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NORWAY.

Note giving regulations for sojourn in military ports, December 7, 1914.

LEGATION OF NORWAY,
Washington, D. C., December 7, 1914.

Mr. SECRETARY OF STATE:

By order of my Government, I have the honor to communicate the following to your excellency:

In order to insure the supervision of vessels touching at the military port of Christiansand, Bergen, and Trondhjem, Norway, it is ordered by decree of the minister of defense of Norway dated November 18, 1914, that all vessels, except those that are running on a regular service and have previously obtained the permission of the chief of defense (commandant) of the place, are forbidden access to the military ports of Christiansand, Bergen, and Trondhjem during the night and dark hours of the day (during which the lighthouses enumerated in the list of lighthouses are under orders to be lighted).

On the outward guard line of the fortresses the chief of defense (commandant) of every place shall designate determined spots where the vessels on regular service already holding permission to enter at night shall stop of their own accord and, if necessary, hail the guardship by means of a prearranged signal.

The guard vessels will immediately announce the entry of the vessels allowed to cross the guard line.

No vessel is allowed to cross that line until formal permission is given from the guardship.

The said decree went into effect on November 25, 1914, at noon.

Be pleased to accept, Mr. Secretary of State, the assurances of my highest consideration.

H. BRYN.

His Excellency Mr. W. J. BRYAN,
Secretary of State, etc., etc., etc.

Note relating to limits of military port of Vardoe, December 29, 1917.

LEGATION OF NORWAY.

The minister of Norway presents his compliments to His Excellency the Secretary of State of the United States, and in compliance with the instructions just received from his Government has the honor to communicate the following:

In the course of the present war armed vessels belonging to the belligerent powers have occasionally run in the military port of Vardoe. The area of the military port of Vardoe is, under the law of January 30, 1904, exactly that of the commercial port of Vardoe.

The military port of Vardoe is bounded as follows:

To the east and north by a line drawn from Hasselines to Kvalvikhaugen on the west point of Renen Island and thence to the north point of Skagodden, to the west by a straight line drawn from Skagodden, through the most easterly point of Tyveholmen Islet and as far as the monument on Svartnes Point, to the south by a line drawn from

the aforesaid monument and running south 75° east until it intersects a line drawn from the easterly point of Vaargerbet straight south. The boundaries above stated are given along the geographic south-north direction.

WASHINGTON, *December 29, 1917.*

Regulations defining territorial waters and treatment of belligerent submarines, June 18, 1918.

1. The Norwegian Government, who have in the past claimed that the territorial waters of Norway extend to 4 miles from the shore, have recognized the difficulty of upholding this claim during the war, since it is not recognized by either the British or the German Governments.

2. The Norwegian Government accordingly intimated to His British Majesty's Government, on May 3, 1918, that Norwegian naval officers have now received instructions that they are to confine their efforts to maintaining the neutrality of the waters within the 3-mile limit, and are not to fire on belligerent ships operating outside that limit.

3. The following are the Norwegian regulations now in force for submarines in Norwegian territorial waters, supplementing the Norwegian Rules of Neutrality: ¹

(a) Submarines equipped for use in warfare, and belonging to a belligerent power, must not traverse or stay in Norwegian territorial waters. Breach of this prohibition will expose them to armed attack without previous warning. This prohibition does not prevent a submarine from entering Norwegian territorial waters on account of damage, or by reason of stress of weather, or in order to save human life. When in Norwegian waters the vessel must remain on the surface and must have her national flag hoisted and also the international signal to explain her presence. The vessel must quit territorial waters as soon as the cause justifying her entrance no longer remains.

(b) Submarines equipped for use in warfare, and belonging to a foreign nonbelligerent power, are also forbidden to enter or traverse Norwegian territorial waters unless such entrance or passage takes place by daylight in clear weather and on the surface and with the national flag of the vessel hoisted.

ROUMANIA.

Notice of mine field in the Danube, November 30, 1915.

[Telegram received.]

BUCHAREST, *November 30, 1915.*

Received December 1, 12.30 p. m.

SECRETARY OF STATE, *Washington:*

192, November 30. Have received notification from foreign office Roumanian ministry of war have decided to mine the Danube between Turk Smil on Bulgarian frontier and the kilometer 430 also between Galatzi and mouth of Pluth.

¹ See decree Jan. 30, 1917, Naval War College, International Law Documents, 1917, p. 195.