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Levant Trade Review

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American Chamber of Commerce for the Levant.
(INCORPORATED)

NEW BOOK ON THE NEAR EAST
By **CONSUL GENERAL RAVNDAL**

The Origin of the Capitulations and of the Consular Institution. By G. Bie Ravndal, American Consul-General at Constantinople. Government Printing Press, Washington, D.C., 1921. Pp. 112.

Mr. Ravndal's book on the Capitulations and the Consular Institution, which was prepared before the war, has been published by order of the United States Senate, as Document No. 34 of the first session of the 67th Congress. It is a step in the direction of American foreign service literature, and has a very practical bearing on the training of those who are entering on a foreign service career. It also has first class importance to all residents in the Near East as by far the most complete and accurate account of the subject yet published.

The book is in two parts, the first tracing back the origin of the Capitulations to six or seven centuries before Christ, when Greeks in Egypt, foreigners in Rome, and Israelites in Egypt and Mesopotamia and Persia, had special laws to govern them, different from laws of the land. Mr. Ravndal has pointed out what most writers till now have neglected,—the continuity of the Capitulatory system as normal and universal until, in modern times, it became exceptional; also the circumstance that the Capitulations were not confined to relations between Christians and Moslems. The second part treats of the growth of the Consular institution and the development of the consular function, from the protection of commerce to the promotion thereof. It shows the great service to the consular career done by Colbert, the famous minister of Louis XIV of France, who made it a profession and started it on its way with enhanced dignity and ever-increasing usefulness. Several appen-

dices are added giving early treaties, present rules of the American Consular Court, a sketch of American philanthropic work in Turkey, etc.. Copious footnotes indicate the authorities quoted. This work is not yet on sale, but copies may be had by addressing some member of Congress. (*The Orient*)

CONSTANTINOPLE AS A FREE CITY

(It is not the policy of *Levant Trade Review* to enter into the very tortuous path of Near Eastern politics, but it is glad to re-print from *The Orient* of October 26th the following article "from the brain and heart of one who has spent long years in residence at Constantinople, and whose name, if divulged, would command immediate and universal respect". In publishing this article, however, the *Review* does not assume responsibility for the opinions expressed.)

Perhaps the greatest question still unsettled, which has grown out of the world war, is that of the future of Constantinople. The present joint international control is avowedly temporary: and yet it would seem manifestly unfair to leave such a prize in the hands of any one nation. If there ever was an international city, it is Constantinople. World peace and contentment would not be furthered by leaving it in the hands of Turk or Greek, much less of Russian or Bulgarian; and England, France and Italy have but a passing interest in its control.

Closely allied to the question of the city is that of the Straits, on which the eyes of the world have been still more fastened. It is agreed on all sides that both the Dardanelles and Bosphorus must be free to all ships at all times. It is also generally agreed that neither straits should be fortified. It follows as a corollary that Constantinople must be free from the burden of fortification and of army or navy.

Turkey has definitely lost control of Constantinople through the war. Greece already has enough new problems to solve, and enough new territory to absorb, to tax all her powers. The only object Russia ever had in wishing to control the city was to maintain a free outlet for her commerce in the Black sea. No other country has the semblance of a claim to control the city.

What valid objection can there be to making Constantinople a neutral city under the government of an international Commis-

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sion, composed of delegates from three countries known to have no aims for its political control? An ideal Commission might consist of delegates from Switzerland, Finland, and the United States.

If the League of Nations, or the Supreme Council, should secure the appointment by each of these countries of one Commissioner each, and should indicate as the region under their control the territory set aside in the Treaty of Sèvres as belonging to the Straits Commission, with the city itself, and if it would then give this Free City a Charter drawn up by experts, the entire population of Constantinople and vicinity would rejoice. And such a start, under such international auspices, would ensure its success.

A proposition has been made and elaborated that Constantinople become the seat or Capital of the League of Nations. Objections have recently been raised to Geneva as its centre. Should this be carried out, it would in no wise interfere with the present proposition; for the League would have no more to do with the governing of the city than it has at present with that of Geneva. Were Constantinople, however, a Free City, that would be an additional argument for making it, as a neutral place, the seat of the League.

The governing of cities by Commissions is not a new thing. Experience in such government in various cities of the United States will help in drawing up the plan for this city. There would naturally be a judicial and a legislative system, the legislature to be elected by the inhabitants, the judiciary to be appointed by the Commissioners. In certain cases there would be an appeal from the courts to the international Court of Justice, whatever that may be. There would naturally be no navy and no army, and all fortifications would be forbidden. There would be port duties and tolls for ships passing through the Straits, but no customs duties would be charged. The ordinary taxes of a city on real and personal property, etc., would suffice for the maintenance of the city government. Any public utilities concessions already granted might be under the review and control of the Commission or its court, as likewise any future concessions. All former property of the Turkish Imperial family would revert to the city, against proper compensation. The budget of the city might be subject to constitutional limitations as to its maximum.

There would be no diplomatic representatives of the various nations, for international relations would all be through the League of Nations or the Supreme Council or its successor. Consuls would be accredited for the furthering of the commercial interests of each nation.

Absolute religious freedom should be sufficiently guaranteed, as well as all other universally acknowledged liberties, without distinction of race or religion.

Such a system would certainly receive the hearty support of all classes of the inhabitants, if only it is carried out with justice and impartiality. If the total population of the city be reckoned as approximately 1,200,000, just about one half are Turks; one-half the remainder are Greeks; with one-tenth of the entire population Armenians; nearly 100,000 foreign subjects; 50,000 Jews, and the rest scattering. What these all wish is stability of government with security against political intrigue.

The Straits problem would be solved if no one of the powers is in control of the city, and if the League of Nations protects the Straits from sudden seizure in case of war. It would be to the interest of each nation to maintain their inviolability. As a police measure, and as a visible sign of the joint interests of the nations, one or more battleships might lie in the Bosphorus, but with only police duties to perform.

Constantinople is certain of a great commercial future. Lying as it does at the gateway of two continents and at the union of two great seas, its possibilities are limitless. Under a neutral, just and stable government and as the seat of the League of Nations, it should itself become one of the most important factors in preserving the peaceful stability of the world.

This plan, the idea of the neutralization of the city and Straits, which was perhaps first suggested by Mr. Mandelstam of the Russian Embassy in Constantinople, and was taken up with enthusiasm by the late Sir Edwin Pears, should be seriously considered and elaborated even before peace actually brings the present Greco-Turkish conflict to an end, so that the city may as soon as possible commence to enjoy the benefits of a lasting settlement.

SERMON BY Mr. FRANK A. VANDERLIP at Constantinople College



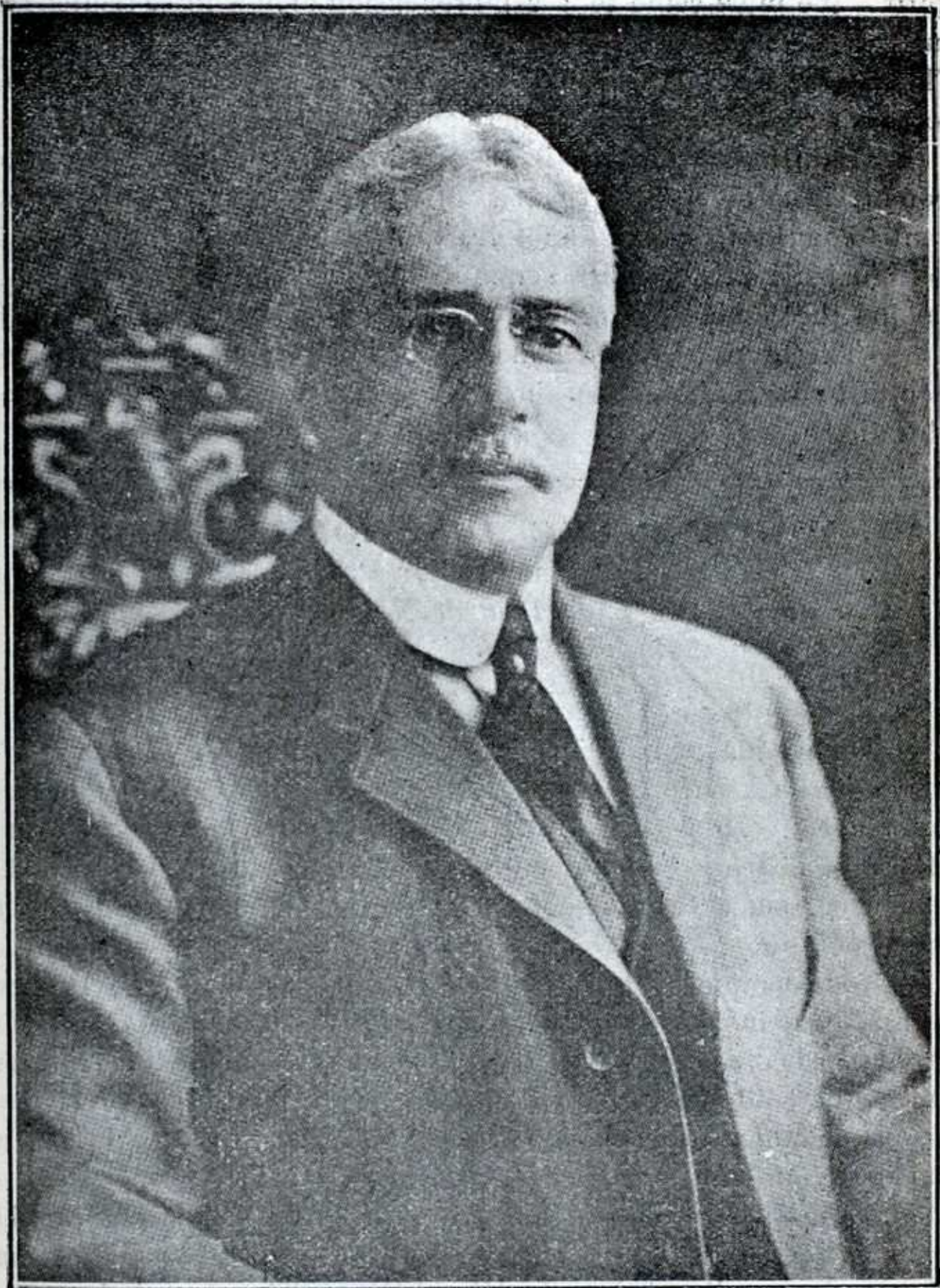
On Sunday, October 9th. Mr. Frank A. Vanderlip of New York, former president of the National City Bank, preached the sermon at the morning service at Constantinople College. President Mary Mills Patrick, who conducted the service, read the 13th chapter of 1 Corinthians, and this passage Mr. Vanderlip took as his text.

After giving a brief review of the change in Europe from the self-sustaining communities of a century or more ago to the highly developed industrial communities of the present day, leading to the post-war break down of economic organization, Mr. Vanderlip said:

«The significant thing is that the nations have found no way to balance their budgets except to print money. They have taken this easy and pleasant road, leading to financial hell. If I were the devil looking for a single instrument to cause the downfall of nations in financial distress, I would choose the printing-press, to print money. This instrument has totally upset the standards of value.

«Perhaps one of the greatest curses of Europe as the outcome of the war is the presence of so many new countries. Love of country is a beautiful thing, but carried into extreme nationalism, causing the formation of states with no economic basis and founded on racial prejudices, it is a tremendous danger. Statesmen have not had economic understanding. At Paris they fanned national feeling into flame and made new nations with no conception of the need of free interchange for food and goods, which the world as now populated must have.

“I am forced to say that the solution of the present problem must be found along other than economic lines, although based of course on sound economic principles. Through short-sighted antagonisms and narrow nationalism we are facing the abyss into which civilization may descend, Salvation is not by statesmen or economists. We must work on the principles of brotherhood, of sympathy and understanding, which are found in this passage of I Corinthians. Otherwise it is possible that a vast catastrophe should bring civilization back to the dark ages. Hunger knows no law. The social order might be entirely changed. A wave of retrogression almost to barbarism might conceivably sweep over



FRANK A. VANDERLIP

Europe, if we cannot find a solution. This matter is deeper than statesmen or diplomats. The need is for a regeneration of the spirit. We must come to a comprehension of how inter-related are our lives. None can have prosperity without a care for his neighbor. This is true for nations as well as for individuals. There can be no prosperity in America if other continents become a wreck.

«Industrial prosperity is a splendid thing unless we come to worship it as the *sumum bonum*. If we do that, then there is no limit to our desires, and, therefore, no satisfaction, nothing but a continual striving, a selfish scramble for goods, a loss of the spiritual and the end of all brotherhood.

«The future is in the hands of the young men and young women of to-day, especially of those who are receiving an enlightened education.»

WAR AND THE MUNITIONS MAKER

By PIERRE S. DU PONT

Chairman, E. I. du Pont de Nemours & Company
in «The Nation's Business»

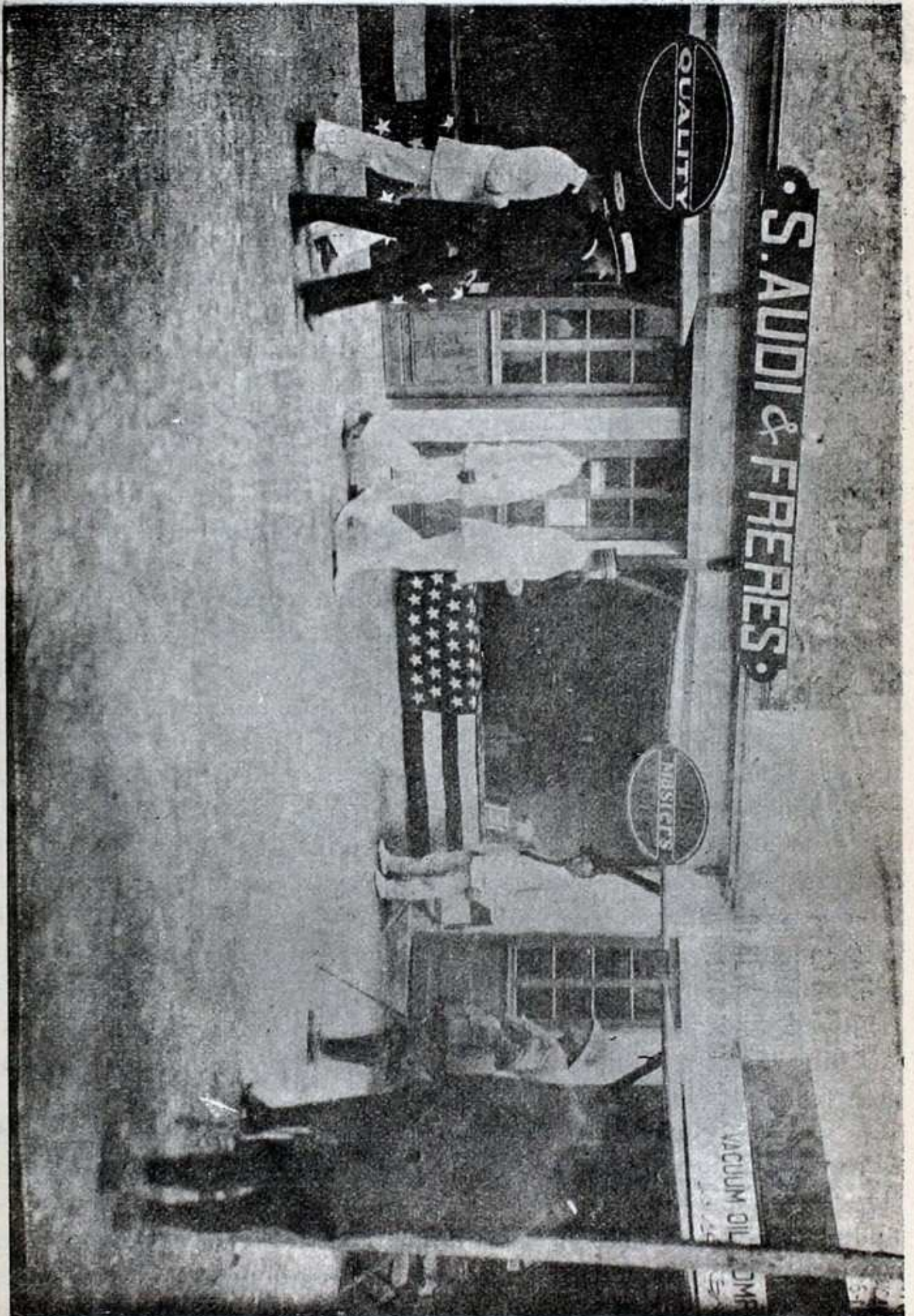


The popular conception of a munitions maker is a sinister individual with a deep hatred for peace and a contempt for the pursuits thereof. He is pictured as doing all in his power to fan the flames of distrust between nations and to delight in the conflicts that ensue, since they create enormous and immediate profits for his corporation.

Consider the E. I. du Pont de Nemours & Co., whose history is coincident in point of time with that of the United States. We have furnished a great part of the explosives used in all the wars in which the United States has engaged. Therefore we feel that our records should show conclusively what war will do for —and to— a maker of munitions.

No munitions concern can live by war alone. During the 139 years of the existence of the United States as a nation there were four major conflicts before the World War. They lasted about ten years in all, or about 7 per cent of the time. How could any independent corporation keep itself alive for 139 years by turning out a product that was only wanted ten years of the time?

The manufacturer of war materials who was prepared to meet the emergencies of these years was not supported during the intervening time by preparations for the conflicts. Such manufacturers



General Gouraud, French High Commissioner in Syria and Lebanon, and Commander in Chief of the Army of the Levant, visiting the American Section of the Beirut Fair.

existed through the ownership of factories occupied in making peace-time products. In that way alone could they stabilize their businesses.

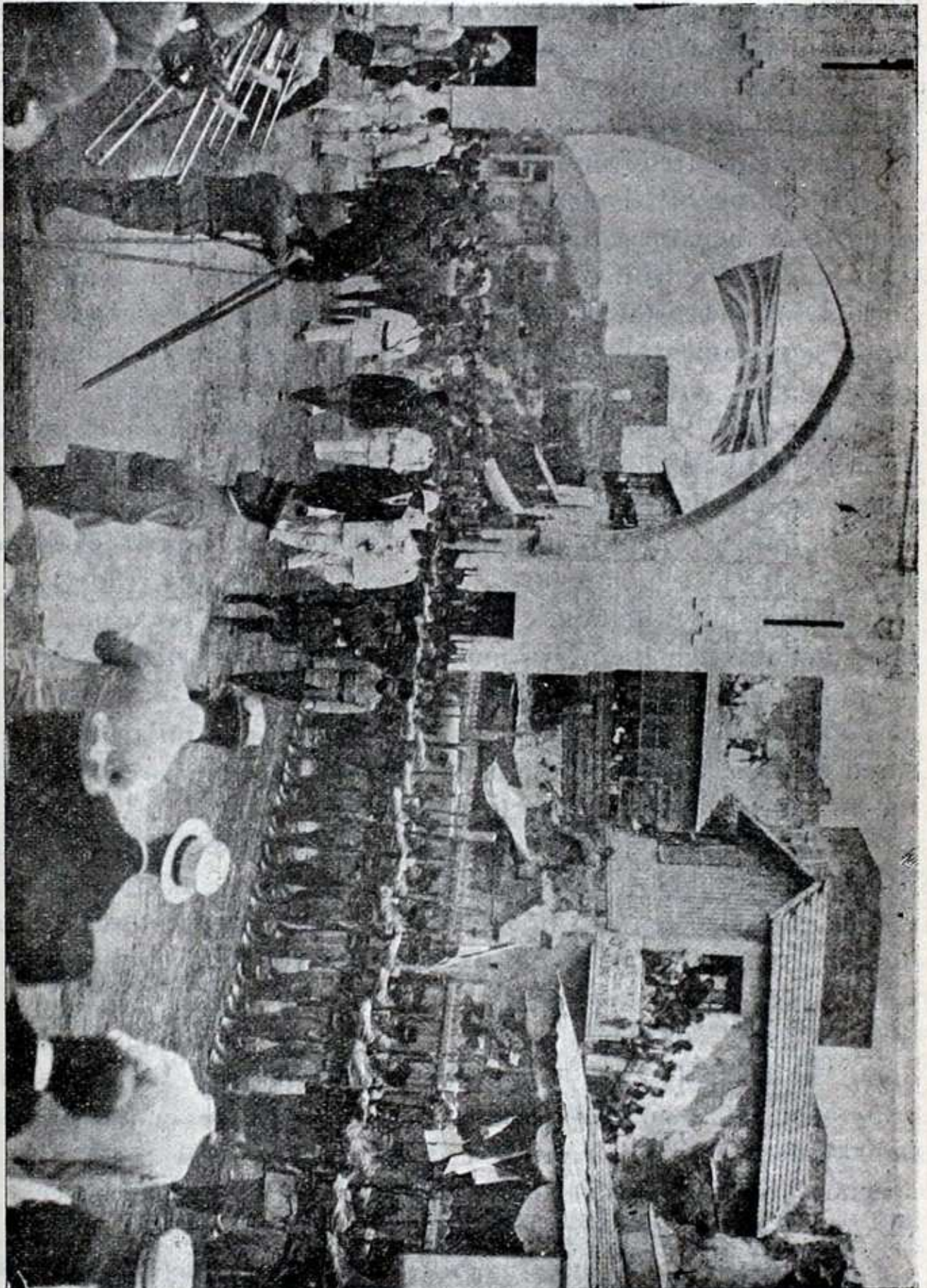
Most people—business men included—probably think war has no dangers for the maker of munitions. The truth is that no one realizes as clearly as do we makers of war necessities the grave financial dangers of modern conflicts. Even for a company as strong and firmly established as our own, it is a gamble whether it can successfully weather the storm.

There is the need for immediate and tremendous expansion; the steady, even flow of peace-time business gives way to a feverish rush for materials and labor. The expansion must be accomplished when there is a demand for money from a thousand sources. You might assume that our factories can turn to the making of war materials without changing their equipment. As a matter of fact, our plants that made powder for commercial purposes could not turn out the explosives used in modern warfare. New plants, then, must be erected, new organizations created when labor is hard to find and not overconscientious.

Wars stop suddenly. The munitions maker finds that his market has vanished overnight. He is left with plants and organizations on his hands that are of little value during peace — and these difficulties are enhanced by the depression that follows conflicts.

Our company has attained its present position not because of the wars it has helped to fight. Today we are still busy unsnarling the tangles that resulted from our part in the World War. We are by no means alone in this respect. I could name half a dozen great concerns that turned their energies to war production that are having serious difficulty in pulling through the after-war slump. I could mention a famous automobile company that turned to the production of airplane motors. They came out of the fight without even a factory, and since then they have not built a single car. There is a long list of such industrial casualties left in this country by the great war.

In war times, prices of most materials mount skyward. This is true particularly of foodstuffs, clothing, and many articles that go into the equipment of the fighting man. Manufacturers of such products are given an immense and immediate market at soaring prices. Yet manufacturers of these commodities are not accused of promoting war for the selfish purpose of increasing prices, notwithstanding the fact that the increased demands of war do not require the investment of their capital in special machinery and supplies useless for peaceful pursuits.



General Gouraud and Sir Herbert Samuel, British High Commissioner for Palestine, visiting the Beirut Fair.

Smokeless powder, the chief product of the du Pont company during the war, was the only essential material whose price declined during that period. We believe that is a record. Now what happened to some of the other necessities? The price of cotton on the farm soared from 6 cents in October, 1914, to approximately 42 cents in July, 1920, the price of wheat on the farm went from 76½ cents in June, 1914, to \$2.58/75 in June, 1920. Our price on smokeless powder was reduced from 53 cents to 44 cents during the war period.

It is probable that few munitions makers gained much financially from their operations. In the case of the du Pont company, taxes paid to the United States Government during the recent war not only absorbed the entire profit of the company on powder sold to our Government, but, in addition, they wiped out all of the profit made on these powders during the preceding twenty years.

The great factories of our company that produced powder during the World War were created for their purpose and were abandoned completely when the war ceased.

In time of war it is not difficult to enlist the capital of the adventurer in war-time pursuits. These adventurers are ready to take advantage of any situation. Their opportunities occur from time to time, not through their own making, and they are disregarded by the public as promoters of war. On the other hand, those industrial manufacturers who, through the production of similar materials, stand ready to help the Nation in the hour of need, are frequently the targets of those who aim to promote discord.

Could anything be more unlikely than that old and well-established industrial corporations should encourage a condition of affairs calling for the gravest financial risk in the preparation of huge quantities of special products in times so uncertain as a period of war? Again the case of the E. I. du Pont de Nemours & Company may be cited. At the outbreak of the war we had capital assets of about \$80,000,000, and employed about 6,000 men. Our business amounted to about \$26,000,000 per annum, the employment of 68,000 men, and the investment in factories for the production of special military explosives of \$220,000,000, equal to 270 per cent of the total assets of the company prior to the war.

The building of these factories and the production of 1,466,000,000 pounds of explosives required the purchase of an enormous quantity of materials in widely fluctuating markets, and in face of possible cessation of hostilities at any moment. Failure to produce on specified time would have entailed most serious consequences. Presence of explosives made the factories particularly liable to suc-

cessful attack by the enemy, requiring constant guarding at all points. The introduction of thousands of untrained men not only caused grave risk with respect to the quality of product, but through possible carelessness or lack of information, introduced hazards whose consequence might amount to thousands of dollars in a single accident.

I hope that I have made it clear that we makers of munitions who survived the risks to life and capital are not among those anxious to repeat the experiment of war by preventing the establishment of permanent peace. I consider President Harding's move in calling the disarmament conference a long step in the right direction, as it will be held while people still have in mind the physical horrors of warfare, and while the nations still are suffering from economic wounds. Sentiment against war has always been strong; added to this sentiment now is the crushing burden of taxation, and a disarrangement of all the orderly channels of domestic and international commerce. The conference has an excellent chance to achieve the high aim for which it has been called.

Budget Bureau at Washington

A Budget Bureau of the Treasury Department at Washington has just been created by act of Congress. This is the first step in an effort to reduce government expenditures by a scientific administration of government affairs. The director of the Bureau is Brigadier-General Charles G. Dawes of Chicago, recently in charge of the liquidation of American war stores in France. He won national fame and popularity by his unrestrained comments on government administration when called before a Congressional Committee investigating his sales. The business interests of the United States have greeted the appointment of General Dawes with universal satisfaction. He has announced that the Bureau without Congressional co-operation and the volunteer aid of the best financial brains of the country would be useless. He is determined to

draft into service the best talent that he can find and demand that it serve without compensation.

U. S. S. Scorpion to be Sold

The U. S. S. « Scorpion » which since 1907 has been the familiar American stationnaire at Constantinople is about to be sold. Bids for the purchase of the ship will be opened at the American Embassy on November 15th. The « Scorpion » is a twin screw steam yacht of 775 tons displacement, with length overall of 250 feet. She is American built and for much of the last fourteen years has had the distinction of being the only ship to fly the American flag in Turkish waters. Her arrival at Constantinople in 1907 was the most important outward sign that the American Legation at Constantinople had been raised to an Embassy, thus placing the the United States in its proper position among the Great Powers. Mr. John G. A. Leishman was the American representative at the time.

The United States and the World Situation Today

Last summer the United States Chamber of Commerce sent a committee of six men to Europe to study conditions. From their frank report we quote the concluding paragraphs:

«Today the world's business has apparently reached a dead center. It may move forward from the present point by slow, painful and uncertain steps, with the result that the process of reconstruction will extend over many years. How long such movement would continue, it is impossible to forecast. No one was able to approximate the length of the most destructive war in history, and no one is wise enough to foresee how long the present condition of doubt and insecurity with its inevitable suffering and social disturbances may last.

«Only by gaining the confidence of investors can the credit and capital necessary to insure normal business in the world be mobilized and used. Only the free exchange of commodities between the countries in increasing volume can bring normal life to the people and the conditions they knew before the war.

«The United States is regarded as the most powerful country in the world, commercially and financially. Its reputation for integrity and fair dealing is well established. In every country your Committee visited, and in almost every conference in which it participated, irrespective of the occupation, official position or social status of the persons met, the opinion was expressed that neither Western nor Central Europe can be restored to a condition which promises hope and progress for the future without our active assistance.

«Possessing as it does great quantities of raw material and manufactures which it wishes to exchange with

other nations, the interest of the United States in accelerating a return to world prosperity is vital. The fact is not debatable that after the part we have taken in the late war we cannot refrain from actively participating in the settlement of the economic and financial difficulties now confronting the world. Every country desires our friendship and assistance, and it is apparent we can participate in the restoration of commerce and industrial productivity on any reasonable and consistent terms.

«Doubtless it was the realization of our moral as well as of our financial and commercial responsibility in relieving the world's depressed condition that caused the President to call the proposed conference in Washington to consider the reduction of armaments.

«Any student of world affairs cannot escape the conclusion that each of the nations, including the United States, cannot continue to expend so large a part of its entire revenue, derived from taxation which is now almost unbearable, in preparation for future war, if the present civilization is to continue. To peace and to the restoration of the world's economic balance we must give our attention».

Near East Committees

At a special meeting of the Board of Directors of the American Section of the American Chamber of Commerce for the Levant held at India House, New York, on September 13th Captain J. F. Lucey, Vice President of the Chamber, presided in the absence of Mr. L. I. Thomas, the President. The appointment of the following committee chairmen was announced: Committee on Rumania, Captain J. F. Lucey; Committee on Egypt, Mr. Charles A. Mosser; Committee on Greece, Mr. W. M. Enstrom.

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BEIRUT TRADE AND INDUSTRIAL FAIR

By JULIAN E. GILLESPIE,

Assistant Trade Commissioner, Constantinople

While the Beirut Fair, which was organized in August by the French High Commissioner of Syria, was for the promotion of French trade with Syria and to show the French nation that the large credits were not expended solely for military purposes, two distinct benefits accrued to American trade and interests. The first was brought about by exhibiting American commodities for the benefit of the Syrian public, thereby stimulating closer commercial relations; and second, an English Company exhibited and demonstrated American tractors with plows, threshers, binders and reapers, thereby acknowledging the superiority of American agricultural machinery and demonstrating a spirit of Anglo-American co-operation.

The Fair was divided into seven sections, namely, industrial, marine, fine arts, automobiles, Syrian products, agricultural machinery, and the American section. French manufacturers who had never been represented in Syria participated in the exhibit as well as local agents of French concerns. Several of the Paris department stores exhibited models of the latest fashions in ladies' clothes.

The American section comprised fifteen stalls, in which were exhibited the following products: a complete line of food products and canned goods, locks and padlocks, gramophones and gramophone records, toilet articles, textiles, folding camp furniture, lubricating oil, greases, kerosene, gasoline, heaters and stoves, sewing machines, several different makes of motorcars, electric light plants and garage accessories, electrical goods and accessories, gas fixtures, incubators, typewriters, iron safes, perforating machines, hosiery, underwear, men's furnishings, boots and shoes, sporting goods, hardware, automobile tires, fountain pens, door bells, tractors and modern agricultural machinery.

One stall was used as a reading and exhibition room, where commercial magazines, catalogues, price-lists, and advertising matter were displayed. The American section of the reading room was one of the most popular portions of the Fair, due to the fact that daily concerts were given by one of the local merchants on American gramophones. Complete operas in French and English and the latest American music served to entertain the public.

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The African & Eastern Trade Corporation, Ltd. had one of the finest exhibits in the agricultural section. They exhibited and demonstrated American tractors with plows, threshers, binders and reapers. Mr. Beuchalt, a traveling representative of the Case Threshing Machine Company, was present to assist the local merchant. A special demonstration of this tractor, given for the Governor of Syria and the Mayor of Damascus, made an excellent impression. In the demonstration one tractor plowed two and one-half deunums per hour at a depth of twenty centimeters. Another covered four deunums per hour at a depth of twenty-five centimeters. Because of poor transportation facilities and as a test of its pulling capacity and superiority of manufacture, one of these tractors traveled from Beirut to Haifa and from Haifa to Damascus, pulling its plow the entire distance and overcoming the difficulties encountered in climbing the Lebanon and Anti-Lebanon mountains, each of which is about 2500 feet high. Later additional demonstrations were made at Beersheba for the Governor of Palestine and the Arabian Sheiks.

The success of the American section at this, the first commercial fair ever held in Syria, is due to the activities of the Consul in charge, Mr. Paul Knabenshue, and the loyal Syrian merchants who are representatives of American concerns.

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The destruction of many dwelling houses throughout the Levant during the last ten years, accompanied by a virtual suspension of building operations, leaves the region in a condition that urgently calls for a remedy. As the cost of local labor and material is still unduly high, American industry ought to find here a remunerative field by taking in hand the problem of recreating the many thousands of habitations laid low by the war and by fire.

There is great need in the Levant for both galvanized iron and wooden dwellings. The demand is not confined to the towns but is equally present in the country. The design of buildings should take into account economic, aesthetic and hygienic requirements. These three elements as laid down would produce healthy, comfortable, handsome and cheap structures. Designs should be adapted to the demands for town, village or open country, based on climatic and other considerations. If colonies of such structures were erected the material should be fireproof. Nor would the local buyer be satisfied with a catalogue; he would want to select from stock.

In this connection the peculiar psychology of the Levant must be considered. The climate in general being mild, the people have become sanguine and careless at the same time, living for the day and in the day rather than on closely thought-out plans for the future. It is quite conceivable that a man who to-day does not remotely think of building a house, should to-morrow decide enthusiastically upon building one. The consequence is that his architect, or builder or carpenter, would be told to go into the bazaar and at once bring together the material with which to construct. Hence the necessity of having a sufficient stock of the portable houses on hand.

It is safe to say that the government authorities would welcome a move such as is here suggested, and grant facilities in the way of acquiring building-ground wherever colonization on a large scale should be contemplated.

The foregoing points to a vast field, which, if allowed by Americans to lie fallow, will not fail to be cultivated intensively by Europeans.

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The Service Idea in Travel

by Howard P. Jones

We hear a great deal about service nowadays. The idea has suddenly sprung into world-wide prominence; it has been glorified and capitalized; poets have sung of it and advertising men have chanted and re-chanted its praises; salesmen have adopted it as a sort of fetish to flash forth as the final argument; in short, the business world has apparently gone mad over "service."

I was walking up Broadway from the Battery recently, drinking in the impression of power and concentrated energy that the spectacle of those towering skyscrapers gives forth, and ruminating on this interesting circumstance, when I glanced up and became aware of the chief American office of Thos. Cook & Son, travel agents. "There, by Jove, is the answer!", I suddenly thought. "It is the success of a business like that, a business purely and simply of service, that has so impressed on the mind of business men generally the value of this idea as a selling factor!,"

The firm has 135 offices with a staff of interpreters and guides covering every country that lends itself to travel. It not only provides personal service for travelers in the line of railroad, steamship and hotel accommodations, and interpreter and guide service, but extends its reach. This includes forwarding freight, parcels, baggage, etc., between any countries, transfer of money by mail or cable, the issuance of travelers' cheques and letters of credit, and the issuance of marine insurance, accident and baggage insurance.

As for what the organization can do for the business man with foreign connections, or travel, let us take an example. Suppose for instance, that Marcus Brown, head of a large manufacturing concern in New York City, wants personally to investigate new markets. Mr. Brown is the type of man who utilizes every second of the day. To him time is money. He wants to combine this business trip with a pleasure tour, taking his family with him, but he does not want to travel with a party. Neither does he want to waste time with the nuisances of travel, buying tickets, checking baggage, making hotel reservations, arranging for guide service when necessary, and all the rest of the annoyances that have given travel whatever bad name it possesses. Mr. Brown stops in at Cook's

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Le BANCO DI ROMA bonifie des intérêts sur dépôts à vue et à échéances fixes; accepte des marchandises en consignation et en dépôt libre. Location des coffres forts (Safes).

office and explains the trip he intends to make. "I want to leave New York three weeks from to-day. I want to spend a week in London, three days in Paris, four days in Berlin. From there I want to go to Vienna for two days, Venice for two days, and Constantinople for a week.,,

The ticket clerk asks Mr. Brown a few questions about the price he wishes to pay for hotel accommodations, what side trips he may care to take, and so forth. And that's all there is to it! Within a day or so, Mr. Brown pays a lump sum, covering practically all the expense of his proposed trip, and receives in turn the necessary tickets for his steamship, railroad, and hotel accommodations. Moreover, every detail of the journey will be so arranged by the firm that at each halting place Mr. Brown will be met on arrival by the omnibus of the hotel at which the necessary rooms have been reserved, on whatever floor was desired, and where he will be welcomed as an expected guest. If the wish has been expressed to include a drive to visit the places of interest, or a guide for sightseeing, Mr. Brown will simply call for carriage or guide to suit his convenience, the arrangements having been already made. On the expiration of the stay, Mr. Brown will be conveyed to train or steamboat in the same manner as on arrival, and at the next stop will be met as before, the entire trip being rendered one of delightful comfort and enjoyment. This service is known as the Inclusive Independent Tours (I. I. T.).

Cook's interpreters in uniform meet the principal trains and steamers in practically all important travel centers in the world, to assist holders of Cook's tickets. A feature that applies only to European travel is what is termed the "courier," service. This is simply the providing of traveling companions, or guides for business men and others undertaking a trip to Europe with some commercial or other special object, who would thus be unable to avail themselves of the I. I. T. service. These couriers are men of ample educational and social qualifications, have command of several languages, are familiar with the business customs and conditions, and are intimately acquainted with the principal cities, industrial centers and travel routes of the Continent.

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organized last season, and another is being arranged to sail from New York by the S.S. "Caronia," of the Cunard Line on January 28, 1922. The itinerary includes visits to Madeira, Spain, Gibraltar, Algiers, Monte Carlo, Nice, Naples, Egypt, Palestine, Constantinople, Athens, and Rome.

It was in 1841 that Thomas Cook conceived the idea of group travel and ran the first publicly advertised excursion train in the world. It was a small affair, as we look back now, but then it seemed a big achievement. The train carried 750 passengers from Leicester, England to Loughborough, for the purpose of attending a temperance meeting. A band of music preceded them on their way to the railway station in Leicester, and upon arrival at their destination they were treated like conquering heroes. A similar ovation was received on their return home. The success of this excursion was an epoch in the life of Mr. Thomas Cook and almost as much of an epoch in the history of transportation, for it signaled the birth of the organization which has fostered the development of transportation and travel throughout the world. In 1866 the first tourist party to the United States was organized by Mr. Cook—the beginning of a tremendous business in American travel. In 1869 Palestine and Egypt were first visited by a tourist party and it was again the firm of Thos. Cook & Son that initiated pleasure travel in these countries. It is related that a globe-trotting Englishman was one time accorded an audience with the Khedive of Egypt, and in the course of conversation he fished patiently and obviously for praise of Great Britain in general and Lord Cromer in particular. "From what outside influence has Egypt derived most benefit?" he asked at length. The Khedive appeared to think hard for a few moments. "Well", said his Highness slowly, "it is rather difficult to say, but I think I should name Mr. Thomas Cook!"

In 1884 the firm handled the transportation of the English and Egyptian troops forming the Gordon Relief Expedition. The remarkable way in which the contract was carried out called forth the public thanks of the British Government on this particular occasion.

In 1872 Mr. Thomas Cook conducted the first tourist party on a Trip 'Round the World, an event in travel progress which was considered of sufficient public importance for the London Times

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to publish Mr. Cook's letters describing the journey. These world tours had to be abandoned during the World War, and the first party sent out by the company in the last seven years left the past August for a seven months trip; several other parties will follow during the year.

Constantinople comme port de transit

❖❖❖

L'article ci-dessous a été écrit sur notre demande par Monsieur THÉO. N. CURMUSI, un de nos Directeurs. La Chambre de Commerce Américaine recevra avec reconnaissance tout commentaire ou opinions des experts sur cette importante question qui l'intéresse principalement, car, comme le dit Monsieur CURMUSI, le commerce d'une ville comme la nôtre ne peut certes prospérer, sans un port en bon ordre.

La grande question de l'avenir de Constantinople comme centre commercial et port de transit préoccupe depuis quelque temps les commerçants et les milieux maritimes de notre ville.

On a dit que la position de Constantinople est telle que son importance continuera comme le passé.

L'importance actuellement de notre port ne peut être que celle d'un port de transit. En conséquence, mettre Constantinople en état de contenter les autres marchés et les encourager à s'en servir doit être le souci tant du Gouvernement Impérial Ottoman que des institutions financières, commerciales et maritimes.

Disons-le franchement, notre port est tout à fait défectueux. Les docks nous font défaut et le port dans lequel opèrent les vapeurs peut être appelé plutôt un port ouvert qu'un port abrité.

Et pourtant quel port superbe pouvait devenir la Corne d'Or! Lorsque, il y a quelques années, la construction d'un port préoccupait les milieux maritimes de notre ville. l'idée prédominante était pour un port sur la côte européenne de Marmara. Nous avons exprimé notre pensée que cette décision nous paraissait comme celle des colons de *Megara* qui ont été appelés par les byzantins « les aveugles de *Megara* » parce qu'ils avaient donné la préférence à l'ancienne *Chalcédoine* au lieu de *Byzance* supérieurement placée et abritée. Malheureusement, notre opinion d'alors que la Corne d'Or — ce port naturel superbe — aurait pu être transformé par les

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moyens de l'art moderne en un port artificiel aussi superbe offrant toutes les garanties, économies et égal aux meilleurs ports de la Méditerranée, nous paraît actuellement une utopie. Nous nous demandons quelles dépenses il faudrait en ce moment et quels sont les capitalistes disposés à entreprendre un pareil ouvrage à Constantinople ?

Cependant, modifions ce que nous pourrions sans l'aide financière importante, si improbablement obtainable.

1°. — Les dépôts en transit doivent être encouragés ; surtout ceux qui sont entre les mains des maisons importantes aux propriétaires desquels nous recommandons l'amélioration des édifices. Nous considérons que les dépôts de transit ont sauvé le commerce au début de la grande affluence de marchandises et, heureusement notre port a démontré au commerce étranger que ces marchandises peuvent être abritées. Il serait à souhaiter qu'une société sérieuse se constitue pour exploiter les divers dépôts de transit et améliorer les conditions actuelles.

2°. — Une étude spéciale est nécessaire en ce qui concerne le mode actuel du déchargement des marchandises dans les mahonnes, le transport dans les dépôts de la douane et dans ceux de transit. La corporation des mahonniers doit comprendre que si elle désire vivre, elle doit modifier les conditions actuelles. Les mahonnes, vieilles ou endommagées, doivent être bien réparées, car souvent les marchandises s'abiment au détriment des assureurs et du commerce. L'expérience des assureurs a été très mauvaise à Constantinople, et le résultat en est l'augmentation de la prime pour les risques de stationnement.

Aucun contrôle n'est exercé sur les mahonniers. C'est étrange, mais c'est ainsi. On confie sa fortune à des personnes qui offrent si peu de garantie sans tenir compte du nombre des colis et sans aucune réserve quant à leur conditionnement. Il serait absolument nécessaire que le mahonnier qui reçoit les marchandises compte les colis et les livres sous sa responsabilité. Si ce procédé existait à Constantinople un grand nombre de colis manquant — pour ne pas dire des cargaisons de mahonnes entières — seraient évités. Et pourtant les mahonniers sont payés ici plus qu'ailleurs. Il est à souhaiter que la corporation des mahonniers se transforme en une société sérieuse offrant toutes les garanties, et assumant la responsabilité tant pour le nombre des colis livrés que pour leur condi-

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tionnement, faute de quoi chaque compagnie de navigation à vapeur devrait non seulement avoir le droit d'organiser son service à elle, mais encore recevoir l'aide des autorités, se rendant ainsi responsable envers la Douane Impériale Ottomane pour la contrebande éventuelle. Le fait que certaines entreprises ont leurs propres mahonnes ne peut encourager les compagnies de navigation à vapeur à en faire autant, car la question de la corporation des mahonniers n'est pas encore résolue. On pourrait avoir des difficultés plus tard avec cette corporation et alors leurs mahonnes seraient inutilisables.

3^o.—La Douane Impériale Ottomane devrait bien étudier et modifier ses exigences pour les formalités en transit car les formalités douanières actuelles loin de sauvegarder ses intérêts entravent largement le transit et le frappe de frais énormes. Nous reviendrons sur cette question importante.

4^o.—Les bouées du port si mal placée, si insuffisantes et si mal conditionnées doivent certes être modifiée le plus tôt possible, placées en ordre et en nombre suffisant. Cette défectuosité du port corrigée fera gagner beaucoup de temps aux vapeurs et débarrassera les intéressés de tant de soucis et de traces.

5^o.—Depuis quelque temps on constate un nouveau mouvement dans notre port — nous voulons parler des lignes directes des passagers entre Constantinople et l'Amérique du Nord. Actuellement nous avons trois lignes directes plus ou moins régulières : une exploitée par une Compagnie de Navigation Hellène, une autre Américaine, une troisième Américaine-Ottomane. Ces compagnies transportent des émigrants, mais personne n'ignore les formalités requises par les autorités américaines pour l'embarquement à Constantinople des émigrants. Dans notre port il manque absolument une station de désinfection des bagages et des émigrants, ainsi que le contrôle à l'embarquement. Ceux qui ont assisté à l'embarquement des émigrants aux ports européens ne peuvent que s'étonner de la différence. Nous croyons qu'un émigrant rencontre beaucoup plus de difficultés pour s'embarquer à Constantinople que de faire le voyage jusqu'à l'Amérique. Et encore nous risquons de voir ce mouvement si important de notre port, supprimé. Les compagnies de navigation à vapeur desservant les lignes de l'Amérique peuvent facilement s'entendre pour une coopération afin d'établir une station d'embarquement au Bosphore ou à la Corne d'Or où toutes les formalités seront remplies, conformément aux

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règlements du département d'emigration américaine. Les frais de construction et d'entretien peuvent être facilement couverts par l'encaissement d'un droit d'embarquement, et l'émigrant qui paye £ 30 pour son voyage, pourrait certes pour sa commodité et sa sécurité payer ce droit minime qu'il débourse déjà sous diverses formes que nous ne voulons pas mentionner ici.

Notre port risque grandement de perdre son importance. Ne soyons pas optimistes à la façon orientale, travaillons au moins tant que nous pourrons pour remédier à cet état de choses. Donnons l'alarme à ceux qui y sont directement intéressés, travaillons tous d'un commun accord, gouvernement, autorités étrangères, agents maritimes, négociants et financiers. N'oublions pas que le seul avenir de notre ville réside désormais dans son port.

The Greeks in Thrace

The Sofia correspondent of *The Times*, London, writes as follows: "It stands to the credit of the Greeks that, during their 15 months occupation, they have repaired many roads, constructed some thousands of houses for the peasants, and distributed a number of animals, such as horses, oxen, and sheep, to those who were without any livestock. The agricultural situation was always bad in Thrace, and in 1908 only about 16 per cent, of the total cultivable land was actually under cultivation. The efforts of the Greeks to increase cultivation and the resulting production have unfortunately been greatly handicapped by the bad harvests of 1920 and 1921, and it has been necessary to import a considerable amount of cereals. It is hoped, however, that with the establishment of an agricultural college at Adrianople and the distribution of a number of agricultural implements, 1922 will have brighter prospects in store for the farmers.

"As for population, there are said to be at present in Thrace rather fewer than 1,000,000 inhabitants, a decrease of some 400,000 since 1913. One of the reasons for this decrease in the population is that very few Bulgarians have remained in Thrace, the only area where they are to be found in any numbers being that north of Gumulgina. Another and more important reason is the constant change of *régime*, which has led to the departure of many people



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from the country, whilst of those who have stayed behind, many have been massacred, and deported.

"The feeling between Greeks and Bulgarians continues to be very bad, and, although nearly three years have now passed since the two countries were last at war, relations have grown worse rather than better in this period. The treatment accorded to Bulgarians living in Thrace is not so good as that which the Turks receive, and the teaching of Bulgarian is forbidden in the schools. Nevertheless, up to the present there has been no ill-treatment of the Bulgarians, and one can only hope that things will gradually grow better. Dedeagatch now serves as the chief port of Thrace, and although the word port is a misnomer, it being really no more than an open roadstead, still, by reason of the fact that the railway runs down to the water's edge, there is a fair amount of goods being imported there during the summer months."

A writer in «Le Bosphore» of Constantinople states that the Greeks are undertaking important public improvements in Adrianople. He especially mentions that an electric street car system is about to be introduced. The streets are to be widened, and cars will run from the railroad station (Karagatch) to the city proper.

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TARIFFS at Home and Abroad

When the Fordney Bill, clipped, or unclipped, goes into effect, it will find itself in numerous, if not exactly good, company. For instance:

Great Britain put in force as of October 1/1919 a tariff with increased dues in many instances, and a large number of articles not formerly comprised in the lists. For the articles named a 33 1/3% ad valorem rate was fixed.

France by law of November 7/1919 has increased dues on Chemical Products and by executive decrees has put heavier rates on almost everything else, amounting on an average to three times what had previously been in force, and in special instances to six times.

Belgium by law of June 10, 1920 authorized the government to increase the existing rates as much as three times, which has been supplemented by Royal Decree of June 12, 1920 up to five times. The more recent law of March 21, 1921 permits the Belgian government to fix a limit about six times as high as in the past.

Portugal authorised its government to double the rate on articles, payment to be made in gold at the current rate of British Sterling.

Germany has increased her taxes and exacts payment in gold, the discount to be fixed monthly, which in November 1920 was 900%

Spain as per Royal Decree of August 10, 1920 pays dues in gold in keeping with the Laws of March 20, 1906 and December 24, 1912. Banknotes are calculated by the Minister of Finance on the basis of the average rate of bullion in London and the price of sight drafts on London as per quotation of the Madrid Stock Exchange. The Royal Decree of November 26, 1920 triples the customs dues on most articles, particularly on articles of luxury or of such as compete with the local industries.

Poland collects in gold or in banknotes at three times the rate of gold.

Checoslovakia has put in force by decrees of April 16, 1920 and November 6, 1920 a tariff running in three rubrics or categories, dues being payable in crowns and the rates increased for




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articles in the first rubric 900%, those in the second rubric 500% and those in the third 200%.

In the Levant *Greece* is maintaining automatically, for periods of three months and by mutual consent, the expired treaty of commerce with the United States, the most favored nation clause being applicable. Recently import duties were made payable on a gold basis, the customhouse computing the new rate at 72½% over the old paper duty. Goods entering Piræus pay a harbor duty which is 5% of the import duty on the old paper basis, as well as an octroi of 25% of the old import duty on a paper basis.

Before the introduction of the gold rate, countries such as Turkey and Russia without a commercial treaty paid at increased rates. These increases are now being neglected, but in special cases certificates of origin are exacted.

Turkey, which during the war put in force a specific tariff and was able to increase the low rates of that tariff on the basis of a distinct law permitting of special taxes on articles such as sugar, coffee, petroleum, rice, playing cards, matches, cigarette paper, etc., has now decided to return to the ad valorem tariff as per the capitulations, and this arrangement will be in force as of October 1, 1921.

In connection with the increased rates which the eastern and western hemispheres have declared since the war, it must be said that it works both ways, from which fact it might be argued that a remedy might have been found in some other direction. "Cut down expenses is a good slogan" and as Mr. Hoover put it:

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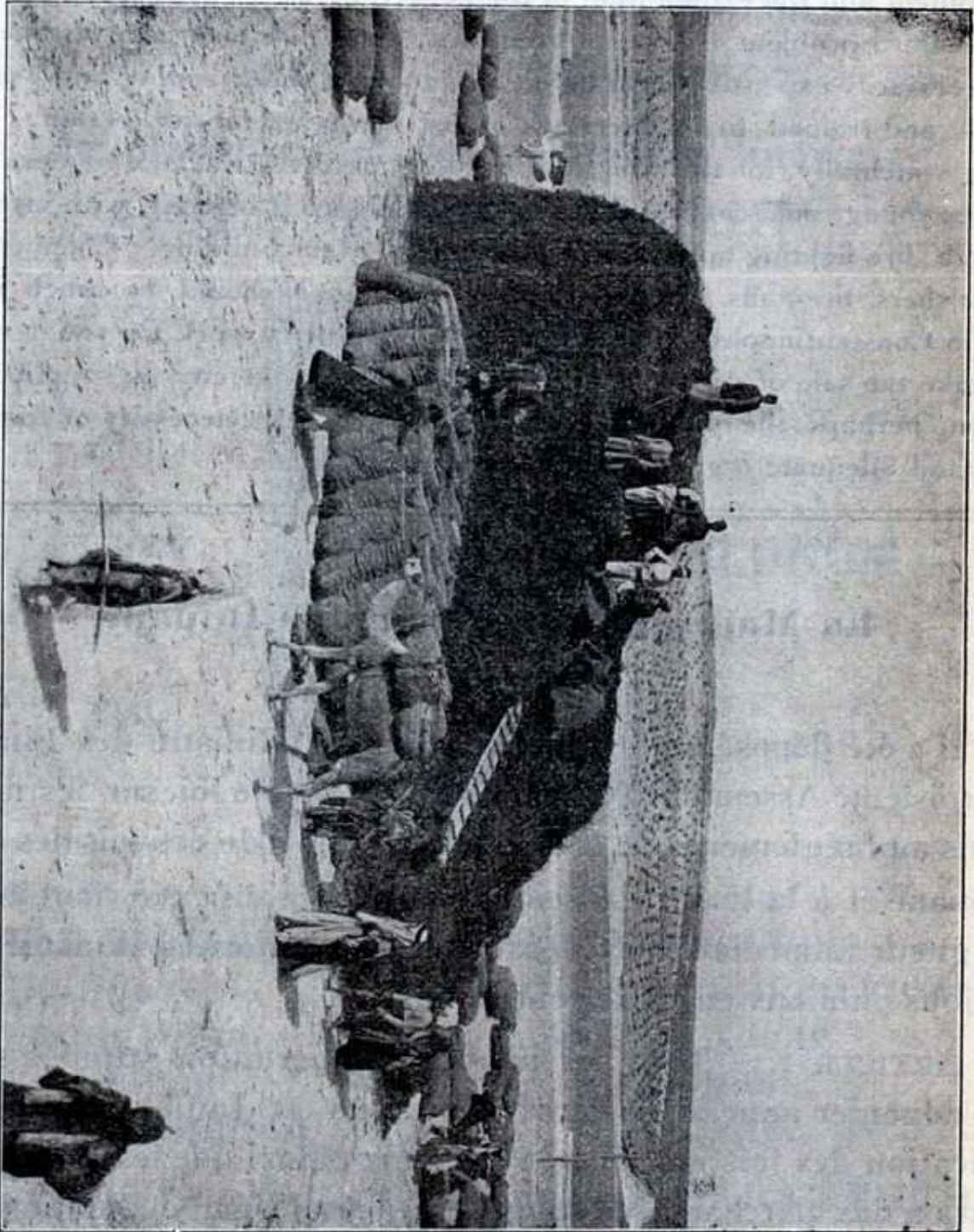
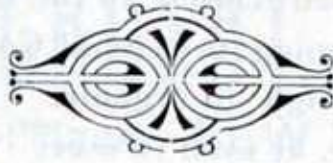
EXPORTS FROM ALEPPO

The following table shows the declared exports from Aleppo and Alexandretta to the United States in 1919 and 1920:

Articles.	Quantity.		Value.	
	1919	1920	1919	1920
ALEPPO				
Apricots.....pounds..		2,267		\$167
Butter, sheepdo....	1,565	7,310	\$1,233	4,757
Chick peas.....do.....		1,697		160
Egg plants.....dozen..	7,885		276	
Gum tragacanth.....pounds..		541		552
Guts :				
Casings.....barrels..	59	8	41,223	5,262
Driedpounds..		18		107
Handkerchiefs.....dozen..	12,465	33,717	16,495	43,200
Linenyards..		15,500		3,017
Molasses				3,914
Nuts :				
Gall.....pounds..	6,819	41,731	1,810	8,019
Pistachiodo....	228,701	830,391	112,951	279,447
Rugsnumber..	12	589	473	18,173
Sumacpounds..		2,044		476
Skins :				
Goatnumber..		1,010		1,050
Lambdo.....	7,500	1,200	10,127	2,000
Woolpounds..	4,333,200	18,283	203,383	9,370
All other				2,139
Total.....			387,981	381,810
ALEXANDRETTA				
Embroidery, etc.....dozen..		520		1,040
Licorice roottons..		5,340		534,000
Pistachio nuts.....do....		14		8,125
All other				900
Total.....				544,065

Who is to rebuild Constantinople?

Pera Young Men, organ of the Y. M. C. A., writes in connection with the recent great fire in Scutari that fires in Constantinople present a three-fold problem. The first is relief to be extended to the suffering families. Fortunately the relief agencies in this city both local and foreign are equipped to render immediate assistance in a measure impossible some years ago. After



A pile of Licorice Root ready for shipment at Aleppo



the first aid to those needing medical and surgical attention there remains the great task of finding hospitable shelter for the hundreds of homeless families.

A second problem, allied closely to the first, is that of providing new houses in this city. Who is going to rebuild Constantinople? Where are the young men courageous enough to organize a building and loan society, or start a construction company, or even to erect a single house? Where are the young men who are placing aside savings with a view to building a home, however humble? What young men are interested in the study of real-estate development and the exploitation of the burned areas, or suburban property?

A third problem is that of fire-protection. Fire insurance is one form — a necessarily expensive form here; an adequate water supply and chemical engines and trained fire fighters are other forms of fire-protection. While waiting watchfully for the adoption of those methods usual to modern communities young men can see that their families are protected with insurance and such fire-fighting apparatus as belongs to every building. Chemical fire-extinguishers, fire-pails, fire-axes, and fire insurance should be much in demand in Constantinople. It would be good missionary work for young men to undertake the sale of such aids until each family in the city is supplied. By that time perhaps the public would be awake to the necessity of concerted action and adequate organisation for further protection.

EN GRECE

La Majoration des droits de Douane

Il a été déposé, le 9 Juillet a. c. par le Ministre des Finances à la troisième Assemblée Nationale un projet de loi sur les modifications aux règlements du code douanier, du code des lois des droits de douane et à la liste des droits de douane y annexée, dont la mise en vigueur immédiate a été ordonnée aux autorités douanières et que nous publions en entier ci-dessous:

ARTICLE I.— Tous les impôts d'importation stipulés sur le tarif douanier annexé au décret Royal du 25 Juillet 1920 «sur la codification des lois sur l'impôt douanier» ainsi que les impôts d'importation des marchandises soumises à l'impôt par évaluation, sont perçus en espèces sonnantes ou en billets de banque, basant, pour une durée de six mois à partir d'aujourd'hui, la valeur d'une drachme en métal à Drhs. 2.50 (deux et cinquante centimes.)

ART. II.— La valeur de la drachme en métal sera arrêtée à la fin de chaque semestre pour le semestre suivant, par une commission qui sera nommée par décret Royal sur la proposition du Conseil des Ministres. Pourtant cette valeur ne pourra être infé-

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rieure à la moyenne pendant le semestre précédent, de la valeur de la drachme métal par rapport au billet de banque.

ART. III.— L'impôt d'émagasinage et de dépôt sera perçu en espèces ou en billets de banque comme stipulé ci-haut.

ART. IV.— L'impôt municipal perçu en douane et dérivant des droits douaniers se calculera comme actuellement, sur le tarif en vigueur en billets de banque.

ART. V.— Le droit en billets de banque existant sur le pétrole importé en classe 62 B paragraphe a et b, ainsi que dans les nouvelles contrées, restera le même, payable en billets de banque.

ART. VI.— Sur les marchandises dont l'impôt en billets de banque, seul, est porté sur le tarif, l'impôt en espèces devra être inscrit sur base de sa conversion en billets de banque. Le taux de la conversion sera de drhs. papier 1,45 par drh. métal.

ART. VII.— Les règlements du présent projet de loi entrent en vigueur à partir de la date de sa déposition à l'Assemblée Nationale.

Athènes, le 9 Juillet 1921,

Le représentant des Cyclades

Ministre des Finances

P. PROTOPAPADAKIS

Stevedoring Charges at Piraeus

The United Labor Organisations of Piraeus in a memorial to the Department of National Economy in Greece, based its demand for an increase of wages upon the alleged fact of a noticeable decrease of the import movement in the port, on account of which stevedoring laborers do not draw wages for more than two or three days per week.

The Department thereupon appointed a committee of enquiry composed of representatives of the Government as well as of the other parties interested, to suggest a solution.

The committee, after examining

the tariff now in force, advocated certain temporary increases, but it is hoped that the Department of National Economy in elaborating a new tariff, if at all, will not disregard the claims of the importers. They state that the present decrease of imports will be intensified if stevedoring charges are allowed to become any higher.

It is claimed that coastwise traffic will be most hard hit by a further increase of stevedoring charges, which now already equal the total freight per ton of coastwise craft.

It is to be hoped that the new tariff will be fair to both sides and that the reported decrease of traffic will speedily be changed into an increase.

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La fabrication de la soie artificielle.

On apprend que la nouvelle fabrique de soie artificielle de la Du Pont Fibersilk Company, de Buffalo (New York), produit dès à présent 1.000 livres par jour. La Compagnie se propose d'augmenter le rendement de son établissement jusqu'à pouvoir produire annuellement environ 1.500.000 livres de soie artificielle. On estime qu'il lui faudra un personnel de près de 600 ouvriers. Le fil, exclusivement réservé aux fabricants de soieries, sera toujours vendu en écheveaux.

On a cherché à imiter la soie avec diverses matières: fil de verre, amiante, liber de mûrier, ramie, etc. On est parvenu éventuellement à l'imiter avec la cellulose des bois tendres, sapin, tremble, peuplier, etc., qu'on nitrifie, qu'on dissout dans l'éther, pour être ensuite filée, moulinée, et enfin partiellement dénitrifiée.

Pour la nitrification, on traite par un mélange d'acide nitrique et d'acide sulfurique du coton cardé bien déshydraté à l'étuve; on obtient du fulmicoton, qui est mis à la presse, lavé et essoré, et qui, dissous dans un mélange d'alcool et d'éther, donne un colloïdion épais. Celui-ci, purifié par pression à travers trois filtres, est alors prêt à être filé.

On le place pour cela dans un cylindre de bronze où il est soumis par l'air comprimé à une pression de 15-20 et jusqu'à 60 atmosphères. Il s'échappe du cylindre par des tubes capillaires très fins, à travers une mince nappe d'eau, au contact de laquelle il se solidifie. Le fil soyeux ainsi formé, enroulé sur une bobine, peut être ensuite doublé et mouliné.

Il ne reste plus qu'à le dénitrifier pour le rendre aussi peu inflammable et explosible que la soie naturelle: pour cela, on fait plonger les écheveaux

pendant quelques heures dans un bain de sulfure de calcium. La soie artificielle peut être ensuite teinte et tissée.

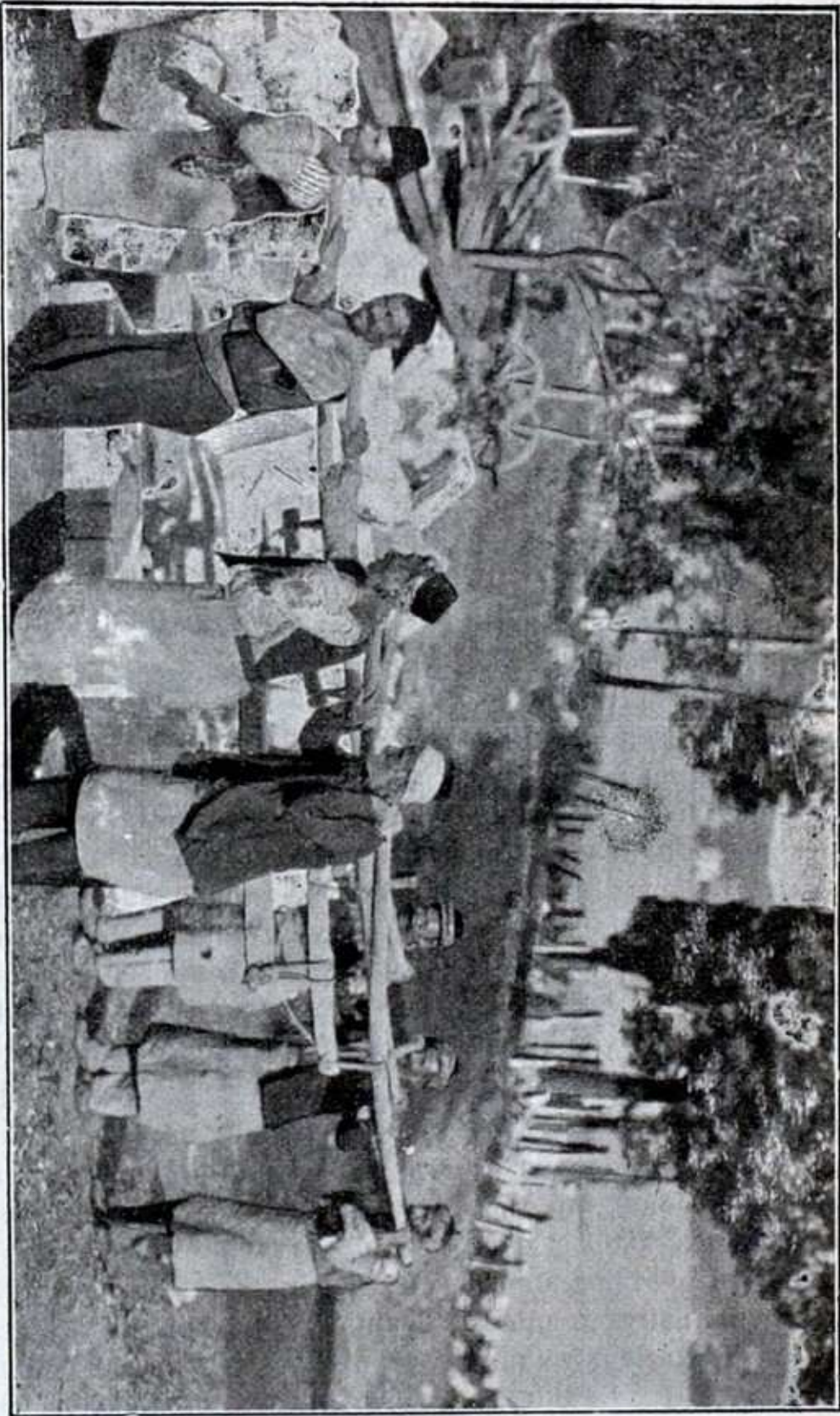
L'Exportateur Américain.

L'Inventeur aux Etats-Unis

Par FRANKLIN BRADY
de "*L'Amérique*"

Depuis l'époque à laquelle la création de l'égrenoir à coton et de la mule-jenny ont révolutionné la fabrication des textiles, le rôle que joue l'inventeur dans l'industrie moderne a pris une place de plus en plus prépondérante. Malgré que ce soit à lui que nous devons tous les comforts de la vie moderne, toutes les grandes découvertes scientifiques, tous les progrès de l'industrie, son nom n'en reste pas moins fréquemment obscur quand bien même son invention serait appelée à devenir une nécessité journalière dans le monde entier. Car il arrive souvent malheureusement qu'il ne possède pas les aptitudes pratiques et commerciales nécessaires pour développer ses idées et les rendre propres à l'usage du public. Il arrive donc fréquemment qu'un pionnier courageux, peu versé en matière de science ou de physique, mais doué de la vision nécessaire et des aptitudes financières et commerciales indispensables, mette à profit avec gloire et richesse la création d'un génie inventif auquel la science des affaires est totalement étrangère. Il serait injuste de lui disputer son succès, mais il est indéniable d'autre part que si l'inventeur n'obtient pas sa part des profits et de gloire, la branche des inventions est appelée à décliner, ce qui ne pourrait manquer d'exercer une influence très défavorable sur les progrès de l'industrie mondiale.

Presque tous les pays du monde, pour cette raison, ont pourvu à la protection du génie inventif au moyen de



Quarrying stone at Constantinople.

brevets qui garantissent à l'inventeur les droits exclusifs à sa découverte jusqu'au moment où il décide de les transférer en totalité ou en partie à un tiers possédant les aptitudes et le capital nécessaires pour exploiter son invention d'une façon pratique.

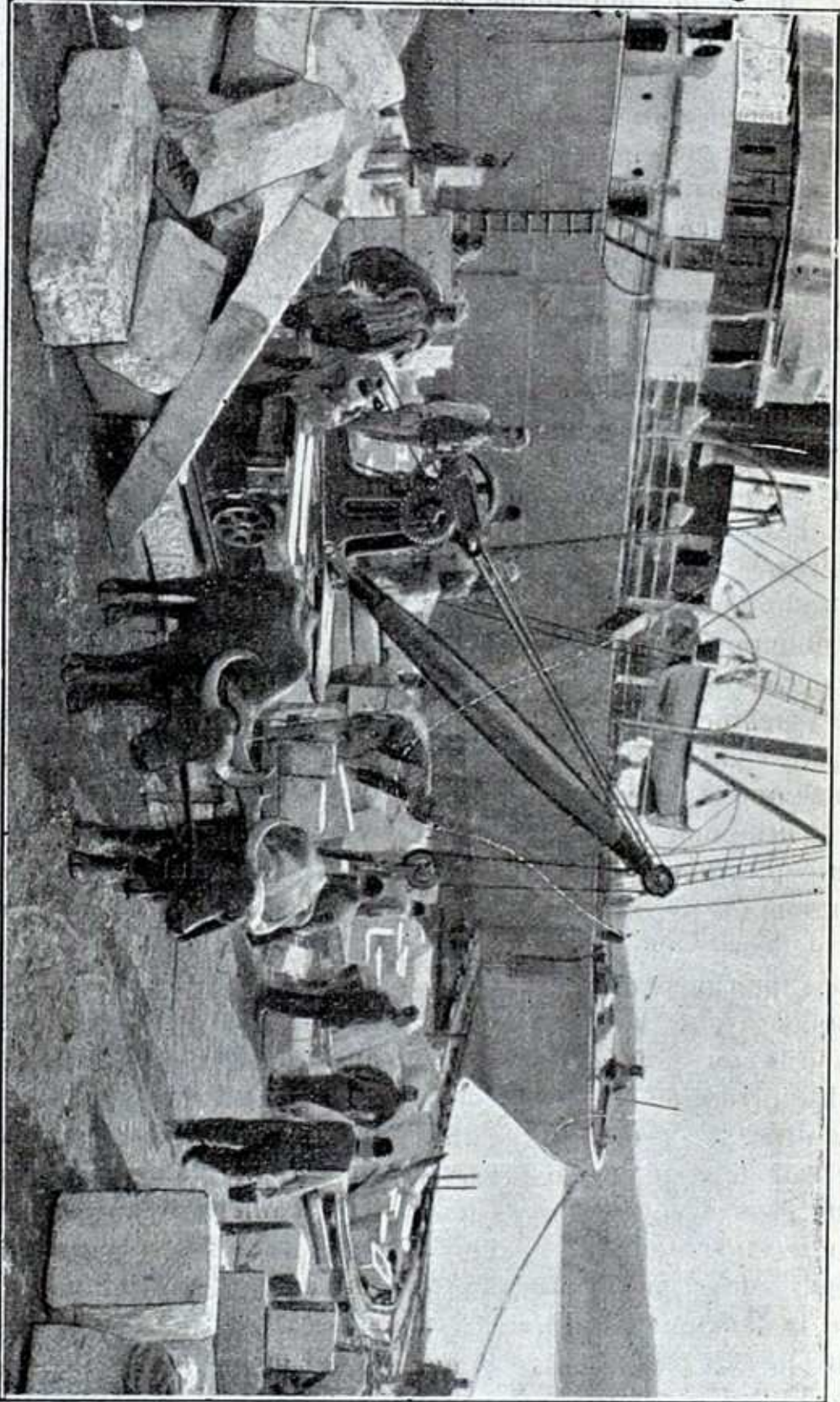
Les lois des brevets des États-Unis sont basées sur une stipulation de la Constitution Fédérale autorisant le Congrès "à faciliter les progrès de la science et des arts utiles en assurant pour une période limitée aux auteurs et inventeurs les droits exclusifs à leurs écrits et découvertes," et elles sont toutes originaires plus ou moins de la fameuse loi sur les brevets de 1836. Cette loi, à l'époque en question, était d'un caractère presque révolutionnaire, car elle spécifiait que toutes les demandes de brevets devaient être soigneusement examinées et qu'aucun brevet ne serait accordé, jusqu'à ce que sa nouveauté et son caractère pratique n'aient été démontrés, tandis que jusqu'alors les États-Unis et les autres nations se montraient disposés à breveter pour ainsi dire tout ce qui était soumis à l'Office des Brevets. Depuis l'année en question jusqu'à nos jours, le principe de la responsabilité gouvernementale est une garantie qui appuie tous les brevets accordés aux États-Unis.

L'Administration du système des brevets a été confiée à l'Office des Brevets, consistant d'une Commission des Brevets, d'un Commissaire Assistant et de trois Examinateurs en Chef, qui sont tous nommés par le Président et d'un personnel secondaire d'examineurs et de divers fonctionnaires nommés par le Ministère de l'Intérieur et présentés par le Commissaire. Ce Bureau qui fait partie du Ministère de l'Intérieur, est un des plus actifs de Washington, et c'est un des rares qui non seulement couvre ses frais, mais en fait gagne plus d'argent qu'il n'en dépense. Il y a cinquante ans, un em-

ployé de l'Office des Brevets, dont les idées étaient légèrement prématurées, décida de donner sa démission parce que disait-il tout ce qui pourrait être inventé avait été inventé, et que sa position n'offrait aucun avenir! Malgré cela, l'Office des Brevets est toujours en existence, plus actif que jamais, et les inventeurs croissent en nombre chaque année, chaque invention en suscitant de nouvelles, le nombre des brevets accordés aux États-Unis seulement au cours des 125 dernières années se montant à un million et quart—un plus grand nombre fut accordé au cours des vingt dernières années que pendant tout les dix-neuvième siècle tout entier. Chaque année une moyenne d'un brevet est accordé par chaque cinq cents familles—ce qui ne signifie pas, bien entendu, que chaque cinq centième famille aux États-Unis compte un inventeur dans son foyer, car dès qu'un individu sent en lui l'étincelle du génie, sa première invention est suivie de nombreuses autres à court intervalle.

L'année dernière l'Office des Brevets a accordé 38.598 brevets, y compris ceux ayant trait aux dessins ornementaux et aux renouvellements de brevets résultant d'amendements apportés à des inventions déjà existantes et dont les brevets originaux avaient été déclarés invalides par suite d'erreurs.

La première mesure que doit prendre l'inventeur après avoir perfectionné son invention d'une façon définitive est de se rendre à l'Office des Brevets. Avant de déposer sa demande, il est avantageux pour lui de se procurer le manuel ayant trait à la classification des divers sujets, lequel donne les classifications et subdivisions conformément auxquelles les brevets sont accordés. Après avoir déterminé à quel groupe son invention appartient, il est bon qu'il se procure à l'Office des Brevets des copies de tous les brevets du groupe en question, afin d'être au cou-



Unloading stone at Constantinople.

rant de tout ce qui a été fait antérieurement dans la branche qui l'intéresse, ce qui lui permet de déterminer à quel point de vue son invention est distincte de toutes les autres. Si ses moyens le lui permettent, il se rend alors chez un avocat-conseil en matière de brevets qu'il charge de représenter ses intérêts; cela est une question importante, car la valeur du brevet qu'il désire obtenir dépend souvent de l'habileté avec laquelle sa demande fait ressortir les caractéristiques spéciales de son invention. A ce point de vue, l'Office des Brevets s'efforce d'une façon toute spéciale de protéger les intérêts de l'inventeur contre son manque de connaissances pratiques en affaires; dans ce but, aucun avocat n'est reconnu par l'Office des Brevets sans avoir donné preuve au préalable des connaissances, de l'expérience et de la probité nécessaires.

D'après la loi américaine "un brevet peut être obtenu par quiconque a inventé ou découvert un art nouveau et utile, une machine, un procédé de fabrication, une composition de matières ou n'importe quelle autre amélioration nouvelle et utile non connue ou employée par qui que ce soit avant la dite invention ou découverte est non brevetée ni décrite dans aucune des publications imprimées aux États-Unis ou à l'étranger avant la dite invention ou découverte ou plus de deux ans avant la dite invention ou découverte ou plus de deux ans avant que la demande ne soit déposée et non breveté dans aucun pays étranger d'après une demande que l'inventeur ou son représentant légal aurait pu déposer douze mois avant la demande faite aux États-Unis et qui ne soit pas en usage ni en vente aux États-Unis depuis plus de deux ans avant la demande, à moins qu'il ne soit prouvé qu'il n'en ait été fait abandon".

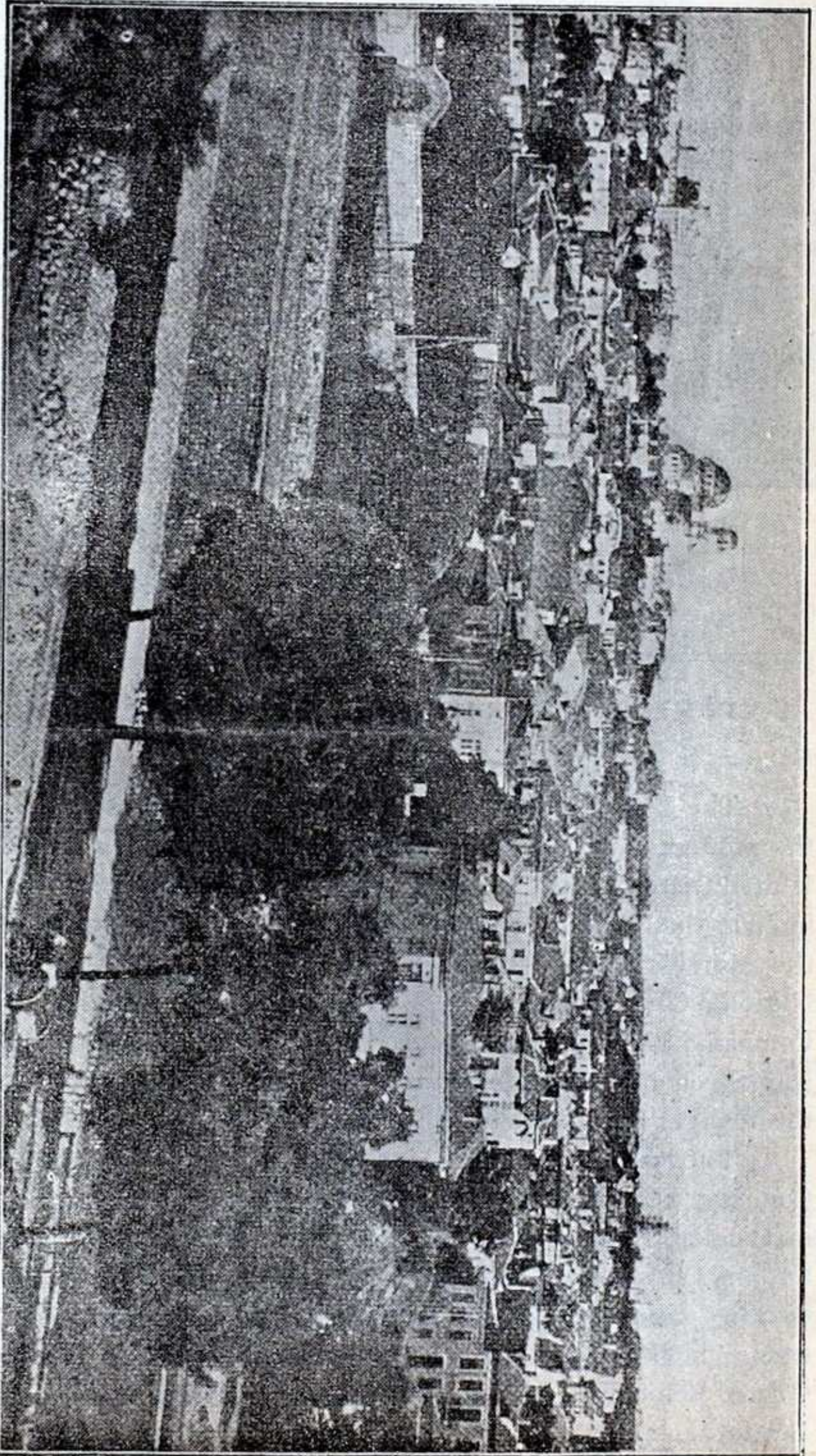
News from Bulgaria

Tax on exports. The Bulgarian export tax has been much decreased. Thus, the new tax on cereals is from 1 to 4 levas per 100 kilos, instead of 10 levas; on flour, 6 levas per 100 kilos, instead of 18 levas; on eggs, 300 levas, instead of 500 levas; on butter 60 levas per 100 kilos, instead of 150 levas. The government was brought to these reductions by the unfavorable balance of trade. Moreover, most of the embargoes on exportation have been withdrawn. At present the chief articles whose export is forbidden are: Horses, buffaloes, cows, cement, lime, wood for construction and all wood in general.

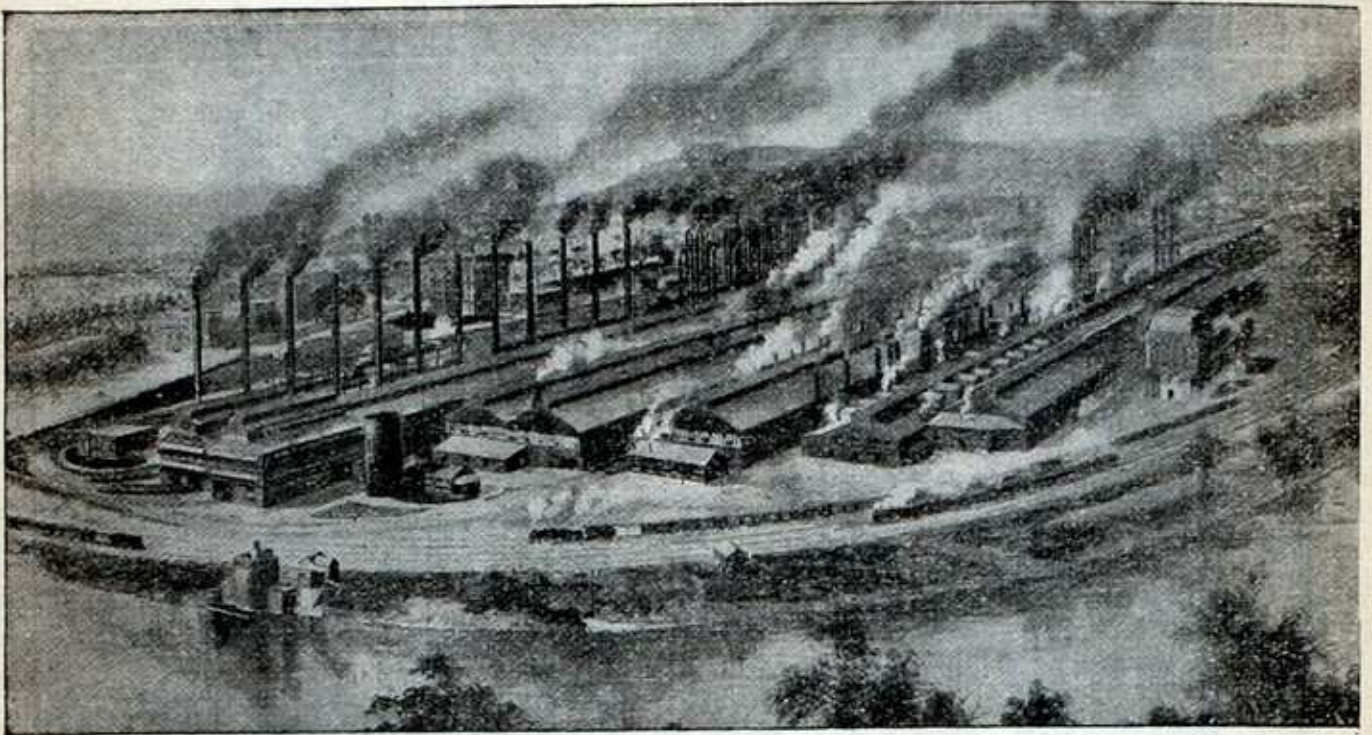
Bulgarian debts. The Bulgarian Chamber of Commerce recognizes that following the raising of the Moratorium Bulgarian merchants must immediately pay their debts. Because of the excessive value of foreign money, however, it is out of the question to pay at present exchange those debts which were contracted previous to the war.

Accordingly various commercial and industrial bodies in Bulgaria have held a conference and decided to seek payment of pre-war debts abroad on the following scale: Sterling at 75 levas, the franc at 2.50 levas and the lire at 2 levas. American, Swiss, Dutch, Belgium and Spanish money would be reckoned at triple their pair value, interest included. The conference appeals to creditors to accept this solution in order to make a continuation of trade possible.

The tariff in Bulgaria. The right of Greece and the Entente governments to pay customs duties on imports into Bulgaria at rates equal to those of most favored nations, expired on August 8, according to Article 151 of the Treaty of Neuilly. Imports will now be submitted to a uniform tariff.



General view of Sofia.



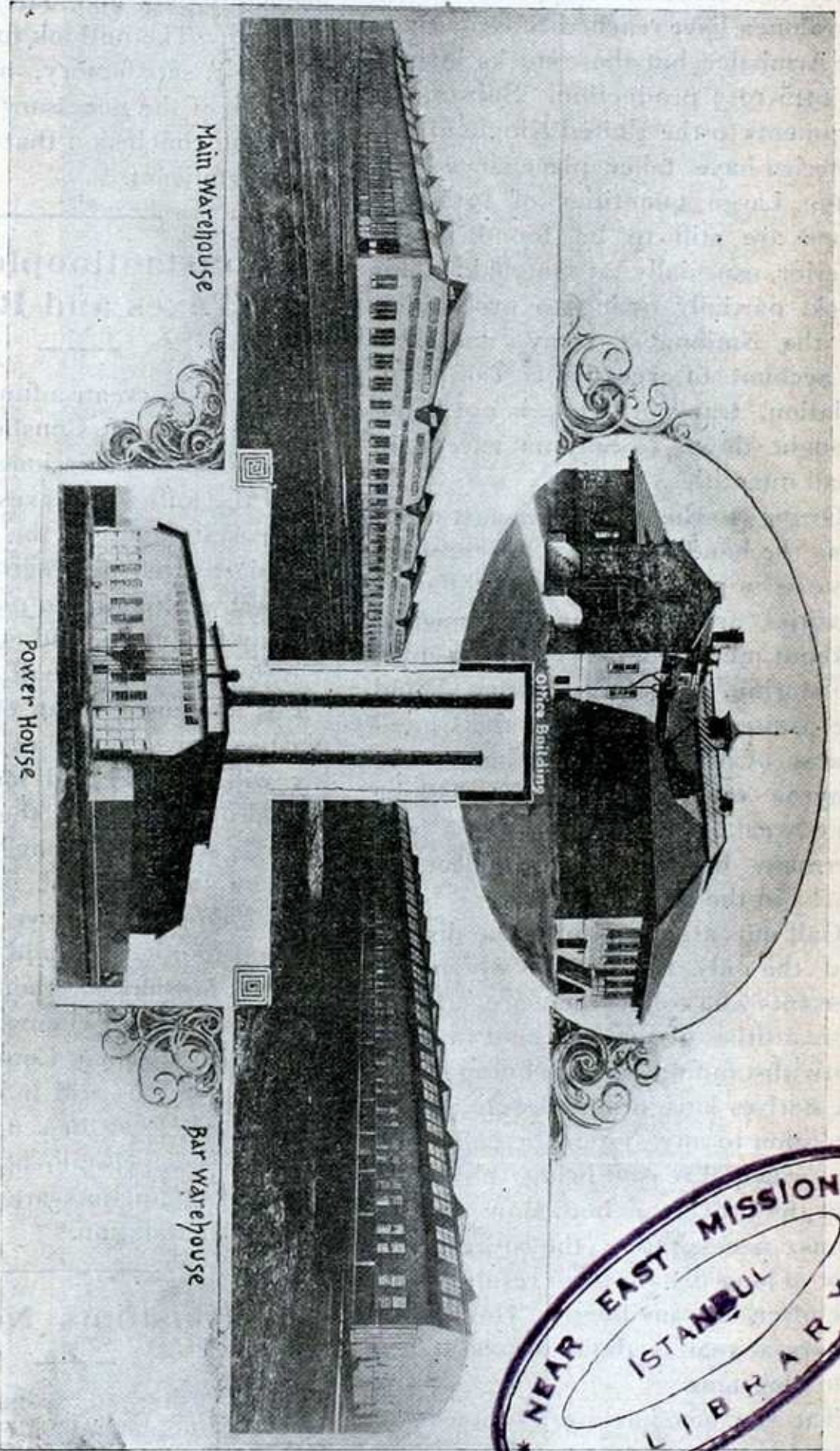
UNITED STATES STEEL PRODUCTS COMPANY

*Vandergrift Works of American Sheet and Tin plate
Company*

UNITED STATES STEEL PRODUCTS COMPANY

The United States Steel Products Company sells for export the products of the various manufacturing companies owned by the United States Steel Corporation. These manufacturing companies include the Carnegie Steel Company, the Illinois Steel Company, the Minnesota Steel Company, the Lorain Steel Company, the National Tube Company, the Tennessee Coal, Iron and Railroad Company, the American Sheet and Tin Plate Company, the American Steel and Wire Company, the American Bridge Company, and the Federal Ship Building Company.

The principal office of the United States Steel Products Company is at 39 Church Street, New York. It has branch offices in London, Birmingham, Glasgow, Paris, Brussels, Antwerp, Rotterdam, Christiania, Bombay, Calcutta, Shanghai, Tokio, and a score of other cities throughout the world. It maintains warehouses, from which delivery of its products can be made, at Antwerp, Genoa, Bombay, Calcutta, Cape Town, and other strategic centres. Levant agencies are located at Constantinople, Salonica, Piraeus, Smyrna, Mersina, Aleppo and Tripoli (Syria).



Main Warehouse

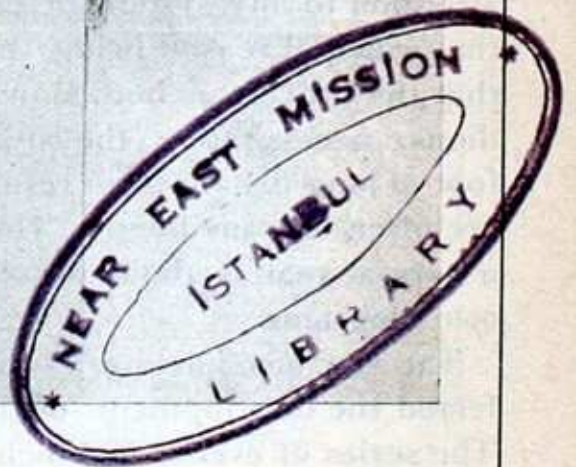
Power House

Office Building

Bar Warehouse

UNITED STATES STEEL PRODUCTS COMPANY

Waverly Warehouses of Carnegie Steel Company



Valonea and Gall Nuts

Turkish tanning materials enjoy a fairly firm market. Important stocks of valonea have reached Smyrna since the Armistice, but these stocks included 1915-1919 production. Substantial shipments to the United Kingdom and America have taken place since May, 1919. Large quantities of 1915-1919 crops are still to be found in the interior, especially at Outchak. This stock, partially owing to prohibition by the Nationalist army and also on account of excessive cost of manipulation, transport, etc., is not being brought down to Smyrna except in small quantities.

Owing to the excessive cost of labor, the handling is not as carefully done as in pre-war days; the different qualities are consequently consigned without much trouble being taken in the storing. It is foreseen that should the United Kingdom and the United States of America alone import the Smyrna valonea the market will be very weak, as Russia, Austria and Germany helped largely to clear the stocks in the pre-war days.

Gall nuts are plentiful in the district and the only taxation to which the peasants who collect them are subjected is a tithe of $12\frac{1}{2}$ per cent in kind. Notwithstanding this encouragement, the natives have never devoted much attention to any systematic collection, the principal reason being, no doubt, that the process is both slow and tedious, necessitating the covering on foot of long distances for results which are often only mediocre. The crop of a normal year is about 400,000 to 500,000 kilograms.

The war has, however, seriously affected the development of this trade. The series of events of which the hinterland of Smyrna has been the scene, the organized campaign of the Nationalist forces, the exodus of a large num-

ber of Turkish peasants, the insecurity of the communications, have combined to diminish the regular output of gall nuts. The crop during 1919 was a decidedly poor one, barely 350,000 kilograms. The outlook for this year is even less satisfactory, and owing to the lack of the necessary labor it is a foregone conclusion that the crop will be insignificant.

Constantinople Port Taxes and Rules

In order to create a fund for improving the port of Constantinople the Allied High Commissioners have instituted the following taxes:

For stationing at the inner buoys, one piaster per net registered ton for the first week and two piasters weekly for any further period. On a return trip the tax will be half of the above.

For anchoring at an outer buoy, 25 piasters, irrespective of tonnage. No tax will be collected for merely the period of undergoing the control.

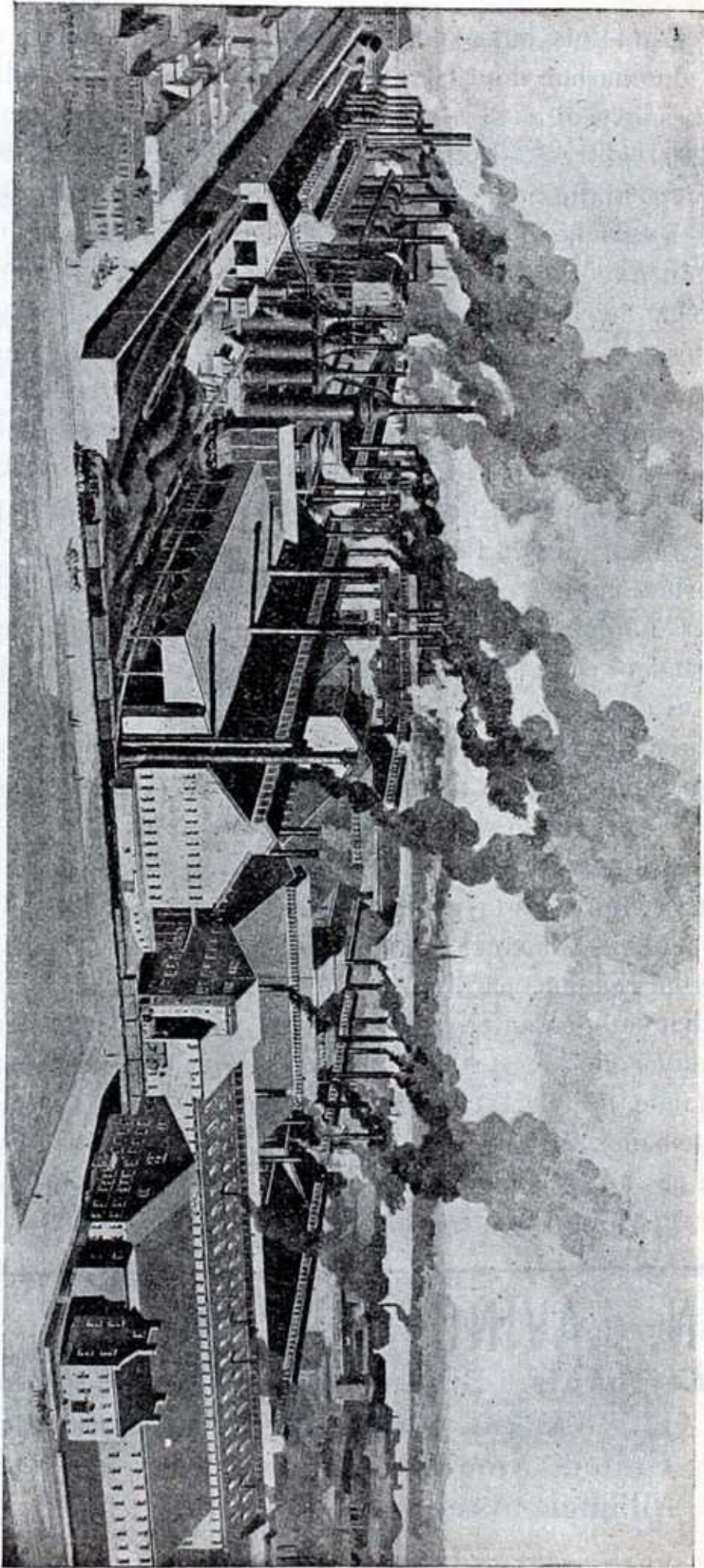
Boats stationed along the quays, 50 piasters for the first 500 registered tons, 75 piasters above that amount and up to one thousand tons, and 100 piasters beyond one thousand tons.

Anyone making claims or complaints to the Inter-Allied Commission controlling the port will in the future be fined Ltqs. 50.00 or sentenced to fifteen days imprisonment provided the claims or complaints are proved to be without foundation.

Customs Notes

Goods shipped from Smyrna to Constantinople must be accompanied by certificate of origin as well as customs receipt (if any) to secure exemption of duty at the port of Constantinople.

The export of pork from Constantinople is now permitted.



UNITED STATES STEEL PRODUCTS COMPANY

Schoenberger Works, American Steel & Wire Company, Pittsburg, Pa.

La Houille Américaine

Les Etats-Unis ont exporté durant l'année financière se terminant le 30 juin, 1921, du charbon dont la valeur représente cinq fois celle des exportations de 1914. Les expéditions de charbon durant ces douze mois sont évaluées à \$ 434.563.000, contre \$ 231.000.000 en 1920 et \$ 88.000.000 en 1914. Quoique cette sensible augmentation dans l'évaluation soit due en partie à la hausse des prix, la quantité a également suivi une marche ascendante, la quantité totale de charbon bitumineux exporté en 1920-21 ayant été de 139% supérieure à celle de 1915. De même le charbon de soute et l'anhracite ont marqué une augmentation en quantités. Les prix d'exportation haussèrent considérablement dans les premiers mois de l'année financière 1921, ensuite pour baisser rapidement pendant ces derniers mois, la moyenne mensuelle du prix d'exportation du charbon bitumineux, étant tombé de \$10.67 la tonne en Octobre 1920 à \$ 5.68 en Juin 1921.

En 1920, l'Egypte a importé 169.308 tonnes métriques de charbon américain d'une valeur de \$ 22.198.278.

Constantinople à elle seule a importé du charbon américain d'une valeur de plusieurs millions de dollars, laissant bien derrière elle la Grande Bretagne.

Cependant cette situation privilégiée ne semble pas devoir continuer sans une âpre lutte, car la grève des mineurs en Angleterre étant terminée, la production du charbon anglais est en augmentation. L'Angleterre parallèlement avec l'augmentation de sa production réduit ses prix, et considère également la réduction de ses prix de nolis qui sont déjà minimes.

L'Amérique est à même de faire la concurrence, à condition de baisser les salaires, réduire les prix de transport par voie ferrée et par voie maritime, et d'offrir à quai les bonnes qualités au prix de \$4 à \$4.50 la tonne. Ces conditions seront remplies par l'Amérique, car sa production est énorme, et sa marine marchande imposante.

L'Allemagne avec ses prix dérisoires, exporte son charbon en Scandinavie et en Hollande, où elle est à même de l'emporter sur la Grande Bretagne. L'industrie allemande fait des miracles et tient toute l'Europe en conjectures. Il n'y a presque pas un haut fourneau qui ne soit actif en Allemagne, et les sans-travail ne se rencontrent pas très fréquemment.

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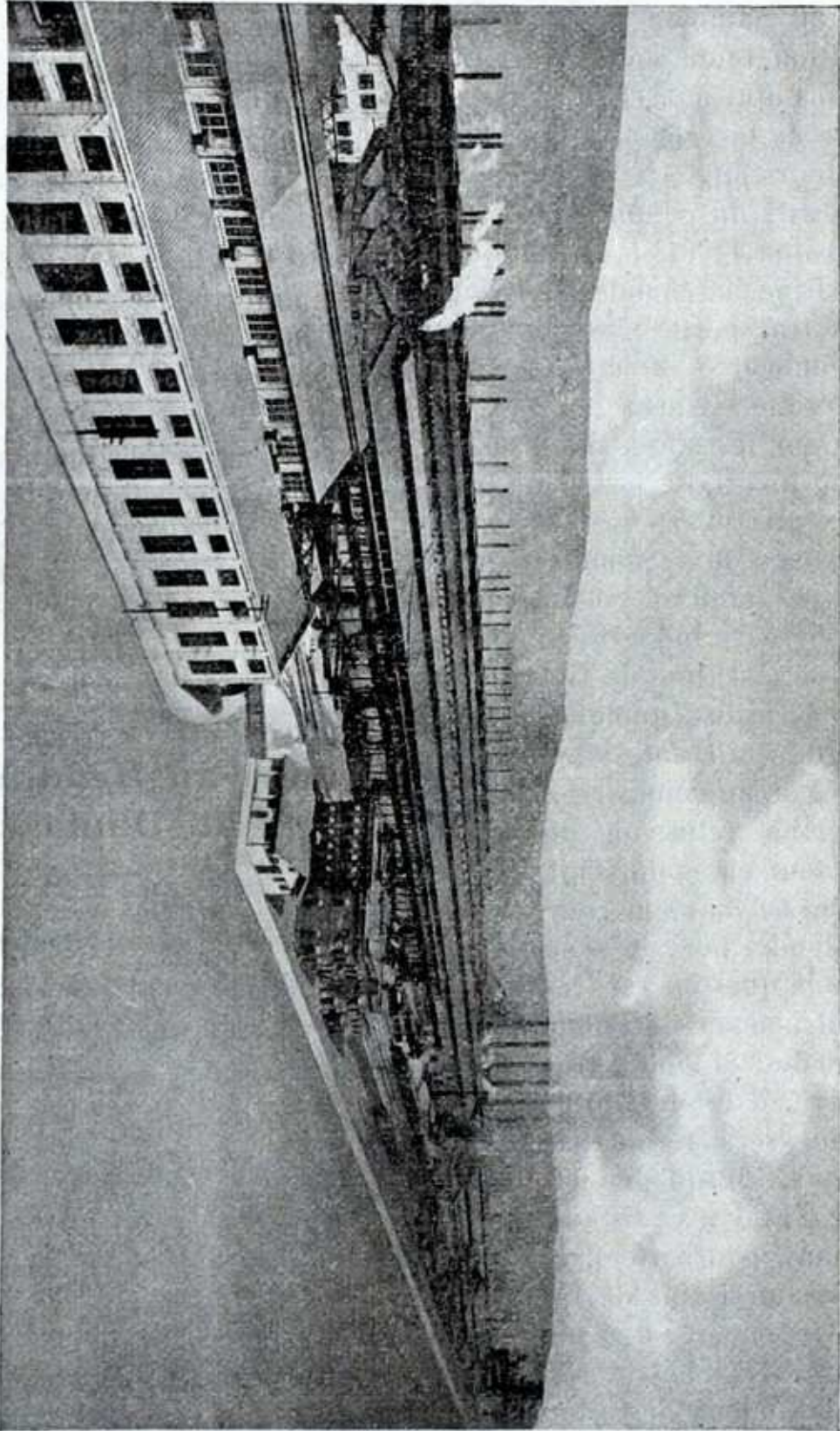
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UNITED STATES STEEL PRODUCTS COMPANY

National Works of National Tube Company at McKeesport, Pennsylvania

Le Shipping Board dispute le droit d'exporter le Coton d'Égypte

Le "Journal of Commerce", New York, nous informe que la nouvelle direction du Shipping Board a prêté une attention toute particulière, aux négociations qui ont eu lieu avec la conférence de Liverpool, représentant des armateurs anglais, afin d'obtenir une part égale du commerce d'exportation du coton égyptien, revendiquant pour la marine marchande américaine, le droit de transporter cinquante pour cent du commerce direct ou indirect destiné aux Etats-Unis.

Considérant les offres soumises par le Shipping Board, de beaucoup inférieures aux prix offerts par les compagnies anglaises, on a tendance à croire ici, qu'il ne faudrait pas permettre qu'une préférence imméritée empêche le commerce maritime de favoriser les bateaux américains, quoique le Shipping Board serait satisfait d'obtenir une part égale du commerce.

La Direction refuse de discuter la question, tout en établissant que les négociations suivent leur cours, et que le Board tiendra bon, en se basant sur le fait que la question est très délicate et pourrait amener des complications internationales. Si l'on se trouve dans une impasse, il est très probable que le problème sera résolu par la voie diplomatique. Jusqu'à ce jour, le Département d'Etat n'a pris aucune part officielle aux pourparlers, cependant les consuls américains de Londres et d'Alexandrie en ont suivi de près les phases, et ont tâché de résoudre le différent aux mieux des intérêts américains.

Le Shipping Board ne nourrit pas autant d'espoirs que quelques semaines auparavant. On pensait alors que les compagnies anglaises, auraient reconnu le bien fondé des réclamations américaines et qu'elles auraient consenti à

un partage du commerce maritime qu'elles avaient monopolisé durant le longues années. Depuis lors, on suppose que ces compagnies, n'ont pas refusé seulement leur consentement, mais ont usé de leurs rapports avec l'Alexandria Produce Association pour empêcher le Shipping Board de passer de contrats.

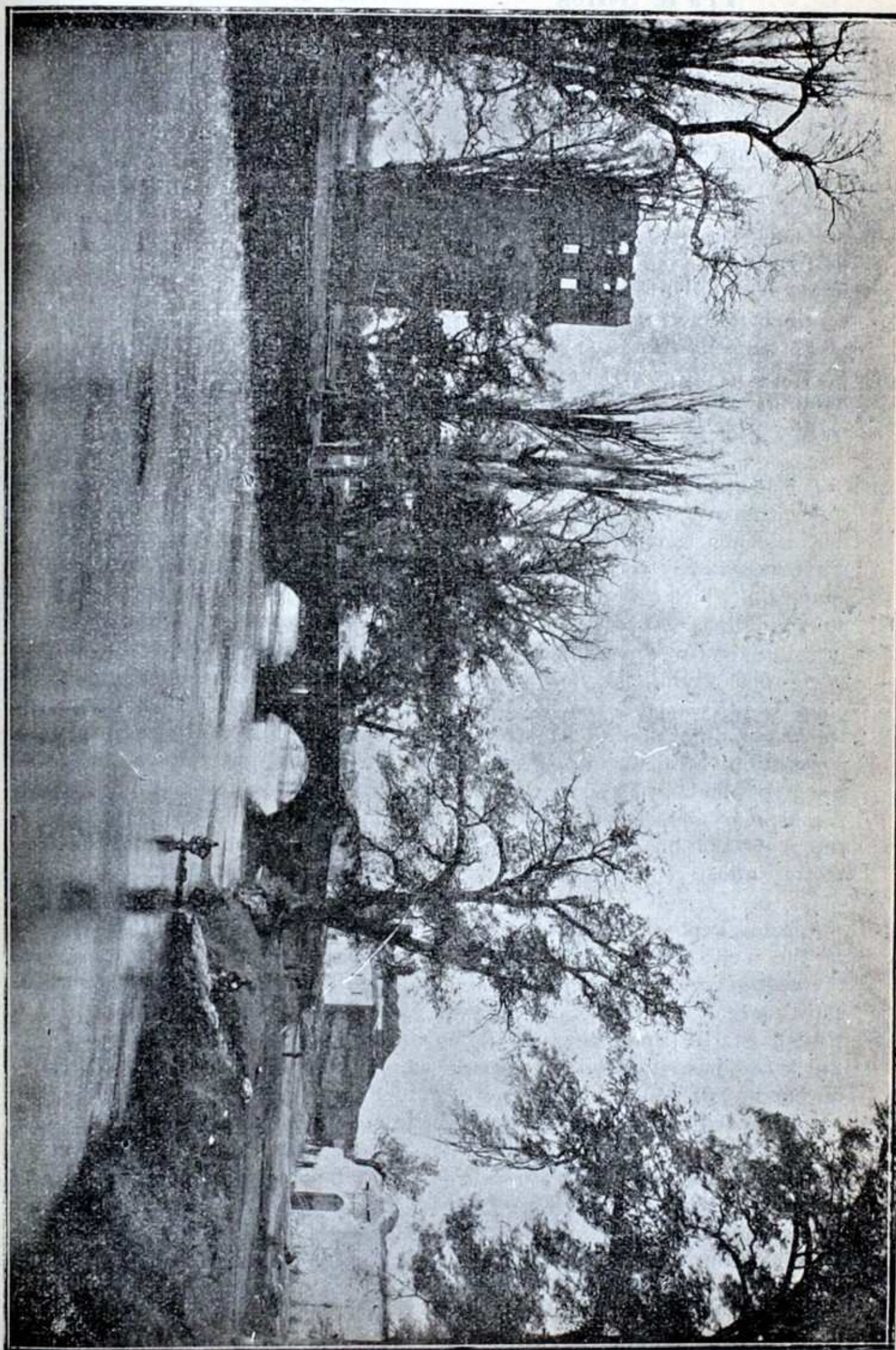
En parlant des négociations, on n'est pas venu à un «ultimatum», mais il est hors de doute que le board se croit en droit de réclamer le commerce en question, et pour ce faire il emploiera n'importe quels moyens. Ce n'est pas la crainte pense-t-on, des complications internationales qui empêcheront les board d'imposer les mesures de représailles du Merchant Marine Act, dans le cas où la situation en arrive là.

Il nous revient que la question n'a pas été prise en main par le Shipping Board, mais confiée aux soins des nouveaux directeurs: J. B. Smull, A. J. Frey et W. J. Love.

American Reading Room at Damascus

The American Consulate at Damascus has opened a reading room where American newspapers, periodicals, trade journals and catalogs may be consulted.

Publishers of American trade journals and catalogs in the French language are especially asked to forward copies to the Damascus office. Journals and catalogs in the Arabic language would be especially welcome. English, aside from Arabic and French, is the foreign language most widely known in Syria but the number of persons who understand English is insignificant from a commercial point of view.



One of the many picturesque bridges of Adrianople

Trade Notes

Confidence of international trading houses in the United States in the revival of business abroad is reflected in the announcement that the American Express Company has just opened eight new offices abroad. The decision to open these offices results partly from the indications of greatly increased tourist traffic in 1922. A representative of the American Express Company has been sent to the Far East to effect arrangements for handling ships and cargoes at all points.

The new plant of the Cadillac Motor Car Company, Detroit, U. S. A., is fast nearing completion. The new site covers nearly 50 acres, the greater part of which is occupied by four-story buildings. A 30 per cent increase in manufacturing space and facilities is afforded, giving the new plant a capacity of 25,000 cars yearly without the use of night shifts. At a recent convention of distributors held at the new plant, H. H. Rice, the new president, expressed enthusiasm as to the revival of business in the automotive industry.

Records kept of the motor traffic in the Yellowstone National Park, the vast government reservation and show-place of natural wonders in the United States, indicate that 1,731 Buick cars passed through the park during the last season. This number was exceeded only by the Ford car.

The Ramopa Company have secured a preliminary injunction from Judge Hand of the United States District Court against an infringement of their registered brand of sheetings "Ramopa." The Ramopa trade mark is used on quality sheetings that have a wide sale in the

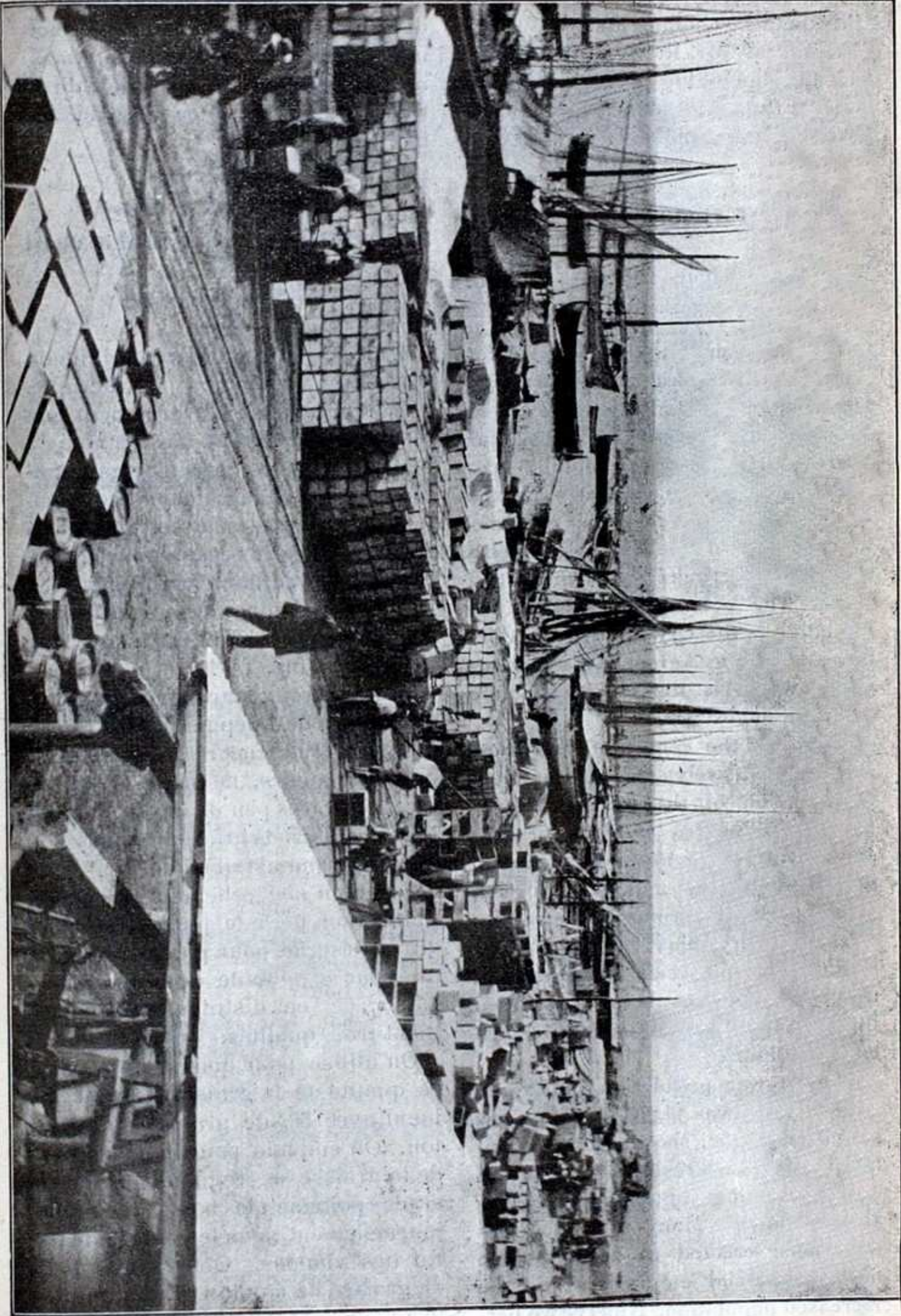
Levant. The goods are sold by Amory, Browne & Company of New York City, whose agents for the Levant are Sarantis Frères of Constantinople and Piraeus. Owing to the great popularity of this brand and of the goods to which it is applied, there have been numerous attempts to imitate it and the sellers have determined to take vigorous action against any infringements.

Standard Oil Tanker Launched.

The launching of the S.S. Levant Arrow took place at the New York Shipbuilding Corporation's plant at Camden, New Jersey, on Monday, July 25th. The Levant Arrow is the latest addition to the fleet of the Standard Transportation Company and has been named for the Levant, where the Standard Oil Company of New York have recently constructed a number of bulk oil installations. She has a deadweight tonnage of 12,600, and in addition to being built to the Company's own specifications is equipped with the very latest devices for handling oil in bulk.

A launching party from New York made the trip to Philadelphia by special car, from which point the journey to Camden was made by motor-car. Mrs. L. I. Thomas, wife of one of the Directors of the Standard Oil Company of New York and the President of the American Chamber of Commerce for the Levant, American Section, was sponsor for the vessel. The following were present:

Mr. and Mrs. L. I. Thomas, Mr. and Mrs. C. M. Higgins, Mr. and Mrs. H. E. Cole, Mr. and Mrs. H. A. Wilkinson, Mr. and Mrs. Geo. D. Ali, Mr. and Mrs. Atkinson, Mr. P. Pluymert, Mrs. Houghton, Judge and Mrs. P. M. Speer, Mr. and Mrs. C. H. Glass,



The Quay at Patras, Greece.

Mr. H. Dundas, Col. and Mrs. Donald Mackenzie, Capt. and Mrs. Roys, Mr. L. S. Higgins, Mr. Jackson, Miss Elizabeth D. Thomas, Master William M. Thomas, Mr. R. W. Bowling. After the launching a reception was held at the offices of the Shipbuilding Company in Camden.

ZAGREB AS CENTER

(Consul Alfred R. Thomson, Zagreb, Yugoslavia.)

The partition of the former Austro-Hungarian Empire into sovereign states and into territory annexed to Entente states, separated by customs barriers, has produced notable economic changes, particularly in the decline of former well-known economic centers and the rise of hitherto comparatively unknown commercial cities. The outstanding example of the latter is the city of Zagreb (formerly known as Agram, Austria-Hungary), which is the chief economic center of Yugoslavia,

Zagreb is the center of the richest and most intensely cultivated agricultural section of the former Austro-Hungarian Empire and the present Yugoslavia. Prior to the war, Zagreb possessed but few manufacturing industries. It was primarily the political and military center of Croatia-Slavonia, the commercial exploitation of the two provinces being controlled from Vienna, Budapest, Prague, Trieste, and Fiume.

The pre-war population of Zagreb (census 1910) was 74,703. The census of January, 1921, shows a fixed population of 108,338 resident and an additional floating population exceeding 10,000 persons. Many new buildings have been erected to accommodate new commercial enterprises and the increased population. Ninety-two permits to erect apartment buildings have

been issued since January 1, 1921, by the local authorities. New industries are being established. Local chambers of commerce and other trade-promoting organizations at Zagreb are making every effort to promote direct trade relations between this city and foreign countries.

L'oléomargarine américaine dans le Levant

par
JOHN CH. DÉMÉTRIUS

L'un des principaux produits du « packing industry » d'Amérique, l'oléomargarine, est largement employé dans le Levant. C'est, à côté du beurre, le corps gras d'origine animale, le plus généralement consommé, dans cette contrée. Exception faite d'un apport occasionnel de l'Argentine et d'un faible contingent d'origine canadienne, l'oléomargarine, importée dans le Levant, provient des Etats-Unis.

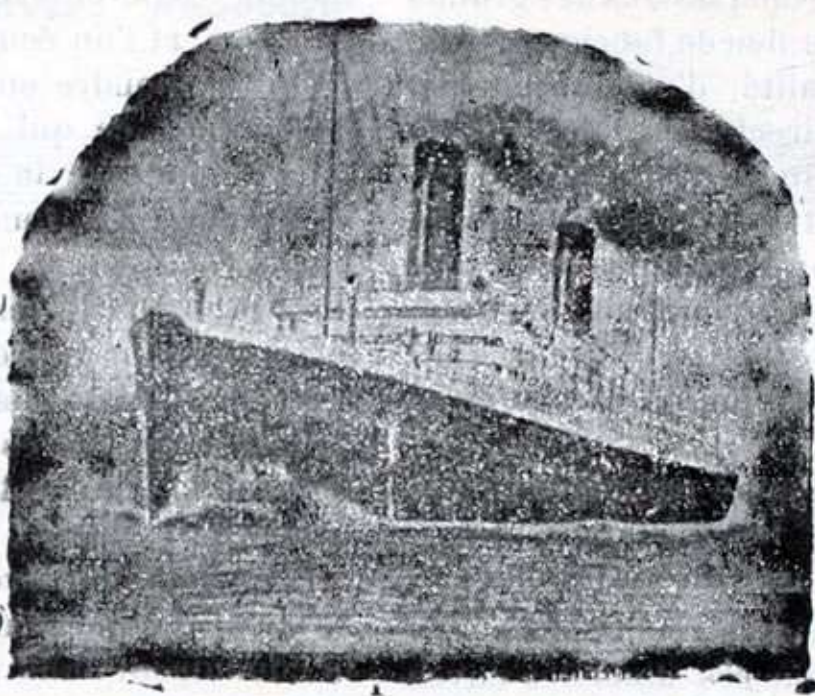
De nombreux marchands qui vendent ce produit depuis plusieurs années, et plus encore de nombreux consommateurs, ne savent rien, ou du moins, très peu de chose des procédés industriels grâce auxquels l'oléomargarine est obtenue.

Son nom n'a réellement pas de signification pour le public oriental, qui la désigne, pour plus de commodité, par le nom de « beurre américain ». On en distingue ordinairement trois qualités.

On utilise pour obtenir la première qualité de la graisse de filet de bœuf avec 5% de graisse de mouton. On emploie pour la deuxième, de la graisse de rognons de morue et de poitrine de bœuf, recueillie journellement sous le contrôle fédéral des viandes. On y ajoute 10% de graisse de mouton. Enfin on utilise pour l'obtention de la troisième qualité, des graisses de mouton et

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des résidus des premières et secondes qualités. Quelques uns des grands fabricants, au lieu de fabriquer cette troisième qualité d'oléomargarine, produisent directement du suif de mouton. Les industriels plus modestes fabriquent une excellente qualité intermédiaire entre les deux premières, qu'ils qualifient du nom d'«extra oléo oil». Ils utilisent alors les graisses du meilleur bétail de boucherie.

Voici en résumé par quels procédés modernes les fabriques américaines obtiennent un tel produit :

1°. Les graisses recueillies à l'abattoir sont placées dans des cuves contenant de l'eau à la température de 40° Fahrenheit. Elles demeurent dans ces récipients durant 48 heures, à cause des apports irréguliers de graisse. L'eau est changée toutes les 12 heures. Les dimensions de ces vases sont ordinairement les suivantes : 30 pieds en longueur, 8 en largeur et 5 en profondeur.

2°. Ces graisses sont ensuite hâchées et triturées. On obtient une masse plastique.

3°. Ces graisses ainsi traitées subissent un second lavage, puis on les place dans des chaudières où on les fait fondre tout en les brassant.

4°. Ces chaudières, dont la capacité varie de 1500 à 1700 pounds, ne sont pas fermées dans le haut ; aucune température supérieure à celle de l'eau bouillante n'est donc possible.

La température est maintenue à 155° Fh. pour la qualité numéro 1 et à 160° Fh. pour les deux autres.

On n'élève que graduellement la température, jusqu'à ce que les chaudières soient pleines à 6 pouces de la surface ; quand le maximum de chaleurs est atteint, on le maintient pendant 30 minutes.

La graisse, qui a été jetée dans les chaudières, est brassée au moyen

de roues à palettes durant toute la fusion. Celle-ci terminée, le brassage cesse, et l'on écume.

On saupoudre ensuite la surface du liquide ; ce qui a pour effet de faire apparaître la couche d'huile à la surface. Le fond ne comprend bientôt plus que de l'eau et des résidus. Cette huile relativement claire est pompée au moyen de siphons.

5°. On envoie ensuite cette huile dans des chaudières où elle est maintenue à la température de 140° Fh. pendant une heure.

Des trucks reçoivent ensuite cette huile à la température de 140° Fh. et la conduisent dans une chambre où elle reste en repos durant 72 heures, à la température de 90° Fh. C'est ici que l'huile se résout en oléine et en stéarine ; l'eau et les résidus sont recueillis dans des réservoirs et seront utilisés dans la fabrication du suif.

On passe ensuite les deux produits restants dans des filtres spéciaux afin de les séparer. L'oléine passe à travers et la stéarine reste au fond du filtre.

Une température de 90° Fh. est maintenue dans la chambre durant toute l'opération.

A ceux qui n'ont jamais visité une fabrique américaine et qui ne sont pas initiés aux méthodes sanitaires employées dans la préparation des produits alimentaires de toutes natures, je dirai que toutes les fabriques sont placées sous la stricte inspection d'agents du gouvernement chargés de veiller à ce que les lois de la salubrité publique soient respectées.

En ce qui concerne l'oléomargarine, ce produit ne peut être expédié de la fabrique sans que le bureau intéressé du Département de l'Agriculture n'ait certifié qu'il provient de graisse d'animaux sains. Le certificat qui accompagne la marchandise en est la preuve.

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Et laissez-moi ajouter que cette inspection n'est pas une simple formalité, mais qu'elle est une stricte et consciencieuse application de la loi.

Toute l'oléomargarine que l'on importait avant la guerre, dans le Levant, était destinée à être mélangée au beurre. On obtenait alors un produit qu'en turc on désigne sous le nom de «mahlout». Le public, comme c'est souvent le cas, nourrissait des préjugés contre ce produit d'origine animale, et ne pouvait se laisser persuader de consommer «la margarine» comme tous les succédanés du beurre sont communément appelés.

Pendant la guerre et dans la période qui suivit l'armistice, les produits laitiers furent d'une grande rareté et, par conséquent, leurs prix haussèrent. Ceci modifia profondément cette aversion qu'on avait contre l'oléomargarine, au point qu'aujourd'hui, vous pourrez voir dans toute les épiceries des grandes cités du Levant des barils et des barils de ce «beurre américain» que le public achète et apprécie tellement. Il m'est permis d'avancer avec certitude, que la consommation de l'oléomargarine dans le Levant s'accroîtra dans l'avenir, car le public est maintenant convaincu que c'est un produit alimentaire nutritif, bienfaisant et économique.

La qualité de chaque envoi doit être uniforme. L'oléomargarine doit être de fabrication récente; elle doit en outre avoir une douce odeur, un goût agréable, qui contrastent avec l'odeur lourde et huileuse et le goût âcre de graisses animales, des qualités inférieures.

Le marché n'exprime pas une préférence particulière pour la couleur. Cette préférence pourrait dépendre de l'usage, qu'on fait de l'oléomargarine et du goût des acheteurs.

En Grèce, c'est la couleur la plus blanche qui domine, alors qu'en Turquie, c'est la jaune qui rencontre le plus grand nombre d'acheteurs.

Une couleur intermédiaire assez en vogue se rapproche d'une chaude teinte ivoirine.

On obtient suivant les procédés de fabrication deux qualités, d'aspects différents. L'une a la surface lisse de beurre, tandis que l'autre présente une surface granuleuse.

La première de ces qualités est préférable, en été, car elle résiste mieux que l'autre à la chaleur.

Les commerçants éprouvent parfois la qualité de l'oléomargarine en faisant tondre un morceau congelé dans la bouche. S'il fond doucement comme du beurre et ne laisse aucun arrière-goût de saindoux et de graisse, la qualité est jugée satisfaisante.

Les qualités d'oléomargarine desquelles la stéarine n'a été extraite que d'une façon incomplète, sont appelées «waxy». On ne les aime pas.

On se plaint, non sans raison, de la négligence dont font preuve, assez souvent, les expéditeurs, dans l'envoi des huiles et des graisses des Etats-Unis. On devrait se faire un règle de ne jamais placer une telle cargaison que dans la partie de la cale la plus fraîche, la plus éloignée des chaufferies.

Rien ne saurait encourager le bon vouloir des importateurs du Levant, comme l'arrivée des barils en bonne condition. Et l'expérience me permet de soutenir que, toutes les fois qu'on prendra les précautions d'usage avant l'arrimage et qu'on utilisera une cale fraîche, les résultats seront satisfaisants.

Avec la popularité croissante de l'oléomargarine américaine parmi les consommateurs, le désir des importateurs et des marchands du Levant de favoriser un commerce déjà

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sûr et profitable, et la bonne volonté des fabricants et des exportateurs qui maintiennent des modèles de bonne qualité, nous pouvons être assurés que cet important produit alimentaire ne maintiendra pas seulement la place distinguée qu'il occupe dans la liste des exportations américaines dans le Proche Orient, mais qu'il gagnera certainement plus de terrain dans l'avenir.

Comment se fait le Linoléum

Par MORTON HENDERSON
de «L'Amérique»

La fabrication du linoléum qui a atteint un haut degré de perfection aux États-Unis est un exemple typique de la mesure dans laquelle les diverses Nations sont aujourd'hui économiquement dépendantes les unes des autres.

Le linoléum est composé de trois ingrédients différents—le liège, l'huile de lin et la toile de jute. En Espagne, au Portugal et en Afrique du Nord le moyen d'existence de milliers de personnes dépend de la récolte du liège qui se fait à des intervalles de huit à dix années. L'huile de lin provient de la graine de lin et est importée aux États-Unis principalement de la République Argentine qui est un des plus grands pays producteurs de graines de lin du monde.

La toile de jute qui forme la base du linoléum est tissée en Écosse avec des fibres de jute importées des Indes. Le jute est un roseau qui ne croît que dans les climats chauds et dans les terrains marécageux. C'est ainsi que six pays différents situés à des milliers de kilomètres de distance contribuent à fournir les matières premières nécessaires à la fabrication du linoléum, laquelle exige l'emploi d'appareils électriques et mécaniques compliqués.

Le liège arrive à la fabrique de linoléum sous forme de balles pesant chacune environ 250 livres. Ce liège est broyé en menus morceaux puis transformé en une poudre aussi fine que la farine. Le procédé de mouture du liège est en fait similaire à celui employé pour moulinier le grain et comprend même le procédé de blutage qui assure la production d'une poudre fine et uniforme. L'huile de lin de qualité absolument pure est bouillie à des températures qui varient suivant l'usage que l'on doit en faire. Après avoir été bouillie, cette huile est pompée dans des convoyeurs qui la transmettent au sommet de tours d'oxydation. Ces tours ont trente pieds de haut et sont garnies sur les côtés de tissus de coton. Au fur et à mesure que le convoyeur passe au sommet des tours, l'huile s'écoule et tombe sur les toiles de coton. C'est au cours de cette opération que l'huile absorbe graduellement l'oxygène de l'air. La température de l'huile qui varie de 80 à 100 degrés Fahrenheit et l'oxygène qui est absorbé d'une façon continue la transforment en une masse semi-liquide. Ce procédé d'oxydation est poursuivi pendant une période qui varie de deux à trois mois jusqu'à ce que la couche d'huile oxydée déposée sur la toile de coton atteigne une épaisseur d'un pouce; une fois ce but atteint la toile de coton est enlevée des tours.

Des tours d'oxydation, la toile de coton et l'huile sont envoyées à l'atelier du ciment. Le ciment s'obtient en pulvérisant d'abord l'huile oxydée, puis en la broyant entre des cylindres d'acier et en faisant bouillir cette masse dans des bouilloires ayant chacune une contenance d'environ trois tonnes. Au cours du procédé d'ébullition, on mélange à l'huile de la gomme kauri (résine fermentée de certains sapins de la Nouvelle-Zélande), de la résine et d'autres matières. ce qui a

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pour résultat de produire un mélange que l'on emploie par la suite comme linat pour la farine de liège.

Le ciment, après s'être refroidi, est découpé en morceaux ayant environ un pied carré et de quatre à cinq pouces d'épaisseur: c'est alors que l'on procède au mélange. La mixture d'huile, de résine, etc., est soigneusement malaxée avec le liège pulvérisé dans une série de machines très ingénieuses; une fois le malaxage terminé, le mélange ainsi obtenu est pulvérisé puis envoyé aux machines de calandrage.

La machine à calander consiste en une série de cylindres chauffés à la vapeur pesant chacun 26 tonnes. La toile de jute arrive sous les cylindres et le mélange de liège et d'huile à la partie supérieure, les deux éléments étant ainsi pressés fortement l'un contre l'autre. En raison de la pression considérable exercée et de la chaleur à laquelle se fait cette opération, il se produit pour ainsi dire une vulcanisation de la masse qui forme maintenant une unité homogène. Ces machines à calander qui atteignent des dimensions considérables sont susceptibles d'être réglées avec une très grande précision qui peut atteindre jusqu'à un millième de pouce. C'est la variation de l'épaisseur du linoléum qui en détermine la qualité.

On obtient différentes qualités et espèce finies qui conviennent à la couverture des planchers de toutes natures. Il remplace les parquets de bois non recouverts dans de nombreuses maisons ainsi que dans la majorité des bureaux, car il offre à la fois des avantages au point de vue de l'hygiène et de l'aspect. Ses caractéristiques sanitaires sont dit-on dues à l'émanation d'acides gazeux qui comprennent le formaldéhyde et l'acide formique résultant de formations linoloxynes.

Le linoléum étant facilement lavable

et ne craignant ni l'eau ni l'humidité peut s'employer partout où les autres garnitures de parquets ne pourraient convenir et on lui trouve constamment de nouveaux emplois.

Julius Klein head of American Trade Bureau

Julius Klein, recently connected with the faculty of Harvard University has been nominated by President Harding as Director of the Bureau of Foreign and Domestic Commerce. Mr. Klein takes the place which has been vacant since the resignation of R. S. Mac Elwee several weeks ago.

Mr. Klein formerly was connected with the bureau, having served as director of the Latin-American division and later as Commercial Attaché at Buenos Aires. He resigned from the service last summer and returned to Harvard University, with which he had formerly been associated.

Secretary of Commerce Hoover expressed satisfaction over the selection of Mr. Klein. In view of his extensive study in the field of economics and history and his first hand acquaintance with foreign fields in the Bureau service, it is anticipated that Dr. Klein will prove a successful director of the work of the Bureau.

Soy bean oil, which is extracted from a bean originally cultivated in China, is said to be rivalling linseed oil in the paint industry of the United States and is therefore being much discussed by chemists. In its properties it is not unlike corn oil and when used in the making of paints it is better when combined with driers. After it has been hydrogenated, that is after an atom of hydrogen has been added to its composition by chemical processes, it is declared to be a good substitute for linseed oil in the making of hard soaps.

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FIRES IN CONSTANTINOPLE

"The Orient" says that the various quarters in Constantinople that have been burnt out, during the last ten or twelve years, have none of them been rebuilt.

This was at first owing to the determination of the city authorities to fix upon a better plan of streets and squares before allowing any new construction; but the main reason is to be found in the almost continuous wars of the last ten years, which have so impoverished the people and raised the prices of construction materials as to make the simplest sort of a house an air-castle to most owners of property.

In an article quoted in "The Orient" of March 2nd, of this year, it was stated that of the total area of Stamboul, approximately one-fourth had been burned over during the past twelve years. The fire of August 26, 1908, destroyed 1500 houses; that of July 24, 1911, accounted for 2463 buildings, and another considerable fire occurred the very next day, burning a couple of thousand more; the great fire of June 13, 1918, took away another 8,000 houses in Stamboul. There was a big conflagration in Pera on July 26th, 1915, which burned 1400 buildings, and another in Kassim Pacha on June 21, 1919, and still another that destroyed most of the suburb of Kouroutcheshme, not far from Constantinople College, in August, 1919.

The latest big fire in Scutari, on August 15, 1921, destroyed between 1500 and 2000 houses.

Who is to rebuild Constantinople?

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L'Importation d'Alcool dans le Levant

Avant la guerre européenne ce fut la Russie qui fournissait la plus grande partie d'alcool pour la Turquie ; venaient ensuite la Hongrie et l'Italie. Mais tout de suite après l'armistice les rôles furent changés et c'était l'Amérique qui a subitement remplacé toutes les provenances d'alcool d'avant-guerre.

On peut bien dire que presque chaque bateau venant des Etats Unis apportait dans ses câles des chargements importants d'alcool pour le Levant. On évaluait alors la consommation à Constantinople à environ 40 futs (de 110 gallons) par jour et c'était bien heureux pour les exportateurs d'Amérique qui ne furent dérangés par aucune concurrence de s'assurer la consommation totale du Levant entier.

La qualité fournie par l'Amérique est fabriquée de blé et aussi de mélasse. Il est à relever cependant que la qualité expédiée d'Amérique avait à plusieurs reprises donné lieu à des réclamations, vu que l'on avait considéré le produit comme n'étant pas bien raffiné.

Une question qui a bien entravé les exportations d'alcool de l'Amérique est bien la loi américaine défendant l'usage de l'alcool pour la boisson ; et l'obligation pour les exportateurs de New York et autres ports, de vendre seulement des barils portant l'étiquette officielle, qualifiant la marchandise comme "non potable", avait donné lieu à des difficultés bien désagréables aux ports de destination. Depuis une année environ cette étiquette n'est plus appliquée sur les futs, mais par contre l'expéditeur en Amérique doit s'engager vis à vis de son autorité et certifier que l'alcool, bien que destiné pour des pays étrangers, ne sera pas utilisé pour les boissons mais seulement pour brûler et pour l'industrie.

Ces prescriptions qui sont considé-

rées comme beaucoup trop sévères dans nos pays ont empêché un grand nombre d'exportateurs de continuer leurs transactions dans cet article. Pourtant malgré ces difficultés on constate que des envois d'alcool de l'Amérique ne furent pas arrêtés tout à fait, et on croit qu'après la crise que la Turquie traverse actuellement, les arrivages augmenteront de nouveau.

Il est pourtant à remarquer que l'alcool américain n'est nullement resté sans concurrence. Depuis un certain temps la Hollande a employé de sérieux efforts pour s'introduire dans cette affaire du Levant et elle est parvenue à vendre des quantités assez intéressantes, soit en marchandise en transit d'Amérique, soit en marchandise de ses propres raffineries qui produisent un très bon alcool fait de betteraves et de mélasse. Ici l'on apprécie beaucoup ces qualités et comme elle est moins chère que le produit américain, l'introduction de cette concurrence s'est produite assez vite. En dernier lieu l'alcool hollandais était coté à \$ 12,50 environ par 100 Kilos CAF notre port, tandis que l'Amérique demandait \$ 14 sur la même base.

Outre la concurrence citée ci-haut on apprend que l'Italie se prépare pour une exportation importante en alcool. Les raffineries italiennes préparent généralement leur produit de raisins, et par ce fait elle sera beaucoup de chance de réussir. étant donné que cette qualité d'alcool est la plus appréciée au Levant, s'appropriant mieux à l'usage dans ces pays.

Actuellement la consommation en alcool est bien restreinte à Constantinople. On l'évalue à environ dix barils par jour et cela provient que par les hostilités en Anatolie et en Russie la demande de ces pays consommateurs est nulle.

Comme cette situation défavorable peut cependant changer pour le mieux en peu de temps aussi, il est à récom-

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mender aux exportateurs américains de prendre dès à présent leurs dispositions pour pouvoir le moment donné rencontrer avec succès les offres compétitives. S'ils parvenaient à cet effet de faire abolir les restrictions qui existent encore pour cet article en Amérique, le Levant pourra facilement se passer des autres provenances qui n'ont point la même force productive comme les raffineries des Etats Unis d'Amérique.

Common Sense Among the Nations

The tremendous cost of war and preparation of war hangs like a millstone about the neck of civilisation. European nations are up to their ears in debt. Their productive industries are running on low gear. Yet instead of paying their debts they are pouring billions of dollars into preparation for future wars.

Our own country is doing no better. Our naval appropriations for the coming year are nearly half a billion dollars—enough to build five 18-foot concrete highways from the Atlantic to the Pacific. Business and agriculture struggling to keep going, are oppressed with a tremendous burden of taxation, a large part of which is unnecessary. Most of the money we are spending on the navy is money thrown away. A battleship costs \$ 40,000,000 and is obsolete in a few years. In fact, many naval experts maintain that the heavy fighting ship is worthless now, and that a fraction of our naval appropriation invested in airplanes and submarines would protect our shores against any possible foreign foe.

Let us hope that out of the November conference of nations will come a sensible policy of decreasing armament. Once we check the riot of appropriations for future wars, even the poorest nation can pay its war debts

in a comparatively short time. The failure of past efforts should not discourage us. It is only by much discussion, by slow and painstaking effort, that progress is made. Civilization moves forward slowly, a step at a time, a few men of vision leading the way. The next great step will be an agreement among the nations to keep the peace and to limit the size of their armies and navies. It makes little difference whether the job is done by a league of nations, an association of nations, or a disarmament conference. The main thing is to get it done. The coming conference will not result in world disarmament, but it offers hope of progress in that direction. Every billion dollars that it saves in war appropriations will add immeasurably to human comfort and happiness.

The Prairie Farmer.

Tax Exemptions for Foreign Trade

The United States Revenue Act of 1921, as passed by the House of Representatives, contains provisions creating a class of persons and corporations known as «foreign traders» and «foreign trade corporations.» These are firms 80% of whose gross income, for the three year period ending with the close of the taxable year, shall be derived from sources without the United States, and 50% of whose gross income shall be derived from the active conduct of a business without the United States.

The bill provides that the foreign income of such «foreign traders» and «foreign trade corporations» shall be exempted from United States taxes. This action by the House marks a step forward in the treatment by the Government of firms trading abroad.

The bill is now under consideration by the Senate.

COMMERCIAL SITUATION IN NEAR EAST

Assistant Trade Commissioner By JULIAN E. GILLESPIE

In "Commerce Reports"

Throughout the Near East the past year has been marked by an unprecedented depression in commercial and financial circles. This has been caused by the continued military activities in Anatolia, Cilicia, and Syria, the Bolshevik successes in South Russia and the Caucasus, and the adverse exchange. Large quantities of merchandise, amounting in value to millions of dollars, were shipped by English and American manufacturers to Piræus and Constantinople, but tremendous losses have been incurred through the closing of surrounding markets, and the reduction of stocks in glutted distributing centers has progressed very slowly.

By the Treaty of Sèvres the Ottoman Empire was shorn of all its European possessions, and the hinterland of Constantinople given to Greece. Asia Minor, Syria, and Cilicia were declared to be the French sphere of influence, Palestine was placed under Great Britain, and Adalia was created as the Italian zone of influence. Military operations in Asia Minor have resulted in almost a complete closing of Anatolia to foreign trade. The central Turkish Government at Constantinople has therefore been cut off from the major part of its revenue-producing areas and has been dependent for funds upon the local customs receipts, consumption taxes, and special municipal taxes. Obviously these have been insufficient for its needs, and loans have been sought from the Administration of the Ottoman Public Debt and the Agricultural Bank.

Turkey is primarily an agricultural and stock-raising country with little or no industrial life either in Constantinople or in the interior. With the producing portion of the country closed, the Turkish Empire has virtually amounted to nothing more than Constantinople since the armistice. For this reason the imports have exceeded the exports by about three to one, the imports for 1919 amounting to £T92,762,375 and the exports to £T38,427,672, while for 1920 the respective aggregates were £T169,396,267 and £T47,844,327.

Turkish imports from the United States in 1919 amounted to £T8,085,062. (France and Italy were the only two countries whose imports exceeded those of the United States.) Against these imports, merchandise to the value of £T4,988,487 was exported to the United States. Imports from the United States jumped in 1920

to £T25,953,810, the bulk of these purchases consisting of flour, sugar, petroleum, and automobiles. American trade in Turkey, however, has been handicapped by an adverse rate of exchange; Turkish money has fluctuated from 94 cents to the Turkish paper pound in July, 1920, to 58 cents in December, 1920, and on June 30, 1921, the rate was 69 $\frac{3}{4}$ cents.

The United States occupies a favored position with both the central Turkish government and the Nationalist government at Angora. The latter is most anxious to enter into relations with American business firms and American capitalists for the future development of the interior. Various projects have been studied by the Nationalist Assembly, and only lack of capital and continued military activities have delayed work thereon. Chief among these projects are the building of railroads from Samsun to Sivas and thence to Angora, and from Adalia to Konia, and the installation of electrical plants at Adalia and Angora. It is contemplated that the natural water power in and around Adalia will be used to furnish the electricity for that city.

According to reliable reports, there are large stocks of wheat tobacco, wool, mohair, licorice root, and nuts in Anatolia awaiting transportation to the seaboard. Adequate transportation facilities are probably the greatest need of the interior of Turkey. The country is rich in natural resources and almost entirely undeveloped, and with the return of peace it would require only a few years for capital invested in Turkey to bring returns.

The resumption of trade with Anatolia naturally depends upon the settlement of the military and political issues. As soon as peace is restored a market for agricultural implements and machinery of all sorts, automobiles and trucks, cotton goods, and manufactured goods of many varieties will be opened for American manufacturers and exporters. Likewise, Constantinople will in all probability regain its position as the chief distributing point for the Black Sea ports, South Russia, and the Caucasus.

Owing to the state of its treasury, the Imperial Ottoman government in February, 1921, relinquished the control and administration of its finances to a Provisional Financial Commission—a similar permanent financial commission is provided for in the Treaty of Sèvres—in order that it might secure a loan from the Administration of the Ottoman Public Debt to pay the back salaries of Government employees and officials. The members of the Provisional Financial Commission are the delegates of the Administration of the Ottoman Public Debt.



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Since the armistice Smyrna has been under military occupation by the Greeks. Smyrna is the center of the fig, raisin, and sultana trade, and furnishes a substantial part of the Turkish tobacco so sought after by American firms, but since the armistice the export of these commodities has never reached pre-war figures. The Greeks, however, have done a great deal to interest both the Turks and their own nationals in the use of modern agricultural machinery, and to this end have established an experiment farm where instruction is given in the use of tractors and other agricultural machinery. They have, furthermore, succeeded in increasing the acreage under cultivation. Also, the Greek minister of agriculture in Smyrna has worked out a plan of credits to landowners and farmers similar to the farmers' loan and rural credits act in the United States.

The Republic of Armenia, since its inception, has been practically a republic in name only. Its frontiers have never been defined and some of the principal villages have been in the hands of the Turks, Georgians, and Azerbaijanians. The country, while having for a time its own local government and officials at Erivan, has been divided between political factions, with the result that the region turned Bolshevik in the early part of 1921.

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Consequently there has been no trade or commerce in this section of the Near East except through the Caucasus. The outlook for the economic and commercial future of Armenia can not be forecast any more correctly than the re-opening of Soviet Russia can be predicted.

Syria, like other portions of the former Turkish Empire, has been the center of military activities which have retarded the return of the country to normal. Trade and commerce have been limited to the necessities of life, though there have been some imports of automobiles and certain cotton goods. A French High Commission has been established in Beirut, which is laying plans for the financial control, economic and commercial development, and administration of the country. One of the first steps taken in this direction was the establishment of the Bank of Syria, a quasi-governmental institution. The postal, telegraph, and telephone systems and the railroads were also placed under Government control.

Prior to the war Egyptian currency and Turkish gold and silver were in use throughout Syria, but with the French occupation the Syrian pound (paper) was issued and orders given making it the currency of the country. The Syrian pound is equal to 100

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piasters, each piaster being equivalent to 20 French centimes. The Syrian Bank notes are exchangeable in Paris at the fixed rate of 20 francs to the pound. This currency is therefore subject entirely to the fluctuation of the French franc. Transactions have been forbidden in money other than the legal tender of the country, and gradually all the Egyptian pounds and sterling will be replaced by this new paper pound.

Transportation facilities are inadequate. The railroad from Beirut to Damascus, which should take care of the needs of the cities of Homs, Hama, and Aleppo, as well as Damascus, is overloaded with military supplies. The dispatch of trains, trucks, and caravans from Alexandretta to Aleppo is no longer possible because of the Kemalist activities in northern Syria and Cilicia. The new railroad connecting Tripoli with Homs is in operation and affords the best route for merchandise consigned to the interior.

Throughout Syria business is primarily in the hands of Armenian and Syrian merchants, both classes of merchants having consistently delayed placing orders for merchandise of all sorts because of the uncertainty of the military and political situation. They do not want to be encumbered with stocks of goods and desire to hold ready money if it becomes necessary to evacuate the country.

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Economically, no great future for Syria can be seen. Its mineral resources are practically nil. Coal, resembling lignite, and iron have been found, but not in paying quantities. The valleys along the coast in the Grand Lebanon and between the mountain ranges of the Lebanon and the Anti-Lebanon are the only portions of the country capable of cultivation and at the present time are not producing sufficient for the needs of the people. The Houran district is mostly a rocky, non-productive area, good only for sheep and goat raising. The northern portion of Syria around Alexandretta and farther on into the interior is valuable only because it furnishes an outlet north and east of Aleppo.

It is probable that because of its natural harbor and splendid anchorage Alexandretta will replace Beirut as the chief port of entry for Syria. Alexandretta should develop upon the return of peace, not only for the reason just stated, but because of its direct rail connection with the Constantinople-Bagdad line. The orange and lemon industry around Tripoli and Sidon is important and will soon reach pre-war figures of production. The silk industry of the Grand Lebanon, which suffered greatly during the war, is rapidly being brought back to normal. Mersina affords an outlet for Tarsus, Adana, and other points in northern Cilicia; it is also important

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for its licorice root, sesame, and cotton. At the present time nothing is being done in this area because of the war.

Despite newspaper articles and rumors as to the projects to be undertaken in Palestine by the English Government and the Zionist Commission, the country is unprepared for great developments. Although traces of oil have been found in the vicinity of the Dead Sea, there are as yet no producing wells. However, a New York company is preparing to drill on its concessions around the southwestern part of the Dead Sea. Because of the wild character of the country, and the hostile attitude of the Bedouin tribes, little prospecting or surveying has been done on the east side of the Dead Sea. The known minerals of the country are sulphur, iron, some coal, and large salt deposits. Salt is extracted from the waters of the Dead Sea, and in addition there is a mountain of salt some 2,000 feet beneath the surface at the southeastern end of the Dead Sea, which, according to tradition, is the Biblical city of Sodon.

Bitumen is found in small quantities floating on the Dead Sea and is collected by the Bedouins. Formerly the exports amounted to approximately 50 tons a year, most of which went to Germany and was used in the glazing of patent leather. Two interesting limestone shales impregnated with oil are found in Palestine in the Yarmuk Valley and along the northwestern coast of the Dead Sea. During the war the Germans extracted oil from the stones in both these localities. It is doubtful whether the extraction could be made economically at the present time for commercial uses, but it is possible that by a baking and distilling process a gas could be obtained that would solve the heating problem of the country.

The only railroads in Palestine are the lines from El-Kantara to Haifa, with a junction at Ludd leading to Jerusalem and Jaffa and from Haifa to Damascus. Transportation facilities are therefore very poor, as the railroad system is inadequate. The camel caravan is used extensively. Mule-drawn wagons, introduced by the English Army, and motor cars which have been brought in since the armistice are now transporting merchandise from Jaffa to Jerusalem almost as quickly and as cheaply as the railroad.

Although statements have been made that the Palestine Government intended to improve the harbor at Haifa, after looking the situation over carefully it is probable that the port of Jaffa, while not so adaptable as Haifa, will be the first port in Palestine to be improved. This seems logical because of the fact that it

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would be impracticable, expensive, and very difficult to transport the orange crop from Jaffa to Haifa by way of Ludd and thence into lighters on to boats for shipment to England and the Continent. The principal exports from Palestine are shipped from Jaffa. Imports are received largely by rail from Alexandria and Cairo by way of El-Kantara and through Jaffa. Haifa at the present time is receiving great quantities of goods destined for Damascus and Syria because of the inadequate transportation facilities from Beirut.

While the Jordan Valley may be capable of cultivation if properly irrigated, the only productive portion of Palestine at present is the thin strip of valley land running along the Mediterranean north from Gaza to Haifa. The richest area is in the vicinity of Jaffa, where Jewish colonies have developed the land and instituted farming on a small scale. These colonies have also done some splendid work in horticulture—the oranges of Jaffa are widely known and much sought after. While the orange crop for the past year was only about 600,000 cases, it is expected that within two years the pre-war production of 2,000,000 cases will be reached as a great deal of transplanting, installation of irrigation plants, grafting, etc., is being done.

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One of the greatest needs of Palestine now is the installation of electric power for lighting systems and trams. At present a great deal of irrigation is being done by primitive methods, namely the Archimedes screw turned by camels or water buffaloes, or the bucket pump, which requires man power. A few small motor pumps are used for irrigation and farm lighting plants are installed on some of the large estates.

While the Palistine government has taken over the posts and telegraphs, it has not as yet decided upon any new legal tender for the country. At the present time the Egyptian pound (paper) is the universal currency in use.

The political situation, coupled with the depreciation of the Greek drachma and the presence of large stocks of foreign merchandise at Piræus (where they have been in storage for more than a year), has brought about an unstable commercial situation in Greece. As a result Greek commitments abroad have been very small, the public in general regarding the present situation as temporary and hoping for an early improvement.

Meanwhile importers and merchants who, without regard for the Near Eastern political situation, shipped immense stocks to Piræus for re exportation to Rumania, South Russia, and the Cau-

casus have been forced to liquidate their stocks at a severe loss. The markets of Greece are gradually absorbing these supplies, but it will probably not be until the fall of this year (1921) that new orders can be placed.

As long as the enormous expenditure of the Greeks on their army continues, the economic and commercial outlook will remain unfavorable. The depreciation in exchange has adversely affected the sale of American goods, which state of affairs has not been overlooked by the Germans, who have made every effort to regain a part of their former pre-war trade. The fact that the German mark is in relatively a better position than the dollar or the pound sterling, with reference to the drachma, makes it desirable for the Greek merchant to purchase in Hamburg.

The Greek Government has had under consideration for some time the improvement of the harbors at Piræus and Patras. So far nothing has been done. It has been stated, however, that three British concerns had entered bids for the Piræus harbor works which have been examined by the technical committee, but that owing to the political situation the Ministry has not as yet appointed the contractor. At Patras there is a harbor commission which has the authority to advance funds, but not without the permission of the Government. The principal work to be done in improving the Patrae harbor is to extend the breakwaters, dredge the harbor to a uniform depth, erect a lighthouse on the outer breakwater, and possibly to build warehouses and quays. There is also a project in Patras for the construction of a large power plant on the Glacus River to furnish electricity for lighting the city and for tramways. So far nothing definite has been done on this project.

Plans have also been made for the construction of harbors at Canea and Candia. Unconfirmed information is to the effect that 20,000,000 drachmas has been appropriated for the Candia harbor works. It is impossible to state whether any American concerns have put in bids for any of these projects, but it is learned that British interests are tendering for all of them.

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PERSONALIA

Frank A. Vanderlip, former President of the National City Bank, New York City, spent a week in Constantinople on his tour of investigation in Europe. He also visited Bucharest, Sofia and Belgrade. He was accompanied by Mr. Henry Stuart.

Lucien I. Thomas, Vice President and Director of the Standard Oil Company of New York, and President of the American Section of the American Chamber of Commerce for the Levant, is in Constantinople.

Col. E. St. J. Greble Jr., Manager for Southeastern Europe of the Baldwin Locomotive Works of Philadelphia, with his headquarters at Bucharest, has been visiting Constantinople and was a guest at the last meeting of the Board of Directors of the Amer-

ican Chamber of Commerce for the Levant.

Consul General G. Bie Ravndal, Honorary President of the American Chamber of Commerce for the Levant, has returned to Constantinople from a month's leave which he spent in Vienna.

Darius A. Davis of Geneva, Switzerland, formerly Treasurer of the American Chamber of Commerce for the Levant, has been in Constantinople and Sofia.

James A. Mills, Associated Press correspondent for the Balkan States, with headquarters at Athens, is temporarily stationed in Constantinople.

W. F. Taylor, President of the Export Navigation Company of New York, operators of the Ottoman-America Line, arrived in Constantinople on the "Gul Djemal".

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Jacobsen & Oglænd, Ltd., Tribune Building, New York, N. Y.	Désirent des représentants.
Liberty Oil Company 518 St. Charles Street, New Orleans, La.	Exportateurs de pétrole.
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TABLES OF WEIGHTS AND MEASURES

Weights

Turkish	English	Metric
1 oke (400 drams)	2.8264 lbs (pounds)	1.282 kilogram
1 batman (6 okes)	16.958 lbs	7.692 kgs.
1 kantar (44 okes)	124.3616 lbs	56.4 kgs.
1 tcheki (176 okes)	497.446 lbs	225.6 kgs.
English	Metric	Turkish
1 lb	.4536 kg	.3538 oke
1 cwt (112 lbs)	50.8028 kgs.	39.6263 okes
1 ton, long (2240 lbs)	1016.047 kgs.	792.527 okes
Metric	Turkish	English
1 kilogram	.78 oke	2.2046 lbs
1 quintal (100 kgs.)	77.9845 okes	1.968 cwt (hundred weight)
1000 kilos	779.845 okes	2204.6 lbs
<hr/>		
1 muscal (attar of roses)	1½ drams	74.171 grains
1 ounce (oz.)—Apothecary	480 grains	31.1035 grammes ;
1 „ Avoirdupois	—	28.34954 grammes

Lainer Measures

Turkish	English	Metric
1 endazeh, pic (silk)	25.555 inches	.64908 metre
1 arshin (cloth)	26.96 „	.68477 „
1 arshin (old, land)	29.8368 „	.7577 „
1 arshin (new)	39.3709 „	1.00 „
English	Metric	Turkish
1 yard (3 feet or 36 inches)	.91438 metre (new arshin*)	1.40868 endaze, 1.33524 arsh. cloth; 1.20672 old arsh.
1 mile (5280 feet)	1.6093 km.	2123.8272 old arsh.
Metric	Turkish	English
1 metre (new arsh.)	1.46 arsh. (cloth); 1.31978 old arsh.	39.37 ins.
1 kilometre	1,319.78 old arsh.	1.62137 mie

Square Measures

Turkish	English	Metric
1 sq. arshin (old, land)	6.1794 sq. ft.	.5741 sq. m.
1600 sq. arshins or	9887.04 sq. ft. or	918.56 sq. m. or
1 old deunum	.2269752 acre	.36743 new deunum**
English	Metric	Turkish
1 sq. in.	6.4516 sq. cm.	.001123 sq. arshin
1 sq. ft. (144 sq. ins.)	.092903 sq. m.	.1618 „ „
1 sq. yard (9 sq. ft.)	.836126 sq. m.	1.4563 „ „
1 acre (4840 sq. yds.)	.40468 hectare	4.4054 old deunums
1 sq. mile (640 acres)	259.02 „	2819.456 „ „

Metric	Turkish	English
1 sq. m.	1 sq. arsh. (new) 1.74 sq. arsh. (old.)	10.764 sq. ft.
1 are (100 sq. m.)	1 sq. evlie	119.6 sq. yds.
25 ares	1 deunum (new) 2.7216 deunum (old)	.61778 acre
1 hectare	1 djerib 10.8864 „ „	2.4711386 acrs.

Measures of Capacity

Turkish	English	Metric
1 kileh	1.18 bushel	43 litres
1 quart (2 pints)	—	1.13586 litre
1 gallon (4 quarts)	—	4.5434 litres
1 bushel (32 quarts)	.8484 kileh	36.347 „
1 litre	.88038 quart	—
1 hectolitre	2.75 bushels	2.325 kilehs

Measures of Volume

Turkish	English	Metric
1 cubic arshin (ambar)	.5689 cu yd.	.435 cu. m.
1 cubic yard	764537 cu. m.	1.7579 cu. arsh.
1 cubic metre (stere)	2.2993 cu. arsh.	1.308 cu. yd.

EGYPTIAN TABLE

Weights and Measures. In addition to the metric system the following local weights and measures are in use :

1 Qantar	99.0493 lbs.
1 Rotl	0.9905 »
1 Oke	2.75137 »
1 Heml	550.274 »
1 Ardeb	{ 43.255 Gallons
	{ 5.444 Bushels
1 Keila (1/12 of 1 Ardeb).	3.63 Gallons
1 Rob (1/24 of 1 Ardeb)	1.815 »
1 Qadah	3.630 Pints
1 Feddan	5,024.16 Sq. Yards.

*) Note 1—The new Turkish measures of weight, length, and surface are based on the Metric System. The new unit of length, the metre, is generally designated “yeni” arshin to distinguish it from the old unit, the “eski” arshin. In all the ministries and other government administrations in Constantinople the Metric System is today in practice, though the old measures are still used in some of the provinces of the interior. The Metric System is in use in all the Balkan States.

**) Note 2—The Mining Law fixed at 15,000 new deunums or 3750 hectares, equivalent of 9266.77 acres, the maximum area for permit.

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