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detailed arrangements made by the Permanent Armistice Commission, acting on instructions issued by the Supreme Allied Command.

TREVES, 16th February, 1919.

(Signed) FOCH,  
BROWNING,  
ERZBERGER,  
FREIHERR V. HAM-  
MERSTEIN,  
VON HANIEL,  
VANSELOW.

les instructions du Haut Com-  
mandement allié.

TRÈVES, le 16 février 1919.

(Signé)  
FOCH.  
BROWNING.  
(Signé)  
ERZBERGER.  
FREIHERR VON HAMMERSTEIN.  
VON HANIEL.  
VANSELOW.

## GREAT BRITAIN.

### WAR MEASURES.

*Proclamation relating to use of radio telegraphy on vessels in territorial waters, August 1, 1914.*

[London Gazette, Aug. 2, 1914, pp. 6047, 6068.]

#### General Post Office.

In pursuance of regulation 5 of the Wireless Telegraph (Foreign Ships) Regulations, 1908,<sup>1</sup> I, the right honourable Charles Edward Henry Hobhouse, His Majesty's postmaster general, do hereby give notice that in the opinion of the right honourable Reginald McKenna, one of His Majesty's principal secretaries of state, an emergency has arisen in which it is expedient for the public service that His Majesty's Government should have control over the transmission of messages by wireless telegraphy, and that the use of wireless telegraphy on board foreign ships whilst in the territorial waters of the British Isles will be subject to such rules<sup>2</sup> as may be made by the Admiralty.

Dated the first day of August, 1914.

<sup>1</sup> Statutory Rules and Orders, 1908, p. 961.

<sup>2</sup> Admiralty, S. W., 3d August, 1914. With reference to the notification published by the postmaster general on the 2d instant, the following regulations have been made by the lords commissioners of the admiralty prohibiting the use of wireless telegraphy by merchant vessels in the territorial waters of the United Kingdom and Channel Islands:

1. The use of wireless telegraphy is prohibited in the harbours and territorial waters of the United Kingdom and Channel Islands.

2. On entering any port or harbor or on directions being given to that effect by any naval, military, examination service, customs or police officer, the aerial wire or antenna is to be at once lowered, disconnected from its halliards, and from the operating room, and is not to be rehoisted while the ship remains in British territorial waters.

3. Any breach of these regulations renders the masters of offending ships liable to penalties and to the confiscation of the wireless apparatus of their ships.

NOTE.—These regulations do not apply to ships owned (not chartered) by the Admiralty, whether they fly the blue or the red ensign.

By command of their lordships.

W. GRAHAM GREENE.

(London Gazette, Aug. 4, 1914, p. 6071.)

*An act to restrict the transfer of British ships to persons not qualified to own British ships, March 16, 1915.*

[5 Geo. 5, c. 21.]

Be it enacted by the King's Most Excellent Majesty, by and with the advice and consent of the Lords spiritual and temporal and Commons, in this present Parliament assembled, and by the authority of the same, as follows:

1. A transfer made after the 12th day of February, 1915, of a British ship registered in the United Kingdom, or a share therein, to a person not qualified to own a British ship, shall not have any effect unless the transfer is approved by the board of trade on behalf of His Majesty, and any person who makes, or purports to make, such a transfer after the commencement of this act without that approval shall, in respect of each offense, be guilty of a misdemeanor.

2. This act shall apply to British ships registered at foreign ports of registry<sup>1</sup> and to British ships registered in any British possession other than those mentioned in the schedule to this act as it applies to British ships registered in the United Kingdom.

3. (1) This act may be cited as the British ships (transfer restriction) act, 1915, and shall be read as one with the merchant shipping acts, 1894-1914.

(2) This act shall have effect only during the continuance of the present war.

SCHEDULE.

British India.

The Dominion of Canada.<sup>2</sup>

The Commonwealth of Australia (including Papau and Norfolk Island).

The Dominion of New Zealand.

The Union of South Africa.

Newfoundland.

*Notice relating to visit and search, April 22, 1916.<sup>3</sup>*

[Shanghai Times, Apr. 24, 1916.]

NOTICE TO MARINERS, No. 618—CHINA SEA.

British Government notification concerning the exercise by British warships of the right of visit and search of merchant vessels.

Under instructions from the Chinese Government, the following extract from a communication from the British Government to the

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<sup>1</sup> Foreign ports of registry are constituted by Order in Council under sec. 88 of the merchant shipping act, 1894 (57 and 58 Vict., c. 60). On Apr. 30, 1915, there were three such ports, Old Calabar (Nigeria), (Statutory Rules and Order, 1913, No. 897); Shanghai (China), (Ibid., 1904, No. 1370); Tulagi (Solomon Islands) (Ibid., 1912, No. 1862. Larnaca (Cyprus), (Ibid., 1913, No. 896) was a foreign port of registry until annexation of Cyprus, Nov. 5, 1914 (Manual of Emergency Legislation, Supplement No. 2, p. 76).

<sup>2</sup> An order of the Governor General of Canada in council under the (Federal) war measures act, 1914, provides that a transfer made after Mar. 9, 1915, of a British ship registered in Canada, or of a share therein, to a person not qualified to own a British ship, shall not have any effect unless the transfer is approved by the minister of marine and fisheries on behalf of His Majesty, and imposes a penalty of \$5,000 or imprisonment not exceeding five years, or both fine and imprisonment on transfers in violation of such provision.

<sup>3</sup> See Admiralty Notice to Mariners, No. 319 of 1916, March 23, 1916.

Chinese Government, dealing with the procedure of British warships in exercising the right of visit and search of merchant vessels, is made public:

When it is the intention of the commander of a warship to send an officer on board a merchant ship by day the following procedure will be adopted: A large red pennant will be hoisted by the warship exercising the right of visit and search. The hoisting of this pennant will be accompanied by the firing of a rocket. This will signify that the merchant ship is to close the boat lowered by the warship, whether the warship remains near the boat or not. The procedure to be followed by night will be the same as that by day, except that two red Very lights will be the signal for the merchant ship to close the boat, which, where possible, will be illuminated by a searchlight. When the weather precludes boarding, the ship of war will fire two green Very lights, which will be the signal for the merchant ship to lie-to till daylight.

The new arrangements will come into force immediately and will not be confined to any particular geographical area. Pending the lapse of a reasonable time for the new signals to become generally known, His Majesty's ships will communicate with merchant ships in the usual code in cases where it is found that the meaning of the signals is not understood.

The communication further states that any orders or signals to a merchant vessel should, for stated reasons of an urgent character, be implicitly and instantly obeyed; and that disregard of such orders will necessarily excite suspicion and may lead to the vessel being fired on.

By order of the inspector general of customs.

W. FERD. TYLER,  
*Coast Inspector.*

The MARITIME CUSTOMS,

*Coast Inspector's Office, Shanghai, April 22, 1916.*

*An act to amend and extend the British ships (transfer) restriction act, 1915, August 23, 1916.*

[6 and 7 Geo. 5, c. 42.]

Be it enacted by the King's Most Excellent Majesty, by and with the advice and consent of the Lords spiritual and temporal and Commons, in this present Parliament assembled, and by the authority of the same, as follows:

1. (1) The British ships (transfer restriction) act, 1915 (in this act referred to as the principal act), is hereby extended so as to apply to mortgages (including transfers of mortgages) of ships made after the 10th day of August, 1916, as it applies to transfers of ships, and shall apply to mortgages (including transfers of mortgages) and transfers of ships to foreign controlled companies made after the 10th day of August, 1916, as it applies to transfers of ships to persons not qualified to own a British ship.

(2) The expression "foreign-controlled company" means any corporation—

(a) Where the majority of the directors, or persons occupying the position of directors by whatever name called, are not British subjects; or

(b) Where the majority of the voting power is in the hands of persons who are not British subjects, or who exercise their voting powers



directly or indirectly on behalf of persons who are not British subjects; or

(c) Where the control is by any other means whatever in the hands of persons who are not British subjects; or

(d) Where the executive is a foreign-controlled company, or where the majority of the executive are appointed by a foreign-controlled company.

A corporation shall not be deemed to be a British subject for the purposes of this section unless it is established in and subject to the laws of some part of His Majesty's dominions or of some British protectorate, and has its principal place of business therein.

(3) The board of trade may require any person who is the owner or mortgagee of a British ship, or who applies to be registered as the owner or mortgagee of a British ship, to furnish to the board such particulars as appear necessary to the board for the purpose of ascertaining whether or not that person is, or is a trustee for, or otherwise represents, a foreign-controlled company, and, in the case of a corporation, may also require the secretary, or any other officer of the corporation performing the duties of secretary to furnish these particulars.

If any person fails to supply such particulars as it is in his power to give when required, or furnishes particulars which are false in any material particular, he shall be guilty of a misdemeanor.

2. Where, after the passing of this act, any person who is the owner or mortgagee of a British ship ceases to be a British subject, or becomes a foreign-controlled company, that ship, or, in the case of a mortgagee of a ship, the interest of the mortgagee, shall be subject to forfeiture under Part I of the merchant shipping act, 1894.

3. (1) In this act, unless the context otherwise requires any reference to a ship shall include a reference to a share of a ship.

(2) The principal act and this act shall have effect during the continuance of the present war and a period of three years thereafter, and subsection (2) of section 3 of the principal act is hereby extended accordingly.

(3) This act may be cited as the British ships (transfer restriction) act, 1916, and shall be read as one with the principal act, and the principal act and this act may be cited together as the British ships (transfer restriction) act, 1915 and 1916.

*Statement of foreign office—Threat of reprisals for destruction of hospital ships, January 31, 1917.*

The foreign office has issued the following statement:

The German Government announce that "they have conclusive proof that in several instances enemy hospital ships have often been misused for the transport of munitions and troops."<sup>1</sup>

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<sup>1</sup> These allegations were contained in a note to the British Government through the American Embassy, Jan. 28, 1917, which "stated that after a reasonable elapse of time all enemy hospital ships found within a certain stated maritime zone would be regarded as belligerent." In a note of Oct. 5, 1917, the British Government denied the accusations. (British Parliamentary Papers, Miscellaneous No. 16 (1917).)

They also state that they have placed these proofs, through diplomatic channels, before the British and French Governments, and have, at the same time, declared that traffic of hospital ships on the military routes for the forces fighting in France and Belgium within a line drawn between Flamborough Head and Terschelling on the one hand and from Ushant to Land's End on the other, will no longer be tolerated.

His Majesty's Government have received no such communication through diplomatic channels, or otherwise, from the German Government, as is alleged, and they most emphatically deny that British hospital ships have been used for the transport of munitions and troops, or in any way contrary to The Hague Convention for the adaptation of the principles of the Geneva Convention to maritime war.

Under the convention belligerents have the right to search hospital ships, and the German Government have therefore an obvious remedy in case of suspicion—a remedy which they have never utilized.

From the German Government's statement that hospital ships will no longer be tolerated within the limits mentioned, only one conclusion can be drawn—namely, that it is the intention of the German Government to add yet other and more unspeakable crimes against law and humanity to the long list which disgraces their record.

In these circumstances His Majesty's Government have requested the United States Government to inform the German Government that His Majesty's Government have decided that if the threat is carried out reprisals will immediately be taken by the British authorities concerned.

*Statement of Admiralty with reference to destruction of hospital ships, April 23, 1917.*<sup>1</sup>

[London Times, Apr. 23, 1917, p. 10, b.]

The Secretary of the Admiralty makes the following announcement:

On the evening of April 17 the steamships *Donegal* and *Lanfranc*, while transporting wounded to British ports were torpedoed without warning.

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<sup>1</sup> Note of International Red Cross Committee, Geneva, Switzerland, to German Government, April 22, 1917:

The International Committee, whose right and duty it is to enforce respect for the principles of the Red Cross and the Geneva Convention by reporting violations of them, draws the very serious attention of the German Government to the responsibility which it would assume toward the civilized world by persisting in a resolution which is in contradiction to the humanitarian conventions which it has pledged itself solemnly to respect.

In torpedoing hospital ships it is not attacking combatants, but defenseless beings, wounded or mutilated in war, and women who are devoting themselves to the work of relief and charity. Every hospital ship is provided with the external signs prescribed by international convention, the use of which has been regularly notified to belligerents. The latter may, according to The Hague Convention, exercise the right of search, but have in no case any right to sink a ship and expose to death the hospital staff and wounded.

The *Asturias* appears to have been torpedoed without any care having been taken to ascertain her character or her destination.

Even if the correctness of the facts were admitted upon which Germany bases justification of her order, the International Committee considers that nothing can excuse the torpedoing of a hospital ship, and expresses the hope that such an order, contrary to international conventions, will cease to be carried out. (London Times, Apr. 24, 1917 p. 6, e.)

Owing to the German practice of sinking hospital ships at sight and to the fact that distinctive markings and lighting of such vessels render them more conspicuous targets for German submarines, it has become no longer possible to distinguish our hospital ships in the customary manner. One of these two ships, therefore, though carrying wounded, was not in any way outwardly distinguished as a hospital ship. The distinctive markings of the other had not yet been removed. Both were provided with an escort for protection.

The *Donegal* carried slightly wounded cases, all British. Of these 29 men, as well as 12 of the crew, are missing and are presumed to have been drowned.

The *Lanfranc*, in addition to 234 wounded British officers and men, carried 167 wounded German prisoners, a medical personnel of 52, and a crew of 123.

Of these the following are missing and are presumed to have been drowned:

Two wounded British officers.

Eleven wounded British, other ranks.

One Royal Army Medical Corps Staff.

Five crew.

Two wounded German officers.

Thirteen wounded Germans, other ranks.

One hundred and fifty-two German prisoners were rescued by British patrol vessels at the imminent risk of being themselves torpedoed.

The next of kin are being informed in all cases of loss of life.

#### TRADE RESTRICTIONS.

*Official Report on the Administration of the Blockade, 1918.*

[The War Cabinet, Report for the year 1917, p. 21.]

#### THE BLOCKADE.

One of the most important weapons in the hands of the Allies is that of the blockade<sup>1</sup> supplemented by the policy of the Statutory List.<sup>2</sup> The chief object of the Statutory List is to avoid the anomaly of permitting trade between British subjects and firms "of enemy nationality or association," who were in many instances actively working against us by propaganda, supplying enemy vessels, or inciting to sabotage, and by withholding British goods and facilities of all kinds from such firms to shake their financial position or even force them into liquidation.

The policy has been amplified in many directions since its inception, but principally in two, viz:

1. The withholding of financial facilities from listed firms has led to the development of the financial blockade, which is now administered by a distinct section of the Ministry of Blockade.

<sup>1</sup> Orders in Council authorizing retaliatory measures against German Trade, Mar. 11 1915, Jan. 10, 1917, Feb. 16, 1917, Naval War College, International Law Documents, 1917, p. 138 et seq.

<sup>2</sup> Trading with the Enemy (Extension of Powers) Act, 1915, 5 and 6, Geo. 5, c. 98, N. W. C., 1917, p. 158. The Blacklist with frequent modifications is printed in the London Gazette from time to time.



2. The significance of the term "facilities" has been largely amplified and a measure which was originally intended to entail the cutting off the listed firms from direct relations with the United Kingdom and the Dominions only has been extended into an attempt to impose an almost complete embargo on their trade.

The chief method by which this amplification of the policy has been effected has been the conclusion of a series of agreements with neutral shipping companies by which the companies have undertaken to respect the Statutory List in the same way as British companies. The weapon in the background during such negotiations has been the British control of bunker facilities and the powers wielded by the Inter-Allied Chartering Committee.

A very considerable amount of success can fairly be claimed for the policy. In the Far East, where, owing to our ex-territorial jurisdiction, the attack on enemy firms was begun some six months prior to the passage of the Extension of Powers Act,<sup>1</sup> the German commercial establishments have been almost completely destroyed, and recent events will probably make it possible to complete the work.

In South America, thanks largely to our agreements with American shipping companies, the financial stability of enemy firms in South America has been very generally shaken, and, in some cases, an enemy firm, such as Brauss, Mahn & Co., at one time agents for the German Government in the Argentine, have been forced into liquidation. In other instances, firms containing certain, but not a predominant, enemy interest have been obliged to eliminate this interest. One example is that of the Sociedad Exportadora, of Paraguay, which now carries on as a genuine neutral firm a large business in hides with the Allied Governments.

In Europe the policy has perforce been so wholly merged in the general policy of the blockade that it is more difficult to estimate its results as an independent measure. But in Spain, for which country the task of estimating results is easier than for those contiguous to Germany, the policy has worked admirably, and it is considered to have gone far to counteract the more insidious methods of German propaganda.

In all countries the moral effect of the list has been very pronounced, and a definite stigma is attached to the inclusion in the list, an effect which has naturally been accentuated with the growing dislike of the world in general for German objects and methods.

Turning to Blockade, by the end of 1916 the system of the Blockade had reached a high point of elaboration. It was based upon—

(a) Vigilant scrutiny of the transactions of all suspect neutral traders and the listing of all who habitually assisted enemy trade.

(b) Rationing schedules showing the normal requirements of all the European neutrals in respect of all the more important commodities which they obtain from overseas.

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<sup>1</sup> *Supra*, p. 91, footnote 2.



(c) Agreements with neutral shipowners, traders, and associations of traders under which the contracting neutrals gave certain undertakings in consideration for special facilities for their shipments. Many of these agreements contain rationing clauses which make it possible for His Majesty's Government to detain automatically any excessive shipments of the articles in question.

Broadly speaking, it may be said that by December, 1916, all, or almost all, the oversea trade of Germany had been stopped. There was still a little leakage in respect of the trade from the Dutch colonies, which, when we were not in so strong a belligerent position, we had to deal with specially, but it only affected a few articles like tobacco, cinchona, and, even so, the amounts were relatively small. We could, in fact, claim that the German attempt to interpose the border countries for the purpose of pursuing the great overseas trade which they had previously carried on from German ports was definitely defeated.

Beyond this the main preoccupation of the Ministry of Blockade has been directed to diminishing the trade between the border neutrals and Germany. It was impossible to get at this trade directly for obvious reasons, nor had we any belligerent right which we could enforce in the Prize Court to stop the import into a neutral country of goods which might be used to produce other goods which were to be sent into Germany. All we could do was, firstly, to use such means of economic pressure as we had to induce the neutrals to forego their German trade, and, secondly, to buy, as far as we could, surplus products which otherwise would have gone to Germany. That this policy of economic pressure and purchase was not altogether unsuccessful is proved by the following figures:

(1) Purchases of fish and fish products in Norway by His Majesty's Government since January, 1916, 455,805 tons.

(2) Fresh fish exports from Holland to Germany reduced from 38,451 tons for the period 1st November, 1915, to 31st July, 1916, to 5,350 tons for the corresponding period 1916-17.

(3) Exports of herrings from Holland to Germany reduced from 100,659 tons in 1915 to 15,898 tons in 1916.

(4) Agricultural produce exports from Holland to the Central Powers reduced from 287,820 tons for the first six months 1916 to 58,114 tons for first six months, 1917.

(5) Cattle exported from Holland to Germany in (a) first months 1916, 33,332 head; (b) first six months 1917, nil.

Notwithstanding these encouraging results, we had not the necessary lever to get at the root of the evil, and foodstuffs especially continued to go into Germany in considerable volume.

With the German declaration of unrestricted submarine warfare on the 31st January <sup>1</sup> and the breaking off of relations between Germany and the United States,<sup>2</sup> a new chapter opened.

<sup>1</sup> N. W. C., 1917, p. 110.

<sup>2</sup> *Ibid.*, 1917, p. 222.

In the first place, neutral shipping was largely interfered with, and, secondly, a large number of agreements had been made with shipping lines and shipowners under which they brought their ships into a British port for examination, while such vessels as were not under agreement to call were sent in by our naval patrols. This, of course, involved their going through what the Germans called the danger zone, and there was, therefore, a considerable possibility that neutral shipowners would throw over their agreements and break the blockade.

Two steps were taken to deal with the situation. In the first place the Blockade Order in Council of the 16th February, 1917,<sup>1</sup> was issued, the effect of which was to make vessels trading to and from neutral ports in Europe liable to the risk of capture and condemnation if they were found attempting to evade calling for examination at a British port; and, in the second place, it was announced through the public press that neutral vessels would, on certain conditions, be allowed the privilege of calling for examination at certain British ports outside the United Kingdom such as Halifax in Nova Scotia instead of at Kirkwall, and that British bunker coal would only be allowed to those neutral vessels which undertook to call at an appointed British port and perform certain services in return. Concurrently with these measures insurance on favorable terms was laid open to all vessels engaged in trading in the Allied interests, and His Majesty's Government further offered to hire or purchase large blocks of neutral shipping.

These expedients have, on the whole, worked exceedingly well. There has been no serious attempt to break the blockade; and, on the other hand, the power to give or refuse what are called "Halifax facilities"—that is to say, the privilege of being examined outside the danger zone—has furnished us with a powerful inducement to neutral shipowners to comply with the various blockade and shipping requirements that we have put forward. As an indication of the success of our policy, it is sufficient to mention that there has been an increase of about 50 per cent in the amount of neutral tonnage employed in Allied trades over the figure for the same trades in February, 1917, and this represents no less than 1,000,000 tons of additional tonnage.

The other great blockade event of this year has been the declaration of War between the United States and Germany,<sup>2</sup> followed by similar declaration from, or rupture of relations by, a considerable number of South American States.<sup>3</sup> This has enabled us and our Allies to stop imports to the border neutrals at the source.

This method of stopping the export to Germany of home produce from the border neutrals is, strictly speaking, not a blockade measure at all, but the exercise of the sovereign rights of the Allied and co-belligerent States to impose conditions upon their trade with the border neutrals.<sup>4</sup> The process belongs juridically to the category of commercial

<sup>1</sup> N. W. C., 1917, p. 142.

<sup>2</sup> *Ibid.*, 1917, p. 225.

<sup>3</sup> *Ibid.*, 1917, pp. 15-17.

<sup>4</sup> Export prohibitions, Great Britain, *infra*, p. 95, N. W. C., 1915, p. 57; Russia, *infra*, p. 139; United States, *infra*, p. 195; Neutral European States, N. W. C., 1915, p. 33 et seq.

treaties rather than that of blockade or the like; but in substance the effect is the same as that aimed at by the blockade, namely, the cutting off of our enemies from all external trade.

Public attention has been fixed, not unnaturally, more upon the food blockade of Germany than anything else, but it is very doubtful whether this is its most important aspect. The evidence is strong to show that Germany is also suffering gravely from the want of such things as wool, leather, cotton, rubber, and so on.

It is hoped that we may see considerable results in the future from the new forms of pressure which the entry of America into the war has enabled us to employ, all the more so since the purchase agreements on which we have been compelled to rely, in the absence of a lever such as we now possess, have involved us in the expenditure of large sums of money in Scandinavia and Holland, which expenditure has become more difficult to provide for owing to the exchange position in those countries.

*Proclamation prohibiting the export of certain commodities,  
August 3, 1914.*<sup>1</sup>

(London Gazette, Aug. 3, 1914, p. 6056.)

By the King. A Proclamation, prohibiting under section 8 of "The customs and Inland Revenue Act, 1879,"<sup>2</sup> the exportation from the United Kingdom of certain warlike stores.

George, R. I.:

Whereas by the 8th section of "The Customs and Inland Revenue Act, 1879," it is enacted that We may by Proclamation or Order in

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<sup>1</sup> Additions to this list were proclaimed and published in the London Gazette every few days, and revised consolidated lists appeared every few months; see London Gazette November 10, 1914, p. 9226; February 3, 1915, p. 1165; July 28, 1915, p. 7427 (Published by United States State Department, August 28, 1915, N. W. C., 1915, p. 57); May 10 1915, p. 4333. The last contains four schedules alphabetically arranged, marked respectively (a), export prohibited to all destinations; (b), export prohibited to all ports and destinations abroad other than ports and destinations in British possessions and protectorates; (c), export prohibited to all destinations in foreign countries in Europe and in the Mediterranean and Black Seas other than France and French Possessions, Russia Italy and Italian Possessions, Spain, Portugal, and to all ports in any such foreign countries and to all Russian Baltic Ports. Some of the earlier lists had in addition a schedule (d), which in the list of February 3, 1915, included Tin plates and tin boxes, the export of which was prohibited to ports in Denmark, Netherlands, and Sweden, and in the list of July 28, 1915, p. 7427, includes coal only, the export of which was prohibited to all but British Possessions, and Protectorates and allied countries. For other lists prohibiting export to enumerated neutral countries near Germany, *infra*, p. 97.

The import of certain goods has been prohibited by the British government in order to conserve tonnage for more necessary imports, under authority of section 43 of the Customs Consolidation Act, 1876, which provides that the importation of arms, ammunition, gun powder, or any other goods may be prohibited by Proclamation. By Prohibition of Imports, No. 5, Proclamation, May 10, 1916, London Gazette, p. 4641, Bladders, Sausage skins, Brooms and Brushes, Bulbs, Trees and Shrubs, Canned and Dried Vegetables and Pickles, Horns and Hoofs, Ice, Ivory, Moss litter, Salt, Starch, Dextrose, Potato Flour, may not be imported except under license of the Board of Trade.

The administration of these trade restrictions was facilitated by a Board of Trade Notice, November 7, 1914, which stated that certificates of origin and ultimate destination would be required for certain goods. (London Gazette, November 10, 1914, p. 9127).

<sup>2</sup> 42 and 43 Vict., c. 21.



Council prohibit the exportation of arms, ammunition, and gunpowder, military and naval stores, and any articles which we shall judge capable of being converted into or made useful in increasing the quantity of military or naval stores, provisions or any sort of victual which may be used as food for men:

And whereas, We, by and with the advice of our Privy Council, deem it expedient and necessary that We should exercise such power of prohibition in manner hereinafter appearing:

Now We, by and with the advice aforesaid, do hereby order and direct that from and after the date hereof the following goods, being articles which we have judged capable of being converted into or made useful in increasing the quantities of military or naval stores, that is to say:

- Acetone;
- Aeroplanes, airships, balloons of all kinds and their component parts;
- Animals, pack, saddle, and draught, suitable for use in war;
- Arms, rifled, of all kinds, and their component parts;
- Benzol;
- Carbons designed for searchlights;
- Chrome and ferro chrome;
- Cloth, hempen;
- Cartridges, charges of all kinds, and their component parts;
- Copper, ore or unwrought, all kinds;
- Cotton suitable for use in the manufacture of explosives;
- Cotton waste;
- Creosote;
- Dimethylamiline;
- Engines and lorries, internal combustion, capable of carrying a load of 25 hundredweight and upwards, whole or in parts;
- Fulminate of mercury;
- Gunpowder;
- Nets, torpedo;
- Nickel and ferro nickel;
- Oil, blast furnace;
- Oil, coal tar;
- Oil, fuel, shale;
- Oil, olive;
- Oil, mineral, lubricating;
- Petroleum, fuel oil;
- Petroleum, gas oil;
- Petroleum, spirit or motor spirit (including shell spirit);
- Projectiles of all kinds and their component parts;
- Sacks, coal;
- Silk, cloth, silk braid, silk thread, suitable for cartridges;
- Silk noils;
- Surgical bandages and dressings;
- Toluol;
- Zinc;

shall be and the same are hereby prohibited to be exported from the United Kingdom.

Given at Our Court at Buckingham Palace, this Third day of August, in the year of Our Lord, one thousand, nine hundred and fourteen, and in the Fifth year of Our reign.

God Save the King.

*Proclamation prohibiting the export of certain articles to the Scandinavian countries and Netherlands. October 2, 1917.*

[London Gazette, October 2, 1917, p. 10173.]

By the King. A Proclamation, prohibiting under section 1 of "The Exportation of Arms Act, 1900,"<sup>1</sup> and section 1 of "The Customs (Exportation Restriction) Act, 1914,"<sup>2</sup> the exportation from the United Kingdom of certain articles to Sweden, Norway, Denmark, and the Netherlands.  
George, R. I.

Whereas by section 1 of "The Exportation of Arms Act, 1900,"<sup>1</sup> it is enacted that We may by Proclamation prohibit the exportation of all or any of the following articles, namely, arms, ammunition, military, and naval stores, and any article which We shall judge capable of being converted into or made useful in increasing the quantity of arms, ammunition, or military, or naval stores, to any country, or place there names, and wherever We shall judge such prohibition to be expedient in order to prevent such arms, ammunition, military or naval stores, being used against Our subjects or forces or against any force engaged or which may be engaged in military or naval operations in cooperation with our forces;

And whereas by section 1 of "The Customs (Exportation Restriction) Act, 1914,"<sup>2</sup> it is enacted that section 1 of "The Exportation of Arms Act, 1900,"<sup>1</sup> shall have effect whilst a state of war in which We are engaged exists as if, in addition to the articles therein mentioned, there were included all other articles of every description;

And whereas by virtue of a Proclamation<sup>3</sup> dated the 18th August, 1916, made in pursuance of the said "Exportation of Arms Act, 1900,"<sup>1</sup> as amended by "The Customs (Exportation Restriction) Act, 1914,"<sup>2</sup> all articles whatever other than those excepted by the said Proclamation are now prohibited to be extended to the Kingdom of Sweden;

And whereas by virtue of a Proclamation dated the 10th May, 1917, made in pursuance of the said Acts, and by subsequent Order of Council issued under the authority of the later act, certain goods are now prohibited to be exported to *inter alia* the Kingdoms of Norway, Denmark, and the Netherlands;

<sup>1</sup> 63 and 64 Vict., c. 44.

<sup>2</sup> 4 and 5 Geo. 5, c. 64.

<sup>3</sup> London Gazette, August 18, 1916, p. 8122.

And whereas, We have deemed it expedient to revoke the said Proclamation dated the 18th August, 1916, and to prohibit the exportation to Sweden, Norway, Denmark and the Netherlands of all articles whatsoever, other than those hereinafter excepted;

Now, therefore, We have thought fit, by and with the advice of Our Privy Council, to issue this Our Royal Proclamation, declaring, and it is hereby declared, that the above-mentioned Proclamation, dated the 18th August, 1916, be, and the same is hereby revoked as from the 8th of October, 1917, and that the exportation of the following articles be prohibited in and after that date to all ports and destinations in Sweden, Norway, Denmark, and the Netherlands, viz:

All articles which are not by virtue of any Proclamation for the time being in force, made under section 8 of the Customs and Inland Revenue Act, 1879,<sup>1</sup> as amended by any act, or under the Exportation of Arms Act, 1900,<sup>2</sup> as Amended by any Act, prohibited to be exported to Sweden, Norway, Denmark, and the Netherlands, except:

- (1) Printed matter of all descriptions.
- (2) Personal effects accompanied by their owners.

Given at our Court at Buckingham Palace, this twenty-ninth day of September, in the year of Our Lord, on thousand, nine hundred and seventeen, and in the Eighth year of Our Reign.

God Save the King.

#### RECOGNITION OF INTERNATIONAL STATUS.

*Statement of policy with reference to a national home for the Jews, December, 1917.*

[The War Cabinet, Report for 1917, p. 14.]

His Majesty's Government view with favor the establishment of a national home for the Jewish people, and will use its best endeavors to facilitate the achievement of this object, it being clearly understood that nothing shall be done which may prejudice the civil and religious rights of existing non-Jewish communities in Palestine or the rights and political status enjoyed by Jews in any other country.

*Declaration by Supreme War Council, attended by premiers of Great Britain, France, and Italy, with reference to Poles, Czechs, and Jugo-Slavs, at Versailles June 4, 1918.*

[New York Times, Current History, 8 (pt. 2), 127.]

The creation of a united, independent Polish State, with free access to the sea, constitutes one of the conditions of a solid and just peace and the rule of right in Europe.

The allies have noted with satisfaction the declaration of the American Secretary of State,<sup>3</sup> to which they adhere, expressing the greatest sympathy with the national aspirations of the Czechs and Jugo-Slavs for freedom.

<sup>1</sup> 42 and 43 Vict., c. 21.

<sup>2</sup> 63 and 64 Vict., c. 44.

<sup>3</sup> *Infra*, p. 209. Declaration of Rome, *infra*, p. 107.



*Recognition of independence of Czecho-Slovaks, August 13, 1918.*<sup>1</sup>

[New York Times, Current History, 8 (pt. 2), 491.]

Since the beginning of the war the Czecho-Slovak Nation has resisted the common enemy by every means in its power. The Czecho-Slovaks have constituted a considerable army, fighting on three different battle fields, and attempting in Russia and Siberia to arrest the Germanic invasion. In consideration of their efforts to achieve independence, Great Britain regards the Czecho-Slovaks as an allied nation and recognizes the unity of the three Czecho-Slovak armies as an allied and belligerent army waging regular warfare against Austria-Hungary and Germany. Great Britain also recognizes the right of the Czecho-Slovak National Council as the supreme organ of Czecho-Slovak national interests and as the present trustee of the future Czecho-Slovak Government to exercise supreme authority over this allied and belligerent army.

### HONDURAS.

*Declaration of war against Germany, July 19, 1918.*

[Official U. S. Bulletin, No. 367, p. 2.]

Francisco Bertrand, drafting constitutional president of the Republic of Honduras,

Considering that the motives which originated the severing of the diplomatic relations of this Republic with the German Empire have become accentuated, being characterized every day by greater gravity for the international life of all the peoples;

Considering that continental solidarity imposes upon the States of America the duty to contribute according to the measure of its abilities toward the triumph of the cause of civilization and of right which, with the allied nations, the United States of America defends, and consequently demands a definite attitude in the present conflict of the world;

Therefore, in council of ministers, decrees:

ARTICLE 1. It is declared that there exists a state of war between the Republic of Honduras and the Government of the German Empire.

ART. 2. Account shall be rendered to the National Congress at its next sessions.

Given in Tegucigalpa the 19th day of July, 1918.

(Signatures of the President and of all the members of the cabinet follow.)

### ITALY.

*Royal decree relating to the extent of jurisdictional waters, August 6, 1914.*

[Official Gazette, Italy, Aug. 10, 1914.]

ACT NO. 282—ROYAL DECREE NO. 798.

Vittorio Emanuele III,

By the grace of God and by the will of the Nation, King of Italy.

In accordance with articles from 246 to 251 of the code for the merchant marine, concerning the neutrality of the States with regard to belligerent powers;

<sup>1</sup> Recognition by United States, Sept. 3, 1918, *infra* p. 209.