト」、卓上演說等モナカリキ

二十四日、國務長官ハバルフォア氏ヲ、又陸海軍及大藏長官ハ夫々隨員ヲ部分シテ晩餐ニ招待シ右畢ツテランシング氏ハ汎亞米利加協會建物內ニ接見會ヲ催シ特使一行ト米國側內閣員議員其他多數知名ノ士ヲ招キ大統領モ特ニ右接見會ニ臨席シタリ

二十五日、バルフォア氏ハ新聞代表者ヲロング邸ニ招キ大略左ノ聲明ヲ爲セリ

『余ハ此數日間貴國ノ知名ノ士ニ會シ其ノ意見ヲ聞キ又ハ交談スルノ機會ヲ有シタルカ若シ余ト同樣ノ機會ヲ有スル者アリトセハ何人モ曠古未曾有ノ大戰ニ參加スル亞米利加人民ノ毅然タル決意ヲ疑フ者ハナカルヘシ余ハ過去二年有半戰爭ニ從事シタル者ニトリテ戰爭

ノ意味スル所ノ一切ヲ委細ニ而モ具體的ニ感知スルコトハ諸氏ニトリテ可能ナリトハ推想セス余ニシテ諸氏ノ地位ニアリシトセハ可能ナラサルヘキヲ確信ス其ハ實際的經驗ニ依リテノミ得ラルヘキ感情タルナリ

合衆國民ノ援助ノ價値ハ之ヲ誇張セント欲スルモ誇張スルノ辭ナキニ苦シム余ニ佛蘭西及大英國ノ貴國ニ對スル特使派遣ノ目的ハ合衆國ヲ唆カシテ傳統的政策ノ外ニ出テシメ歐洲諸國ト祕密ニ或ハ公然ニ公式的同盟ヲ締結スルノ道ニ出テシムルニ在リト思惟セルカ如キ或懷疑的批評アルヲ聞知セリ余ハ之ヨリモ根據ナキ巷說ヲ想像スル能ハス又余ハ斯クモ全然不必要ナル政策ヲ想像スル能ハス

吾人カ貴國ヨリ得ントシツヽアル此援助ニ對スル吾人ノ信賴ハ公式的條約ヨリ生スルモノヽ如キ淺薄ナル思考ニ基クモノニアラス參戰シテ戰爭ヲ實驗セントスル合衆國ニ對シテ吾人カ有スル疑モナキ信賴ハ如何ナル條約モ之ヲ增加スル能ハサリシナリ若シ人界ノ事象ニ於テ何等カ確實ナルモノアリトスレハ夫ハ卽チ確實ナリ

戰爭開始以來二年有半ヲ經過セリ而シテ大西洋ノ此側ニ於ケル大民衆ハ同洋ノ彼方ニ進行中ナル血醒キ劇ヲ深大ナル興味ヲ以テ注意シツヽアリキ而シテ本戰爭ニ包含セラルヽハ畢竟決シテ些細ナル利益事項ニアラス其ハ領土獲得ヲ目的トスル爭鬪或獲物國家的小野心ノ滿足ノ爲ノ爭鬪ニアラストノ確信カ月日ヲ經ルニ從ツテ諸氏ノ間ニ增加セルコトハ予ノ能ク首肯スルトコロナリ聯合諸國ヲシテ意氣軒昂タラシメタルモノハ人類ノ自由コソ實ニ現戰爭ノ結果ニ繫屬スルナレトノ深キ意識ニ外ナラサリシナリ

斯カル自由ニ對シテ亞米利加ノ公衆ハ常ニ充分ナル同情ヲ有シタリ而シテ諸氏ハ此數十箇月間其ヲ注意シタル後此大戰ニ參加スルノ已ムヲ得サルニ至レリ余ハ感ス諸君ハ諸君ノ比類ナキ資源ノ一切、諸君ノ發明力ノ一切、生産力ノ一切、諸君ノ人力ノ一切、世界ニ於ケル他ノ如何ナル國ヨリモ大ナル資源ヲ有スル貴國ノ總テノ資源ヲ其ニ投スルコト確實ナルヘシト而シテ既ニ決定ニ到着セルヲ以テ其ヨリ諸君ニ來ルヘキモノハ吾人ノ共同努力ニ冠スル成功ノ外アラサルヘシ

之ハ余カ本市ニ來レル以來鼓舞セラレタル感情ー余ノ感謝ノ念、余ノ希望ノ情ヲ發表セルナリ余ハ何等カ之ニ附加スヘキ意義ヲ有スルコトヲ望マサルナリ』

佛國特使ヴィヴィアニ、ジョッフル一行ハ佛國軍艦護衛ノ下ニ二十四日午前ハムプトン錨地ニ到着シ直ニ出迎ノ大統領用船「メー、フラワー」ニテチェサピーク灣ヲ遡リ同日正午華盛頓海軍工廠ニ著セリ一行ニ對スル米國政府ノ歡待振ハ英國特使ニ對スルト全然同樣ナルカ市民ノ歡迎ハ更ニ熱誠ノ度ヲ加ヘタリ

一行ハヴィヴィアニ、ジョッフルノ外ニアドミラル、ショーシブラ、アルキドウ、シャムブラン（ラフアエットノ曾孫）其他數名ノ軍人技術官ヨリ成リ其中主タル人々ハ前駐佛米國大使ヘンリー、ホワイト氏邸ニ宿泊シ英國特使同樣國賓ノ待遇ヲ受ケツヽアリ

佛國特使到著ト共ニ國務長官ハ大要次ノ如キ陳述ヲ爲セリ

『吾人カ今夕到著シタルカ如キ佛蘭西共和國ノ卓越セル代表者ヲ客人トシテ有スルコトハ本政府及人民ニトリテ大ニ滿足トスルトコロナリ佛蘭西カ佛蘭西政府及人民ヲ代表シテ遣

憾ナキ人物ヲ送レルハ合衆國ニ對スル佛蘭西ノ好感ノ最上ノ證據ナリ吾人ハ其精神ニ報ユヘキコトヲ佛蘭西ニ斷言スルコトヲ得又吾人ハ此等二大國カ人類ノ自由ノ爲ニ相並ヒテ戰鬪シツヽアルヲ喜フ』

二十五日朝ヴィヴィアニ氏ジョッフル將軍及コーシブラ提督ハ大統領ニ謁見シヴィヴィアニ氏ハ佛國大統領ノ親書ヲ捧呈シウィルソン氏ハ之ニ對シ通譯ヲ通シテ謝意ヲ述ヘタリ同夜大統領ハ特使一行ヲ晩餐會ニ招待セリ

同日晝ヴィヴィアニ氏ハ新聞代表者ニ對シ大要次ノ陳述ヲ爲セリ

『今日佛蘭西人ノ人口ニ普ク膾炙セル有名ナル人士ニ對シ佛蘭西共和國ヲ代表シテ敬意ヲ表セル爲ニ選擇セラレタルハ洵ニ幸福ナリ氏ノ議會ニ與ヘラレタル教書ハ人權ノ最モ完全ナル憲章ナリトシテ現今我國ノ總テノ學校ニ於テ讀誦セラレツヽアリ其ハ貴國人ノ道德即チ力ニ愬フル以前ニ長ク忍耐シ他ニ執ルヘキ何等ノ手段モナキニ至リテ始メテ實力ヲ發揮シテ其忍耐ニ報ユルコトヲ遺憾ナク表明スルモノナリ

余ハ諸氏ニ依リテ代表セラレタル合衆國新聞ニ感謝セント欲ス余ハ諸氏カ正義ノ味方トナリテ不屈不撓、主義ノ宣傳ニ努メ以テ無私熱烈ナル助力ヲ與ヘラレタルヲ充分ニ感知スルモノナリ余ハ諸氏ノ業蹟ノ價値ノ測知シ難キヲ知ル余ハ諸氏ニ感謝ス

吾人ハ亞米利加人民及其ノ政府ニ敬意ヲ表シ且平時ニ於テスラモ友誼當ナラサル相互ノ關係カ此多難ナル時代ニ至リ更ニ一層ノ親睦ヲ加ヘタルカ吾人ハ其友誼ヲ更ニ昂進セシメンカ爲ニ貴國ニ來レルナリ諸君ハ財ニ於テノミナラス又親切トアラユル好意トヲ以テ助力ヲ與ヘタリ諸君ノ兒孫ハ吾人ノ爲ニ其ノ血液ヲ濺キタリ其神聖ナル死者ノ姓名ハ永久ニ吾人ノ胸ニ銘記セラルヘシ而シテ諸氏カ行動シタルハ諸氏ノ爲シタルモノヽ意味ヲ充分ニ承知シテノ上ノ事ナリ諸氏ノ不盡ノ義俠ハ幸運者ノ困憊者ニ對スル慈善ニハアラサリキ其ハ諸氏ノ良心ノ確定ナリキ諸氏ノ判斷ニ依ル理由附ノ承認ナリキ

戰爭ニ就キ其國民的工業ヲ創設シタル好戰國民ノ野蠻ナル攻擊ノ下ニ砲火線上ニ於テ聯合諸國ト共ニ破壞セラレタル人權ノ爲ニ又世界ヲ通シテ專制力カ破碎セント企テツヽアリシ民主精神ノ爲ニ死生ヲ顧スシテ吾人カ戰爭ニ從事シツヽアリシコトハ貴國民ノ解ク了知スルトコロナリ吾人ハ其戰爭ヲ終局迄モ遂行セントノ意ヲ有ス

大統領ウィルソン氏カ言ハレタル如ク合衆共和國ハ正義ノ鬪士トシテ其ノ實力ヲ擧ケテ立チ佛蘭西及其ノ與國ノ味方ト成レリ之ヨリ多クノ年所ヲ閱シテ後ニハ吾人ノ子孫ノミカ全世界ヲ感動セシメタル歷史的行爲ノ充分ナル意義ヲ知ルコトヲ得ヘキナリ今日以來自由ノ一切力ハ放タレントス吾人ノ既ニ確信シタル勝利カ確實ナルノミニアラス勝利ノ眞意ハ明白ニセラレタリ其ハ單ニ本戰爭ノ幸福ナル軍事上ノ結果タルヘキニアラス其ハ道德ト正義トノ勝利タルヘク又總テノ吾人ノ子孫カ平和ノ中ニ自由ヲ享受シ且妨害ナク事業ノ遂行ヲ爲スヘキ世界ノ存在ヲ永久ニ確保スヘシ

吾人ハ完全ニ遂行セラルヘキ此大事業ヲ完成スル爲ニ最モ能ク援助スルノ資格アル貴國政府當局者ト意見ヲ交換セントシツヽアリ此世界的戰爭ニ於ケル合衆共和國ノ戮力ハ今ヤ確定セラレタリ吾人ハ人類ノ理想ヲ擁護スルノ決心ヲ爲セル自由人トシテ協力セントスル者

ナリ

二十七日國務長官、陸海長官ハ各佛國特使ヲ部別シテ晩餐ニ招待セリ

二十八日ジョッフル將軍ハ「ホワイト」邸ニ新聞代表者ヲ接見シ一時間ニ亙リ種々ノ質問ニ應シテ談話ヲ爲シ何大要次ノ如キ聲明ヲ爲シケルカ將軍ハ米國陸軍ヲ佛蘭西戰場ニ送ル儀ニ關シ忌憚ナク所言ヲ述ヘタル爲米國當局ハ稍々周章シ將軍ノ會見談及言明ヲ新聞紙ニ掲載スルニ當リ第一誤報等モアラハ國賓ニ對シ禮ヲ失スヘシトテ先ツ國務長官ノ檢閲ヲ經タル上發表セシメタルカ其ノ内容ハ稍々實際ト異ナルモノアリト稱セラル

『佛蘭西兵ノ勇敢ト決斷トハ合衆國カ彼等ニ示シタル總テノ好意ヲ受クルニ値ス最善ノ努力ヲ以テ野蠻ナル敵ヲ破リ擊退シタル後佛蘭西軍ハ不撓其能力ヲ增加シ且完全ニスル爲ニ努メタリ今戰爭ノ第三年ニ於テ從來ヨリ一層大ナル强サト物質力トヲ以テ敵ヲ攻擊シツヽアリ

其ト相並ヒテ又其ヨリモ少ナカラサ勇敢ナル精神ヲ以テ活動シツヽアル英國陸軍アリ其ノ構成ト發達トハ永久ニ世界ノ賞讃ヲ受クヘシ獨逸人ハ其不可思義ナル發達ヲ感知シタリ會戰毎ニ獨逸人シテ增大スル威迫力ヲ感セシメタリ獨逸人ハ戰爭ノ當初ニ於テハ其ニ對シ輕蔑ノ情ヲ催スト言ヒタルカ其ハ漸次恐怖ト成レリ

著名ナル大統領ニ依リテ導カレ合衆國ハ本戰爭ニ入レリ佛蘭西ノ側ニ立チ人類ノ理想ノ保護ヲ以テ亞米利加ノ立脚地ノ特色トス

亞米利加ノ兵士ノ勇敢ヲ長ク承認シタル佛蘭西ハ合衆國々旗カ吾人ノ戰線ニ於テ飜サルヘシトノ確信アル希望ヲ懷ク其ハ獨逸ノ恐怖スルトコロナリ

佛蘭西及亞米利加ハ其ノ青年カ自由ノ保護ノ爲ニ再度戰場ニ並馳スルノ日ヲ誇ト歡喜トヲ以テ見ルナルヘシ彼等ノ確實ニ得ヘキ勝利ハ戰爭ノ終熄ヲ早ムヘシ從來佛蘭西ト合衆國トヲ結合シタル愛情ト尊敬トノ鎖ヲ强固ニスヘシ』

二十九日英佛特使及隨行員ハ米國内閣員議員等百餘名ト共ニマウント、ヴーノンノ華盛頓ノ舊址ニ詣テヽ各々一個ノ花環ヲ墓前ニ呈シヴィヴィアニ氏ハ左ノ演說ヲナシタリ

吾人カ遠キ過去ニ於テ華盛頓ノ光輝アル現存ヲ沈思シ又比較的近代ニ於テアブラハム、リンコルンノ威稜アル容貌ヲ沈思スルトキニ此等ノ大ナル記憶ノ繼承者タル資格アル大統領ウィルソンニ恭シク敬意ヲ表スルトキニ吾人ハ直ニ亞米利加人ノ偉大ナル經歷ヲ知ルコトヲ得自由ナル亞米利加人カ運命ニ依リテ劃セラレタル時ニ於テ偉大ナル實力ヲ以テ海外ニ行動スルノ適當トナレルハ亞米利加人カ自己ヲ支配スヘキ權利ヲ國民ニ對シテ宣言シ且得タルカ故ナリ又總テノ人民ノ平等ヲ宣言シ而シテ其ヲ得タルカ故ナリ議會カ兩三日内ニ徵兵ノ表決ヲ得光輝アル平和ニ於テ國民軍ノ必要ヲ宣言スルヲ得ルニ至レルハ尙一層迫ニ其行動ヲ擴張スルヲ決心シタルカ故ナリ

予ハ佛蘭西ノ名ニ於テ吾人ノ共通ノ光榮ニ與ラントスル若キ陸軍ニ敬意ヲ表ス此世界史上ノ莊嚴ナル時ニ於テ此神聖ナル丘上ヨリ正義ノ最後ノ勝利ヲ唱ヘツヽ予ハ合衆國共和國ニ對シテ佛蘭西共和國ノ敬意ヲ表ス』

次ニバルフォーア氏ハ暫時沈默ニ墓前ニ立チタル後ニ曰ク「生命ヲ棄テタル幾百千人ノ

佛人、露人、伊人、白人、塞人「モンテネグロ」人「ルーマニア」人、日本人及英國人ハ自由ノ爲ナリト信シテ戰ヒツヽアリキ華盛頓ノ墓前ニ於テヨリモ一層能ク「自由ノ爲」ナル辭ヲ述ヘ得ル場所ハ世界中ニ之ナキナリ然レトモ其ハ佛蘭西特使ノ雄辯ニ依リテ適當ニ述ヘラレタル故ニ諸氏ハ多分英國特使ノ花環ヲ捧クル爲ニ用意セル數言ヲ讀ムコトヲ予ニ許サルヘシ」ト述ヘ專制ニ屈從スルヲ潔シトセス人類ヲ救助スル爲ニ干戈ニ愬ヘ國家ノ獨立ヲ期シタル華盛頓其他憂國者ノ永劫ノ記憶ノ爲ニ捧クル旨ヲ記シタル簡單ナル祭文ヲ朗讀セリ

四月三十日午前佛國特使ヴィヴィアニ氏ハ大統領ト一時間ニ亙ル會議ヲナセリヴィヴィアニ氏ハ是ヨリ先二回大統領ニ面會セルモ未タ落着テ談話ヲ交換セサリキ

夜バルフォア氏ハウィルソン氏ト官舍ニ晩餐ヲ共ニシ食後打チ寛キテ談話ヲ爲シ十時過キ退出セリ

バルフォア氏及隨員ハ滯在一週間絶エス米國當局ト種々協議ヲ遂ケ居タルカ今夕ノ會見ハ大統領ニ於テバルフォア氏ト此等諸問題ヲ點檢スルカ爲ナリシト云フ

五月一日佛國特使ハ議事堂ニ赴キ上院ニ於テ議員ニ面接シヴィヴィアニ氏ハ大要次ノ演說ヲナシ喝采ヲ博セリ

『諸氏ハ世界ノ總テノ民主々義ニ最モ偉大ナル實例ヲ示シタリ共通ノ危險カ諸氏ニ顯著トナルヤ否ヤ諸氏ハ簡單ニ又僅少ノ日時ニ驚クヘキ戰時債ヲ決定シ大陸軍ヲ組織スヘキコトヲ宣言セリ大統領ウィルソン氏カ其措置ニ與ヘタル說明ハ自由國民ノ歷史上ニ於テハ最モ重大ナル敎課トシテ殘存スヘシ諸氏ハ全世界ノ尊敬シタル諸氏ノ國旗ニ與ヘラレタル侮辱ニ復仇スルコトヲ決心セルコト疑ナシ罪惡ノ手ニ依リ海底ノ藻屑ト消エタル總テノ犧牲者ノ悲痛ナル叫カ此處ノ堅厚ナル壁ヲ通シテ諸氏ノ魂ニ達シ諸氏ヲ動カシタルコト疑ナシ諸氏カ人道ノ叫ヲ聽キ專制主義ニ對シテ民主々義ノ權利ヲ唱導セルハ歷史上ニ於ケル諸氏ノ名譽タルヘシ若シモ彼等カ猶何等カ思考力ヲ有ストセハ三年以前吾人ニ對シ三箇月以前諸氏ニ對シテ本戰爭ヲ開始シタル專制主義者ノ思想トハ何ナリヤヲ述フルトキニ余ハ只驚クノ外ナシ

專制主義者ハ彼等間ニ民主々義ハ理想的政治ナルコト其ハ人類ノ間ニ改革ヲ招徠スヘキコトハ其ノ勞働界ニ於テハ總テノ經濟活動ヲ進捗シ得ヘキコトヲ言ヘルコト疑ナシ然ルニ現下吾人ハ普魯西軍國主義ノ禍害ニ反抗シ領土ト防衛ト諸國民ノ自由ノ爲ニ戰爭シツヽアル佛蘭西共和國ヲ見ルナリ吾人ハ今亞米利加カ蹴起シテ共同ノ戰爭ノ爲ニ其ノ武器ヲ磨クヲ見ル吾人ハ共ニ其戰爭ヲ遂行スヘシ而シテ吾人カ實力ニ依リテ軍事上ノ勝利ヲ獲トモ吾人ノ事業ハ結了セルニアラス吾人ノ事業ハ大統領ウィルソン氏ノ高尙ナル言葉ヲ借用スレハ萬國協會ヲ組織スルニアルヘシ

嘗テ殺伐ノ天地以外ニ何物ヲモ見タルコトナキ吾人ノ敵ハ斯カル高尙ナル夢ヲ嘲笑スルコトヲ止メサルヘキコトハ吾人ノ了知スリ所ナリ發表當時ノ理想ノ運命ハ常ニ斯クノ如キモノナリキ而シテ若シモ思想家及實務家カ懷疑ニ依リテ意氣ノ沮喪ヲ見ルニ至リシトセハ人類ハ尙幼稚ナル時代ニアリシナルヘク而シテ吾人ハ猶奴隷ノ境遇ニ在リタルヘシ物質的勝利ノ後ニ吾人ハ道德的勝利ヲ得ヘシ吾人ハ軍國主義ノ巨大ナル劍ヲ防遏シ平和ノ爲ノ保證

ヲ設ケント欲ス斯クシテ次ニ吾人ハ世界ノ舞臺ヨリ消失スルコトヲ得ルナリ如何トナレハ吾人ハ吾人ノ共通犧牲ヲ供シテ來ルヘキ時代ノ所有シ得ル最モ高尚ナル遺產ヲ殘サヽルヘカラサルカ故ナリ』

五月二日ジョッフル將軍ハ大統領ト會見一時間ニ亘ル談話ヲナセリ米國出兵ノ問題ヲ議シタリト言ハル

五月二日ヴィヴィアニヽジョッフルハ下院ニ於テ歡迎ヲ受ケヴィヴィアニ氏ハ大要次ノ演說ヲナセリ

『諸氏ノ同情ト熱心ナル援助トハ諸氏ノ感情ヨリ來ルノミナラス諸氏ノ名譽欲ヨリ來ルコトハ余ノ感得スルトコロナリ余ハ諸氏カ國民的名譽ノ義務ヲ果シタルノミナラス又同時ニ複雜ナル亞米利加魂ヲ發露シタルヲ見タリ米國人ハ現生活事項ノ爲ニ生活スル實際的ノ人ナリ然レトモ同時ニ亞米利加魂ニハ新生活ノ活潑ト快活トアリ思想ニ對スル執着ヨリ來ルトコロノ强サアリ斯クシテ亞米利加魂ハ實際ト理想トノ結合ノ矛盾ヲ有ス諸氏ノ精神ト吾人ノ精神トノ間ニハ類似點アリ

諸氏ハ吾人二國民カ相並ヒテ平等ト自由トヲ遂行スル目的ヲ以テ或理想ヲ捧持シ戰爭ヨリ生スル大問題ニ關スル意見ヲ交換スル爲ニ自由人民ノ委任ヲ行フコト吾人自身ト同シ他人ニ自已ノ意思ヲ强フルコトヲ求ムル專制君主ハ吾人ニ反對ナリ數日前貴國ノ人民カ宣戰ヲ布告シタル時ニ中歐國ニ於ケル中心力タル人ハ新時局ノ重大ナルヲ理解セリ彼ハ一般投票ノ公約ヲ以テ其ノ臣民ヲ鎭撫セント試ミタリ其ハ實ニ苦キ滑稽ナリキ

若シ諸氏ノ國民的英雄ヂョージ、ワシントンカ其墓穴中ヨリ出テ而テ今日ノ戰爭ヲ見ルコトヲ得タリトセハ彼ハ宣言スルナルヘシ一國カ獨立ヲ創刱シタル後ニハ自已ノ獨立ヲ維持スル爲ノミナラス又他國民ノ爲ニ獨立ヲ創刱スル爲ニ全世界ノ前ニ自已ノ獨立ヲ防護スルノ義務アルコトヲ

吾人ハ華盛頓ノ墓前ニ於テ最後迄戰爭スヘキコトヲ誓言セリ華盛頓ノ墓前ニ於テ其ヲ誓言シタルノミナラス又本戰爭ニ於テ戰ニ倒レタル無數ノ兵士ノ墓前ニ於テ歐洲ノ病院ニ於テ死シタル者ノ死ノ床ニ於テ新生兒ノ搖籃ニ於テ誓言セリ搖籃ヨリ墓空ニ至ル迄ノ自由ノ愛好者ニシテ其ヲ誓言セサル者ナシ』

議會訪問後佛國特使一行ハ米國接伴員ト共ニ午後市俄古ヘ向ツテ出發セリ一行ハ市俄古ヨリカンサス、聖路易、費府、紐育、ボストン等ヲ訪問シ一週間乃至十日ニシテ再ヒ華府ニ來リ米國政府トノ打合ヲ續クヘシト云フ

五月五日バルフォーア氏ハ議事堂ニ赴キ兩院議員ニ挨拶シ大要次ノ演說ヲ爲セリ大統領モ出席シテ演說ヲ聞キ議員ノ列ニ入リバルフォーア氏ト握手ヲ爲セリ

『當地ニ於ケル戰時會議ハ前古比類ナキ最大ナル世界脅迫ヲ擊碎シ且文明ト自由トヲ救出スヘキ目的ヲ有スル三大民主國ノ同盟ヲ鞏固ニセリ縱令嚴酷ナル試驗ヲ經サルヘカラスト雖自由人民ハ今ヤ覺醒セリ而シテ自由制度ノ終局ノ勝利ヲ確保スル決心ヲ以テ燃ユ

余等ノ使命ヲ帶ヒテ來米セル本來ノ目的ハ純然タル事務的ノモノナリキ吾人ハ吾人兩國家ノ關係スル大戰爭ヲ遂行スルニ最モ適切ナル瞬間ヲ論スル爲ニ爰ニ來レルナリ吾人ハ聯合

諸國ノ主トシテ困却シタル需要品ハ何ナリヤヲ諸領袖及政治家ニ說明センカ爲ニ二年有半ニ亘ル慘憺タル戰爭ノ間吾人ノ經驗ニ依リテ獲タル結果卽チ吾人ノ犯シタル過誤ノ結果ヲ貴國ノ當局者諸氏ノ參考ニ供センカ爲ニ爰ニ來レルナリ

我國ノ使命ト佛蘭西ノ使命トハ兩々相關聯スルモノナルカ其ハ三國間ノ關係ニ一新時代ヲ劃スルモノナリ余ハ信ス斯クシテ强固ニセラレタル同盟ニ依リ吾人カ將來ノ文明ニ就キ懷クヲ敢テスル或最大ナル希望或最モ誇ルヘキ期待ノ確保セラレタルコトヲ

亞米利加人タルト佛蘭西人タルト英吉利人タルトヲ問ハス此意義ハ吾人之ヲ注意セサル能ハス然レトモ余ハ此際特ニ米國人及英國人ニ就キテ之ヲ述フ吾人カ其ヲ注意セサル能ハサルハ獨逸カ不屈不撓ニ不道理ナル主義ヲ宣傳セント努力スルカ故ナリ吾人ハ太西洋ノ彼方ニ住ムモ此方ニ住ムモ吾人英國民ハ軍事上ノ目的ヲ以テ吾人ヲ組織セサリキ吾人ハ嘗テ軍國ニハアラサリキ戰爭カ破裂セル時ニ獨逸ハ疑モナク世界ヲ見廻ハシ將來關係スルコトモアルヘキ諸國ノ實力ヲ彼等ノ見地ヨリ打算セリ而シテ彼等ハ英國ノ文化意見タルト米國ノ文化意見タルトヲ問ハス之ヲ輕視スルコト甚タシク英國モ米國モ獨逸ノ希望セル世界征服戰爭ニ於テハ之ヲ度外ニ附シテ可ナリト判斷セリ彼等ハ吾人ノ戰備ナキヲ知レリ彼等ハ吾人ノ軍國的ナラサルヲ知レリ其故ニ彼等ハ第一ニ吾人ハ戰爭ヲ恐怖スルコト第二ニ若シ吾人ニシテ戰フモ全ク度外視スヘキ勢力ナルコトヲ速斷セリ余ハ思惟ス彼等ハ多分彼等ノ誤謬ヲ發見シ始メツヽアリト其誤算ニ基キ彼等ノ希望ハ凡テ破レタリ又破ルヘシ其ハ彼等ノ致命的ノ誤謬ナリキ其失策ヨリ彼等ハ決シテ回復セサルヘシ然レトモ其誤謬ハ文化ヲ救助シタリ

獨逸ハ武器ニ依リテ勝利ヲ得ルコト能ハサルヲ以テ潛航艇戰ノ非合法的戰法ニ依リテ勝利ヲ得ント企圖シツヽアリト推測セラル余ハ潛航艇ノ威迫ノ重大ナルヲ輕視セス又輕視セント欲セス畢竟二年有半ニ亘ル戰爭ノ間吾人ハ屢々同樣ノ困難ニ遭遇シ又其ニ打勝テリ軍需品問題ハ恰適ノ一例ナリ吾人ハ又潛航艇ノ困難ハ頗ル大ナル困難ナルコトヲ否認セス其ニ打勝ツ爲ニハ米國モ英國モ及フ限リノ努力ヲ要スルモノタルヘシ然レトモ其ハ打勝タルヘシ

本戰爭ハ水雷若クハ砲擊ニ依リテ無援ノ中立船ヲ擊沈シ若クハ婦人小兒ヲ溺死セシムルコトニ依リテ之ヲ治メントスルモ能ハサルナリ其ハ健鬪ニ依リテ裁定セラルヘキモノナリ健鬪ノ道ニ出ルニ於テハ亞米利加モ英國モ佛蘭西モ何等憂惧スル所ナキナリ

其故ニ余ハ確信ヲ以テ本戰爭ノ將來ヲ達觀ス英國ニ於ケル如ク米國ニ於テモ各人ハ努力ニ依リテ權利ノ要求ヲ支持スルヲ要ス其努力ハ疑モナク爲サレタリ爲サレツヽアリ又將來ニ於テモ爲サルヘシ若シ努力カ爲サルヽナラハ其ハ成功ヲ以テ冠セラルヘシ又後裔ハ斯カル會合ノ代表スル諸國民ノ結合ヲ目スルニ總テノ開明諸國カ責任ヲ忘却シ義務ヲ忘却シ世界統一ノ放恣ナル欲望ヲ以テ坤輿上ニ曠古未曾有ノ禍害ヲ來シタル一國ヲ處分スル爲ニ一致シテ蹶起シ以テ世界歷史上新時代ヲ劃スルモノヲ以テスルニ至ルヘキコトハ疑ハサルナリ』

五月八日バルフォーア氏ハ上院ニ於テ大要次ノ演說ヲ試ミタリ

『現今ハ世界史上ノ重大ナル時期ノ一ナルコト及太西洋ノ兩對岸ニ發生セル事件ハ專制的軍國主義ノ攻擊ニ對シ相互ヲ保護センカ爲メニ大ナル自由國民ノ團結セルモノナルコト之吾人總テノ直感スルトコロナリ

余モ又諸氏ノ中何人モ民主國ハ何等ノ誤謬ヲモ犯スモノニアラスト做スカ如キ蒙昧ナル民主々義者ニアラス自由ナル會議ニシテ大ナル過失ヲ犯サヽルモノナク又時トシテハ犯罪ヲモ爲シタリ然ラハ吾人カ自由制度ノ精神ヲ景仰シ且特ニ我現在ノ敵ノ間ニ於テ其ヲ世界將來ノ平和ノ最大保證ノ一ナリトスルハ何故ナリヤ諸氏ヨ余ノ思惟スル所ヲ諸氏ニ言ハントス

人民及人民ノ代表者ハ感情ノ瞬間ノ勃發ニ依リテ迷亂シ誤レル政策ヲ採リテ悔悟スルニ至ルコトアルハ全ク眞實ナリ然レトモ若シ必要アレハ多數世代ノ間モ着々トシテ無法ニ人類文明ヲ支配スル目的ヲ遂行シ得ルハ獨逸式ノ專制的軍國主義アルノミナリ吾人カ目下困苦シツヽアル此惡事此迫害ハ知識ノ增加及物質的文明ノ進步ト共ニ減少スルモノニアラスシテ反對ニ却テ增大スルモノナリ

吾人西歐文明ノ自由人民ハ此危險ニ對抗シテ一致團結セルナリ吾人カ此際ニ於テ相共ニ戰ハントシツヽアリ又戰ヒツヽアルハ其大原因アルヲ以テナリ

吾人ハ慥ニ其原因ニ打勝ツヘシ而シテ吾人ノ子孫ハ此危急存亡ノ時期ヲ回顧シテ民主々義ノ國民カ其ノ進步ト文明ト又必要アラハ競爭トヲ獨逸主義ニ依ラスシテ自由ナル友好的精神ニ於テ行フコトヲ確保セラレタルヲ感シ得ルニ至レル時期ナリト做スヘキコト疑ナシ』

五月十二日バルフォア氏ハ紐育ニ赴キ佛國使節ト共ニ盛ニ歡迎ヲ受ケタリ英國使節モ佛國使節同樣各都市ヨリ招待ヲ受ケタルモ用務繁多ニシテ應スルヲ得ストテ紐育ニ三日間滯在ノ外ハ何レノ都市ニモ赴カス直チニ華府ニ引返シ今月三十日頃加奈陀ヲ經テ歸國スル豫定ナリト

英佛兩國使節來米ノ目的ハ多少異ナレルモノヽ如ク英國使節ハ首都ニ於テ米國官憲ト種々戰爭ニ關スル打合セヲ爲スヲ主トシ佛國使節ハ之ニ反シ初ヨリ米國ニ對スル佛國民ノ好感ヲ敍シ米國民ノ戰爭熱激成ヲ目的トシ特使ノ人選ニ就テモ特ニ此點ニ注意シタルモノヽ如シ而シテ特使來米ノ結果トシテ米國政府ハ英佛兩國ノ戰爭ヨリ得タル教訓ノ利益ヲ受ケタルノミナラス一般民心ヲ鼓舞作興セルノ效果ハ極メテ顯著ナルモノアリ兩國特使派遣ノ擧ハ總テノ意味ニ於テ大成功ナリシコト疑フ可カラス

第二　聯合與國ニ對スル援助ノ件

（一）聯合與國ノ米國ニ於ケル募債額

（九月六日　ニューヨーク、タイムス）

LOANS TO OUR ALLIES REACH $2,266,400,000

Government Announces Fresh Advances of $100,000,000 Each to Great Britain and France.

WASHINGTON, Sept. 5.—Loans of $100,000,000 each to Great Britain and France were made by the Government today, bringing the total advanced to the Allies up to $2,266,400,000. Today's loans, the first made this month, probably will be followed shortly by loans to other powers.

The total thus far advanced to Entente Governments follows:

Great Britain	$1,105,000,000
France	630,000,000
Russia	275,000,000
Italy	200,000,000
Belgium	53,400,000
Serbia	3,000,000

(二一) 聯合國ノ米國ニ於ケル軍需品購入ヲ米國委員會ニ委托スルコトニ關スル協定ノ件

(八月二十五日 ニューヨーク、タイムス)

AMERICAN BOARD TO BUY FOR ALLIES

WASHINGTON, Aug. 24.—Official announcement was made tonight that an agreement had been reached between the Governments of the United States, Great Britain, France, and Russia, by which all purchases in this country for these allied Governments would be made by an American commission composed of Bernard M. Baruch, Robert S. Lovett, and Robert S. Brookings.

The announcement followed conferences today between the Secretary of the Treasury, Lord Northcliffe, special representative of Great Britain; Ambassador Jusserand of France, and Ambassador Makhmeteff of Russia. The agreement provides that hereafter all purchases of supplies of every description shall be made for account of this Government and the allied Governments concerned.

It is understood that Italy will assent to the agreement.

The official announcement, issued by Secretary McAdoo, was as follows:

"Formal agreements were signed today by the Secretary of the Treasury, with the approval of the President, on behalf of the United States, and by the representatives of Great Britain, France, and Russia for the creation of a commission with headquarters at Washington. through which all purchases made by those Governments in the United States shall proceed. It is expected that similar agreements will be signed with representatives of other allied Governments within the next few days.

"The agreements name Bernard M. Baruch, Robert S. Lovett, and Robert S. Brookings as the commission. These gentlemen are also members of the recently created War Industries Board of the Council of National Defense, and will thereby be able to thoroughly co-ordinate the purchases of the United States Government with the purchases of the allied powers.

"It is believed that these arrangements will result in a more effective use of the combined resources of the United States and foreign Governments in the prosecution of the war."

As rapidly as practicable other countries engaged in the war against the Central Powers will be brought into the arrangement. The purchasing commission will have headquarters in Washington and will avail itself of all the organized facilities already in operation for the prosecution of the war. The War Industries Board has had charge of enormous buying projects in the short time it has been in existence. Its members are intimately acquainted with every phase of the many business conditions involved in the supply of munitions and war supplies. They have acted with the constant co-operation and direction of President Wilson.

The action taken in forming the purchasing commission to take charge of the buying for all the Allies has been rendered necessary because of the continual disadvantages in the markets for various supplies resulting from the competitive buying of the many representatives of the different belligerent countries in the United States.

One of the most distinct difficulties occurring in this line became known within the past ten days, when it was found that France was buying copper in very large amounts in this country at a price far in excess of that likely to be paid by the United States under existing agreements with the copper syndicate. Similar instances were also found in the matter of buying wheat and meat supplies. In some cases it was found that agents of the allied countries had combed the Western markets for grain months in advance of any efforts of

American buyers and had large quantities of materials stored awaiting favorable conditions of shipment, while prices went upward in consequence of the steadily increasing scarcity of certain staples.

The commission will begin its work at once. All programs for the purchase of war supplies will be laid before it and will receive its consideration and be carried out under its direction.

In the conferences today it was developed that the monthly program of advances of money by this Government to the Allies would be subject to a material increase in totals. The Italian campaign will require a larger credit, and other allowances will be arges hereafter. The total of $500,000,000 a month heretofore loaned will be increased to $600,000,000. This money will be for the greater part expended in this country in the purchase of war supplies for the Allies and under the direction of the new Purchasing Commission.

(二) 米國英佛其他與國ノ爲ニ銅ヲ購入スル件

(九月十一日 ニューヨーク、タイムス)

$20,000,000 COPPER BOUGHT BY ALLIES

Order for 77,600,000 Pounds Placed Through Council of National Defense.

The first demonstration of the Government's work as the buyer of copper for the allied nations of Europe became public yesterday in information that an order for 77,600,000 pounds of the metal had been placed at 25 cents a pound. As far as could be learned all of the copper was for the account of England, France and others of the Entente, and the price did not indicate specifically that it would also be paid for the Government's own metal. A letter sent out by one of the large selling agencies to producing companies said that the sale was "f. o. b. New York, Government terms of payment."

This transaction, involving close to $20,000,000, is understood to be the first of a series to be made for the European Allies under the supervision of the Council of National Defense. With the United States acting as sole buyer all danger of competitive bidding by the foreign consumers will be eliminated and the price will thus be held stable, even if the price-regulating program should not directly involve copper for the European Governments.

The producers have said that they would be satisfied with a quotation of 25 cents a pound and it is hoped in copper refining and mining circles that this would be the price allowed by the Federal authorities for supplies for the United States Government. The order is to be apportioned out among the various producers. It was reported in the financial district that the arrangements for the big contract were completed some time ago, and presumably was handled by Bernard M. Baruch and his assistant in metal buying, Eugene Meyer, Jr.

The copper stocks were bid upward in lively fashion after news of the transaction became known yesterday, Anaconda, Utah, Kennecott and other leading shares gaining a point or more. An added factor in improving sentiment toward this group of stocks was a rumor that local members of the sub-committee on copper of the National Defense Council would meet in Washington today to discuss the price situation. An announcement in respect to the Government's price for both copper and steel it awaited daily.

（四）英米兩國戰爭遂行ノ爲ニ兩國ノ金資源ヲ統一セントスルコトヲ協議スル件

（九月二十三日ニユーヨーク、タイムス）

AMERICA AND BRITAIN TO POOL RESOURCES

Will From Reservoir for Allies to Tap—Means Great Manufacturing Increase Here.

WASHINGTON, Sept. 22.—American and British officials are working on a program providing of closer economic co-operation with a view to uniting for war purposes tho entire resources of this country and Great Britain and her posessions.

As confidential agent of the British Government, Viscount Reading, Lord Chief Justice of England, is handling negotiations here. While tremendous in its scope, Lord Reading's mission here is only part of the comprehensive structure of unity of resources which Great Britain is building. The resources of all her dominions and those of all the Allies are to be formed, so far as possible, into a compact whole, providing a mammoth reservoir, so that all the Allies may draw to make more effective the war against the common foe.

The full limit of Great Britain's resources is to be placed in detail before American officials, who in turn have been frank in placing before Lord Reading the full extent of what this country expects to accomplish and her potentialities.

One purpose of Lord Reading's mission is to ascertain what supplies this country may be able to furnish the Allies during the remainder of the struggle without diverting supplies needed for American military, naval, or domestic consumption.

Indications are that the Allies will request a volume of materials bounded only by America's ability to produce and the transatlantic transportation facilities. A detail of the program under consideration is the manufacture on a huge scale of munitions here for the Allies.

The munitions requirements, however, form but a small part of the total. Coal, copper, iron and steel, foodstuffs, and clothing are still needed in tremendous volume. Co-ordination of these requirements is one of the chief topics under consideration in the proposed program.

第三　危險區域ヲ航行スル船舶ノ武裝、燃料、煙幕及塗色等ニ關スル大藏大臣命令

（八月二十日　ニューヨーク、タイムス）

PRESCRIBES MEANS TO COMBAT U-BOATS

McAdoo Sets Forth Armament, Painting and Smoke Devices for Ships Leaving Here.

SMOKELESS COAL ADDED

Failure to Comply with Treasury Regulations Will Involve Heavier Insurance Charges.

WASHINGTON, Aug. 19.—After Oct. 1 every vessel leaving the United States to trade to and from all ports in Europe and the Mediterranean will have to obey Treasury regulations relative to armament, fuel and smoke screens, and painting to obtain invisibility, which have just been adopted as part of the plan of this and the Entente Governments for dealing with the German submarine menace. These regulations will be insisted upon after that date, according to this announcement issued tonight by Secretary McAdoo:

"1. Arming.—All vessels must be armed in accordance with the recommendation of the Navy Department, or in event of the Navy Department being unable to furnish such armament the vessel owners must furnish to the Bureau of War Risk Insurance satisfactory evidence that such armament has been applied for and cannot at the time be supplied.

"The bureau will charge an additional rate of 1 per cent. on each voyage of vessels failing to comply with this requirement.

"2. Regulations Affecting Visibility.—(a) Each vessel shall be painted in accordance with one of the systems that are recommended by the Chairman of the Naval Consulting Board and the Ship Protection Committee of the Emergency Fleet Corporation, as approved by the Bureau of War Risk Insurance. Information relative to these various methods of painting and how the painting can be arranged for will be furnished upon application by the Bureau of War Risk Insurance, Treasury Department, Washington, D. C.

"It is to be understood that shipowners are free to select any one of the approved methods for their own use. Should a shipowner desire to follow his own method it must first be submitted to and receive the approval of the Chairman of the Naval Consulting Board, 11 Broadway, New York City.

"Upon completion the shipowner must furnish the Collector of Customs at the loading port with a certificate from the party performing the work, certifying that the work has been performed and containing all necessary information.

"(b) Coal.—Each steamer at time of sailing from the United States must carry a sufficient supply of approved smokeless fuel to carry her for not less than two daylight periods, this coal to be used during the daylight runs while within the submarine zone.

"Any steamer which is equipped with an approved system, whereby the vessel may be operated without the emission of visible smoke from her stacks, shall be relieved from the above requirement.

"(c) Smoke Screen.—All vessels operating through the submarine zone must carry on deck one dozen approved smoke boxes, which will evolve smoke when thrown overboard.

"Vessels must obtain from the Collector of Customs a certificate that all the requirements under the heading of No. 2 have been complied with.

"In event of the failure to obtain such a certificate the bureau will charge an additional premium of $\frac{1}{2}$ per cent. for each voyage.

"The bureau reserves the right to decline to insure vessels whose owners have

not, in the opinion of the bureau, made a satisfactory effort to comply with these requirements."

第四　敵國人ノ取締ニ關スル件

（一）紐育ニ於テ有害ナル多數ノ敵國人ヲ抑留スル件

（九月二十七日　ニューヨーク、くラルド）

ENEMY ALIENS WITHOUT PERMITS SEIZED BY THE HUNDRED IN CITYWIDE ROUND-UP

Police Department Acts Simultaneously Through Nine Detective Branches—Prisoners Brought from New Jersey and Long Island—Numbers and Names Are Withheld.

The largest and most successful raid upon enemy aliens since the war began was conducted last night by the New York Police Department and the police of nearby New Jersey and Connecticut cities, acting in co-operation with the Intelligence Bureau of the navy and the Department of Justice.

Hundreds of prisoners were taken and quartered for the rest of the night at Police Headquarters in Manhattan, perhaps destined for Ellis Island to-day and then an internment camp for the duration of the war. The Navy Department requested that the exact number or prisoners and the names of the places where they were employed be not published.

Most of the prisoners, German and Austrian subjects, are said to have been employed in munitions plants and one of them in the New York Navy Yard. On the latter was found a pound of a very hard abrasive powder, which, placed in the friction parts of machinely, would destroy it.

With the prisoners the several hundred detectives and policemen seized large quantities of important papers and many boxes of fine instruments, all of which were sent to Headquarters. Among the papers were many blue prints of machinery, vessels and munitions.

The following statement was given out by Captain Tunney :—

"The Navy Department, in conjunction with the Detective Bureau, has for several months been investigating large numbers of enemy aliens and has taken them into custody. Many have been employed in munitions plants and have been going into forbidden zones. More than two hundred men from the Detective Bureau in twenty-five automobiles were assigned to gather them up to-night.

"No mention must be made of where the men are employed, as it may hamper

other investigations now going on. The enemy aliens are to be held here for the present, and it is requested that no mention be made of the number of men seized."

A group of enemy aliens was brought to the city through the Hudson tubes, and the activities of the federal agents and police extended not only to New Jersey but to localities on Long Island, where others were seized.

Gathered at headquarters were half a dozen navy officers attached to the Intelligence Bureau, Captain Offley, chief agent of the Department of Justice; Captain Tunney, of the Bomb Squad; Deputy Police Commissioner Guy Scull, Inspector Cray, of the Detective Bureau, and numerous other officials.

At midnight Captain Offley denied reports that the arrests were of men suspected or accused of the various forms of sedition, but said it was a general round-up of enemy aliens who had failed to register and obtain permits to remain in the city.

The navy officers issued a statement after midnight saying that many enemy aliens had obtained employment in factories engaged in munitions work, and that it was considered best by the government to seize such aliens and exercise a close control over their activities. The inference was that they would be sent to interment eamps for the duration of the war.

One of the Germans arrested was Heinrich Willerhohn, who was the wireless operator on board the Freiderich der Grosse when government agents made a raid on that vessel and seized the makers of bombs to be used in sinking allied shipping.

Bitten by a Prisoner.

Another prisoner was Max Pett, an instrument maker, living in Flatbush. When Detective Sergeant James J. Murphy seized Pett the latter attacked him and is said to have tried to escape. In the struggle the detective suffeerd a severe bite on his left hand and an ambulance surgeon was called to put a bandage on Pett's head.

Before one o'clock this morning patrol wagons, automobiles and even motor trucks were arriving at Police Headquarters with policemen and detectives in charge of prisoners. Soon the drill room was filled and then newly arriving prisoners were sent to the trial room and to the rooms occupied by the school for recruits.

Guards were placed at doors and windows and none of the prisoners was permitted to send out messages.

第五　在獨米國人百一名俘虜トナルノ件

（九月二十日　ニューヨーク、タイムス）

101 AMERICANS HELD CAPTIVE IN GERMANY

Red Cross Committee Established in Switzerland to Transmit Food for Them.

WASHINGTON, Sept. 19.—American prisoners of war being held in German prison camps total 101, according to an official announcement issued today dealing with plans for provisioning these men, but which did not give their names. Five of the prisoners are enlisted men of the United States Navy who were captured when the steamer Campania was sunk by a German submarine. They and Merchant Captain Oliver of the Campania are being held at the German prison camp at Brandenburg.

On May 26 last, after war had been declared between this country and Germany, the State Department issued a statement to the effect that there were then seventy-four American prisoners of war in Germany. They had been taken from merchant vessels, and were all the American war prisoners then known to be in German hands. Sixty-one of them were at the German camp at Dulmen, seven at the Havelberg camp, five at the Karlsruhe camp, and one at the Rastatt camp, in Bavaria. The names of these seventy-four American prisoners were made public by the State Department on May 29.

Through the Commitiee on Public Information, the Government issued this statement regarding the provisioning of the captives:

"American prisoners of war in Germany will be furnished enough food for their subsistence independently of nations provided them by the Germans. The American Red Cross, through arrangements with the British Central Prisoners of War Committee, is doing this for the American prisoners in Germany, of whom there are now 101, and a committee of the American Red Cross has been established at Berne, Switzerland, to do this work in the future. This committee will work directly under the American Red Cross and will take over all the work of provisioning American soldiers and sailors who may be held in Germany.

"The Food Division of the Surgeon General's office has assisted the Red Cross in the preparation of a table of food to be included in each 'food kit' so that sufficient nutriment may be sent within the prescribed weight to take care of a soldier until the next package arrives for him. A total of nine to ten pounds of

food will be put in each package and the weight of the package kept under eleven pounds, as required by international agreement. Three such packages for each soldier will be sent each fortnight. The German authorities have agreed that each American prisoner shall personally sign a receipt for his box. This receipt is permitted outside the amount of correspondence allowed to each prisoner.

"The food for these 'food kits' will be sent in bulk to Switzerland, where the American Red Cross Central Committee for Prisoners' Relief will make up the packages. This method will save shipping space, and there is, furthermore, no parcel post agreement between the United States and Switzerland. In order to fulfill the natural desire of families to send food to relatives who are prisoners, arrangements will be made later for boxes to be sent to Red Cross headquarters in Switzerland to be repacked there and sent to the prisoners for whom they are intended."

第六　通信取締ノ件

（一）郵便物檢閲ニ關スル驛遞長官ノ宣言

（九月二十六日　ニューヨーク、タイムス

BURLESON TO BAR SEDITIOUS PAPERS FROM MAIL AND WILL CENSOR LETTERS GOING TO MEXICO

WASHINGTON, Sept. 25.—Postmaster General Burleson announced today that he would enforce strictly those provisions of the Trading with the Enemy Act which empower him to bar from mails all foreign language newspapers which contain seditious matter. He made this statement after he had been informed that the House had agreed to this conference report on the bill, which yesterday was approved by the Senate. The measure now goes to the President and will become a law ten days after receiving his signature.

While the language of the act is considered sufficiently broad to enable the President to hold up any kind of seditious matter, whether printed in English or other language, the Postmaster General indicated that only those publications that have notoriously sought to give aid and comfort to the enemy need fear the censorship clauses.

Mr. Burleson made it plain that those who print matter detrimental to the United States or its allies in the war will feel the heavy hand of the law. He will

demand absolute obedience of the provision which requires literal translations in English of all news items, editionals or other printed matter respecting the Government of the United States or of any nation engaged in the present war which any foreign language publication may print.

These translations, under the law must be filed in the form of affidavits with the Postmaster where the publication is published. A false statement in an affidavit will subject the offender to prosecution for perjury while penalties are prescribed for violation of other provisions of the bill.

If it is discovered that any foreign language publication is printing seditions matter, denial of the use of the mails will immediately follow. Nor will it be possible to transport such matter by express or by other means. The law makes it a felony for any express company to carry periodicals or other printed matter that have been barred from the mails.

Disloyal matter of all kinds, books, circulars, letters, telegrams, &c., are covered in the act, and the President is authorized to prohibit their transportation whenever the public safety demands it. This is particularly true of matter destined to foreign countries.

Postmaster General Burleson said that while the law would be rigidly enforced so as to prevent the dissemination of matter inimical to the interests of the United States and its allies, care would be exercised to see that the broad powers of the act were not abused. He said no action would be taken that would not be up held in court.

For the present at least, it is understood, the postal authorities will not attempt to censor letter addressed to foreign countries, particularly those intended for delivery in Europe. Careful scrutiny of mail addressed to Mexico, however, may be expected. The elaborate mail censorship of England and France, which has been in operation for three years, will be relied upon to stop any mail of enemy destination.

The Postmaster General admitted that various publications printed in foreign languages would be barred from the mail if they persisted in the present policy of publishing editorials and other matter designed to be helpful to Germany. The Post Office Department and the Department of Justice will co-operate in the effort to rid the country of these disloyal mediums.

第七　開戰後四ケ月間ニ於ケル米國鐵道効率增進ニ關スル戰時鐵道局ノ陳述書

（九月十日　ニューヨーク、タイムス）

RAILROADS MEETING ALL WAR DEMANDS

Efficiency Greatly Increased by Operation as Single National System, Board Reports.

WASHINGTON, Sept. 9.—The Railroads' War Board issued today a review of its achievements for the first four months of its existence, in which it showed that, as a result of the pooling effort, the efficiency of the railroads had been so increased that the transportation of 1,000,000 men to the training camps and cantonments by Oct. 20 would not interrupt or curtail the movement of freight. The report also told of the standardization of methods of settlement between the Government and the railroads. and of the designing and perfection of special troop train and hospital train service. The board said that there was no longer room for doubt that the railways would be able to handle their war job.

The review of the board's work, made public by its Chairman, Fairfax Harrison, said in part:

"The voluntary act of the 693 railroads of this country in merging their competitive activities for the period of the war and uniting in one continental system has not only made the transportation problem presented by the war less cumbersome to handle, but surer of satisfactory solution.

"In addition to welding into one loyal army each and every one of the 1,750,000 persons employed by the railroads—from engine wipers to Presidents—the co-ordination of the nation's carriers has made possible the most intensive use of every locomotive, every freight car, every mile of track, and every piece of railroad equipment in the country. It has also facilitated the securing of invaluable co-operation from the shippers and the general public.

Co-operation with Quartermasters.

"Skilled and experienced railroad men have been sent to every cantonment to assist the constructing Quartermaster there in the movement of all supplies necessary to the erection and maintenance of these military cities. A trained executive has also been stationed in the Washington Headquarters of the Supervising Constructing Quartermaster, so that every car needed in the transportation of Govern-

ment supplies might be made available when needed. As a result of these co-operative activities, the movement of thousands of carloads of lumber and other supplies has been accomplished practically without a hitch.

"In addition, at the request of the Government, plans have been perfected whereby 1,000,000 men will be moved from nearly 5,000 different points to the thirty-two training camps for the National Army and National Guard by Oct. 20. About one-third of these men, the National Guard, are already under way and are carrying their tents and equipment with them. This means that, in addition to the coaches and tourist sleepers occupied by them, more than 12,000 freight cars must to transported.

"Right here it may be stated that freight of all kinds is now moving in unexampled volume. All of the traffic must be taken care of, and at the same time the 1,000,000 men upon whom the Government depends for the successful and speedy termination of the war must be brought to the places where they are to receive their training.

"Among some of the things accomplished by the board in the first four months of its existence have been the organizing of special equipment for hospital and troop train service, the standardization of settlements between the Government and the railroads, eliminating a large volume of correspondence and red tape, and the creation of a special committee on express transportation, composed of the Vice Presidents of the American, Wells Fargo, Adams, and Southern Express companies, to co-ordinate the work of the companies with the general problem of transportation.

Car Shortage Greatly Reduced.

"Car shortage has been reduced 70 per cent. On April 30, the so-called car shortage amounted to 148,627; on June 30, these figures had been cut to 77,144; on Aug. 1, the excess of unfilled car requisitions over idle cars amounted to only 33,776.

"In May, freight transportation service rendered by about 75 per cent. of Class 1 roads—carnings of $1,000,000 or more—was 16.1 per cent. in excess of the service rendered in 1916. In that year which was one of unusual activity, the freight service rendered by the carriers was 24 per cent. in excess of that rendered in 1915. So the carriers have achieved the astounding feat of adding to their freight service in the short period of two years an amount equal to the freight traffic of Great Britain, France, Russia, Germany, and Austria combined.

"Approximately 20,000,000 miles of train service a year has been saved by the

elimination of all passenger trains not essential to the most pressing needs ef the country. This reduction of passenger service has released hundreds of locomotives and train crews and cleared thousands of miles of track that are absolutely needed in the freight service for the transportation of necessities.

"Freight congestion at many Important points has been averted by promptly moving empty cars from one railroad to another, irrespective of ownership. By ordering the adoption of this policy, which is brand new to American railroad usage, the Railroads' War Board has moved 113,420 empty freight cars where they have been most needed.

"Through the pooling of lake coal and lake ore, a saving of 52,000 cars in moving these commodities alone has been achieved. A further saving of 133,000 cars has been made possible by the pooling of tidewater coal. Both of these pooling projects were brought about by the Railroads War Board, in collaboration with the Committee on Coal Production of the Council of National Defense.

Regulation of Grain Export.

"By regulating the movement of grain for export, the number of cars ordinarily required for this service has been reduced, despite an abnormal export increase this year, 75,682,028 bushels of wheat, corn, barley, and oats being shipped to the Allies from May 1 to July 14. This business was so handled that there were no delays and no blocking of facilities at either the grain elevators or the seaports.

"Although the figures on the intensive loading of freight cars are not complete, a sufficient number of reports have been received from the twenty-seven local committees of the War Board to show that commercial bodies and individual shippers in all parts of the country are giving hearty co-operation to the railroads' campaign to make one car do the work of two.

"Checks made recently in Florida and Georgia on loaded potato cars show that cars are carrying 200 barrels this year as against 125 barrels last year. In Pittsburgh, tin plate cars that carried 92 per cent. of their marked capacity on June 27 last are now being loaded to carry 98.6 per cent. In Minnesota the average carload of flour in 1916 amounted to 46,250 pounds; this year the average carload is 61.923 pounds.

"Some figures that throw a clear light on the efforts that both the shippers and the railroads are making to relieve the coal situation were supplied a few days ago by the Western Maryland Railway. A check of 540 cars of coal showed only seven cars that were loaded below marked capacity, the average loading of the cars being 111.14 per cent.

"A summary of coal mine operations for July showed that 132 railroads handling anthracite, soft coal, and lignite transported 207,429 more loaded cars from the mines than for the same month last year, an increase of 31.5 per cent., or 10,316,900 tons."

第八　船舶調節ノ件

（一）米國在泊中立國船ノ出港停止ニ關スル件

（イ）白耳義人ニ食料ヲ送ル爲蘭、瑞、諸諸國ト協定ヲ試ムル件

（八月二十五日　ニューヨーク、タイムス）

DEAL WITH NEUTRALS TO FEED BELGIANS

Food Commission Will Let 30 Dutch Ships Sail with Grain, Mostly for Relief Work.

WASHINGTON, Aug. 24.—Belgians will get food quickly and neutrals will have some of their wants supplied through an arrangement made today by the Food Commission and the Governments of neutral European countries.

It was decided to let thirty or more Dutch ships sail at once from an Atlantic port carrying grain owned by the Netherlands Government, on condition that most of the cargoes should be used for relief of the Belgians.

It was also announced that the Swedish mission had sold at cost 552,000 bushels of wheat in this country to the Belgian Relief Commission. The wheat was bought by the Swedish Government in January and has been held in elevators ever since. This will go forward immediately in ships to be obtained by the Belgian Relief Commission and will take the cargo space of several large freighters. In return the Swedish Government will be allowed to ship 270,000 bushels of rye of the new American crop, which will be available in September or October.

Negotiations between United States officials and representatives of the neutrals have been in progress several weeks.

Norway's case has been presented by the mission headed by Dr. Nansen, and complete accord has been reached, it is understood, regarding commodities to go forward to that country immediately. Norway needs foodstuffs and has ships to barter. She is willing to devote 1,000,000 tons to the service of the United States if she can get food in return. It is understood that this offer has been accepted in part.

On eproposition made by Holland was to turn over to the use of the trade of the Entente Allies a large share of her merchant fleet on condition that the ships were not to be sent into the danger zone. Norway would let her ships go without any such priviso. Holland maintained that it would be almost commercial suicide to risk her ships, as it might cut off her immense colonial trade.

Chevalier van Rappard, the Netherlands Minister, presented the claims and needs of his country and negotiated until the proposition finally made to him by Mr. Hoover was of such a nature that he advised the Netherlands Government to accept it.

Between fifty and sixty steamships, ranging in size from 2,500 to 10,000 tons and loaded with foodstuffs equivalent to 10,000,000 bushels of grain, are in New York waiting permission to sail.

The food cargoes of these ships, some of which have been loaded since early in June, are owned and consigned to the Netherlands Government, an official of one of the largest Dutch lines said yesterday.

（ロ）紐育港内ニ抑留セラレタル五十隻以上ノ蘭船ノ解放ニ關シ米蘭國交渉ノ困難

（九月四日　ニューヨーク、タイムス）

DUTCH DROP NEGOTIATIONS

Suspend Efforts for Release of Cargoes Pending Commissioners' Arrival.

WASHINGTON, Sept. 3.—Efforts on the part of the Minister of the Netherlands to obtain the release of any of the fifty or more Dutch ships now in New York Harbor loaded with wheat, corn, and fodder have been dropped, it was reported tonight, pending the arrival of the special mission from Holland.

A deadlock now exists, which, it is said, can be broken only by the agreement of the Dutch Government to unload the ships and use them to carry cargoes of wheat and sugar from Australia and Java. The Minister has refused to adopt that course. The mission, it is understood, has full instructions in regard to its position when negotiations are taken up.

The Administrative Board of the Export Council has held that Hollard has sufficient wheat to supply her own needs for at least two or three months and that

a strict rationing system must then become effective in dealing with Holland and other neutral countries of Europe in order to conserve America's supplies for its own needs and those of its allies.

An agreement on the part of the Dutch Government to put thousands of tons of shipping into the trade with Australia and Java in return for a percentage of the commodities thus made available is apparently about the only basis for further negotiations at this time. This, it is understood, would involve the abandonment of shipments of fodder and would practically end any chance of Holland obtaining wheat from the United States, even under severe restrictions, before Dec. 1.

（八）北歐中立國米國ニ抑留中ノ自國船舶ノ解放ヲ得ンカ爲船舶ノ賃却ヲ申出テタル件

（九月八日　ニューヨーク、タイムス）

NEUTRAL SHIPS FOR SALE

Shipping Board Gets an Offer of 150,000 Tonnage.

WASHINGTON, Sept. 7.—Reports that some of the neutral nations of North-

ern Europe were prepared to accept a compromise for the release of shipping now held up in New York Harbor and other Atlantic seaports were in circulation today, coincident with the arrival of the Dutch mission.

An offer was received by the Shipping Board of the sale of 150,000 tons of neutral shipping, but details were refused by officials pending an investigation. If it proves genuine the shipping may be taken over and put into the coastwise trade.

The Shipping Board proceeded today to lay plans for commandeering Dutch and other neutral tonnage, if it was found impossible to reach an agreement. The Attorney Generel was asked for a ruling on the powers of the Shipping Board in this connection.

There are differences of opinion respecting the attitude the neutral countries, whose ships the United States might seize, would take following such action. As the owners of the vessels would be liberally compensated for the use of the ships, and as the ships would be used exclusively for war purposes and would be returned to their owners at the conclusion of the war, there are some who believe that nothing serious would arise.

The Shipping Board will take up on Wednesday, with members of the Japanese

Mission, negotiations for the reduction of freight rates in the Pacific trade and the transfer of Japanese tonnage to the transatlantic trade.

In connection with a reduction of freight rates the situation has not been very hopeful. A hint that Japan is not yet prepared to enter into any arrangement with the United States for controlling rates came in advices from Tokio to Washington today.

（三）米國在泊中立諸國船舶ノ出港ヲ停止スル件

（九月三十日　ニューヨーク、タイムス）

KEEPS NEUTRALS IN DARK

United States Not Disclosing Its Plans Concerning Their Ships.

WASHINGTON, Sept. 29.—The Exports Council is keeping neutral Governments in the dark as to what terms the United States desires for releasing grain and food ships. Taking Holland for an example, it was learned today that Dutch ships freely enter American ports, but cannot clear again, being virtually interned through the operation of the license system, which denies bunker coal to these vessels.

The only Dutch ships which may enter American ports with assurance of clearing again are those plying between Batavia, Dutch East Indies, and San Francisco, and those plying between the West Indies and New York. There are 84 Dutch merchantmen in American harbors, not one of which is permitted to sail. These vessels represent a total carrying capacity of more than 350,000 tons. They have on board about 125,000 tons of food-stuffs and an equal amount of cattle feed. The wheat is not rapidly deteriorating, but the corn is damaged.

Most of these vessels came to America before the United States made the embargo system effective. Originally the ships were held up by the refusal of the British Government to grant letters of assurance, but now the whole difficulty appears to be the withholding of licenses by the United States.

On some of the ships which arrived recently are passengers for South America and the disposition of these passengers is a problem which is giving the Dutch lines considerable concern.

The neutral commissioners in America are carrying on negotiations with Vance C. McCormick, head of the Administrative Board of the Exports Council,

but he has not yet disclosed his cards, according to neutral diplomats, who declare they have not yet been made acquainted with what America derires. It is suspected that the terms, when finally stated, will relate to the chartering of neutral bottoms to the American Government, and the neutral Governments are said to regard this possibility with alarm, as being possibly a forerunner of the exercise by the United States of the right of Angaria, which would permit a belligerent to seize and operate neutral vessels in its waters.

（二）　墺國商船徵發ノ件

（大正六年九月四日在米國特命全權大使佐藤愛麿報告）

今回米國政府ハ當國碇泊中ノ墺國商船 Martha Washington（八千三百十二噸）ヲ徵發シ軍用船トシテ使用スル旨九月一日公表セリ尙ホ右公報ハ同船ハ歐戰勃發以來米國稅關官憲保管ノ下ニ在リタル處米墺間ニハ未タ交戰關係ナキニヨリ右ニ對シ敵船沒收方ニ關スル大統領ノ處分權ヲ及ホスコト能ハサルハ勿論ニシテ即チ米國政府ハ墺國船舶ヲ中立國船舶ト同地位ニ措カントスルモノナルカ然モ交戰國ハ緊急軍用ニ供スル爲相當賠償ノ下ニ中立國船舶ヲ徵發シ得ヘシトナス國際法上ノ原則ニ顧ミ米國政府ハ本件墺國商船ヲ徵發シ之ニ對シ相當賠償ヲ提供セントスルモノナリ云々ト說明セリ

Official Bulletin.

September 1, 1917.

SHIPPING BOARD REQUISITIONS WAR BOARD-BOUND AUSTRIAN VESSEL

The Austrian steamer Martha Washington, which has been lying in port since the outbreak of the war, has been requisitioned by the United States Shipping Board, and will be made ready for military purposes.

The Martha Washington is a steamer of 8,312 tons, gross registsr, and 460 feet long, and is a first class passenger vessel. While she has been in the possession of the collector of customs for safe keeping since the outbreak of the European war, she was not, of course, among the vessels covered by the joint resolution of Congress, authorizing the President to take over to the United States possession and title of the German ships.

Since the United States is not at war with Austria, the Austrian ships are in the same position as the ships of neutrals to the present war. The principles of international law, however, permit the requisitioning of neutral ships for urgent

military purposes so long as just compensation is made to the owners. t is accordingly the intention of the United States Government to compensate the owners.

(二) 船舶傭船料制定ニ關スル件

(イ) 船舶局遠洋航路傭船料ヲ低下セントスル件

(九月七日 ニューヨーク、タイムス)

TO MAKE DEEP CUT IN OCEAN RATES

Shipping Board Plans to Lower Present Freight Tariffs 60 to 75 Per Cent.

TO FORM CHARTERING BOARD

WASHINGTON, Sept. 6.—The Shipping Board voted today to establish a chartering commission, probably of three members, with offices in New York. Welding Ring of New York is being considered as chairman. Under the regulations to be formulated, all charters, after Sept. 15, must be passed upon by this commission, thus placing under the direct supervision of the Shipping Board the chartering of all vessels leaving Atlantic ports. Later the plan may be extended to Pacific trade.

Reduced freight rates also were under consideration at a long session of the Shipping Board and representatives of the Council of National Defense. A vote will be taken tomorrow morning. It is understood tonight that the new rates, which will be effective for all tonnage of American register engaged in wartime activities, will range from $8 to $13 a ton, the amount depending upon the vessel and its destination. The new rates, it was said today, would be a reduction of 60 to 75 per cent.

Ships not engeged in war trade, it is understood, will be permitted to seek high rates, but the Government will take all profits which reached more than 5 per cent. above the Government rate. The new "war rates" will largely effect the vessels engaged in Government service at the present time. As vessels now on the stocks are put upon the seas and new tonnage constructed, however, the tonnage effected will be large.

As yet the State Department and Shipping Board has been unable to reach an

agreement with our allies, and with the neutrals for a universal freight rate, and it is understood that there is little chance of such an agreement for some time to come. Negotiations have been held and for a time it was thought likely that an agreement would be reached. Great Britain, which controls all its shipping, reaps a large income in the excess profits.

The move of the United States, it was felt, would later be followed by other Governments. In the meantime, through the Exports Council, which controls bunker coal, as well as practically all exports, and the Shipping Board and the Chartering Commission, the Government will have built up an organization with large powers, which it can at any time exert to the full.

More than 400,000 tons of cargo vessels flying flags of neutral countries of Europe are tied up in New York Harbor and other Atlantic seaports as a result of the embargo policy which has been in force since July 15, and there were persistent reports today that unless an agreement is reached soon to unload them the Government, through the United States Shipping Board, might commandeer these ships and use them in coastwise trade and to bring wheat and sugar from Australia and Java.

Of this total, approximately 250,000 tons are of Dutch ownership. These ships have wheat, cattle fodder, and corn, for which the Administrative Board of the Exports Council has refused clearance. The Dutch Mission reached Washington late today to begin negotiations with the State Department and Exports Council and Administrative Board in the hope of obtaining the release at least of a part of this fleet.

Reports reaching here are that there is a surplus of 150,000 bushels of wheat in Australia which cannot be moved because of lack of shipping. An offer has been made to the northern neutrals to permit them to have a part of this supply if a compromise is accepted.

Some of the northern neutral countries, it is understood, have agreed to unload a few of their ships which are held up here and put them into the coastwise trade, but the Dutch Government has remained obdurate.

（ロ）船舶傭船料制定ノ件

（九月二十七日　ニューヨーク、タイムス）

FIXES NEW FREIGHT RATE

Shipping Board Reported to Have Decided on $5.75 a Ton.

WASHINGTON, Sept. 26.—The United States Shipping Board has determined on its new freight rates and will make a formal announcement, probably tomorrow. It is stated here today on high authority that $5.75 a ton, a month, has been decided on as the basis rate, but the officials refused to give details, pending the formal statement.

It is understood that charges not involved in the war activities, although they may prevail on a ship operating under the new rates so far as 90 per cent. of its cargo is concerned, will not be subject to the Government restrictions. Ninety or ninety-five per cent. of the excess profits, however, will be taken back by the Government.

The new rates will apply for the present only to American-controlled vessels in Atlantic and, it is understood, coastwise trade. Rates for the Pacific trade may later be fixed.

Ship owners in New York said yesterday that the rate of $5.75 a ton reported xed by the Government for time charters was too vague to comment upon until fifurther details had been received from Washington. The custom in time charter is to pay so much a ton for the dead weight tonnage, including the bunker space and provide the coal. The owners provide the crew and their food and the oil for use in the engine room.

If the Government has fixed $5.75 a ton as the sum it intended to pay owners when their ships were requisitioned it was very much below the present average for time charter, which is double and sometimes treble that amount.

○米國船舶院傭船賃率制定（十月一日官報）　本件ニ關シ紐育駐在總領事矢田長之助ヨリノ去月二十八日著電報左ノ如シ（外務省）

米國船舶院ハ今般政府カ徵發スル遠洋航行商船ノ傭船賃率ヲ一箇月噸五弗七十五仙ト定メタリ而シテ遠カラス船舶院ハ總テノ遠洋航行ニ適スル船ヲ出來得ル限徵發シ右ノ賃率ニテ政府ニ借上ケタル上實際ノ運船ハ船主ニ委ネ政府所要ノ運送ニ從事セシムヘク斯ノ如クニシテ船舶院ハ事實米國船舶ノ運賃ヲ全然支配スルコトヽ爲ルヘシト想像セラル因ニ歐洲戰爭前北大西洋ノ傭船料ハ一噸二弗乃至三弗ナリシモ一時三十五弗ニ暴騰シ現今

ハ八弗乃至十三弗ヲ稱ヘ居レリ今回制定ノ賃率ハ英國政府制定ノ賃率二十七乃至二十八ニ比シ少シク低廉ナリ

（四）船舶新造ニ關スル件

（イ）米國ノ新造船計畫

（八月二十五日　ニューヨーク、タイムス）

SHIP PROGRAM CALLS FOR 7,968,000 TONS

Board Presents Estimates to McAdoo for Appropriations to Build 1,270 Vessels.

WASHINGTON, Aug. 24.—The Government's shipbuilding program calls for a total of 1.270 ships of 7,968,000 tons it was revealed today is estimates sent by the Shipping Board to Secretary McAdoo as the basis for a request for a new billion-dollar appropriation.

This is in addition to nearly 2,000,000 tons of shipping now in course of construction in American yards, which has been commandeered by the Emergency Fleet Corporation. A large part of the Government fleet and of the commandeered fleet will have been completed by the end of the fiscal year, June 30, 1918. Building, commandeering, and purchases of vessels will total about $2,000,000,000.

Estimates of the entire cost of construction are given as follows:

Contracts already let, 433 ships, (1,919,200 tons,) $285,000,000.

Contracts ready to let, 452 ships, (2,968,000 tons,) $455,500,000.

Under negotiations, 237 ships, (1,231,000 tons,) $194,000,000.

One hundred and fifty miscellaneous vessels, (1,800,000 tons,) $300,000,000.

Construction of Government-owned fabricating yards, $35,000,000.

Commandeering will cost $515,000,000, and the purchase of ships $150,000,000. The board already has received for construction $550,000,000, and for commandeering $250,000,000.

The board now desires from Congress authorization to spend for construction $719,500,000; for commandeering $265,000,000, and for purchases $150,000,000. The appropriation asked to carry the board through the fiscal year is divided as follows: Building, $400,000,000; commandeering, $265,000,000, and purchases, $150,000,000.

米國船舶院の造船新計畫

（通商公報第四四九號）
（大正六年八月三十日著在紐育帝國總領事矢田長之助電報）

米國船舶院ヨリ大藏卿ニ提出シタル造船新計畫トシテ當地各新聞紙ニ發表セル所左ノ如シ

政府ハ新ニ千二百七十隻、七百九十六萬八千噸ノ船舶ヲ建造シ之カ費用トシテ更ニ十億弗ノ費用支出ヲ議會ニ要求スヘシ石ハ現ニ米國各造船所ニ於テ建造中ニテ Emergency fleet Corporation ニ依リ既ニ徴發ノ手續濟ナル約百萬噸以外ノ造船豫定高ナリ豫定計畫ニ依レハ政府建造ニ係ルモノ及徴發濟建造中ナル船舶ノ大部分ハ來年六月末迄ニ竣工セラルヘク建造徴發及購買ノ總費額ハ約(不明)弗ニ達セリ尚之レヲ細別スレハ大約左ノ如シ

(一)建造契約濟ノモノ四百三十三隻、百九十一萬九千二百噸、二億八千五百萬弗
(二)何時ニテモ契約ノ準備アルモノ四百五十二隻、二百九十六萬八千噸、四億五千五百五十萬弗
(三)契約商議中ノモノ二百三十七隻、百二十八萬千噸、一億九千四百萬弗
(四)右ノ外各種船舶百五十隻、百八十萬噸、三億弗
(五)政府ノ造船所建設費三千五百萬弗

尚船舶院カ今日迄既ニ受取リタル費額ハ建造費ニ對シ五億五千萬弗、徴發費二億五千萬弗ニ上レル所同院カ議會ニ支出ヲ要求セントスル額ハ建造費七億千九百五十萬弗、徴發費二億六千五百弗、購買費一億五千萬弗ナリ

米國太平洋岸造船業近況

（通商公報第四六〇號）
（大正六年九月十一日附在ポートランド帝國領事赤松祐之報告）

九月一日ポートランド發行月刊雜誌 The Ship Builder ノ報スル所ニ據レハ米國太平洋岸諸造船所ニ於テ現ニ造船中又ハ既ニ造船ノ請負ヲ了セル船舶總數ハ四百六十七隻ニシテ其内譯左ノ通ナリト云フ

鋼鐵船 (主トシテ六、〇〇〇—九、〇〇〇「デッド」噸) 一七七
木造船 (主トシテ二、〇〇〇—四、〇〇〇「デッド」噸) 二四二
蒸汽船……一一〇
補助帆船……七九
「バーケンタイン」……四
發動機船 (主トシテ二、二〇〇—四、〇〇〇「デッド」噸) 四八

尚同雜誌ハ各造船所造船中ノ船舶ニ關スル詳細ノ表ヲ掲載セリ其如何ナル程度迄正確ナリヤニ付テハ多少不安ナキ能ハサルモ一々確メ難キヲ以テ其儘大要ヲ左ニ記載ス

米國太平洋岸造船所建造船舶明細表

會社名	船質	隻數	船種	噸數、積載量又ハ長サ	註文者等
オレゴン州					
Albina Engine Works	鋼	四			
〃	同	二			
American Shipbldg Co.	木	七	補助帆船 長	三、八〇〇	Viking Steam Ship Co., (丁抹)
Columbia Engineering Works	同	二	同	三、三〇〇	瑞典及諸威人
〃	同	一	五檣補助帆船	三五呎	Hind-Rolph Co., (桑港)
〃	同	四	補助帆船	二六	International Ry. Co., (中米)
Coast Shipbldg Co.	同	二	發動機船	二五	United Fruit Co.,
Columbia River Shipbldg Corporation	鋼	九			紐育及中米鑛業會社
〃	同	二			
Coos Bay Shipbldg Co.	木	四	(船體)	デッド噸 四、〇〇五	Wm. & Wignore S. S. Co., (紐省)
Heath Shipbldg Co.	同	六	五檣發動機船	八、八〇〇	
Kirman & Kern	同	一	補助帆船 長	三、〇〇〇	佛國政府
		二四二		八、八〇〇	米國政府
Kruse & Banks	同	二	補助帆船 木材運送用	二、一〇〇	Pacific Motorship Co., (諸威)
McEachern Shipbldg Co.	同	二	補助帆船 木材運送用	二五〇呎	J. H. Bixter & Co., (桑港)
〃	木	一	發動機船 木材運送用 長	デッド噸 八、八〇〇	A. O. Anderson & Co.,
Charles R. McCormick Co.	同	二	汽船	八、八〇〇	A. C. Callan
Motorship Construction Co.,	同	四	發動機船 木材運送用	八、八〇〇	米國政府
Northwest Steel Co.	鋼	四		八、〇〇〇	佛國政府
〃	同	八		三、〇〇〇	Hannevig & Johnson (紐育)
Oregon Shipbldg Co.	同	四		二、六〇〇	同
〃	木	三	發動機船	四、〇〇〇	(同)
Peninsula Shipbldg Co.	同	四	四檣補助帆船		
〃	同	二	補助帆船 木材運送用		
〃	同	四	汽船		
Portland Shipbldg Co.	同	三	「バーヂ」		米國政府
					Columbia & Cowlitz Transportation Co.

”	同	二	同		Port of Portland Commission
Standifer-Clarkson Co.	同	一	「スクーナー」	積載力 二′000′000	Interocean Trading Co.（桑港）
”	同	一	汽船	二′五00	Libby, Mcneill & Libby（ポートランド）
G. M. Standifer Construction Corporation	同	10	同		米國政府
Sommerstone Bros.	同	三	同		
St. Helens Shipbldg Co.	木	一	「スクーナー」木材運送用		Balfour Guthrie & Co.,（ポートランド）
”	同	一	補助帆船	長 三六呎	
”	同	八	汽船		米國政府
Supple & Ballin	同	八	同	長 三〇八	同
ワシントン州					
Aberdeen Shipyards	木	二	發動機船	1′八00	W. R. Grae & Co.（桑港）
”	同	一	五檣補助帆船	二′三00	Harlod Seather（諾威）
Alaska Pacific Navigation Co.	同	五	發動機船	二′三五0	一隻價格二三五′000弗

Ames Shipbldg & Drydock Co.	鋼	八	汽船	八′八00	Cunard Steamship Co.
”	同	二	油漕船	五′000バール	Standard Oil Co.,
”	同	一		九′四00噸	W. C. Peagle Co.（クリーブランド）
Anderson Shipbldg Co.	同	二		五′七00デッドウエート	Hannevig & Jhonson
Anderson Shipbldg Corp.	木	一	（船體）	三′000噸	（自己計算）
Babara Bros.	同	六	漁船		
J. F. Duthie & Co.	鋼	八		八′八00	Hannevig & Johnson
”		四	航用「バージ」		Nother Transportation Co.（パルチモーア）
”	鋼	二	貨物汽船		Cunard Steamship Co.,
”		一	航洋曳船長	二三呎	Bethlehem Steel Co.,
Elliot Bay Shipbldg Co.	木	四	補助帆船		價格合計1′四00′000弗）
”	同	二	巡視船		米國漁業局
Erickson Shipbldg Co.	同	四	貨物汽船		米國政府
Everett Marine Ways	同		「バージ」長	100呎	Weyerhauser Co.
Grant-Smith-Porter Co.	同	二0	汽船		米國政府（代價10′000′000弗）
Grays Harbor Motorship Corp.	同	七	同	四′000噸デッドウエート	米國政府

Grays Harbor Shipbldg Co.	同	四	（船體）		同
”	同	二	補助帆船	四、三〇〇	Gaston Willam & Wigmore（紐育）
Mark Johnson Yards	同	一	「クルーザー」長	六七呎	N. W. Starret
Marime Iron Works	同		「スクナー」		
Mathews Shipbldg Co.	同	一	補助帆船 木材運送用 長	一八〇	E. K. Wood Lumber Co.
”	同	一	補助帆船 同	一三〇	Hart-Wood Lumber Co（桑港）
McAteer Shipbldg Co.	同	一	渡船 同	一一〇	
National Shipbldg Co.	同	二	五檣補助帆船	三、五〇〇デッドウエート	（代價七〇〇、〇〇〇弗）
”	木	一	補助帆船 長	一五〇呎	（代價一〇〇、〇〇〇弗）
”	同	四	同 同	三〇〇	（自己計算）
Nilson & Keiez	同	一	同	一〇〇	Pacific American Fisheries Co.
Northwestern Shipbldg Co.	同	二	補助帆船 同	二六六	
Olympia Shipbldg Co.	同	三	五檣補助帆船 同	一〇〇	
Pacific American Fisheries Co.	同	一	汽船 同	二三五	（自家漁業用）

”	同	二	同 同	二三〇	（同）
Patterson Shipbldg Co.	同	10	同		加奈陀人
Pacific Coast Shipbldg Co.	同	二	發動機船 長	二六〇	
Sandstorm Shipbldg Co.	同	二	同	同 二六〇 三、〇〇〇デッドウエート	伊太利人（一隻三〇、〇〇〇弗）
Seaborn Shipyards Co.	同	二	五檣補助帆船 木材運送用 長	二三七 一、五〇〇デッドウエート	（濠洲貿易用）
”	同	一	四檣補助帆船 木材運送用 長	一一七呎 八〇〇、〇〇〇デッドウエート	（東洋貿易用）
”	同	一	五檣補助帆船	二、五〇〇 長 二六〇呎 八、八〇〇デッドウエート	Capt. Hans（諾威）
Skinner & Eddy Corp.	鋼	四	貨物船		
”	同	一	油漕船 長	四三〇呎	International Petroleum Co.,
”	同	六	「パージ」		米國政府（五ヶ月每二二隻宛引渡）
Loan Shipyards Corp.（オリンピヤ）	木	四	發動機船	三、二〇〇デッドウエート	Clinchfield Navigation Co,（紐育）
”	同	四	同		（自己計算）

Sloan Shipyards Corp.（シャトル）	同	二六	汽船		米國政府（千九百十八年二月マデ四隻引渡ノ但シ七月マデ四隻宛）一
Tacoma Shipbldg Co.	鋼	八		八、八〇〇	
Union Shipbldg Co.	木				
Washington Overseas Construction Co.	同	二	補助帆船　長	二六呎	諸威人（一隻三五、〇〇〇弗）
”	同	二	補助帆船　同	二六	F. C. Hartley（紐育）（價前同右）
”	同	四	五檣補助帆船　同	二五〇	J. W. Isherwood（同）（三〇、〇〇〇弗）
Washington Shipbldg Co.	鋼	七	貨物船	八、八〇〇デッド噸	（一隻一、〇〇〇、〇〇〇弗）
	木	六	「スクーナー」	長二五〇呎 ニ、五〇〇デッド噸	（自己計算）
Washington Shipping Corp.			木材運送用	材木運送力一、五〇〇、〇〇〇呎	
Western Shipbldg Corp.	同	一	五檣補助帆船　長	二六	
”	同	一	補助帆船　同	一三〇	

カリフオルニヤ

Banning Shipyards	木	二	汽船		米國政府
Barnes Shipbldg Co.	同	八	發動機船	四、〇〇〇デッド噸	San Francisco Hongkong S. S. Co., 其他
Barnes & Tibbits	同	一	三檣補助帆船　長	一六呎	Northern Fisheries Co.,
California Shipbldg Co.	鋼	五	「カッター」　同	一四〇	U. S. Coast Guard Service
”	同	五	潜水艇		米國海軍
”		一	燈臺用　長	二〇〇	
John F. Craig	鋼	二	汽船材木用　量積	二、〇〇〇、〇〇〇呎	Swayue & Hoyt（三五、〇〇〇弗）
”	同	二	汽船		（一隻四〇、〇〇〇弗）
Ceowley Launch & Tugboat Co.		10	小汽艇		
Chas. Fulton	木	四	汽船		米國政府
Hammond Lumber Co.	同	二	木材運送用補助帆船　長　木材運送力一、二〇〇、〇〇〇呎		
Hanlan Drydock & Shipbld gCo.	同	一	「バーカンタイン」	二四	Balfour Guthrie & Co.,
”	木	六	汽船	七、三〇〇噸	（一隻一、〇〇〇、〇〇〇弗）
”	鋼	六	同		（六隻四、〇〇〇、〇〇〇弗）

J. A. Johnson Shipyard	一	浚渫船	長	一四八呎	Hercules Dredging Co.,	
G. W. Kneass	三九	小汽艇				
〃	二五〇	救助船				
J. H. Madden	木	一	補助「スループ」	長	五五	E. C. Odell
Los Angeles Shipbldg & Drydock Co.	同	八	汽船		八、八〇〇 デッド噸	米國政府（一九一八年五、六、九、十ノ各月二隻宛引渡）
Moore & Scott Iron Works	鋼	三	同		九、四〇〇	（一隻一、六〇〇、〇〇〇弗）
〃	鋼	一	汽船		七、一〇〇	Hannevig & Johnson
〃	同	四			九、四〇〇	Cunard S. S. Co.,
〃	同	一〇				米國政府（千九百十八年中引渡）
Navy Yard	一	水雷驅逐艦	長	三六呎		
〃	一	吃水八呎速力	排水量	一、二五噸		
〃	一	戰艦	長	六三四呎		竣工千九百十八年
〃			排水量	三、〇〇〇噸		
〃	二	水雷驅逐艦	長	三〇		
			排水量	一、二八五噸		（一隻九六五、〇〇〇餘弗）

James Robertson	木	一	四檣補助帆船	長	三七呎	Andrew Mahony（一隻三五〇、〇〇〇弗）
〃	同	一	補助船帆	同	二七〇呎	同會社（一隻三〇〇、〇〇〇弗）
Rolph Shipbldg Co.	同	三	汽船			（自己計算）
〃	同	四	「バーケンタイン」			（同　）
Schultz Shipbldg Co.	同	一	「スクーナー」	長	一七〇呎	
				積材木量	八〇〇、〇〇〇	
Stephens Bros.	同	四	曳船			Island Transportation Co.,
〃	同	二	客船	長	五八呎	Wm. Colberg
W. F. Stone Co.	木	一	補助帆船	長	一〇〇	（南洋貿易用）
〃	同	三	同	同	二七	Burns Philip Trading Co.
〃	同	一	同	同	一六六	Atkins & Kroll（桑港）
Union Iron Works	鋼	三〇	汽船			米國政府
〃	同	一〇	水雷驅逐艦	長	三〇	同
〃	同	一〇	潛航艇			同（七、〇〇〇、〇〇〇弗）
〃	二	偵察巡洋艦	長		五五〇噸	
			排水量		七、二〇〇噸	米國政府（速力三五節）

〃	鋼八	油漕船	總噸數 七、四五	Atlantic Refining Co.	
〃	同二	貨物船	六、二五	（自己計算）	
〃	同二	同	六、一〇〇	Union Iron Works	
〃	同一	同	三、六〇〇	A. O. Lindvig（諾威）	
〃	同二	航洋曳船	長 一七、呎	Rolph Navigation & Coal Co.,	
〃	同二	船貨物	10'000	Cunard S. S. Co.	

備考　表中船體トアルハ船體ノミヲ建造セルモノナリ

右表ニ基キ之レヨリ軍艦及小形船舶ヲ除キ其他ノ船舶數會社數等ヲ州別ニ依リテ分類セハ左ノ如シ

州名	會社數	鋼鐵船	木船	米國政府ノ註文ニ係ルモノ
オレゴン	二一	三三	八三	三〇
ワシントン	二五	四九	一三〇	五七
カリフオルニヤ	二一	七五	五六	五九
合計	七七	一五七	二六九	一四一

右ニ據レハ目下太平洋岸ニ於テ米國政府ノ註文ニ依リ造船中ノモノ百四十一隻アリ九月十一日ノ當地新聞ニ據レハ米國政府ハ同日迄ニ四百三十三隻（此噸數百九十一萬九千二百噸、價格二億八千五百萬弗）ノ註文ヲ了シ二百三十七隻（此噸數百二十八萬千四百噸、價格一億九千四百萬弗）ノ註文ヲ交渉中ニシテ更ニ資金ノ融通ツキ次第四百五十二隻（此噸數二百九十六萬四千噸價格四億五千五百五十萬弗）ノ註文ヲ發スル豫定ノ趣ナルヲ以テ前記數字ニシテ誤ナキモノトセハ今日迄米國政府ニ於テ註文セル船舶總數ノ約三分一ハ太平洋岸ニ於テ引受ケタルコトヽナル

太平洋岸特ニ北部二州ノ造船業ハ大部分最近二ケ年内ノ勃興ニ係ルモノニシテ此短期間ニ前掲ノ如キ大發達ヲ遂ケタルハ實ニ驚嘆ニ値スルモノアリ然レトモ此二州造船業ハ主トシテ木造船ヲ建造スルモノナリ之レ此二州ガ造船ニ適セル巨大ノ材木ヲ產出スルコト豐富ナルニ因ルモノニシテ此點ニ關シテハ米國中他地方ノ企テ及ハサルトコロナリ故ニ若シ木造船ニシテ當地方人士ノ唱道スルカ如ク戰後ニ於テモ果シテ多ク其需要ヲ減退スルコトナキモノトセハ當地方ハ米國木造船舶建造業ノ中心トシテ將來大ニ繁榮ヲ見ルニ至ルヘシ而シテ當地方人士ノ木造船ノ將來ヲ樂觀スル要點ハ(一)戰爭ノ結果非常ノ船腹不足ヲ告ケ戰後ト雖容易ニ常態ニ復セサルヘキコト(二)巴奈馬運河ノ開通ニ因リ安價ノ船腹ヲ以テ太平洋岸ノ木材等ヲ大西洋岸ニ運送スルコトノ有利トナリタルコト(三)重油ヲ使用スル安値ナル内燃機關ノ發明ニ因リ此機關ヲ据附ケタル補助帆船ハ汽船ト競爭シ得ル見込アルコト等ニアルカ如キモ當地方木造船造船所中曾テ米國政府ノ發表シタル千隻ノ木造船建造計畫ニ促サレ政府ノ註文ヲ目當テニ創設セラレタルモノ多キハ事實ニシテ其後船舶局長ゴータル氏ノ木造船反對意見ノ發表ニ依リ尠ナカラス失望ノ模樣ナリシモ現局長 Capps 氏ノ就任

トゴーダル氏ト共ニ賛成論者タルWilliamDenman及Theodore Brentノ兩氏亦去リテ今ヤ船舶局中一人ノ木造論者ナキニヨリ一時安堵ノ態ナリ又船舶局改造ノ際木造船反對ノ最近同局ヨリ洩ルヽ噂ハ木造船舶業者ニ不利ナルモノ多キヲ以テ當地方斯業者ハ形勢挽回ノ爲メ或ハ人ヲ華盛頓府ニ派シ或ハ同業者ノ會議ヲ催ス等相應苦心運動シツヽアリ船舶局ノ意嚮ハ之レヲ確知スルニ由ナキモ若シ之レ以上註文ヲ爲サヽルコトヽナラハ當地方造船業者中打擊ヲ蒙ルモノ多カルヘキハ想像ニ難カラス

（八）米國高速力貨物船ヲ建造セントスル件

（九月八日　ニューヨーク、タイムス）

PLANS GREAT FLEET OF FAST CARGO SHIPS

Government to Build 150 Liners of 10,000 to 12,000 Tons
with Speed of 16 Knots.

WASHINGTON, Sep. 1.—The United States will build a great fleet of merchant vessels from 10,000 to 12,000 tons, capable of attaining a speed of sixteen knots or better. Contracts already entered into for ships of smaller capacity and lower speed will be carried out, but practically all of the millions which Congress has been asked for in addition to the original appropriation of $500,000,000 for construction will be devoted to the fast ships.

Delay in the letting of contracts for fabricating yards to be owned by the Government, it has been stated, was caused in part by the fact that under the new plan changes would have to be made. It is possible also that additional yards will be constructed in order to turn out the new fleet in the shortest possible time.

At least 150 cargo ships aggregating from 1,500,0000 to 2,000,000 tons will be built under the new Shipping Board plan, and not one of them will be slower than sixteen knots, while many of them will be capable of eighteen knots or more.

Diesel engines and engines of that type—the original type is being developed in Sweden—will be used as far as is possible. It is understood that a number of the Diesel engines have been brought to this country and that manufacturers have been hard at work for some time developing a standard engine along the same lines. They permit of greater speed and a tremendous saving in fuel.

The original contracts were for ships of 5,000 to 7,500 tons which would be capable of considerably less than 16 knots, and which, with the development of the

German submarine, might well have been helpless unless guarded by large fleets of fast cruisers and destroyers.

Careful investigations made by Chairman Edward N. Nurley of the Shipping Board and Secretary Redfield of the Department of Commerce, however, showed that vessels capable of sixteen knots or more were practically free from successful submarine attack, and that none had been sunk since the latest inventions to cloud, by smoke bombs or otherwise, the "eye" of the submarine had been used. A comprehensive report of this situation was prepared and as a result of that report the new plan of construction was formulated.

Some of the facts brought out were to the effect that four vessels which had been attacked by submarines many times, the New York, Philadelphia, St. Paul, and St. Louis, each capable of from 16 to 20 knots or more, had made within a short period forty trips through the danger zone without being hit by a torpedo. One of these ships, which devlops a speed of 18 knots, has made six round trips, another five, or a total of thirty journeys through the sea area in which Germany threatened unrestricted submarine warfare. All of the four vessels named above are now afloat, and they have carried many thousands of tons of supplies.

German submarines of the best type make from 8 to 10 knots submerged, and not more than 15 knots on the surface. The latter practice has proved an exceedingly dangerous one since the merchant vessels have been armed and convoyed. When smoke bombs and other inventions to blind the submarines have been employed the faster ships have been practically immune.

With the construction of a great fleet of merchant vessels it is pointed out also that the United States will hold a most important position in the maritime world after the war. It is the intention and hope of the Administration and the Shipping Board to make America, after the war, capable of competing with any nation in foreign and coastwise trade.

Admiral Capps, General Manager of the Emergency Fleet Corporation, is said to be one of the Government officials heartily in accord with the new program, and he is bending every effort to bring it to a successful conclusion and turn out the ships of 10,000 tons or more in the shortest time that the available supply of labor and material will permit. Admiral Capps, it has been said, believes that speed is one of the most essential points to hold in view in the development of a great merchant fleet to fight the submarine.

With the submission of the new plan of construction the officials of the Shipping Board and Emergency Fleet Corporation are satisfied that at the present

rate of sinkings the United States will be able to place on the seas, in plenty of time to supply its troops and the Allies, the tonnage needed to end the danger of a victory by the submarines.

(ロ) 船舶管理局長船舶急造ノ必要ヲ說クノ件

(九月二十九日 ニューヨーク、タイムス)

BRITAIN URGES U.S. TO RUSH NEW SHIPS

LONDON, Sept. 28.—British shipping losses since the beginning of the unrestricted submarine campaign last February now approximate the total losses before that period, according to a statement authorized by the Controller of Shipping today. The statement indicates that it is reasonable to expect that Germany will destroy by next Spring 200 vessels more than can be built in the meantime.

The Controller of Shipping authorized The Associated Press to make the following statement of the shipping situation and the urgent need for the United States to undertake a merchant shipbuilding program on a broad scale:

"It is of the utmost importance that the United States should realize that the shortage of shipping is the most vital fact in the present situation and the building of merchant ships is of the utmost importance.

"The question the United States must face is whether, on the basis of the shipbuilding preparations she is now making, it will be possible for her to send any substantial force to France next Spring without such a drain on the world's shipping as will subtract just as much from the fighting strength of the other allies as her own forces will add.

"However large and powerful the army which the United States trains during the Winter, it may be rendered absolutely useless as an addition to the fighting forces against Germany if there are no ships to transport it except at the cost of stopping the flow of vital necessities to the present armies.

"The loss of shipping since the beginning of the ruthless U-boat war is now roughly equal to the total losses prior to that time. By next Spring Germany may be expected to destroy 200 vessels in excess of what are built in the meantime.

"Next Spring this year's harvest will be largely exhausted and the need of supplying Italy, France, and Great Britain will be largely increased. At the same moment the United States will need a large increase in vessels to transport its army and to maintain it.

"What must be the program of the United States? It must be large enough to outbuild submarine destruction. Even if this means the building of six million tons a year, which is three times the boat the British have done and five or six times what the United States has previously done, this is not impossible if the United States puts into it an effort comparable with the efforts the Allies put into creating their armies, navies, and munitions. To build six million tons of shipping would require about 3,500,000 tons of steel, or less than 10 per cent. of her output. It would take not more than a half million men, the majority unskilled.

"The task thus outlined is small compared with the effort put forth by the principal belligerents in other directions. Great Britain, for example, increased her army from a quarter of a million to over five million.

"Before the war all the shipping in the world was only worth about the same capital as the two big English railway companies. It would be the most incongruous thing in the history of warfare if the war, in which such immensely greater strength has been exerted in other directions, should have the issue decided by failure to solve the problem of building six million tons of shipping a year in a country with such vast resources as the United States.

"What is the present situation regarding U-boat losses? It is clear that the submarine war will fail in its main intention. It will not starve Great Britain and it will not interfere with the adequate supply of munitions. But British shipping strength still is being constantly reduced, and we have not yet reached the point where building equals the losses.

（ホ） 船舶新造經過ニ關スル公示委員會ノ言明書

（九月二十七日 ニユーヨーク、タイムス）

1,036 CARGO SHIPS ARE NOW BUILDING

FEDERAL BOARD ISSUES A STATEMENT OF WORK BEING DONE TO OFFSET U-BOATS.

TABLE SHOWS 26,000,000 TONS ARE IN SERVICE OF THE ALLIES AND THE NEUTRAL NATIONS.

WASHINGTON, Sept. 26—A revised table showing the shipping facilities upon which the United States and its Allies may depend during the next eighteen months or more to fight the German submarines was issued tonight by the United States Shipping Board.

Differing slightly from a statement earlier in the day by the Committee on Public Information, the table shows that the Government has under construction in dead-weight tonnage, including 400 vessels of foreign ownerships which were requisitioned on the stocks, approximately 1,036 cargo vessels of 5,924,700 tons capacity. Most of these vessels will be completed by the end of 1918 and some of them will be off the stocks within sixty days. These vessels have actually been contracted for.

Congress, it was pointed out, also had before it a bill asking for funds with which to construct or purchase approximately 5,000,000 tons dead weight, which will be completed in 1918 and 1919, raising the total of new construction under contract and the prospect to 10,924,700 tons dead weight. Reduced to gross tonnage, this represents approximately 7,283,000 tons.

The statement issued by the Committee on Public Information showed that the Government now had in service for foreign trade 458 ships with an aggregate dead weight tonnage of 2,871,359 tons, not including 117 ships of German and Austrian origin totaling 700,285 tons, thus giving a grand total available for service today of 575 vessels of 3,571,644 dead weight tons. In June, 1914, the statement read, the available tonnage of the United States was only 1,614,222 tons.

TOTAL TONNAGE IN SERVICE.

The Committee on Public Information gave the available vessels as of 3,571,644 dead-weight tons, or approximately 2,380,000 gross tons. With these figures the total tonnage now in service and either under construction or contemplated amounts to no less than 14,496,354 dead-weight tons. or about 9,663,000 gross tons.

These, it was pointed out, would represent the capacity of the vessels under American control when the present Government plan was completed, if the vessels of foreign ownership commandeered on the stocks were retained by the United States. It does not, of course, take into consideration the vessels which may be sunk by submarines before the Government plan is completed.

A chart prepared by the Shipping Board which, it was stated, represented the gross tonnage of the world (enemy countries not included) available for transatlantic trade three weeks ago, placed the liners owned by Great Britain at

4,860,000 gross tons and the tramp steamers at 8,540,000 gross tons. The United States was credited with approximately 2,000,000 gross tons. Here is the table :—

WORLD'S AVAILABLE TONNAGE.

United Kingdom—	Atlantic.	Pacific.		Atlantic.	Pacific.
Liners	4,860,000	650,000	Greek	47,000	.....
Tramps	8,540,000	450,000	Spain	750,000	.....
Norwegian	1,800,000	50,000	Portugal	150,000	50,000
Sweden	860,000	.....	Russia	350,000	200,000
Denmark	690,000	.....	Belgium	280,000	.....
Holland	1,200,000	275,000	South America	600,000	200,000
United States	2,000,000	400,000	China	.....	35,000
French	1,600,000	220,000	Japanese	100,000	1,900,000
Italian	1,250,000	70,000	Total	25,500,000	5,500,000

OTHER SHIPS IN SERVICE.

Vessels on inland waterways and in the Baltic are estimated at 6,000,000 tons gross ; coastwise shipping at 6,000,000 tons, and enemy shipping at approximately 5,000,000 tons, These are not accounted for in the table.

The figures made public today were read with keen interest because of many conjectures that have been made as to the ability of the United States to provide

sufficient tonnage to fight the submarine menace successfully. Of the progress being made in new construction the Committee on Public Information said :

"The fleet niprospect is already becoming a reality. Serveral of the commandeered ships are already taking cargo ; others will leave the ways in increasing numbers with each succeeding month. The ship for which the Shipping Board has contracted are under construction and the first launching is expected within sixty to ninety days."

Supplementary to this statement, the Shipping Board made an important announcement concerning its program, which was revised by Chairman Hurley and Admiral Capps, General Manager of the Emergency Fleet Corporation. It read :

"During the past two months the Emergency Fleet Corporation has awarded contracts for 118 wooden vessels, of 3,500 tons deadweight capacity each, to twenty-seven different ship yards. There had previously been awarded contracts for 235 wooden vessels of similar type to the above, and for fifty-eight vessels of composite construction, thereby making a total award to date of 411 wooden and composite vessels of an aggregate deadweight tonnage of 1,460,900.

"During the past two months the designs for machinery have been completed

for the manufacture of engines, boilers, and other articles of equipment for these vessels, for which the facilities available of machine shops and boiler works throughout the country have been availed of. Specifications have been prepared and negotiations outlined and initiated for the assembly and installation of machinery in wooden vessels, the most of which have been, or are being, constructed as 'hulls only.'

"Great difficulty has been experienced on the Atlantic coast in obtaining suitable lumber for these ships, and it is anticipated that there will be greater delay in their completion than was expected when this movement was begun, notwithstanding every possible effort on the part of the corporation and its contractors.

SPECIAL SHIPYARDS.

"Since Aug. 1 there have been awarded contracts for 155 steel cargo vessels of 1,076,800 tons deadweight tonnage, distributed among six shipyards. The most important of these contracts are for vessels of the so-called fabricated type and special shipyards are being prepared for them.

"Contracts for the boilers, machinery, and steel construction of these vessels have already been placed and the contractors are actively at work in the preparation of the sites for the assembling of the ships. The best efforts of the Emergency Fllet Corporation are devoted to expediting these great shipbuilding projects.

"Previous to Aug. 1 seventy steel cargo vessels of 587,000 tons total deadweight capacity had been contracted for. These vessels were distributed among ten ship yards. Therefore at the present time the total number of steel vessels under construction for the United States is 225, with a total aggregate deadweight tonnage of 1,663,800.

"By proclamation of Aug. 3, 1917, the fleet corporation under authority delegated by the President under the provisions of the Emergency act, approved June 15, 1917, requisitioned all vessels under construction in the shipyards of the United States of 2,500 tons deadweight capacity and above. By this act the United States acquired a total number of 403 vessels, determined by the progress report obtained grom the various shipyards to be actually under construction; In many cases where keels had not actually been laid, engines, boilers, equipment, and materials, all of which also were requisitioned are in various stages of progress; and in comparatively few cases contacts existing for vessels not actually begun which may or may not be proceeded with as the merits of each case, compared with what

is desirable construction, are considered.

"The total dead weight tonnage under construction thus acquired and on which orders have been issued to proceed with maximum expedition exceeds 2,000,000 tons dead weight.

NOW UNDER CONSTRUCTION.

"There are now under construction for the Emergency Fleet Corporation:

Number of Vessels.	Type of Vessels.	Total Deadweight Tonnage.
353	Wood	1,253,900
58	Composite	207,000
225	Steel	1,663,800
Requisitioned Vessels.		
400		2,800,000
Grand Totals.		
1,536		5,924,700

"In addition to the above, Congress, in a pending bill, is authorizing the construction of additional vessels whose total dead weight capacity will be nearly 5,000,000 tons. Plants for the major portion of these additional vessels are now in course of preparation, and many of them will be of special types adapted to particular necessities of war, and while substantially cargo carriers, will have much greater speed than the cargo vessels now under construction.

"The corporation has ascertained from the builders of requisitioned vessels their demands for structural steel, machinery, and various items of equipment and is endeavoring to regulate the supply of these items to provide for the individual needs of the shipbuilders in accordance with their program of capacity so far as the country's resources are available, and it is apparent with the apparent needs of the naval service and the War Department with which the emergency fleet corporation is working in harmonious co-operation, every mechanical resource of the United States, with considerably increasing development, will be necessary to the realization of this program and what must follow in continuation of it.

"The fleet corporation has instituted an industrial service department, which by co-operation with the Department of Labor is undertaking to assist shipbuilders and others in the employment of suitable labor, and to initiate an extensive

system of vocational training with the purpose of adapting allied trades and unskilled labor for service in shipyards and through co-operation with the Y. M. C. A. organization throughout the United States to give attention to the housing and personal affairs of the men recruited for shipbuilding work.

"The vast development of shipbuilding essential to this emergency necessitates an ageney of this kind because up to this time the thinning out of unskilled labor in the older shipbuilding over a large territory in many instance is resulting in greatly reduced production. It has been estimated that 150,000 new men are necessary for full protection.

"With the passage of the pending bill the Congress will have authorized $1,799,000,000 for the Shipping Board and the Eimergeney Fleet Corporation."

（五）船舶徵發ニ關スル件

（イ）十月十五日ヲ以テ二千五百噸以上ノ航洋渠船ヲ徵發スル件

（九月二十八日ニューヨーク、タイムス）

MERCHANT FLEET TO BE TAKEN OVER

SHIPPING BOARD TO REQUISITION OCEAN CARRIERS OF OVER 2,500 TONS ON OCT. 15.

RATES ARE SHARPLY CUT.

NEW CHARTER SCHEDULE WILL BE REVISED LATER IF OWNERS NEED RELIEF.

WASHINGTON, Sept. 27.—Every American merchant vessel of more than 2,500 tons dead weight capacity available for ocean service will be requisitioned by the Government Oct. 15, the Shipping Board announced today in a statement giving the Charter rates at which the vessels will be taken over. American ships available for ocean traffic total slightly more than 2,000,000 tons, but some of them already have been taken over for the army and navy.

In most instances, except where they are required for actual Government service, the ships, it was said, will be turned back to their owners for operation on Government account, subject at all times to any disposition the Shipping Board

may direct.

The rates announced will cut sharply the present charter rates charged by 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, which Welding Ring of New York has just been named to head.

RATES FIXED BY THE GOVERNMENT.

For freight vessels the monthly rates per ton, figured on time charter on a basis of dead weight 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 11 knots will be allowed 50 cents a ton additional for each knot or fraction over 11.

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 75 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: 10 to 11 knots, $9 a ton; 12 knots, $9.50; 13 knots, $10; 14 knots. $10.50; 15 knots, $11; more than 15 knots, $11.50.

Class B: 10 to 11 knots, $8 a ton; 12 knots, $8.50; 13 knots, $9; 14 knots, $9.50; 15 knots, $10; more than 15 knots, $10.50.

ARMY AND NAVY TO MAN SHIPS.

Some of the vessels to be requisitioned, which will be used exclusively for army and navy service, will be taken over on a bare-ship basis. These vessels will be manned and operated by the army and navy instead of by the owners. The rates fixed for their use are $4.15 for cargo boats and $5.75 a ton gross for passenger steamers of eleven knots speed, with an additional allowance of 50 cents a ton for each knot in excess of eleven up to sixteen knots.

All of the rates are tentative. The board, it is announced, will examine carefully the results of operation under the rates, and will determine on any revision that appears to be necessary for fair treatment of the vessels' owners. Revisions will be made, if found necessary at interval of not more than ninety days.

The Government will assume the war risks on the ships requisitioned, and in some instances the marine risk as well. Where the marine risk is assumed the usual rate for this insurance will be deducted from the charter price.

Within less than six months virtually every one of the 458 American vessels now available for ocean service, including regular liners, will be either in the service of supplying American troops and warships abroad or in trade considered vital to the conduct of the war. The intention of the Government is to replace ships drawn from regular trade routes and from the coastwise service with neutral tonnage, for which negotiations are pending with neutral Governments. Foreign ships will be admitted into the coastwise service by suspension of the coastwise shipping laws. A bill to make this suspension possible is before Congress.

○米國政府船舶徵用（十月二日官報）　本件ニ關シ同國駐劄佐藤特命全權大使ヨリ左ノ如ク電報アリ（外務省）

大洋ノ航海ニ適スヘキ二千五百噸以上ノ船舶ハ總テ十月十五日ヲ期シ之ヲ徵用シ其内政府ニ於テ直ニ使用セサル分ハ一應現所有者ノ手ニ渡シ航海業ヲ經營セシメ必要ニ應シ之ヲ引上クヘキコトニ決定セル旨九月二十七日船舶局ヨリ發表セラル尚ホ同時ニ政府用ニ供スル場合ノ傭船料ヲモ決定公表セリ右ハ噸數及速力ニ依リ差等アルモ時價ヨリ遙ニ低クシテ民間ノ一般傭船料ニモ之ヲ標準トセシムル筈ナリト

（ロ）二千五百噸以上ノ米國船舶全部徵發ニ關スル十月十二日布告ノ要領

○米國船舶全部徵發（十月十六日官報）　本件ニ關シテ紐育駐在總領事矢田長之助ヨリ一昨十四日著電報左ノ如シ（本月一日本欄内參看）（外務省）

前電ニ關シ米國船舶院ハ十月十五日正午ヨリ二千五百噸（重量噸）以上ノ米國船舶全部ヲ徵發スル旨各船主ニ對シ十月十二日布告ヲ發セリ傭船料其他條件ハ前電ノ通目下米國ニ向ケ航行中ノモノハ輸入荷役ヲ濟シタル後又港内荷役中ノモノハ其積荷ニ付遡リテ政府ノ計算トスヘク又定期船ハ政府ノ計算ヲ以テ依然其定期航路ヲ繼續セシムル筈ナル由ナリ

（ハ）米國太平洋岸ニ於ケル政府徵發ノ商船

（通商公報第四五二號）
（大正六年八月六日附在桑港帝國總領事埴原正直報告）

八月五日當地發行ノ「エキザミナー」紙ニ據レハ在華盛頓府 Emergency Fleet Corporation ノ命令ニヨリ目下米國太平洋岸造船所ニ於テ建造中ナル二千五百噸以上ノ商船ハ八月四日米國政府ニ徵發セラレ又東部發通信ニ據ルニ大西洋岸及米國内諸灣湖造船所ニ於テモ夫々同樣ノ命令ヲ受ケタル趣ナリ右徵發總噸數ハ未タ公表ヲ見サル今日之レヲ知ルニ由ナキモ

Shipping Board ノ記錄ニ徵スレハ米國全體ニ於テ目下建造中ノ各種船舶ハ其數約七百隻此噸數二百萬噸位ナリ米國各造船所ハ現ニ建造中ナル商船完成ノ上ハ米國政府ニ於テ註文スヘキ大商船隊ノ工事ニ着手スヘク本件徵發船ニ對スル賠償ノ件ニ關シテハ追テ決定ヲ與フヘシ桑港以外ノ太平洋造船所ニ於テ現ニ建造中ノ船舶ハ多ク木造船ニシテ其數ハ汽船及發動機船（モーター）ヲ合シ都合七十六隻（二千五百噸以上）ニシテ桑港ニ於テ徵發セラレタル船舶ハ主トシテ Union Iron Works ニ於テ建造中ノモノニ係リ其「リスト」ハ左ノ如シ

Union Iron Works.

Fred W. Weller, tanker, 900,000 barrels A. C. Redford, tanker.

右ノ二船ハ Standard Oil Co., New Jersey ノ註文

Steamer 十二隻（自第一四二號至第一四九號及第一五三號第一五四號第一五七號）

右ハ諸石油會社ノ註文

Steamer 七隻

右ハ Cunard S. S. Co. ノ註文

前掲 Union Iron Works ニ於テ建造中ノ各汽船ノ一隻平均噸數ハ一萬噸ナリ

The Moore Ship Building Co., Oakland.

Steamer 九千四百噸ノモノ三隻

右ハ B. A. Sanne of Christiania ノ註文

Steamer 九千四百噸ノモノ三隻

右ハ Cunard S. S. Co. ノ註文

Steamer 七千五百噸ノモノ十隻

右ハ U. S. Shipping Board ノ註文

Hanlon Drydock and Ship Building Co., East Oakland.

Steamer 五千五百噸ノモノ二隻

右ハ New York Parties ノ註文

Steamer 六千五百噸ノモノ六隻

右ハ U. S. Shipping Board ノ註文

Robertson Yards, Benicia, Cal.

木造發動機（モーター）船三千噸ノモノ三隻

右ハ Standard Oil Co. ノ註文

Pacific Steel Co., South San Francisco.

Steamer 九千四噸ノモノ六隻

右ハ U. S. Shipping Board ノ註文

（二）米國西部沿岸航路船引揚ニ付テ

（通商公報第四六四號）

（大正六年九月二十日附在ポートランド帝國領事赤松祐之報告）

從來「グレート、ノザーン、パシフィック」汽船會社ニ於テポートラント桑港間ノ客船ニ使用シタル「グレート、ノザーン」及「ノザーン、パシフィック」ノ二大快速汽船ハ今回米國政府ノ命ニ依リ大西洋方面ヘ引揚クルコト、ナリ一ト先ツワシントン州ブレマートン海軍造船所ヘ廻航セリ右二船ハ共ニ登簿噸數四千百八十四噸速力二十四節ニシテ乘客八百四十人ニ對スル設備アリポートランド桑港間ノ鐵道ト競爭ノ目的ヲ以テ創設經營セラレ一週間ニ二回宛フレーベル桑港間ヲ定期航海シタルモノナルカ今此二船ヲ取去ラルレハ他ニ略ゝ同一航路ヲ定期ニ航海スルモノ尙二三アリト雖其速力積載量共ニ遙ニ前二者ニ及ハサルヲ以テ從來同船ニ依リタル乘客貨物ハ今後多大ノ不便ヲ感スルニ至ルヘシ

右二船ノ引揚ハ目下米國議會ニ於テ審議中ナル「外國船ノ米國沿岸航路ニ從事スルコトヲ許容スル法津案」ト直接ノ關係アルモノト思考セラル該法津案ノ內容ハ尙不明ナルモ新聞ノ傳フル所ニ據レハ政府當局ハ該案ニ付キ大要左ノ說明ヲナシタリト云フ

「歐洲戰爭開始間際即チ千九百十四年六月末ニ於テ米國船舶ノ外國貿易ニ從事スルモノ總噸數百十七萬千噸湖水ニアルモノ二百八十八萬二千噸其他海及河ニアルモノ三百九十六萬九千噸ナリシカ千九百十七年六月末ニハ外國貿易ニ從事スルモノ二百四十二萬四千噸ニ增加シ湖水ニ於ケルモノ二百七十七萬千噸ニ減シ沿岸航路ニ從事スルモノハ三百六十萬七千噸ニ減シタリ本年六月末迄ニハ軍隊輸送ノ爲メ沿岸貿易船ヲ使用シタルハ三隻ニ過キサリシカ今後比較的短時間ノ間ニ軍隊輸送ノ爲メ少ナクモ百萬噸ノ沿岸航路船ヲ引揚クル必要アリ外國船ノ沿岸航路ニ從事スルヲ許容セントスル理由ノ第一ハ右ニ依リテ生スル沿岸航路船腹ノ不足ヲ補ヒ第二ハ此際外國船タルト內國船タルトヲ問ハス十分船腹ヲ利用セントスルニアリ又元來現行ノ沿岸航路法ハ米國ノ造船業ヲ奬勵セントスル目的ニ出テタルモノナルカ今ヤ非常ノ發達ヲ遂ケ最早奬勵ノ必要ヲ認メス云々

前記「グレート、ノザーン」及「ノザーン、パシフィック」二船ノ當方面沿岸航路ヨリ引揚ケラレタルハ政府ノ右ノ計畫ニ基クモノナルヘク今後更ニ多數船舶ノ徵發セラルヽニ於テハ船腹ノ不足ヲ感スルコト益ゝ甚タシカルヘキハ勿論ナル所前記法津案ノ通過スルニ於テハ或ハ本邦船ノ米國沿岸航路ニ從事スル餘地ヲ生スルヤモ計ラレス其曉ニハ當港ノ如ク從來本邦船カシヤトル等ニ於テ積荷ヲ陸揚シ空船ノ儘入港スルコト多カリシ所ニ於テハ多少ナリトモ積荷ヲ得テ入港スルコトヲ得ルニ至ルヘキニ付船主ニ取リ便利至大ナルヘシト察セラル

（ホ）桑港ニ於ケル造船所徵發

（通商公報第四五四號）
（大正六年八月十四日附在桑港帝國總領事埴原正直報告）

米國政府ニ於テ當地「ユニオン、アイヤン、ウォークス」及其他造船所建造中ノ船舶竝ニ桑港 Moore Scott Iron Works 外三箇所ノ造船所徵發セラレタルカ今回「當地 Union Iron Works造船所ノ徵發其他ニ關シ八月十一日當地發行「エキザミナー」紙ニ左記ノ摘譯ノ通リ

ノ記事アリタリ」

桑港「ユニオン、アイヤン、ウォークス」ハ八月十日米國政府ニ徴發セラレテ國有トナ十一日ヨリ從業者一同ハ米國政府ノ爲ニ其勞務ニ服シ又社長 J. A. McGregar ハ同造船所ノ造船力擴大ニ關シ打合ノ爲メ華盛頓ニ召喚セラレタリ現在同造船所ニ於テハ事實其造船力ノ六割五分ヲ使用セルニ過キス過日米國政府ニ徴發セラレタル同所建造中ノ船舶及將來政府計畫ノ下ニ建造スヘキ船舶ハ爾今米國政府官吏監督ノ下ニ其工事ヲ進ムヘシ現在同造船所ノ註文ヲ受ケ居レル船舶ハ合計四十隻此價額一億三千萬弗ニシテ同所カ曾テ建造シタル船舶ノ内最モ大ナル一萬五千噸ノ Tank Steamer ハ頃日漸ク竣工シタリ現在同造船所勞働者ノ數ハ合計九千人トス米國政府ハ桑港灣内 Hunters Point ニ少クトモ五百萬弗ヲ投シテ造船所ヲ設置スル計畫アリ云々（本誌第四五二號本欄「米國太平洋岸ニ於ケル政府徴發ノ商船」參照）

（六）米國ニ於ケル外國船沿岸貿易許可案提出ニ就テ

（通商公報第四五三號、外務省通商局）

現戰爭繼續中一定ノ條件ノ下ニ米國沿岸貿易ヲ外國船ニ許可シ得ルコトヽセル決議案七月三十一日米國議會ニ提出セラレタル件ニ關シ（本誌第四四〇號電報欄參照）其當時商務長官レッドフヒルド氏ハ右決議案提出ニ關シ左ノ説明ヲナシタル旨七月三十一日米國官報ニ掲載アリ

「本決議案ノ主要ナル目的ハグレート、レークスニアル加奈陀ノ船舶ヲシテ亞米利加諸港ノ沿岸貿易ニ從事スルヲ許サントスルニ在リ加奈陀政府ハ米國船舶ニ對シ加奈陀諸港間ニ沿岸貿易ノ特權ヲ許シ既ニ我レニ對シ寛大ナル處置ニ出テタリグレート、レークスニ於テハ石炭及鐵鑛搬送ノタメニ成ルヘク多ク傭船ヲナスコト刻下ノ急務ナリ本期春暖ノ遲レタリシカ爲メ開航期間ハ約三週間後レタリシカ恰モ諸鐵道ハ或紛擾ノ爲メニ複雜ナル狀態ニアリテ貨車ノ不足ヲ招キ其結果トシテ沿岸ノ石炭集散地點ニ於ケル貯炭高ハ所要高ヨリモ巨額ノ不足ヲ示セル狀態ニ在リ若シ今冬期ニ入リ早ク湖面航行ノ閉塞ヲ見ンカ一層甚大ナル困難ヲ來シ石炭不足ノ爲ニ西北地方一帶ニ於ケル工業ニ多大ノ損害ヲ及ホスヘキヤ明カナリ

之レヲ以テ此航行閉塞期ニ入ラサル以前ニ西北地方諸州ヘ石炭搬送ノ爲ニアラユル船腹ヲ得ルコト必要ナリ右等船舶ハ米國諸港ヘ鐵鑛ヲ積載シ來リ其歸航ニハ石炭ヲ積取ルコトヲ得可シ鐵及鐵鑛ニ對スル未曾有ノ需要ハ層一層鐵鑛運搬機關ノ敏捷ナルヲ要スルハ恰モ石炭運搬機關ニ對スル緊急ト同一ノ程度ニ在リ鐵鑛ノ外ニ是等ノ船舶ハ穀物ヲモ運搬シ得可シ故ニ若シ戰役ノ繼續期間現行法上ノ制限ヲ撤廢センカ多數ノ加奈陀船ヲ沿岸貿易ニ使用シ得可シ

從テ吾人ハ沿岸貿易ヲ大ニ自由ナラシメサルヘカラス今假ニノーフォーク港ニテ其積ミ來

リタル外國貨物ヲ積卸シ其後棉花積取リノ爲メガルベストンニ向フヘキ命ヲ受ケタル一英國船アリトセンカ現行制度ニ於テハ該船舶ニ積載ノ餘力アリ又ガルベストンニテ如何ニ石炭ヲ需要スルコト切ナルモ重キ罰金ヲ受クルノ覺悟ナキ以上之レヲノーフォークヨリガルベストンニ積送スルヲ得サルヘシ之レト等シクニュー、イングランドニ於テ如何ニ石炭ノ購入ヲ渇仰スルトモ外國船ハ石炭ヲフヒラデルフヒヤニテ積込ミ之レヲボストンニ送ルヲ得ス其他外國船ハ造船上必要ナル材木ヲ始メ如何ナル種類ノ貨物ト雖一切之レヲ積送シ得サル現狀ナリ蓋シ現行法上商務長官ハ外國船ニ對スル前記嚴罰ヲ免除スルノ權限ヲ有シ從來特種ノ場合ニハ之レカ免除ヲナセルノ例ナキニ非サルモ沿岸貿易ニ關スル一切ノ制限ヲ一般的ニ一時撤廢スル方顯著ナル利便ヲ與フルナラントハ管船局ノ意見ナルカ本官モ全然之レニ同意ヲ表スルモノナリ」

（七）米國ニ於ケル外國建造船檢査規定執行免除

（通商公報第四六三號）
（大正六年九月十八日附在米帝國特命全權大使佐藤愛麿報告）

千九百十四年八月十八日制定ノ法律ニ準據シ米國登錄ヲ許サレタル外國建造船舶ニ對スル檢査規定ノ執行ハ千九百十六年九月一日ヨリ向フ一年間一時免除セラレ居タル所（本誌第三六五號本欄「外國建造米國船外人使用規定」參照）米國大統領ハ本年九月七日附行政命令ヲ以テ更ニ本年九月一日ヨリ向フ二年間本件檢査規定ノ適用ヲ免除スル旨發布セリ

（八）桑港ニ於ケル太平洋岸外國各港向商品及旅客手荷物取締

（通商公報第四六三號）
（大正六年九月十九日附在桑港帝國總領事埴原正直報告）

九月十八日當地發行 Call 紙ニ九月十八日以降桑港ヲ發シ太平洋岸外國諸港ニ向フヘキ船舶（即チ布哇及アラスカ行ノモノヲ除ク）ハ出港前迄其積載商品（Marchandise）ヲ稅關ノ監督ノ下ニ置クニアラサレハ之レカ積込ヲ許サヽルコトヽセリ、此等船舶ハ稅關監吏ニヨリ隨時臨檢セラルヽモノトス桑港稅關長 J. O. Davis. ノ談ニ據ルニ自今此等船舶ハ其積載スヘキ商品ニ關スル完全ナル積荷目錄及其說明書ヲ調製シテ稅關ニ提出シタル後ニアラサレハ出港ノ許可ヲ與ヘス而シテ說明書ニハ米國ニ於ケル出荷人及荷送先ノ荷受人ノ姓名ヲ明記スルコトヲ要ストノコトナリ右ハ戰爭ニ關シ桑港ニ於ケル船舶ノ出入ニ對シテ嚴重ニ取締規則ヲ適用スルノ必要ヲ認メタルニヨルモノナリトノ記事アリ而シテ東洋汽船會社支店ハ當地稅關ヨリ右ノ次第公然通告ニ接シタリトノコトニテ尙右通告中乘客ノ携帶ス

ル手荷物(baggage)モ亦一々税關吏ノ檢査ヲ經タル後持込ヲ許ストアリ爲ニ今後汽船出帆ノ際ハ異常ノ混雜ヲ極ムベシト云フ

(九) 造船所ニ於ケル同盟罷工停止方ニ關スル協定ノ件

COMPACT TO BAR SHIPYARD STRIKES

Government and Labor Federation Agree on Plan to Adjust All Trade Disputes.

Washington, Aug. 25.—Representatives of the Government and the Americau Federation of Labor entered into an agreement today for the adjustment of labor disputes in shipyards which, they believe, will hasten the settlement of the strike in New York, where more than 12,000 men are now out, and prevent a strike in Pacific Coast yards which would involve 100,000 men and stop work on 750,000 tons of steel and wooden ships.

By the terms of the agreement, which has the full approval of Samuel Gompers, President of the American Federation of Labor, an adjustment commission, to consist of three, four or five members, according to the nature of the problem to be solved will be created forthwith.

As soon as the program was completed, President Wilson selected V. Everit Macy of New York, President of the National Civic Federation, as Chairman of the Commission. Mr. Gompers will name a second member, and the Emergency Fleet Corporation, of which Admiral W. L. Capps is general manager, will name a third.

Where navy work is concerned in disputes Franklin D. Roosevelt, Assistant Secretary of the Navy, will sit as a member of the board.

Other sections of the agreement provide for local representation on the commission when trouble on a large scale is imminent in private yards. In the event of a tie vote, under any of the conditions proposed, the deciding vote will be cast by the Secretary of war, as Chairman of the Council of National Defense.

An official announcement today stated that the agreement had been rushed to completion because of the grave dangers which threatened the shipping industry. The situation on the Pacific Coast has been critical since February 14, and the great strike voted there has been held off only by the most determined efforts of Mr.

Gompers and other labor leaders, who are endeavoring to co-operate with the Government.

MANY TRADES REPRESENTED.

The agreement, which it is understood has the full approval of President Wilson, was signed by the following.

F. D. Roosevelt, acting Secretary of the Navy; Edward N. Hurley, Chairman United States Shipping Board; W. L. Capps, General Manager Emergency Fleet Corporation; James O'Connell, President Metal Trades Department, A. F. of L.; William H. Johnston, President International Association of Machinists; A. J. Berres, Secretary-Treasurer Metal Trades Department, A. F. of L.; Samuel Gompers, President of the American Federation of Labor; Joseph F. Valentine, President international Molders' Union; Theobold M. Guerin, United Brotherhood of Carpenters and Joiners; John M. Donlin, President Building Trades Department, A. F. of L.; John R. Alpine, President United Association of Plumbers and Steam Fiters; Milton Snellings, President International Union of Steam and Operating Engineers; Joseph A. Franklin, President International Brotherhood of Boiler Makers and Iron Ship Builders; James Wilson, President Pattern Makers League of America; J. W, Kline. President International Brotherhood of Blacksmiths.

Mr. Gompers made this statement to-day:

"The agreement of the adjustment of labor conditions on work for the Emergency Fleet Corporation and the Shipping Board will inspire confidence in the men in the shipbuilding trades because it is based upon standards, relations, and responsibility that are in accord with fair dealing. As standards for wages and conditions of work the agreement adopts the standards of trade unions and trade agreement and provides for the adjustment of all new questions by a commission in which all parties in interest are to have representation.

"The agreement indicates a desire of the Government and organized labor to deal with labor problems with a spirit of fairness. Its conformity in principle to the memorandum of June 19 between Secretary Baker and myself to adjust labor difficulties developing in cantonment construction augurs much for its effectiveness. This plan was later extended to cover aviation work, repairs, and all land construction work for both army and navy.

"Louis B. Wehle was very helpful in mediating between the various interested parties and in formulating the agreement. This agreement, with the memoranda for cantonment construction for the army and navy, constitutes gratifying progress in providing agencies for assuring justice in war work.

"To complete the entire program there should be a similar provision for production of munitions and war supplies.

THE AGREEMENT.

Here is the agreement in full:

"When disputes arise concerning wages, hours, or conditions of labor, in the construction or repair of shipbuilding plants or of ships in shipyards under the United States Shipping Board Emergency Fleet Corporation, or under said Shipping Board, or under contract with said corporation or with said board, adjustment of such disputes shall be subjected to an adjustment board of three persons, hereinafter called the board, to be appointed by the United States Shipping board Emergency Fleet Corporation, one to represent the said corporation, one to represent the public and to be nominated by the President of the United States, and one to represent labor, the last to be nominated by samuel Gompers. Two persons shall be so nominated by Samuel Gompers—one from the metal trades, to sit when the matter under consideration concerns construction of shipyards or steel ships, and one from among the trades primarily concerned, to sit when the matter under consideration has reference of wooden hulls.

"Where such matter concerns wages, hours, or conditions applying to the production of both kinds of ships, only one of the two said nominees representing labor shall sit on said board, the question as to which of such nominees is to sit to be determined between them, or in the event of their disagreement to be determined by Samuel Gompers. When matters concerning any plant or plants are before the board, it shall invite a person representing and designated by the owner or owners of such plant or plants, and also a person representing, or selected by, the majority of the workers in the particular craft or crafts directly interested in the disputed matters, both of said representatives to sit with voting power as associate members of said board in connection with such matters.

"If a question coming under the jurisdiction of the board arises with reference to such construction is also being carried on for the Navy Department, the Secretary of the Navy, or such person as he may designate, shall sit with voting power as a member of the board. In the event of a tie vote, when the board is so constituted, the decision shall be referred to the Chairman of the Council of National Defense or to such person as he may designate. This memorandum shall in no way serve as a precedent for procedure in Government plants under the War or Navy Department.

EXAMINER IN EACH DISTRICT.

"The plants where such construction is being carried on shall be geographically districted by the board. In each district, the contractors in whose plants such construction is being carried on, and the representatives of such international labor organizations as have members engaged in such production or construction in such plants, and as are selected for the purpose by the labor members of the board, shall be called upon, under conditions to be laid down by it, to agree upon a person or persons who shall act under the direction of the board as examiner or examiners in such district. If the board does not succeed in having an examiner so selected, then the board shall by unanimous action select a person or persons for such position. The examiner shall be subject to removal by the board at any time by unanimous vote.

"It shall be the duty of the district officer of the United States Shipping Board Emergency Fleet Corporation to report promptly to the board any dispute with reference to wages, hours, or conditions of labor which he is unable to adjust satisfactorily to the principals concerned; but the board will take cognizance of such dispute when information concerning it comes from any source whatever. Before the district officer shall refer such dispute to the board, he shall

confer with the local spokesmen or representatives of such crafts as are involved in such dispute, or with such authorized heads of any local labor organizations interested therein as map be designated by the labor member of the board, or on their request with the national head or heads of such organizations or organizations or his or their duly authorized representative or representatives. When it appears to the board that such dispute cannot be so adjusted, it will promptly send an examiner for said district to such plant to bring about mutually satisfactory adjustment, the terms of which shall, if they receive the approval of the examiner, be in a report submitted by him to the board for its ratification. If the examiner does not succeed in bringing about such adjustment, he shall in his report to the board, recommend terms of adjustment. The board, after due consideration and such investigation as may seem necessary, shall decide the questions at issue.

"As basic standards with reference to each plant where such construction is being carried on, the board shall use such scales of wages and hours as were in force in such plant on July 15, 1917, and such conditions as obtained on said date in such plant. Consideration shall be given by the board to any circumstances whatever arising after such wages, hours, or conditions were established, and which may

seem to call for changes in wages, hours, or conditions. The board shall keep itself fully informed as to the relation between living costs in the several districts, and their comparison between progressive periods of time. The decisions of the board shall, under proper conditions, be retroactive, in which case accounting such as may be proper shall be made in accordance with the directions of the board.

"The decisions of the board will, in so far as this memorundum may be capable of achieving such result, be final and binding on all parties; but at any time after six months have elapsed, following any such ratified agreement or any such final decision by the board of any question as to wages, hours, or conditions in any plant, such question may be reopened for adjustment upon the request of the majority of the craft or crafts at such plant affected by such agreement or decision."

CAUSES RELIEF AT WASHINGTON.

There was a feeling of great relief to-night in Government circles over the agreement, and it is felt that a long stride has been taken toward hastening the whole Government shipbuilding program. Rear Admiral Capps made this comment:

"It is hoped that the plan for labor adjustment in private shipyards where the Emergency Fleet Corporation is having ships built will bring about a broad understanding between the employers and employes, based upon a fair and just attitude of both groups toward questions which may arise from time to time. Both groups consist of American citizens, who would naturally wish to facilitate the building of the ships which may prove so vitally necessary to this country in the prosecution of the war. When such a common purpose is borne in mind by those who participate in the deliberations of the Adjustment Board and by those who are affected by its decisions, the labors of the board should be productive of the very best results, and it should be with that expectation and intent that all such adjustments should be undertaken."

（十）佛國ノ米國汽船購入

（通商公報第四五七號）

（大正六年八月二十四日附在桑港帝國總領事埴原正直報告）

八月二十四日當地「エキザミナー」紙ニ太平洋岸ニ於ケル最新製ニシテ設備ノ完全ナル「スチームスクーナー」七隻ハ國籍變更ニ關シ米國船舶委員會（Shipping Board）ノ許可ヲ得ルコトヲ條件トシテ今回佛國政府ノ購買スル所トナレリ其船舶左ノ如シ

一 The Virginia Olson

右ハ Oliver J. Olson ノ所有船ニシテ目下 Union Iron Works ニ於テ蒸汽機關ヲ据エ付ケツヽアリ同船ハ最近ニ Kruse & Banks, Marsh field, Oregon ニ於テ建造シタルモノニ係ル

一 The Robert C. Sudden

右ハ Sudden & Christenson ノ所有ニ係リ目下コロンビア河畔 Valparaiso ニ向ヒ荷物運送中ナリ

一 The Ryden Hanify

右ハ J. R. Hanify ノ所有ニ係リ現ニ太平洋沿岸ニ於テ木材輸送ニ從事シ居レリ

一 The Edna Christenson

右ハ Sudden & Christenson ノ所有ニ係ル最近サンピドロニテ進水シタルモノナリ

一 The Lueinda Hanify

右ハ J. R. Hanify ノ所有ニ係ル最近サンピドロニ於テ進水シタルモノナリ

一 The Anne Hanify

右ハ J. R. Hanify ノ註文ニヨリサンピドロ Fulton Yards, ニ於テ建造中ナリ

一 The Gatherine G. Sudden

右ハ Sudden & Christenson ノ註文ニヨリサンピドロ Fulton Yards, ニ於テ建造中

價格ハサンピドロニ於テ建造中ノ二隻ヲ除キ他ハ大凡一隻五十萬弗ニシテ建造中ノ二隻ハ目下建造費ノ騰貴ニヨリ右相場ヨリ七萬五千弗位ヲ超過スルニ至ルヘシ本件取引ニ對スル手付金即チ一隻ニ付約五萬弗ハ已ニ佛國政府ノ代表者ニヨリ仕拂濟ニシテ米國船舶委員ノ許可ニヨリ愈々賣買確定スル筈ナリ此等船舶ハ重量噸何レモ二千噸以下ニシテ米國政府ニ於テ徵發スヘキ標準噸數ノ下ニアリ右取引相場ハ戰前ノ二倍ナルモ千九百十四年以來船ノ値段ハ從來ニ比シ遙ニ二倍以上トナリ居レル今日別ニ格別ノ好値ト云フヲ得ス此等七隻ノ船舶ハ「シングルデッキ」ナルガ何レ「シェルターデッキ」ヲ作リテ荷物船ニ適當ナラシムヘク佛國ニ於テ引取リタル上ハ之レヲ地中海ノ海運ニ使用スル筈ナリト云フ

（十一）米國船舶現在數

○米國船舶現在數（十月一日官報）本件ニ關シ同國駐劄佐藤特命全權大使ヨリノ去月二十九日著電報左ノ如シ（外務省）

二十六日船舶局ノ公表シタル所ニ依レハ米國ノ船舶現在數ハ四百五十八隻二百八十七萬噸ノ外ニ獨澳船ヲ沒收シタルモノ百十七隻七十萬噸アリ而シテ目下造船中ノモノ徵發シタル數四百隻二百五十萬噸造船契約ヲ了シタルモノ六百三十六隻三百十二万噸ニシテ爲ニ明年ノ終マテニハ合計千六隻九百二十万噸ニ達スル筈ナリト右ノ內ニハ千五百噸以下ノ小型船舶及湖水用ノモノヲ含マス

（十二）米國ニ於ケル船舶問題

（通商公報第四五九號）
（大正六年八月十五日附在紐育帝國總領事矢田長之助報告）

概說　歐洲戰亂前即チ千九百十三年中英獨米ノ三國ハ世界ノ大輸出國トシテ鼎立シ各二十億弗乃至二十五億弗ノ輸出貿易ヲ有シタルニモ拘ハラス此三國所有ノ外洋航行船舶ノ噸數ヲ見レハ英國二千五十二萬三千七百六「グロス」噸、獨五百十三萬四千七百二十噸、米國七十二萬四千八百七十四噸（千九百十四年六月調査「ロイド、レヂスター」ニ據ル千六百十六年ニハ此噸數二百十八萬五千八噸ニ增加シタリ）ニシテ米國船舶噸數ハ獨逸ノ七分一英國ノ二十分ノ一ニ當リ米國ハ海運業ニ於テ諸威、佛蘭西、日本、和蘭、伊太利、瑞典及露西亞ノ後塵ヲ拜シタリ此米國船舶業不振ノ原因ハ米國ニ於ケル造船費ノ高價、米國船員給料ノ不廉、航運業ニ關スル經驗ノ缺乏及金利ノ高率等ニシテ米國識者ノ間ニ久シク不振ナル此船舶業奬勵ニ付種々ノ論議行ハレタリ然ルニ歐洲戰亂ハ米國海運及造船業發展ノ爲メ空前ノ機會ヲ與ヘ米國船舶噸數ハ此三年間ニ異常ノ膨脹ヲナシ國內造船業又目覺シキ發達ヲ遂ケテ世界海運業ノ分野ニ著ルシキ變化ヲ與ヘ戰後ニ於テモ世界ノ造船國トシテ雄飛スヘキ素地ヲ築キツヽアリ

造船業ノ發達狀況　千九百十三年中米國ノ造船高ハ汽船二百十三隻其噸數二十六萬五千噸ニシテ（重ニ內河及湖水ノ航行ニ用ヒラルヘキ船舶）千九百十四年ニハ百五十五隻二十六萬三千噸ニ減シ千九百十五年ニハ世界船舶ノ市價次第ニ高騰セルニモ拘ハラス百二十二隻二十三萬噸ニ減シタリ然ルニ同年七月頃ヨリ米國造船所ハ漸ク景氣恢復ノ兆ヲ現シ諸威方面ヨリ造船ノ註文頻繁ニ入リ來リ次テ聯合側各國及中立國ヨリノ註文輻輳シ來リ舊船渠ハ其規模ヲ擴張シ新船渠ハ海岸內水到ル處ニ勃興シ千九百十六年未ニ於テハ大西洋岸ニ於テ二十一、太平洋岸ニ於テ七、湖岸ニ於テ八、河岸ニ於テ十一、合計四十七ノ船渠ハ完全ニ設備セラレテ日夜作業ヲ急キ居リタリ故ニ米國造船高ハ千九百十五年中百二十二隻、二十三萬噸ニ過キサリシモノ千九百十六年ニハ小形船ヲ除キ百七十六隻、五十二萬千噸ノ汽船ヲ進水セリ然レトモ是只米國造船業發展ノ發足點ニシテ本年ニ入リテ六月迄ニハ三百二十六隻、九十九萬八千噸九月末迄ニハ四百隻、百四十萬噸ノ「スチール」汽船ヲ進水スヘキ計畫トナリ居レリ右ノ外尙米國ハ紐育（ブルックリン）、ボストン・ポーツマス・フィラデルヒヤノーホーク・チャーレストン・ニューオレアンス及ピュゼットサウンド（Puzet Sound）ノ八ケ所ニ海軍船渠ヲ有シ居リ海軍用船舶ノ建造ヲ急キツヽアリ

歐洲戰亂以來米國資本ノ海運業及造船業ニ投下セラレタル額ヲ見ルニ本年一月ヨリ六月ニ至ル六月間海運及造船ヲ目的トスル五萬弗以上ノ新興會社ノ總資本額ハ二億七百十三萬五千弗ニ上リ昨年全年ノ合計ノ約三倍一昨年ノ五倍以上ニ達シタリ今開戰以來新設ノ港運及造船會社ノ資本ヲ各月ニ區分シ表示スレハ左ノ如シ

○開戰以來海運及造船會社資本額月表　（單位千弗）

一九一四年	自九月至十二月	一、八四四	一九一六年	三月	一二、一五五
一九一五年	一月	一、九七五	同	四月	四、二三四
同	二月	八〇三	同	五月	二、七二五
同	三月	八二五	同	六月	五、七八〇
同	四月	一、四八五	同	七月	一、四二五
同	五月	四、八四五	同	八月	八、九二五
同	六月	三五〇	同	九月	一、三二五
同	七月	一〇、四五〇	同	十月	六、八一五
同	八月	四、五三〇	同	十一月	八、三五七
同	九月	二、九一九	同	十二月	七、三五〇
同	十月	二、〇〇五	同	計	六九、四六六
同	十一月	五、〇〇〇	一九一七年	一月	二、四七五
同	十二月	一、五七五	同	二月	三〇、五二五
同	計	三七、六六二	同	三月	一三、二二五
一九一六年	一月	四、八五〇	同	四月	二九、三九五
同	二月	五、五二五	同	五月	四七、四九〇
一九一七年	六月	八四、〇二五	同	計	二〇七、一三五
同	計	二〇七、一三五	總計		三一六、一〇七

備考　以上ハ會社認可ノ資本額ニシテ拂込濟ノモノニ非ス

米國政府ノ商船建造　米國政府ハ前期議會ニ於テ船舶國有法案ヲ通過シ五千萬弗ノ豫算ヲ取リテ米國船舶業ノ發展ヲ企畫シタルカ右ハ未タ實行ニ著手スルニ至ラサル前獨逸ノ潛航艇戰宣言ノ事アリ次テ對獨ノ宣戰トナリ臨時議會ノ召集トナリ潛航艇戰ニ對スル對抗策トシテ商船ヲ新造スルコト焦眉ノ急務ナリトノ議論議會ノ多數ヲ占メ議會ハ戰時豫算中二億五千萬弗ヲ船舶ノ買收及徵用費ニ五億弗ヲ船舶新造費トシテ可決スルト共ニ大統領ニ對シ大略左ノ權限ヲ附與シタリ

（一）大統領ノ意見ニヨリ戰時中必要トスル船舶及材料ヲ適當ノ者ニ註文スルコト

（二）船舶及材料ノ建造及購買ニ關スル現在及將來ノ契約ヲ變更、延期、廢止或ハ徵用スルコト

（三）船舶及其材料ヲ製造スル工場ノ持主或ハ營業者ニ對シ其製品ノ全部或ハ一部ヲ政府ニ提供セシムルコト

（四）工場ノ持主或ハ營業主ニ對シ契約ノ有無ヲ論セス工場ノ一部或ハ全部ヲ政府ニ徵用シ政府ニテ作業スルコト

（五）已ニ製造セラレ或ハ目下製造中或ハ將來製造セラルヘキ船舶ノ全部或ハ一部ヲ政府用トシ買收徵用シ或ハ所有權占有權ヲ政府ニテ取上クルヲ得ルコト

大統領ハ右權限ニヨリ米國船舶院ノ下ニ「エマージェンシー、フリート、コーポレーション(Emergency Fleet Corporation)」ナルモノヲ作リ巴奈馬運河ノ開鑿者トシテ有名ナルゴーサルス(Goethals)將軍ヲ拔擢シテ其長官(General Manager)トナシ船舶新造計畫ノ首腦者トナシタリ右米國船舶院(U. S. Shipping Board)ナルモノハ前期議會ヲ通過シタル船舶法案ニヨリ組織セラレタルモノニシテ米國ノ海運業取締ニ關シ廣汎ナル權限ヲ有シ米國ノ海運政策決定ニ付テハ大統領ニ獻替スヘキ地位ニアリ其議長トシテハカリフォルニヤ州ノ辯護士トシテ有力ナルデンマン(William Denman)氏就任シタリ然ルニ五億弗ヲ費シ新造セラルベキ船舶ノ種類ニ付キゴーサルス將軍トデンマン氏トノ間ニ重大ナル意見ノ衝突アリゴーサルス將軍ハ快速力ヲ有スル定型ノ鋼鐵船新造ヲ主張シデンマン氏ハ急塲ノ用ニ充ツル爲メ速ニ出來スヘキ木造船製造ヲ主張シ兩者各其主張ヲ持シテ下ラズ兩者共相當ノ同説者ト有力ノ後援者トアリ此爭論ニ決定ヲ與ウヘキ大統領モ容易ニ決スル能ハズ一時其措置ニ困シ居リタリ右兩者ハ其外造船材料トシテ徵發的ニ買上クル鐵材ノ相塲ニ付テモ大ナル意見ノ相違アリゴーサルス將軍カ常ニ製鐵業者ノ立場ヲ深切ニ顧ミルニ對シデンマン氏ハ始ヨリ木材業者ノ利益ヲ擁護スル傾アリ米國政府ハ戰爭參加後三月間ニ「エマージェンシー、フリート、コーポレーション」ノ手ニテ木造船百餘隻鋼鐵及雜種船百隻近クヲ契約シタルカ右ノ紛擾ニヨリ其工事進行頗ル遲延シタリ

此紛議ハ久シキニ亘リ決セラレス米國一般ノ注意ヲ惹キ言論界ヲ賑ハシタルカ七月末ニ至リ兩者ノ爭鬪ハ殆ト極點ニ達シゴーサルス將軍カ自已ノ計畫ニヨル造船ノ契約ヲ結フヘキ事ヲ揚言セルニ對シデンマン氏ハ契約認可權ヲ楯ニ取リテ加印ヲ拒ミ大統領ハ遂ニ何等カ決裁ヲ與ヘサルヘカラサルニ立至ルヤ喧嘩兩成敗ノ主義ヲ以テゴーサルス將軍ノ辭職申出ヲ許シデンマン氏ニ對シテハ辭職ヲ勸告シ紛議ノ首動者ヲ雙方其地位ヨリ去ラシメゴーサルス將軍ノ後任トシテキャプス(Rear Admiral Caps)氏ヲ擧ケデンマン氏ノ後任トシテハ前Federal Trade Commission ノ一員タリシハーレー(Edward Harley)ヲ任シ其他デンマント共ニ Shipping Board 委員ヲ辭職シタル Captain J. N. B. White ノ代リニ National Progressive Party ノ首領ニシテ有力ノ辯護士タル Bainbridge Colby 氏ヲ任シ其他役員ニ大變更ヲ加ヘタリ右新任役員ハ新造船舶ノ種類及其計畫進行ニ付テハ初メヨリ意志ノ疏通アリシ如ク目下ノ處諸事圓滿ニ進行シ居リ八月十日華盛頓府新聞通信ニヨレハ同日ハーレー及キャプス兩氏ハゴーサルス將軍ノ仕樣書ニ基キ七十七萬五千噸其價額一億弗ニ上ル船舶ノ契約ヲ締結シタリト云フ右ノ中八十八隻ハ木造船六十隻ハ鋼鐵船ナル由ナリ

造船材料ノ輸出禁止ト船舶ノ徵發　米國政府ハ前述ノ如ク造船計畫ヲ實行シ潛航艇戰ニヨリ急激ニ減少セラレツヽアル大西洋航行ノ船舶數ヲ補充スル目的ヲ以テ七月九日命令ヲ以テ七月十五日以後造船材料及石炭、石油、「ギャソリン」、穀物、肉類等ノ海外輸出ヲ制限シ特許ヲ有スルモノヽ外此等物品ヲ輸出スルヲ禁シタリ穀物ノ輸出特許ハ中立國ヲ經テ敵國ニ供給セラルヽヲ防ク爲ニシテ歐洲中立國及商船ハ之レカ爲メ大打擊ヲ受ケ目下紐育港ニ碇泊シテ動ク能ハサル中立國穀物輸送船ハ七十餘隻ノ多キニ上リ居ルカ造船用鐵材ノ輸出制

限ノ目的ハ製鐵業者カ高價ニ誘ハレテ過大ナル鐵材ノ輸出ヲナスヲ防キ國内ニ於ケル供給ヲ豐カナラシメ且ツ輸出ヲ許ス鐵材ハ船舶トナリテ大西洋船腹ノ缺乏ヲ補フノ條件ヲ以テ特許ヲ與ヘントスルニアリ（本件ハ別ニ屢々電報ニテ報告シアルヲ以テ詳細ハ略ス）之レカ本邦造船業者及鐵材需要者ノ受クル打擊ハ非常ニシテ結局何等カ互惠的條件ヲ以テ兩國政府ノ間ニ或ル取極メヲ作リ本邦ハ鐵材ノ供給ヲ求ムルノ外無キ情勢ナリ

本年四月米國ノ戰爭ニ加入後間モ無ク軍事當局者ハ沿岸及西印度航路ニ從事セル商戰二十餘隻ヲ徵發シ軍隊及軍需品ノ輸送ニ使用シタルカ其後尙軍用船トシテ徵發シタル船舶ハ增加シツヽアリ

八月五日華盛頓府ニテ發表セラレタル處ニ據レハ「エマージェンシー、フリート、コーポレーション」長官キャプス氏ハ船舶院ノ協贊ヲ經テ鋼鐵船ヲ作リ居ル米國二十五ノ造船所ニ對シ其製造中ノ二千五百噸以上ノ船舶ヲ徵發スル旨ノ命令ヲ發シタリ其命令書ノ要旨左ノ如シ

千九百十七年六月十五日議會ヲ通過シタル法律（An act making appropriation for the military and naval establishment on account of war expenses）及九月十一日附大統領ノ右法律施行令ニ基キ宛名セラレタル造船所ニテ製造中ノ二千五百噸以上ノ船舶及其材料機械等一切ヲ米國ニテ徵發スルコト

一　各造船所ハ米國政府ニ代リ徵發セラレタル船舶ノ工事ヲ最モ速ニ有效ニ進行スヘキコト

一　右徵發セラレタル物件ニ對スル代償ハ追テ決定サルヘキコト

一　各造船所ハ成ルヘク徵發セラレタル船舶ニ關スル明細書、註文主トノ契約代金仕拂明細書等徵發發舶ノ代償ヲ決定スルニ參考トナルヘキ書類ヲ提出スヘキコト

一　目下協議進行中ノ造船契約ノ有無ヲ報告シ今後ハ「エマージェンシー、フリート、コーポレーション」ノ許可ナクシテ契約ヲ締結スヘカラサルコト

右命令ニヨリ徵發セラルヘキ工事進行中ノ船舶ハ約二百五十隻其噸數百萬噸内外ニシテ「エマージェンシー、フリート、コーポレーション」ニテハ徵發セラレタル船舶ノ船内設備成ルヘク簡單ニシテ一樣ノモノトナシ其竣工ヲ急カスル筈ナリト云フ

米國各造船所ニテ製造中ノ船舶統計ハ公ノモノハ二月以來ノ祕密トナシ發表セラレサルカ本年二月一日商務省ニテ發表シタルモノニヨレハ當時各造船所ニテ製造中ノモノハ鋼鐵船木材船大小取雜セ七百隻近クアリ其中鋼鐵船ハ艀船（Bairge）「モーターボート」及小形船ヲ含ミ四百十五隻ナリ

尙米國船舶院ハ大統領ノ命令ニヨリ歐洲開戰ノ際ヨリ米國各港ニ「イーンターン」セラレアリシ獨逸商船ハ十七隻其噸數五十萬噸餘ノモノヲ六月末取得シ之レヲ修繕シ其多數ハ已ニ航海ニ從事シ居レリ此以外獨逸商船ノ米國海軍省ノ爲ニ徵發セラレタルモノ十四隻アリ之ヲ合スレハ獨逸船ノ噸數ハ六十五萬噸餘ニ上ル計算ナリト云フ

外國船ニ米國沿岸航路ヲ許スノ議　外國船ニ沿岸航路貿易ヲ許サヽルハ米國年來ノ政策ニ

シテ之レカ爲メ外洋航路ニ於テ各國船ノ競爭ニ堪ヘサル米國船モ纔ニ沿岸及內水ノ航路ヲ獨占シテ米國商船旗ヲ洋上ニ保ツヲ得タリ然ルニ戰爭ノ變調ハ沿岸航路ノ缺ヲ外國船ニテ補フ事却テ利益ナル狀態ヲ生セシメタリ玆ニ於テ米國船舶院ハ七月三十一日下院議員 Alexander 氏ヲシテ外國船ニ沿岸貿易ヲ許ス權限ヲ大統領ニ與フル議案ヲ議會ニ提出セシメ右議案ハ下院商船及漁業委員ニ附託セラレテ目下審議中ナリ商務長官「レットフヒールド」氏ノ說明ニヨレハ右案ハ目下物船腹不足ノ實狀ニ鑑ミ加奈陀ノ太湖航行船ヲシテ米國內水ノ貨物輸送ヲ許シ又外國船ニシテ荷物ノ都合上沿岸諸港ノ間ヲ往復スル際從來沿岸兩地間ノ荷物積載ヲ禁シ居リタルヲ解禁セントスルニアリ其期間ハ戰爭繼續中ヲ限リトスル主旨ナリト云フ本案ニ對シテハ沿岸航路ニ從事シ居ル汽船會社側ノ反對アリ果シテ本期議會ヲ通過スルヤ否ヤ不明ナルモ若シ通過ノ曉ニハ加奈陀及英佛船ノ利益スル所尠ナカラサル可シ

運賃高騰ト其調節　潛航艇ニヨル商船ノ被害高ニ付テハ獨英兩方ノ報告ニ多大ノ相違アリ且ツ近來英國ハ隻數ヲ發表スルノミニテ噸數ヲ發表セス其正確ナル計算ハ得ラレサルモ兎モ角本年二月以來潛航艇ノ月々破壞スル商船高ハ少ナク見積ルモ一ケ月五十萬噸以上ニ上ルハ拒ム可ラサル事實ニシテ世界ノ海運業特ニ大西洋運賃市場ノ之レカ爲メ受ケシ影響ノ大ナルハ說明ヲ要セス米國歐洲間運賃高騰ノ率ヲ見ルニ食料品ノ運賃千九百十四年一月ニ於テ一噸二十志ナリシモノ千九百十六年一月ニハ百封度ニ付一弗二十五仙（一噸ニ付百二十二志ノ割）トナリ本年一月ニハ一弗五十仙トナリ六月ニハ三弗トナリタリ「ヂョーナルオブ、コンマース」社ノ取調ニヨル米國ヨリ歐洲各港ニ至ル重要商品ノ運賃高騰率ヲ示ス千九百十四年一月、千九百十六年一月、本年一月及六月ノ運賃表ヲ示セハ左ノ如シ

○米國ヨリ歐洲各港ニ至ル重要商品運賃比較表

食糧品

	一九一四年一月三日	一九一六年一月八日	一九一七年一月六日	一九一七年一月二十三日
リバープール	一〇〇・〇志	一二五仙	一五〇仙	三〇〇仙
マンチエスター	一〇〇・〇志片	一二五	一五〇	三〇〇
倫敦	二二・六	一二五	一五〇	—
グラスゴー	二二・六	一二五	一五〇	三〇〇
ブリストル	二二・六	一二五	一五〇	三〇〇
ハル	一〇〇・〇	一二五	—	三〇〇
ニューカッスル	二二・六	一二二	一七五	三一五
ハンブルグ	二二・〇仙	—	—	—
ロッテルダム	二八・〇	一七五	二五〇	—
アムステルダム	二八・〇	一七六	二五一	—
コペンハーゲン	二二・三	二二五	二五〇	—
ボルドー	二五・〇	二〇〇	二五〇	五五〇一割增

アントワープ	二五・〇志	—	—	—
ブレーメン	二五・〇仙	—	—	—
馬耳塞	二〇・〇志	四〇弗	四五弗	六〇〇一割增
ハーブル	二〇・〇仙	二〇〇仙	一七五仙	五五〇一割增
ゼノア	二〇・〇志	一五〇	一七五	—
ネープルス	二〇・〇	一五〇	一七五	—
棉花				
リバープール	二八・〇仙	二二五仙	二五〇仙	五〇〇仙
マンチエスター	二〇・〇	二二五	二五〇	五〇〇
ロッテルダム	二五・〇	二五〇	二五〇	—
コペンハーゲン	四〇・〇	二七五	二七五	五〇〇
馬耳塞	—	二七五	二〇〇	七〇〇
ハーブル	三〇・〇	一五〇	二〇〇	五五〇一割增
ゼノア	四〇・〇	二二五	二〇〇	七〇〇
ネープルス	四〇・〇	一六〇	二〇〇	七〇〇
麥粉				
リバープール	一四〇仙	八五仙	六五仙	一一〇仙
マンチエスター	一四・〇	八五	六五	一一〇

倫敦	一五・〇	九〇	六五	一一〇
グラスゴー	一七・〇	八一	六五	一一〇
ブリストル	一七・〇	九九	七〇	一一〇
ハル	一八・〇	八〇	七〇	一一〇
ニューカツスル	二一・〇	九〇	八〇	—
ハンブルグ	一五・〇	—	—	—
ロッテルダム	一三・〇	一〇〇	一七五	—
アムステルダム	一四・〇	一〇一	一七六	—
コペンハーゲン	一八・〇	一一〇	一七五	一二五
ボルドー	二五・〇	一一〇	一七五	五〇〇
アントワープ	一八・〇	—	—	—
ブレーメン	一六・〇	—	—	—
馬耳塞	二〇・〇	一一〇	一五〇	二〇〇
ハーブル	二二・五	一一〇	一七五	五〇〇
ゼノア	一七・六	二二〇	一七五	四〇〇
ネープルス	一七・六	一一〇	一七五	四〇〇
才ニ依テ計算スル商品				
リバープール	一七・六仙	六三仙	七九仙	二〇〇仙

マンチエスター	一七・六	六三	七九	二〇〇
倫敦	一七・六	六三	七九	二〇〇
グラスゴー	一八・六志	—	一〇〇	二〇〇
ブリストル	二〇・〇志	四七	七九	二〇〇
ハール	一五・〇	四七	七五	二〇〇
ニューカッスル	二五・〇仙	五二	九〇	二〇〇
ロッテルダム	一〇・〇	四五	一〇〇	—
アムステルダム	一〇・〇弗	四六	一〇一弗	—
コペンハーゲン	二一・三	五〇弗	一一〇	—
ボルドー	六・〇	二五	二五	二〇一弗割增
馬耳塞	二〇・〇志	二五弗	四〇弗	二〇一弗
ハーブル	五・〇弗	二五	二五	二〇一弗
ゼノア	二五・〇志	五〇仙	一〇〇仙	二五仙割增
ネーブルス	一二・〇仙	—	—	—
ハンブルグ	二五・〇	五〇	一〇〇	—
アントワープ	一五・〇志	—	—	—
ブレーメン	一二・〇志	—	—	—

七月十一日大統領ハ戰時暴利ヲ貪ル奸商ニ對シ警告シタル宣言書ヲ發シタルカ其內船舶業者ニ關シ左ノ意味ノ言アリ

『吾人チシテ暫ク米國ノ船主及此等船主カ先例トシテ倣ヒツヽアル他國ノ外洋船々主ニ付考察セシメヨ彼等ハ果シテ此戰爭ニ勝利ヲ得ントシテ努力シツヽアル國家ノ前途ニ重大ナル障碍ヲ與ヘツヽアルヲ自覺セルヤ否ヤ彼等ハ運賃ノ引上ケニヨリ此戰爭ヲ失敗ニ導カントシツヽアルニ非スヤ(中略)船舶業者ニ告ク卿等若シ今ニシテ吾人ノ警告ニ耳ヲ假サス暴利ヲ貪リ戰場ニ出テ居ル同胞ト同一精神ヲ以テ吾人ノ要求ニ應セサレハ吾人ハ公論ノ制裁ト法律トニヨリ相當ノ措置ヲ採ル外ナカラン云々』

右大統領ノ警告ハ船舶業者ノ益々運賃引上ケヲ行フテ止マサル場合ニハ法律ニヨリ與ヘラレタル權限ニヨリ政府ノ手ニテ運賃率ノ引下ヲ行フ事ヲ暗示スルモノトシテ當業者ニ了解セラレタル如ク當業者ノ深キ注意ヲ牽キ物議ヲ生セシメタリ船主側ノ主張ニヨレハ運賃ノ高騰ハ運船費保險料ノ增加及其他自然ノ需給關係ニヨルモノニシテ船舶ニ對スル投資ヲ旺ナラシメ米國ノ船舶隻數ヲ增加スル爲ニハ高率ナル運賃ハ歡迎スヘキモノニシテ强テ之レヲ低下セシムルハ米國ノ不利益ナリト云フニアリ然レトモ目下ノ大勢ハ政府ノ手ニテ船舶業ヲ總攬シ其運賃及船繰リノ調節ヲ行ハントスルニ傾キ居ルハ爭フヘカラサル所ニシテ現ニ新聞紙ノ所報ニ依レハ運賃ノ制限ニ關シ米國政府ハ英國政府ト歩調ヲ一ニシ一種ノ協定ヲ結ハンカ爲メ先般來頻ニ協儀中ナルカ如キモ兩國政府間ニ於テ本件ニ關シ如何ナル歸結ヲ見タルヤハ未タ詳ニセス

運船費ノ增加ト船員ノ不足　物價ノ高値ト共ニ運船費ノ增加ハ自然ノ勢ニシテ之レカ爲メ

船主ノ利益ヲ削カルヽコト尠ナカラス米國ハ昨年船員法ヲ改正シ船主ノ利益ヲ無視シテ船員ニ厚キ保護ヲ與ヘ船員ハ之レカ爲メ厚キ待遇ト高キ給料トヲ受ケ得ルニモ拘ハラス陸上ニ於ケル各種事業ノ好景氣ハ勞働者ヲ吸引シテ船主ハ常ニ船員ノ不足ヲ感シ居リ殊ニ新計畫ニヨリ急激ニ米船舶噸數ノ增加ヲ見ル場合此船員ノ不足ハ當局者ニ取リ重大ナル問題ニシテ過般華盛頓府ニ於テハ數日ニ亘リ關係者ノ會議開カレ其結果船主側ヨリ六名船員組合(ユニオン)側ヨリ六名ノ委員ヲ出シ勞働長官、商務長官又船舶院ノ一院員之レニ參加シテ委員會ヲ作リ船員補充ニ關スル問題ヲ講究シ戰時中米國海運ノ動作ヲ圓滿ナラシムルニ努力スル筈ナリ本委員會組織ノ第一成果トシテ船員給料ニ關シ船主、船員及官憲ヲ代表スル者ノ間ニ一協定成リ左ノ給料定額ヲ定メタリ

水夫及火夫	月六十弗	石炭夫	五十弗
油夫及 Water tender	月六十五弗	ボースン	七十弗
大工	月七十五弗	オーバタイム	一時間ニ付荷役ハ五十仙
船内勞働ハ	四十仙		

危險水域ニ入ル時ハ給料五割ノ割增、船舶沈沒ノ場合ハ船員所有品ニ對シ百弗ヲ賠償ス此給料定額ハ危險區域ニ入ル時ノ五割割增ノ規定ヲ除キ戰後一年間有効トス昨年船員法ノ制定セラレテ「エーブルシーメン」ノ鑑札必要トナルヤ米國「シーメンスユニオン」ハ水夫ノ給料最低額ヲ四十五弗ト限リ「シーメンスユニオン」ニ屬スル船員ハ會員外ノモノト同船内ニ働クヲ禁シ船主ニ對シ大ニ其地歩ヲ强メタルカ今回又其給料ノ値上實行ニ成効シタル次第ナリ尙船員法ニヨル高級船員ノ資格等ハ船員不足ノ實情ニ照シ當局者ニ於テ大ニ寛大ニ取扱フコトヽナリタル趣ナリ

第九　輸出禁止ニ關スル件

（一）　輸出禁止ニ關スル法令

（イ）　輸出禁止表二種制定ニ關スル八月二十七日附大統領布告

（八月二十八日　ニューヨーク、タイムス）

A PROCLAMATION

BY THE PRESIDENT OF THE UNITED STATES OF AMERICA

WHEREAS, Congress has enacted and the President has on the fifteenth day of June, 1917, approved a law, which contains the following provisions:

Whenever during the present war the President shall find that the public safety shall so require, and shall make proclamation thereof, it shall be unlawful to

export from or ship from or take out of the United States to any country named in such proclamation any article or articles mentioned in such proclamation, except as such time or times, and under such regulations and order, and subject to such limitations and exceptions as the President shall prescribe, until otherwise ordered by the President or by the Congress; Provided, however, that no preference shall be given to the ports of one State over those of another.

Any person who shall export, ship, or take out, or deliver or attempt to deliver for export, shipment, or taking out, any article in violation of this title, or of any regulation or order made hereunder, shall be fined not more than $10,000, or, if a natural person, imprisoned for not more than two years, or both: and any article so delivered or exported, shipped, or taken out, shall be seized and forfeited to the United States; and any officer, director, or agent of a corporation who participates in any such violation shall be liable to like fine or imprisonment, or both.

Whenever there is reasonable couse to believe that any vessel, domestic or foreign, is about to carry out of the United States any article or articles in violation of the provisions of this title, the Collector of Customs for the district in which such vessel is located is hereby authorized and empowered, subject to review by the Secretary of Commerce, to refuse clearance to any such vessel, domestic or foreign,

for which clearance is required by law, and by formal notice served upon the owners, master, or person, or persons in command or charge of any domestic vessel for which clearance is not required by law, to forbid the departure of such vessel from the port, and it shall thereupon be unlawful for such vessel to depart. Whoever, in violation of any of the provisions of this section, shall take, or attempt to take, or authorize the taking of any such vessel out of port or from the jurisdiction of the United States, shall be fined not more than $10,000 or imprisoned for not more than two years, or both; and, in addition, such vessel, her tackle, apparel, furniture, equipment, and her forbidden cargo, shall be forfeited to the United States.

How, Therefore, I, Woodrow Wilson, President of the United States of Amirica, do hereby proclaim to all whom it may concern that the public safety requires that, except at such time or times, and under such regulations and orders, and subject to such limitations and exemptions as the President shall prescribe, untill otherwise ordered by the President or by Congress, the following articles, namely: All kinds of arms, guns, ammunition, and explosives, mochines for their manufacture or repair, component parts thereof, materials or ingredients used in their manufacture, and all articles necessary or convenient for their use; all

contrivances for or means of transportation in land or in the water or air, machines used in their manufacture or repair, component parts thereof, materials or ingredients used in their manufacture, and all instruments, articles, and animals necessary or convenient for their use, all means of communication, tools, implements, instruments, equipment, maps, pictures, papers, and other articles, machines and documents necessary or convenient for carrying on hostile operations, coin, bullion, currency, evidences of debt, and metal, materials, dies, plates, machinery and other articles necessary or convenient for their manufacture; all kinds of fuel, food, foodstuffs, feed, forage and clothing, and all articles and material used in their manufacture; all chemicals, drugs, dyestuffs, and tanning meterials, cotton, wool, silk, flax, hemp, jute, sisal, and other fibres and manufactures thereof; all earths, clay, glass, sand and their products, hides; skins, and manufactures thereof, non-edible animal and vegetable products, machinery, tools and appratus, medical, surgical, loboratory and sanitary supplies and equipments; all metals, minerals, mineral oils, ores, and all derivatives and manufactures thereof, paper pulp, books, printed matter, rubber, gums, rosins, tars, and waxes, their products, derivatives and substitutes, and all articles containing them, wood and wood manufactures, coffee, cocoa, tea, and spices, wines, spirits, mineral waters and beverages, shall not, on and after

the 30th day of August, in the year one thousand nineteen hundred and seventeen, be exported from or shipped from or taken out of the United States or its territorial possessions to Albania, Austria-Hungary, that portion of Belgium occupied by the military forces of Germany, Bulgaria, Denmark, her colonies, possessions or protectorates, Germany, her colonies, possessions, or protectorates, Greece, Liechtenstein, Luxemburg, the kingdom of the Netherlands, Norway, Spain, her colonies, possessions, or protectorates, Sweden, Switzerland or Turkey, (excluding any portion of the foregoing occupied by the military forces of the United States or the nations associated with the United States in the war,) or any territory occupied by the military forces of Germany or her allies: and

I DO HEREBY, further proclaim to all whom in may concern that the public safety requires that, except at such time or times, and under such regulations and orders, and subject to such limitations as exceptions as the President shall prescribe, until otherwise ordered by the President or by Congress, the following articles, namely, coal, coke, fuel oils, lubricating oils, hand lantern oil, naphtha, benzine, red oil, kerosine and gasoline, all bunkers, food grains, flour and meal therefrom, corn flour, barley, rice flour, rice, oatmeal and rolled oats, fodder and feeds' cottonseed oil, corn oil, copra, desicated cocoanuts, butter, fresh, dried, and canned

fish, edible or inedible grease of animal or vegetable origin, linseed oil, lard, tinned milk, peanut oil, and butter, grapeseed oil, tallow, tallow candles and stearic acid; sugar, glucose, syrup and molasses: pig iron, ferrosilicon and spiegeleisen; steel ingots, billets, blooms, slabs and sheet bars: iron and steel plates, including ship, boiler, tank and all other iron and steel plates one-eighth of an inch thick and heavier, and wider than six inches; iron and steel structural shapes, including beams, channels, angles, tees and zees of all sizes; fabricated structural iron and steel, including beams, channels, angles, tees, zees, and plates, fabricated and shipped knocked down; scrap iron and scrap steel, ferromanganese; tool steel, high speed steel and alloy steels and machine tools; steel hardening materials, fertilizers, including cattle and sheep manure, nitrate of soda, poudrette, potato manure, potassium salts, land plaster, potash, cyanamide, phosphoric acid, phosphate rock, super-phosphate, chlorate of potash, bone meal, bone flour, ground bone, dried blood, ammonia and ammonia salts, acid phosphates, guano, humus, hardwood ashes, soot, anhydrous ammonia: aeronautical machines and instruments, their parts, and accessories thereof; arms and ammunition, all explosives, nitrate of potash, rosin, saltpetre, turpentine, potash, rosin, saltpeter, turpentine, ether, alcohol, sulphur, sulphuric acid and its salts, acetone, nitric acid and its salts, bensol and its

derivatives, phenol "carbolic acid" and its derivatives, toluol and its derivatives, mercury and its salts, glycerine, potash and its salts, all cyanides and films, carrier and other pigeons, anti-aircraft instruments, apparatus, accessories, all radio and wireless apparatus and its accessories, optical glass, optical instruments and reflectors, cotton and cotton linters, wool, wool rags, wool and khaki clippings and wool products, flax, sisal, jute, hemp, and all manufactures thereof: hides, skins, leather belting, sole and upper leather, leather boots and shoes, harness and saddles and leather clothing, soap and soap powders, all engines and motors operated by steam, gas, and electricity, or other motive power and their accessories; metal and wood working machinery, oil well casing, oil well drilling implements and machinery and the accessories thereof, steam boilers, turbines, condensers, pumps and accessories thereof; all electrical equipment, crucibles, emery, emery wheels, caborundum and all artificial abrasives, including copper ingots, bars, rods, plates, sheets; tubes, wire, and scrap thereof; lead and white lead, tin, tin plate, tin cans, and all articles containing tin, nickel, aluminium, zinc, plumbago and platinum. newspaper, print paper, wood pulp, and cellulose; ash, spruce, walnut, mahogany, oak, and birch woods, and industrial diamonds—shall not, on and after the 30th day of August, in the year one thousand nine hundred and seventeen, be exported

from, shipped from, or taken out of the United States or its territorial possessions to Abyssinia, Afghanistan, Argentina, that portion of Belgium not occupied by the military forces of Germany or the colonies, possessions or protectorates of Belgium, Bolivia, Brazil, China, Chile, Colombia, Costa Rica, Cuba, Dominican Republic, Ecuador, Egypt, France, her Colonies, possessions, or protectorates; Guatemala, Haiti, Honduras, Italy, her colonies, possessions, or protectorates; Great Britain, her colonies, possessions, or protectorates; Japan, Liberia, Mexcico, Monaco, Montenegro, Morocco, Nepal Nicaragua, the colonies, posesssions, or protectorates of the Netherlands, Oman, Panama; Paraguay, Persia, Peru, Portugal, her colonies, possessions, or protectorates; Rumania, Russia, Salvador, San Marino, Serbia, Siam, Uruguay, Venezuela, (excluding any portion of the foregoing occupied by the military forces of Germany or her allies,) or any territory occupied by the military forces, of the United States or by the nations associated with the United States in the war.

The regulations, orders, limitations, and exceptions prescribed will be administeted by and under the authority of the exports administrative board, from whom licenses, in conformity with said regulations, orders, limitations, and exceptions, will issue.

In witness whereof, I have hereunto set my hand and caused the seal of the United States of America to be affixed.

Done at the City of Washington, this 27th day of August in the year of our Lord one thousand nine hundred and seventeen, and of the independence of the United States of America the one hundred and forty-second.

Woodrow Willson

By the President,

Robert Lansing Secretary of State.

Will Conserve Our Gold Supply.

Washington, Aug. 27.—The addition today of gold, bullion, currency, and evidences of indebtedness to the list of commodities requiring licenses for export to European countries will, it is believed, help in conserving the large stock of gold held in the United States.

British and other allied officials have been working with Treasury and Federal Reserve Board heads for some time to devise means to conserve the American gold supply. Japan, which is withdrawing gold from this country in large shipments from San Francisco, had not beon a party to these conferences, but with the arrival here of the Japanese Mission, it is understood, steps were taken to include its repre-

sentatives in the discussions.

The new restrictions on gold exports, it is thought, will also depress still further, temporarily at least, the value of the dollar in international exchange, especially in the neutral countries of Denmark, Sweden, Norway, Holland, Spain, and Switzerland, where foreign exchange is against American money.

Reasons for the comparatively low value of the dollar in these markets have not been explained to the satisfaction of officials here by the ordinary balance of trade. In the case of Spain the balance of trade is in favor of the United States, yet the exchange rate is heavily in favor of the Spanish peseta.

Exports of gold to Spain have been made for some time, apparently in the face of an adverse trade balance. Power is now placed in the hands of officials to check these exportations.

（ロ）右要領譯文

○米國輸出禁止品（九月三日官報）本件ニ關シ同國駐劄佐藤特命全權大使及紐育駐在總領事矢田長之助ヨリノ去月三十日著電報ヲ綜合スルニ左ノ如シ去月二日本欄內參看（外務省）

米國大統領ハ八月二十七日宣言書ヲ以テ輸出禁止品目表二種ヲ公表シ同三十日以後特許ヲ得タル場合ノ外其輸出ヲ禁止セリ右禁止品目表ノ第一種ハ敵國其支國及敵國ニ接近スル歐洲中立國ニ對スルモノニシテ軍用品、食料、棉花、羊毛、衣類、機械、燃料、化學品、染料、金屬類其他殆ト有ラユル物品ヲ包含シ第二種ハ其他ノ中立國及聯合諸國ニ適用セラルヽモノニシテ七月九日ノ禁輸品目表ニ左ノ品目ヲ加ヘタリ

砂糖、葡萄糖、糖水及糖蜜

「フェロシリコン」及「スピーゲルアイゼン」鋼塊

「ツウール」（鋼高速度鋼及合金鋼製）及「マシン、ツウール」

「スチール、ハードニング、マテリアル」

「空機及其器具

「エーテル」、「アルコール」、硫酸及硫酸鹽、「アセトン」、硝酸及硝酸鹽、「フィノール」、石炭酸、水銀及其鹽、「グリセリン」、青化加里

一切ノ「フィルム、キャリヤー」並ニ其他ノ「ピジョンス」

航空機防禦機及附屬品

一切ノ無線電信及無線電話裝置及其附屬品

光學用硝子、光學用器械及反射器

棉花及「コットン、リンター」

羊毛、羊毛屑、羊毛及「カーキ」ノ「クリッピング」及羊毛製品

「フラックス」、「シサル」、「ジュート」、「ヘンプ」及其一切ノ製品
皮革、鞣皮、鞣皮調帶、靴用鞣皮、長短靴、馱馬其他ノ裝具及鞍並ニ鞣皮製著用品
石鹼、粉石鹼
蒸氣、瓦斯、電氣又ハ其他ノ動力ニ依リ運轉スル「エンヂン」及「モーター」並ニ其附屬品
金工及木工機械
石油井ノ圍壁器及穿井器並ニ同機械及附屬品
「スチーム、ボイラー」、「タービン」、「コンデンサー」喞筒及其附屬品
一切ノ電氣裝具
坩堝
金鋼砂、鑪輪「カーボランダム」、一切ノ人造磨料
銅(塊、條、竿、板、管、線及屑ヲ含ム)
鉛及白鉛
錫(錫板、錫鑵及錫ヲ含ム一切ノ物品
「ニッケル」、「アルミニューム」、亞鉛、石墨、白金
新聞紙、印刷紙、「ウッド、パルプ」及「セルローズ、アッシ」
材木(蝦夷松、胡桃(「マホガニー」、樫及「バーチ」)
工業用「ダイヤモンド」
然レトモ八月二日附大統領ノ訓令第一項ハ依然實行セラルヽニ付聯合諸國ノ關スル限リ以上列記ノ物品ニ對シ一々特許ヲ得ルコト必要ト爲リタル外變更ナシ

右宣言書ノ主ナル目的ハ歐洲中立國ニ對シ輸出ノ制限ヲ行フニアリ而シテ宣言書ト共ニ發表セラレタル說明書ニハ本宣言ノ趣旨ヲ以テ輸出ヲ制限シ內國ノ需給ヲ調節シ聯合交戰國側ノ需給ニ應セントスルニ在リトシ而シテ尙ホ供結ノ餘裕アリテ敵國ヲ直接間接利スル憂ナキ限中立國ニモ供給ヲ爲スハ其希望スル所ナリト云ヒ又金貨、金塊、貨幣、有價證券ノ輸出ハ大藏長官ニ於テ必要ト認ムルニ至ラサル限特許ヲ受クルノ要ナシト公布セリ

將タ又大統領ハ今回ノ宣言書ヲ以テ禁輸ニ關スル行政ノ全權ヲ「エキスポート、アドミニストレーション、ボールド」(議長ヴァンス、マッコーミック氏)ニ委ネタリ

(ハ) 保有品表ノ制定ニ關スル九月十六日附輸出取締委員會ノ告示

(九月十七日　ニューヨーク、タイムス)

TIGHTENS EMBARGO ON FOOD AND METALS

EXPORTS BOARD ISSUES NEW LIST OF COMMODITIES THAT CANNOT BE SENT ABROAD.

NEUTRALS TO GET NO WHEAT

Export Board's Order May Lead to Unloading or Commandeering of Grain Ships.

WASHINGTON, Sept. 16—A conservation list which includes wheat, wheat flour, sugar, steel, iron, and many material needed for the manufacture of explosives has been prepared by the Exports Administrative Board in connection with the policy of tightening up restrictions already made.

With the publication of this list today comes the announcement that the export of these commodities will be "practically prohibited" for the present. It is provided, however, that licenses may be issued when the cargoes for which applications are made are destined for actual war purposes, or where limited quantities may be spared without detriment to the United States.

Today's ruling was accepted generally as definite notice to most of the northern neutrals of Europe that for some time to come they would have to get along without American wheat, and that at no time during the war period would shipments be made to them except on the strictest rationing basis, and only after obtaining satisfactory guarantees.

This may lead to renewed negotiations for the unloading of the neutral ships tied up in Atlantic ports. Most of these ships are laden with wheat, corn and cattle fodder. Information here is to the effect that the wheat and corn cargoes on these ships are deteriorating even more rapidly than had been thought. The Shipping Board has been considering for some days exerting its full powers to commandeer the ships.

The new ruling evidently makes possible the shipment of some steel for ship construction if it is to be used for vessels which will be put into direct war trade, and might have the effect of lifting the complete embargo on ship steel which is now in force. Japan and any other country which might want steel for shipping not intended for transatlantic trade, however, apparently cannot hope to obtain it from the United States at this time.

Corn is not included on the "conservation list," and it is known that some food experts here have hoped for the adoption of a policy by which the Allies could cooperate in the conservation of the wheal supply here by using larger quantities of American corn instead of wheat. This policy might be adopted in connection with

the movement of Canada's surplus wheat supply for use in Europe.

Today's ruling also is made effective in trade relations with Canada after Sept. 20. Up to this time many of the articles included in the "conservation list", were permitted to go to that country without individual licenses.

The statement says in part:

The Exports Administrative Board has announced a list of commodities whose conservation is necessary on account of the limited supply and the needs of the United States in its successful prosecution of the war. Accordingly the board has practically prohibited the export of these articles, the list of which follows:

Aceton,
Alcohol,
Aluminium,
Ammonia salts,
Ammonia nitrate,
Anhydrous ammonia,
Arsenate of lead,
Arsenate of soda,
Boiler tubes, (iron and steel,)
Butter,
Carbolic acid (phenol,)
Castor oil and castor beans,
Chrome nickel steel,
Cotton linters
Cyanide of sodium,
Ferromanganess,
Ferrosilicon,
Ferrovanadium,

Flax,
Glycerine,
Iron and steel plates, including ship, boiler, tank and other iron and steel plates, ½ inch thick and heavier and wider than 6 inches, whether plain or fabricated:
Mercury salts,
Nitrate of soda,
Nitric acid,
Nitric salts,
Phosphoric acid,
Phosphorus,
Pig iron,
Potash and chlonate of potash,
Potassium salts,
Saltpetre,
Scrap iron,
Scrap steel,
Searchlights and ed for army or navy use,)
Sodium sulphite,
Spiegeleisen,
Stearine and stearic acid,
Steel billets,
Steel blooms,
Steel ingots,
Steel sheet bars,
Steel slabs,
Sugar,
Sulphate of ammonia,
Sulphur and sulphuric acid,
Superphosphate,
Tin plate,
Toluol,
Tungsten,

Wireless apparatus,	Wheat flour,
Wheat,	Wool rags.

Export licenses may be granted, however, for the above articles when destined for actual war purposes, or when they will directly contribute thereto; and in certain unusual cases when such exports will contribute directly to the immediate production of the United States; and also in certain other cases where the articles may be exported in limited quantities without deteriment to this country. Further, licenses may also be granted for limited quantities of these conserved articles when required for purely medicinal or pharmaceutical purposes.

APPLICATION FORMS.

To procure export licenses for articles on the "conservation list shippers must use Application Form A-3 for proposed shipments of pig iron, ferro-manganese, ferro-silicon, Spiegeleisen, steel, ingots billets, blooms., slabs and sheet bars, iron and steel plates, including shop, boiler, tank, (and all other iron and steel plates one-half of an inch thick and heaver, and wider than six inches, whether plain or fabricated,) scrap iron, and scrap steel, when destined to any country in the world.

For all other commodities controlled by the President's proclamation of Aug. 27, 1917, shippers must use Application Form A-1 for proposed shipments to the following countries, or their colonies, possessions or protectorates: Albania, Denmark, Kingdom of The Netherlands, (in Europe,) Norway, Spain, Sweden, and Switzerland.

Shippers must use Application From A-2 for proposed shipments to the following countries, or their colonies, possessions or protectorates: Abyssinia, Afghanistan, Argentina, Belgium, (that portion not occupied by Germany or her allies,) Bolivia, Brazil, China, Chile, Colombia, Costa Rica, Dominican Republic, Ecuador, Egypt, France, Greece, Guatemala, Haiti, Honduras, Italy, Great Britain, Japan, Liberia, Mexico, Monaco, Montenegro, Morocco, Nepal, the colonies, possessions, and protectorates of The Netherlands; Nicaragua, Oman, Panama, Paraguay, Persia, Peru, Portugal, Rumania, Russia, Salvador, San Marino, Serbia, Siam, Uruguay, and Venezuela.

（三）右ノ要領譯文

○米國輸出特許品（九月二十日官報）

日米國輸出取締局ニ於テハ供給ノ少キコト及戰爭ノタメ米國ニ必要ナルコトノ理由ニ依リ本件ニ關シ同國駐劄佐藤特命全權大使ヨリノ昨十九日著電報左ノ如シ（外務省）

保存ヲ要スル品目トシテ鐵綱板、銑鐵、鋼屑及「スチール、ビレット」四種鐵材ノ外左記物品ハ(イ)現實ニ戰爭用ナルカ又ハ直接之ニ貢獻スル場合(ロ)米國所要重要物品ヲ即時製造スルニ直接貢獻スル例外的場合(ハ)輸出額少量ニシテ米國ニ差支ヲ來タサヽル場合(ニ)醫療用又ハ製藥用ニ少量ヲ使用スル場合ニ限リ特許ヲ與フルコトニ決定セル旨本月十七日附ヲ以テ發表セリ

但シ前述ノ決定ハ輸出禁止ノ範圍ヲ擴張シタルモノニアラス唯從來輸出取締局ニ於テ特許下付ノ標準トシテ定メ置キタル內規ヲ公表シタルマテナリト云フ

「アセトン」酒精「アルミニューム」鹽酸「アンモニア」「アンモニア」硝酸鹽　無水「アンモニア」砒酸鉛　砒酸曹達「ボイラー、チューブ」(鐵及鋼)「バタ」石炭酸(「フィノール」)　蓖麻子油又蓖麻「クローム、ニッケル」鋼「コットン、リンター」青化曹達「フェロマンガニーズ」「フェロシリコン」「フェロヴァナヂューム」「フラックス」「グリスリン」水銀鹽　硝酸曹達　硝酸「ナイトリック、ソールト」燐酸　燐酸加里及「クロール」酸加里　加里鹽類　硝石「サーチライト」及「ヂェネレーター」(陸海軍用)「リヂューム」亞硫酸鹽「スピーゲルアイゼン」硬脂及硬脂酸「スチール、ブルーム」「スチール、インゴット」「スチール、シート、バアー」「スチール、スラッブ」砂糖　硫酸「アンモニア」硫黃　硫酸　過燐酸石灰　鍼力「トルオル」「タングステン」無線電信裝置　小麥粉　羊毛屑

（ホ）敵國及其接壤中立國ニ對スル輸出禁止品（第一種表）並右以外ノ國ニ對スル輸出禁止品（第二種表）ニ關スル九月二十一日附告示

（九月二十一日米國通商公報）

ARTICLES REQUIRING EXPORT LICENSE.

The Exports Administrative Board has determined that every article of commerce is included in the list of articles mentioned in the first division of the President's proclamation of August 27, and will therefore require licenses when shipped to Albania, Austria-Hungary, that portion of Belgium occupied by the military, forces of Germany, Bulgaria, Denmark (her colonies, possessions, or protectorates), Germany (her colonies, possessions, or protectorates), Greece, Liechtenstein, Luxemburg, the Kingdom of the Netherlands (in Europe), Norway, Spain (her colonies, possession, or protectorates), Sweden, Switzerland, or Turkey (excluding any portion of the foregoing occupied by the military forces of the United States or the nation associated with the United States in the war) or any territory occupied by the military forces of Germany or her allies.

For the further information of shippers the Exports Administrative Board has

authrized the publication of the following list comprising articles which have already been determined to be included under the general heading mentioned in the second division of the proclamation of August 27, dealing with shipments destined to all other countries not mentioned above. Additiones may be made to this list if it is determined that other articles are properly included in these general headings:

Acetone.
Acid Phosphates.
Aeronautical instruments.
Aeronautical machines.
Alcohol.
Aloxite weeels.
Alloy steels.
Aluminium and articles made entirely thereof.
Alundum grain.
Alundum wheels.
Ammonia and its salts.
Ammunition.
Angles:
Iron.
Steel.
Anhydrous ammonia.
Anticraft instruments.
Antifriction metal.
Arms.
Ash, wood.
Auto grease.

Babbitt metal.
Bacon.
Barium nitrate.
Barley.
Belting, leather.
Benzaldehyde.
Benzene.
Benzine.
Beans, all sizes:
Iron.
Steel.
Benzol and its derivatives.
Billets, steel.
Binder twine (for reaping machine).
Birch wood.
Blooms, steel.
Boilers, steam.
Boiler fittings.
Boiler plates.
Boiler plugs.
Boiler tubes:
Iron.
Steel.
Copper.
Bone, ground.
Boots, and shoes of leather.
Bolt heading machines.
Bone flour.
Bookbinder's tin stitching wire.
Boring tubes.
Bronze.
Bromide ammonium.
Bunkers.
Buckram.
Burlap.
Butter.