The thoughts and opinions expressed are those of the authors and not necessarily of the U.S. government, the U.S. Department of the Navy or the Naval War College.
CHILE.

Note of the Minister of Foreign Relations to the Minister of Interior on the application of the rules of neutrality established by the Second Conference of The Hague. August 7, 1914.

[Savoie Générale de Droit International Public, Doc. 23: 7.]

SANTIAGO, August 7, 1914.

To the MINISTER OF INTERIOR:

The rules which ought to be observed by the Chilean authorities relative to neutrality in the European war are those established on this subject by the Second Conference of The Hague. The Convention of The Hague ought to be followed, even though they have not been ratified by the Government of Chile, it being understood that they are declaratory of the principles of international law universally recognized.

Note of the Minister of Foreign Relations to the Minister of War and Navy on the application in matters of neutrality of the general principles of international law and especially of the rules of the Naval Declaration of London of February 26, 1909. August 5, 1914.

[Rev. Gén., Doc. 23: 7.]

SANTIAGO, August 8, 1914.

To the MINISTER OF WAR AND NAVY:

The services under the supervision of the minister of war and navy ought, in the European war, to observe neutrality conformably to the general principles of international law.

Rules concerning maritime war which should be observed for the surveillance of vessels found in the territorial waters of Chile. August 14, 1914.

[Rev. Gén., Doc. 23: 7.]

MINISTRY OF FOREIGN RELATIONS,

Santiago, August 14, 1914.

To the MINISTER OF WAR AND NAVY:

With reference to my confidential note, No. 57, of the 8th instant, in which I request your excellency to be kind enough to instruct the authorities under your cognizance, and especially those of a maritime nature, to proceed to the enforcement of the neutrality declared by Chile in the state of war which exists in

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1 To the note was attached a translation of the provisions ordered Feb. 26, 1909, at the London Naval Conference, the rules of which, according to the preliminary statement, correspond in substance to the principles generally recognized by international law. For text see Naval War College, International Law Topics, 1909.
Neutrality Rules, Chile.

Germany, France, Belgium, Great Britain, Russia, and to which Austria should now be added, I beg to indicate to your excellency the regulations which, in accordance with the principles of international law and especially those relating to maritime war, should be adopted regarding the surveillance of vessels anchored in national waters, to the end that, upon the order of your excellency, the said authorities should see that they are carried out.

1. All vessels at anchor in Chilean ports or which navigate in the national territorial waters may be obliged to submit to the inspection of their papers by the Chilean authorities, which may, whenever they deem it necessary, according to the rules which are hereafter specified, proceed anew to the inspection of the vessel, of its passengers, of its cargo, and of its documents. In consequence, the clearance of any vessel can not be authorized, whatever its cargo and whatever its destination, until the ship has presented complete manifests.

2. Permission to depart will be given to no merchant vessel which has altered or tried to alter its status, if there is reason to believe that the vessel has intended to transform itself into an auxiliary cruiser or an armed vessel in any degree whatsoever.

The following acts will be considered as furnishing a presumption of change of status:

(a) To alter the location or position of guns which are on board the vessel at the time of its arrival; to change the color, the rigging, or the equipment of the vessel in a manner to create a presumption that this change has an object relating to military operations;

(b) To embark guns, arms, or munitions in the circumstances which indicate adaptation of the vessel to military ends;

(c) To refuse to take on board passengers when the vessel possesses suitable accommodation for them;

(d) To load abnormal quantities of coal.

3. The maritime authorities should demand of foreign consuls who visé the papers of vessels a declaration in reference to the character of the vessel, stating whether it is a question of a merchant vessel engaged in the transport of merchandise and passengers, or whether it forms a part of the armed forces of the nation to which it belongs. In this latter case the vessel will be warned that it must depart after twenty-four hours and with coal only sufficient for the journey to the nearest port of its nation.

4. No belligerent vessel of war can prepare for operations of war in the jurisdictional waters of Chile or proceed to the observation of the vessels of its adversaries in the same waters.

5. No belligerent vessel of war can leave a port of Chile until there has elapsed a period of 24 hours since the departure of an enemy vessel of war from the same port.

6. Every belligerent vessel of war will be required to depart after a period of 24 hours from its arrival, except in stress of
Surveillance of Vessels.

weather, lack of provisions or in case of necessary repairs; in these cases effort will be made to leave the port as soon as possible after the expiration of the 24-hour period, and no permission will be given to take on more supplies than are indispensable for immediate necessities. As to repairs, the following rules will be observed: The vessel can not remain in Chilean waters more than 24 hours after the completion of the said repairs. If an enemy vessel has departed during this 24 hours the other will remain in the national waters until a new interval of 24 hours has elapsed.

7. No belligerent vessel can load, in Chilean waters, anything except provisions and the objects necessary for the subsistence of its crew, nor a quantity of coal greater than that stipulated in rule No. 3.

8. The use of radio telegraphy is forbidden to all merchant vessels during their sojourn in the Chilean waters. To render this prohibition effective it will be convenient to dismantle the apparatus designed for this system of telegraphy.

If possible, some vessels of the national fleet might be stationed in the principal ports of the Republic to assure the observance of these rules of neutrality, that is to say, to prevent the vessels which, according to the said rules should not depart from Chilean waters, from doing so surreptitiously.

In general, the ministry believes that if any of the provisions noted should be difficult to carry out, in whole or in part, by the authorities charged therewith, it would be advisable to do so as far as possible within the means at their disposal, in order that our intentions of neutrality may be made clear.

In case any doubt should arise in the application of the principles of international law, the undersigned will hasten to secure the necessary decision in the matter.

The Government of the United States has issued similar regulations to those contained in this note, regarding the observation of neutrality in maritime war.

God guard your excellency.

E. Villegas E.

Declaration of the Ministry of Foreign Relations on the subject of the supplying of coal to belligerent vessels of war in Chilean ports. October 14, 1914.

[Rev. Gén., Doc. 23: 10.]

SANTIAGO, October 14, 1914.

MINISTRY OF FOREIGN RELATIONS:

In reference to the application of article 19 of convention xiii of The Hague of October 18, 1907, on the subject of the supplying of coal to belligerent vessels of war in neutral ports, it is necessary to imply by "the nearest port of its own country" of which article 19 makes mention, a port of the mother country and not a colonial port.
Instructions for the office of the director of maritime territory of Chile in reference to radio communication by vessels in the territorial and interior waters of Chile. October 14, 1914.

[Santiago, October 14, 1914.]

1. All vessels provided with radio apparatus without distinction of nationality, which navigate in our territorial waters or are at anchor in our ports are forbidden to use the said apparatus.

2. When arriving in a port or roadstead, these vessels ought to dismantle their antennæ, breaking their connection with the gear and apparatus, as soon as they have been received by the maritime authorities, who will personally see to the strict accomplishment of this order, by proceeding immediately to affix their seals and stamps on the doors, windows, skylights, and other ways of access to the place in which this apparatus is located.

3. All national or foreign vessels which remain in a port more than four days will remove their antennæ, which will be kept in the same place as the apparatus of the radio station, observing the same instructions for sealing the ways of access to this place.

4. The maritime authorities will report to the office of the director of maritime territory on the accomplishment of the present instructions, not forgetting that their nonaccomplishment may compromise the neutrality of the country.

Order of the Maritime Governments in reference to radio communication by vessels in the territorial and interior waters of Chile. October 15, 1914.

[Rev. Gén., Doc. 23:10.]

Punta Arenas, October 15, 1914.

Upon this date there has been received from the director of the Maritime Territory the following telegram:

"In addition to sealing and stamping the places in which radio apparatus is located, please order the lowering and disconnecting of the antennæ from the halyards and radio apparatus of all steamers with radio installations, upon arriving at Chilean ports. Steamers that remain more than four days in port ought to deliver their antennæ to the maritime authorities until the day of their departure, giving account by telegraph to the office of this director.—SIMPSON."

I transcribe this for your knowledge, requesting you to please order the captains as soon as possible to lower and disconnect the antennæ from the halyards and radio apparatus and immediately to advise this maritime government in order to bring them ashore.

Salutes you attentively,

I. TRIVINO.

(Seal of the Gobernacion Maritima de Magallanes.)

Consul of the United States of North America.

Present.
Supply of Coal.

Note from the office of the Director General of the Army to the Ministry of War and Navy proposing measures for preventing the excessive supplying of coal to belligerent merchant vessels in Chilean ports. November 2, 1914.

[Santiago, November 2, 1914.]

1. Every merchant vessel of belligerent flag carrying freight or passengers, or only freight or sailing in ballast, can take on coal, allowing 20 per cent for accidents, necessary to carry it to Callao or to Montevideo, according to the route which it takes (that is to say, according to whether its route is north or south of Chile).

2. If one of the vessels to which the preceding article refers happens to touch at another port of Chile to again take on coal or supplies under pretext that the fuel which it carried has been taken by a vessel of war, it will not be permitted to take an amount of coal greater than that necessary for its service.

3. Vessels of neutral flag, whether or not they carry passengers and freight, can take on coal necessary to take them to their port of destination.

Decree of the Government of Chile as to what should be considered the jurisdictional waters of Chile in reference to neutrality. November 5, 1914.


Considering that, although it is true that the laws of the Republic have determined the limits of the territorial sea and of the national domain, and the distance to which extend the rights of police in all matters concerning the security of the country and the observance of customs laws, they have not fixed the maritime zone in reference to the safeguarding of the rights and the accomplishment of the duties relative to the neutrality declared by the Government in case of international conflicts; and that it is proper for sovereign states to fix this zone:

It is decreed:

The contiguous sea, up to a distance of 3 marine miles counted from the low-water line is considered as the jurisdictional or neutral sea on the coasts of the Republic for the safeguarding of the rights and the accomplishment of the duties relative to the

1 Art. 593 of the Civil Code used the following terms: "The contiguous sea to the distance of a marine league counted from the low-water line is a territorial sea appertaining to the national domain; but the right of police, in all matters concerning the security of the country and the observance of the customs laws, extends to the distance of 4 marine leagues counted in the same manner."
neutralité declared by the Government in case of international conflicts.

Let it be noted, communicated, published, and inserted in the Bulletin of the Laws and Decrees of the Government.

BARROS LUCO.
MANUEL SALINAS.

Circular of the naval authorities of Chile to the consuls and to the agencies of navigation companies, indicating the measures authorized by the Ministry of Marine for preventing the excessive supplying of belligerent merchant vessels in the ports of Chile. November 7, 1914.

[Rev. Gén., Doc. 23: 11.]

VALPARAISO, November 7, 1914.

In order to prevent the continual complaints which have been presented to them in reference to the movements and supplies of belligerent merchant vessels, the naval authority has been authorized by the Government to demand of the agents of the respective companies, and of the consul of the nation to which the vessel in question belongs, a guaranty that these will furnish neither coal nor provisions to belligerent vessels of war, and the maritime authorities are required to execute this order as a first condition for the departure of the said vessels.

This resolution is by the present circular brought to the knowledge of the consuls and agents of the vessels in question, by requesting them, before commencing formalities for the departure of a vessel, to guarantee by a formal written declaration that the provisions and coal which it has just taken on will be employed exclusively for their proper purposes and that the departure of the said vessel has no other object than that of continuing its voyage with a purely commercial end.

At the same time, warning is given that the penalty against companies to which a vessel belongs who violate the above engagements will be thereafter to refuse all kinds of supplies and fuel to all vessels of the said company.\(^1\)

Circular of the office of the general director of telegraphs of Chile in reference to ordinary telegraphic communication. November 13, 1914.

[Rev. Gén., Doc. 23: 11.]

SANTIAGO, November 13, 1914.

The transmission of telegrams in a conventional or cipher language is forbidden. Telegrams in clear language, written in Spanish, German, French, English, Italian, or in Portuguese, will

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\(^1\) The measures indicated in the circular had been previously authorized by the minister of marine.
be accepted whenever they do not transmit news relative to the situation, to the movements, or to the operations of vessels of war of belligerent nations. Telegrams of diplomatic and consular agents will be excepted from this restriction. In case of doubt as to the contents of telegrams written in foreign languages, the inspection office will be consulted.

Note of the Minister of Foreign Relations to the diplomatic agents of the belligerent powers in reference to the complaints they may have to make concerning the violation of Chilean neutrality. November 16, 1914.

[Rev. Gén., Doc. 23: 12.]

MINISTRY OF FOREIGN RELATIONS,
Santiago, November 16, 1914.

We desire that the diplomatic representatives of all the belligerent powers, in formulating their complaints on the violations of the rules of neutrality, indicate so far as possible the source of the information which serves as a base of these complaints. This measure will permit of proceeding with greater rapidity in the investigation and consequently of taking in time the course which each case may require.

Decree¹ of the Government of Chile as to what should be considered as a jurisdictional sea of Chile in the southern part of Chile, especially in the Strait of Magellan. December 15, 1914.

[Rev. Gén., Doc. 23: 13.]


Considering that the Strait of Magellan as well as the canals of the southern region lie within the international limits of Chile, and consequently form part of the territory of the Republic,

It is decreed:

In reference to the neutrality established in the decree No. 1857 of November 5 last of the ministry of foreign affairs, the interior waters of the Strait of Magellan and the canals of the southern region, even in the parts which are distant more than 3 miles from either bank, should be considered as forming part of the jurisdictional or neutral sea.

Let it be noted, communicated, published, and inserted in the Bulletin of the Laws and Decrees of the Government.

BARROS LUCO.
MANUEL SALINAS.

¹ This decree was brought to the notice of the Argentine Government by a communication of December 30, 1914. It was said in this communication "that by this act the Government of Chile does not intend to modify the situation created by the treaties between Chile and Argentine Republic in the Straits of Magellan and the southern canals."
Decree of the Government of Chile relative to the furnishing of fuel to the vessels of war of belligerent countries and to merchant vessels in the ports of Chile. December 15, 1914.


Considering: That convention xiii of The Hague, relative to the rights and duties of neutral powers in case of maritime war, provides, in article 19, that belligerent vessels of war can take on fuel in neutral ports in quantities sufficient to carry them to the nearest port of their own country and adds, in article 20, that these vessels can not renew their supply of fuel for a period of three months in a port of the same power;

That these provisions, as well as others of the convention cited, indicate the fundamental object of preventing neutral powers from cooperating, directly or indirectly, in the acts of belligerents and of restricting vessels of war to procuring from neutral ports only the supplies necessary to carry them to the shores of the country to which they belong;

That the application of these rules in the ports of the Republic produces results obviously contrary to the spirit which animates all the provisions of the above-mentioned conventions, since because of the great distance which separates our coasts from belligerent countries, the supply of coal which might be given to vessels of war is very considerable and that thus these vessels profit by the advantages which these circumstances give them, by not directing their course toward the coasts of their own country, but by continuing their belligerent operations in the American seas;

That in this manner the provisions cited have the effect of actually increasing the activity of maritime war in the Pacific Ocean contrary to the wish and the interests of Chile;

That for the same reason the consequences of the European conflict are felt more intensely in our country, since to the disturbances brought to its international commerce and its economic and industrial life, are added the inconveniences resulting from the accomplishment of the duties of neutrality and of the surveillance of our coast, to an extent which absorbs the activity of our maritime authorities and imposes on the public treasury considerable expense;

That the same convention xiii, in paragraph 5 of the preamble, reserves to the signatory countries the right to change the provisions, in the course of a war, when the experience acquired from it demonstrates the necessity for safeguarding their rights;

That the inconvenience resulting from the application of article 19 would be much reduced if, for the rule permitting delivery to vessels of war of coal necessary to gain a port of their nation, was substituted one authorizing them to take only sufficient fuel
Supply of Fuel.

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to reach the first port of the nearest neutral; for vessels supplied under these limited conditions could not venture upon warlike operations without running the risk of finding themselves without power of locomotion on the high seas;

That the fact of our country being a **producer of coal** leads belligerent vessels to supply themselves with fuel in our ports more than in those of other countries in the same position, a consideration which imposes, especially upon the Government of Chile, the moral obligation of preventing the abuse which might arise in the future through the supplying of coal in its ports;

That it is necessary to adopt in case of the violation of neutrality by merchant vessels a sanction which by its gravity would directly induce the ship companies to observe completely the rules published by the Government;

That finally it is necessary to find some means of diminishing so far as possible the expenses which are imposed upon the Government for the surveillance of vessels interned in the ports of the Republic for violations of neutrality or because their proprietors have voluntarily permitted it;

*It is decreed:*

1. In the future the supplies of coal which vessels of war of belligerent nations can take successively in Chilean ports should not exceed the quantity necessary for reaching the first coaling station of a neighboring country.

2. In case of violation by a merchant vessel of any of the rules on the observance of neutrality adopted by the Government of the Republic, no more fuel will be allowed in Chilean ports to any vessel of the company to which the vessel committing the offense belongs.

3. Vessels interned by the decision of the Government because of a violation of neutrality and those whose proprietors manifest the intention of retaining them in the Chilean ports until the end of the war will be concentrated in the Chilean ports which the administrative authority shall determine in each case.

4. The amount of coal which may be delivered in the ports of the Republic to merchant vessels will be limited to the capacity of their ordinary coal bunkers, unless they desire to make a voyage directly toward some European port, in which case they will be given the quantity of coal necessary for this voyage provided the company to which the vessel belongs furnishes a guaranty sufficient in the judgment of the Government, that the fuel will be used only to complete the voyage in question.

The preceding provisions will be applicable in the entire territory of the Republic beginning the first of next month.

Let the present decree be taken note of and let it be communicated, published, and inserted in the Bulletin of the Laws and Decrees of the Government.

**Barros Luco.**

**Manuel Salinas.**
Instructions of the Minister of Foreign Relations in reference to the supplying of coal to belligerent vessels of war in the ports of Chile. December 17, 1914.

MINISTRY OF FOREIGN RELATIONS,
Santiago, December 17, 1914.

The director general of the marine should bring to the attention of all the maritime authorities of the Republic the dates upon which supplies of coal have been furnished in the ports of Chile to belligerent vessels of war. The maritime authorities of the different ports ought on their part to communicate by dispatch to the office of the director general of the marine all the deliveries of coal made to the said vessels of war.

Decree of the Government of Chile in reference to ordinary and radio telegraphs and telephones. December 30, 1914.

MINISTRY OF THE INTERIOR,
No. 6364.
SECOND SECTION,
Santiago, December 30, 1914.

In view of the precedents and considering that, in accordance with the Radio Conference of London, July 5, 1912, radio offices not authorized by the Government may not exist in the territory of a State:
Considering that Chile signed the fifth convention of The Hague relative to the rights and duties of neutral powers in case of war:
In view of articles 3 and 9 of the said convention, which provide as follows:

Art. 3. Belligerents are likewise forbidden to:
(a) Erect on the territory of a neutral power a wireless telegraph station or other apparatus for the purpose of communicating with belligerent forces on land or sea:
(b) Use any installation of this kind established by them before the war on the territory of a neutral power for purely military purposes, and which has not been opened for the service of public messages.

Art. 9. Every measure of restriction or prohibition taken by a neutral power in regard to the matters referred to in articles 7 and 8 must be impartially applied by it to both belligerents.
A neutral power must see to the same obligation being observed by companies or private individuals owning telegraph or telephone cables or wireless telegraphy apparatus.

It is decreed:
1. The intendants and governors of the Republic will proceed to dismantle telegraph, telephone, and radio apparatus, whether or not designed for public service, whose installation has not been duly authorized.

Charles, Treaties 1910-1913, p. 185.
2. Telegraph, cable, and radio companies belonging to the State or to individuals can not in the future and until a new order accept for transmission communications written in a cipher or conventional language.

3. Communications addressed by the diplomatic agents accredited to the Republic and those which banks exchange between their various branches will be excepted. The key to the language should, however, be previously communicated to the office of the Director General of Telegraphs.

The only communications which can be transmitted are those clearly written in German, Spanish, French, English, Italian, and Portuguese, and which give no information on the situation, the movements or the operations of vessels of the belligerent nations.

Let it be noted, communicated, published, and inserted in the Bulletin of the Laws and Decrees of the Government.

BARROS LUCO.
PEDRO N. MONTENEGRO.

Note of the Minister of Foreign Relations to the Minister of War and Navy in reference to the supplying of belligerent vessels of war in the waters of Chile. January 4, 1915.

[Rev. Gén., Doc. 23: 15.]

MINISTRY OF FOREIGN RELATIONS,
Santiago, January 4, 1915.

Article 19 of convention xiii of The Hague authorizes belligerent vessels of war to revictual in neutral ports and roadsteads only to complete their normal supplies in time of peace; consequently, the supplies should be calculated by considering the current consumption of the crew in such a manner that if a belligerent vessel which has received, in a Chilean port, supplies for a certain number of days returns to another Chilean port, it can not receive a new supply of provisions before the period has expired which formerly served as a basis for the supplying of provisions.

Note of the Minister of Foreign Relations to the Minister of War and Navy in reference to complaints on the violation of Chilean neutrality. January 12, 1915.

[Rev. Gén., Doc. 23: 16.]

MINISTRY OF FOREIGN RELATIONS,
Santiago, January 12, 1915.

To the MINISTER OF WAR AND NAVY:

The normal situation of a merchant vessel can not be altered by the simple act of denunciation. Proof is necessary, at least that the vessel has committed an act contrary to neutrality. In case of grave and well-founded suspicion the vessel, if it is absolutely necessary, can only be detained for a speedy investigation
of the facts. A file of documents will be formed in each case, in which will be contained the declaration of the interested parties and testimony, as well as other proof proper, to throw light on the question. The decisions made by the maritime authority should have only a provisional character until their ratification by the Government. Information on the affair in progress will in no case be given to the press even under pretext of rectification or of prohibition of proceedings by the Government. To the Government alone belongs the duty of deciding what publication should be made.

Declaration of the Minister of Foreign Relations in reference to the supplying of coal to belligerent vessels of war in ports of Chile. January 23, 1915.

[Rev. Gén., Doc. 23: 16.]

MINISTRY OF FOREIGN RELATIONS,
Santiago, January 23, 1915.

The maritime authorities should obtain by telegraph authorization from the superior naval authority before according to belligerent vessels of war permission to load coal in Chilean ports, and these authorities, if they do not receive the authorization in sufficient time, should demand of the commander of the vessel a written declaration that the vessel has not taken on coal in a Chilean port during the last three months.


[Rev. Gén., Doc. 23: 16.]

MINISTRY OF THE INTERIOR,
No. 213.
Santiago, January 25, 1915.

In view of the dispositions of the Telegraphic Convention of St. Petersburg (Petrograd) celebrated between the 10th and 22d of July, 1875,¹ and promulgated as a law of the Republic November 2, 1909:

It is decreed:

The provisions of articles 2 and 3 of decree No. 6364 of December 30 last, are modified in the following form:

1. Communications of diplomatic representatives and consular agents accredited to Chile, can be transmitted and received in cipher or conventional language without restriction and upon the principle of reciprocity.

2. Telegraphic communication of individuals in the country itself or with neutral countries can be transmitted in conventional language or cipher.

3. Telegraphic communication of individuals in cipher with belligerent countries can be carried on only by means of Keys A B C, fifth edition; Scott's Code, tenth edition; Bentley's Complete Phrase Code; Western Union Code; Lieber's Code. Such communication will also be permitted to those whom the Government of Chile shall authorize on condition that the sender remit to the appropriate administrative authority a translation of the telegram and that the latter authorize its transmission, putting on the original cipher his authorization of transmission.

4. Telegraphic communication of individuals whether or not in cipher, which contains information on the situation, movements, or the operation of vessels of war, or of commerce of belligerent nations can not be transmitted. At the same time the agents of steamer companies or of commercial houses can transmit telegraphs in cipher or in a conventional language, in the country itself or with neutral countries, in reference to the movement of steamers or of merchant vessels.

Let it be noted, communicated, published, and inserted in the Bulletin of the Laws and Decrees of the Government.

BARROS LUCO.
PEDRO N. MONTENEGRO.

Note of the Minister of Foreign Relations to the Minister of War and Navy on the interpretation of the rule recorded in No. 4 of the decree of December 15, 1914, in reference to the supplying of fuel in Chilean ports to belligerent merchant vessels. March 13, 1915.

[Rev. Gén., Doc. 23: 17.]

MINISTRY OF FOREIGN RELATIONS,
Santiago, March 13, 1915.

To the MINISTER OF WAR AND NAVY:

The provisions of the rule recorded in No. 4 of the decree of December 15, 1914, should be interpreted in the sense that the supply of coal should not exceed the quantity necessary to carry the vessel to its port of destination, at the same time limiting the supply to the ordinary capacity of its bunkers and taking as a basis the route and the usual stops of similar vessels. Consequently the maximum of coal which can be furnished in Chilean ports to merchant vessels of belligerent flag will be that which its ordinary bunkers can contain; but in the case of a voyage to a port which the vessel could gain without using the entire contents of its ordinary bunkers the supply should be reduced to the quantity necessary to bring it to this port of destination, taking into consideration the route and the usual stops of similar vessels. In any case it will be necessary to demand of those interested a sufficient guaranty that the fuel which will be furnished them will not be used to aid operations of war.
Note of the Minister of Foreign Relations to the diplomatic agents accredited to the Government of Chile in reference to the reconversion of auxiliary vessels of the armed fleet into vessels of commerce. March 15, 1915.

[Rev. Gén., Doc. 23:17.]

MINISTRY OF FOREIGN RELATIONS,
Santiago, March 15, 1915.

To the MINISTER:

This ministry has examined with a particular interest the question which has been submitted to it by the British Government in a note of February 4 last, relating to the possibility, for English merchant vessels which have served up till the present as auxiliary vessels of the British fleet, to resume their status of merchant vessels and to be treated in this capacity in the Chilean jurisdictional waters.

The Second International Conference of Peace assembled at The Hague in 1907 authorized in convention vii the transformation of merchant vessels into vessels of war, determining at the same time measures intended to prevent abuses especially in reference to the reestablishment of the privateer, abolished by the Declaration of Paris of 1856.

But neither the said conference nor the London Naval Conference of 1909 have regulated all the matters relative to maritime war and notably that of the reconversion to merchant vessels of vessels which, having formerly had this character, have subsequently been converted into vessels of war or auxiliaries to the armed fleet.

Conformably to the general principles of international law the governments of neutral countries can regulate cases not provided for conventionally and apply in their jurisdictional waters the regulations which they adopt. The preamble of convention xiii of The Hague formally recognizes this right.

The Government of Chile desires to settle the question suggested by the note above indicated according to the attitude of strict neutrality adopted by it since the beginning of the war, and also in conformity with the general convenience of the American Continent, since the great European conflict has demonstrated in an evident manner that international rules should in the future take into consideration the particular conditions of this hemisphere.

Inspired by this idea, the Chilean Government sees no inconvenience in admitting into the ports and jurisdictional waters of Chile and in treating in all respects as merchant vessels, vessels which have been auxiliaries of the fleet of one of the belligerent States, when the said vessels fulfill the following conditions:

1. That the auxiliary vessel has not violated Chilean neutrality;
2. That the reconversion took place in the ports or jurisdictional waters of the country to which the vessel belongs or in the ports of its allies;
Reconversion of Vessels.

3. That this was effective; that is to say, that the vessel neither in its crew nor in its equipment gives evidence that it can be of service to the armed fleet of its country in the capacity of an auxiliary, as it was formerly;

4. That the Government of the country to which the vessel belongs communicates to all interested nations, and in particular to neutrals, the names of auxiliary vessels which have lost this status to resume that of merchant vessels; and

5. That the same Government give its word that the said vessels are not in the future intended for the service of the armed fleet in the capacity of auxiliaries.

ALEJANDRO LIRA.

Decree of the Government of Chile regarding the official relations of foreign diplomatic agents and consuls with the administrative services of Chile. March 30, 1915.

No. 320. SANTIAGO, March 30, 1915.

Considering the convenience of regulating the official relations between the diplomatic and consular functionaries, national or foreign, and the national administration, and following in this the established practice in other nations,

It is decreed:

1. No national or municipal service of any kind whatsoever can entertain relations with foreign diplomatic or consular representatives or with those of the Republic, nor solicit of them or furnish to them any information except through the intermediary of the minister of foreign affairs to whom either should be addressed.

2. In certain exceptional cases these relations can be established directly, but it will be necessary to obtain the express consent of the minister of foreign affairs and the authorization of the minister or cognate superior authority.

3. No diplomatic or consular authority of the Republic can entertain relations of an official character with an institution, entity, or official authority of a State which is not included in his own jurisdiction, when a diplomatic or consular representative of the Republic, who is the natural intermediary, resides in that State.

Circular relating to radio communication, April, 1915.

MINISTRY OF FOREIGN RELATIONS,

Santiago, April, 1915.

MR. CHARGÉ D'AFFAIRES:

I have the honor to inform your excellency that by decree No. 606, dated the 9th instant, of the ministry of the interior, the Broom Halle Imperial Combination (except special rubber ed-
Neutrality Rules, Chile.

Rules, while.

Meyers Atlantic Code, thirty-ninth edition; and Code A Z have been included among the telegraphic codes referred to in article 3 of decree No. 213 of January 25, last, of the same ministry.

I reiterate to your excellency the assurance of my distinguished consideration.

ALEJANDRO LIRA.

TO THE CHARGÉ D’AFFAIRES OF THE UNITED STATES OF AMERICA.

Decree of the Government of Chile on the supplying of fuel in the ports of Chile to belligerent merchant vessels making a direct voyage to European ports following the decree of December 15, 1914, No. 4. May 17, 1915.

[Rev. Gén., Doc. 23 : 21.]

SANTIAGO, MAY 17, 1915.

Navigation companies which require coal in Chilean ports for vessels of belligerent flag which wish to make a direct voyage to European ports should make, as a guaranty of the declared destination of the fuel, a deposit of 5 livres sterling per ton of coal loaded without prejudice to the responsibility established in No. 2 of decree 2009 of December 15, 1914. The deposit will be restored on presentation of a certificate attesting the arrival of the vessel at its declared destination in a proper time, which in each case the maritime authority will determine. This same authority will fix the conditions which the certificate should fulfill.


[Rev. Gén., Doc. 23 : 24.]

SANTIAGO, JULY 7, 1915.

SIR: I have had the honor of receiving the note of your legation dated June 18 last in which your excellency desires to inform me that the first British merchant vessel armed for defense is ready to leave England for Chile and that vessels in the same condition carry on commerce regularly with Argentina, Brazil, Uruguay, United States, and Spain. Your excellency adds that conformably to the rules of international law in force every merchant vessel has the right to defend itself when attacked, without the means with which it is provided for that purpose modifying its “status” as a merchant vessel which is that under which it sails; and that consequently the rules which govern auxiliary vessels of a fleet can not be applied to it.

Since the outbreak of the European conflict the Government of Chile has endeavored to adopt all measures which, being com-
Status of Armed Merchant Vessels.

Patible with its neutrality, permit it to continue its commerce with the European countries. In accordance with these intentions I indicated to your excellency on the 15th of March last that my Government saw no inconvenience in admitting into its ports in the quality of merchant vessels, vessels which had been auxiliaries of the belligerent naval forces and which had subsequently resumed their character of merchant vessels so long as they fulfilled certain conditions guaranteeing the sincerity of their new conversion.

My Government is inspired to-day by the same standard for settling the question which your excellency wishes to propose to it in the note to which I reply.

The Chilean ports will receive merchant vessels armed for defense when the respective Governments previously communicate to us the name of the vessel which travels under these conditions and also the route, roll of crew, list of passengers, and cargo, as well as the management and the armament of the vessel, demonstrating that it is in reality a question of a merchant vessel which is not intended to carry on hostile acts nor to cooperate in the warlike operations of enemy fleets.

If an armed merchant vessel arrives without this previous notice of the Government, it will be considered and treated as suspicious. If, violating their declaration, these vessels engage in operations of war against other merchant vessels without defense they will be forthwith considered and treated as pirates, since the Government of the country under whose flag they fly will have formally declared their exclusively commercial character by not incorporating them into its fleet of war.

ALEJANDRO LIRA.

CHINA.

Presidential mandate on the observance of neutrality during the European war.

[Peking Gazette, Friday, Aug. 7, 1914.]

PEKING, August 6, 1914.

THE DECLARATION.

Whereas we are happily at peace with all sovereigns, powers, and states;
And whereas a state of war unhappily exists between Austria-Hungary and Serbia, thereby involving many other European powers in a state of war;
And whereas by faith of treaties of friendship and commerce we are on terms of friendship and amicable intercourse with each of the powers;
And whereas the aforesaid unhappy state of war will seriously affect the commerce of the Far East;