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The
Levant Trade Review
Published Monthly By The
American Chamber of Commerce for the Levant

Vol. XVII DECEMBER, 1929 No 11

Motor Transport in Syria and Persia Rapidly Expanding

During 1928 automobiles and trucks to the number of 2,519 left Bagdad for the desert trip to Syria, or for the long journey to Teheran in Persia (a similar number arrived in Bagdad from Syria and Persia), which is a development of the last few years, the first regular trans-desert automobile service between Bagdad and Beirut, Syria, having been inaugurated toward the end of 1923. Of this number 2,131, or 84.6 per cent, were American.

Before the war the only means of traveling into or out of Bagdad were: (1) By Tigris River steamer to or from Basrah, the voyage downstream to Basrah requiring from 4 to 14 days, and the upstream voyage from Basrah from 7 to 18 days, depending on the water in the river and whether the river was in flood or not; (2) by horse-drawn carriage or by pack mule or donkey to Mosul (269 miles north), the journey requiring from 10 to 15 days; (3) by horse-drawn carriage or by pack mule or donkey to Teheran in Persia (580 miles), the journey covering one month; (4) by carriage or mule or donkey or camel along the Euphrates River to Aleppo, in Syria (520 miles), the journey taking up from 18 to 30 days.

During 1928 a total of 57 automobiles left Bagdad for Aleppo, Syria, via Deir-Ez-Zor, as compared with 118 in 1927 and 107 in 1926; the number of passengers transported likewise decreased, from 362 in 1927 to 202 in 1928. Only three of the vehicles used in this run during 1928 were other than American make.

This route, which follows the Euphrates River from Fellujah through Ramadi, Hit, Anah, Abu Kamal, and Deir-ez-zor to within a short distance of Aleppo, is characterized by some very bad stretches of road, making it difficult or impossible for any except small cars with high clearance. The journey from Bagdad to Aleppo requires some four days, and as there are no proper hotels in any of the towns, it is not one of comfort. Because of these facts, and also because the Aleppo route is longer, it cannot compete with the more direct route from Bagdad to Fellujah and Ramadi and thence across the desert via Rutbah Wells to Damascus and Beirut; however, the route is still used.

The number of automobiles leaving Bagdad for Damascus and Beirut during 1928 was 1,693; in 1927 the figure was 1,418, and in 1926, 1,137; the American share was 1,399. Included in the last figure were 91 American 6-wheel busses with a capacity of 12 passengers each. The number of passengers transported over this route during 1928 was 7,419, as compared with 8,524 the previous year. The decrease was partly due to a smaller number of pilgrims following the route, and partly to the fact that quite a few passengers traveled from Bagdad by airplane to Palestine and Egypt — passengers who in the absence of an air service would have used the Bagdad-Damascus automobile route.

While there were few passengers in 1928, more cars and trucks appeared on the road, and the freight traffic by car and truck from Bagdad across the desert to Damascus and Beirut increased.

This route crosses the Euphrates River at Fellujah, follows along the Euphrates to Ramadi, thence strikes directly westward via Rutbah Wells to Damascus and Beirut. Before the war it was known to Bedouin Arabs, and also had been used by fast post camels of the Turkish Government, but the first automobile service to follow it was inaugurated the latter part of 1923, since which time travel thereon has grown to important proportions—in fact, to a point where it promises to be one of the more important lines of communications of the world. With the exception of the air service from Egypt and Palestine, this Damascus-Bagdad automobile route offers the most convenient and quickest way of traveling from Europe to Bagdad and into Persia. Also, the number of travelers between India and Europe by way of Bagdad in preference to the sea journey through the Red Sea and Suez Canal, seems to be on the increase.

There are good roads in Syria between Beirut and Damascus. In Iraq an attempt was made to build a road between Bagdad and Fellujah, which has heretofore been especially difficult during the winter rains. The section between Ramadi and Damascus is nothing but open desert, crossed and criss-crossed by the tracks of the hundreds of automobiles and trucks which have traveled along the route, searching for the best going.

The time necessary for the 500-mile trans-desert crossing from Bagdad to Damascus is from 36 to 48 hours, although it has been done on special occasions in as short a time as 18 hours, but during and following heavy winter rains the desert becomes in places quagmires of mud, through which automobiles are sometimes unable to move for days at a time. Therefore, occasionally in the winter this journey requires several days or even a week to accomplish.

Freight shipments from Bagdad across the desert by automobile to Beirut have to pay a high freight rate, but from three to six weeks' time is saved on shipments for Europe and the United States. This route seems destined, therefore, to experience an important growth for freight shipments. With the exception of the competition of the present air service to Palestine and Egypt, and of a possible future service from Bagdad to Beirut, there seems to be nothing which can interfere with the development of this trans-desert automobile service from Bagdad to Damascus until the construction of a railway line along this route. Even then, if a good road has been built, very possibly the automobile will be able to compete successfully with the railway.

Only 13 cars and trucks left Bagdad for Rutbah and Amman to Jerusalem; there were 7 in 1927 and 45 in 1926. Ten of the number in 1928 were American vehicles. Only three passengers were transported in 1928 as compared with 27 the year before.

This route follows the Damascus route from Bagdad as far as Rutbah and then continues south and southwest and finally reaches Amman,in Trans-Jordania,which is connected with Jerusalem by road. It is the route followed by the air service of the Imperial Airways (Ltd.). It is also the air route followed by the planes of the British Royal Air Force in making practice flights between Iraq and Egypt. This is the route which was marked out in 1922 by a certain well known American tractor which pulled a plow across the desert turning a furrow which the airmen afterwards followed in piloting their planes from Iraq to Palestine. In 1925 and 1926, during the Druze trouble, the trans-desert automobile route from Bagdad, via Rutbah, to Damascus and Beirut became unsafe and ceased for some months to be used. During this period the mails and many of the passengers were carried across the desert by the Rutbah-Amman route to Jerusalem.

After the settlement of the Druze trouble, traffic returned on the Rutbah-Damascus route as soon as it became safe. Apparently, it is the one travelers preferred to follow, being the shortest and also offering the best travel. Between Rutbah and Amman on the Bagdad-Rutbah-Amman-Jerusalem route there is a stretch of desert over 100 miles in width, where automobiles have to pick their way among lava bowlders. The British Government and the Government of Trans-Jordania spent considerable money during 1925 and 1926 in attempting to improve this Rutbah-Amman route. Bowlders were rolled out of the way, and an attempt was made to make a smooth road. The efforts made, however, were not very successful and, throughout the period it was used, this Amman route was very costly in breakage and wear and tear on cars.

A total of 756 cars and trucks left Bagdad for Persia — a decrease from 875 in 1927, and 440 in 1926. The decrease in number of passengers carried amounted to 50 per cent, the total in 1928 being 2,931, as compared with 5,761 the year before. American makes accounted for 678 out of the total of 756 departures during 1928.

During 1927 it was more frequently the practice to leave Bagdad by automobile and motor all the way to Teheran in the same car. Sometimes the automobiles were sent by train from Bagdad to the Persian frontier at Khanaqin, and the journey continued from there by motor car, the departure in either case being registered as from Bagdad. Later, customs formalities on the Persian frontier discouraged the practice of running motor transport all the way through from Bagdad to Teheran, with the result that the first part of the journey from Bagdad to Khanaqin became more and more to be made by train and the rest of the journey from the Persian frontier to Teheran by automobile, the departure in this case not being registered as from Bagdad. This probably accounts for the totals in 1928 being smaller than those in 1927, whereas actually the traffic from Iraq into Persia by automobile increased.

Persia, with about 10,000,000 population adjoining Iraq on the east, is so confined within its own mountains and surrounding countries that there are few natural and convenient highways leading across its borders.

During the past 10 or 15 years since the first closing of the route through Trans-Caucasia, the route from Bagdad into Persia has increased in importance. Freight is brought by ocean steamship to the Iraq port at Basra, where it is transshipped to a Tigris River steamer or to the Iraq Railways for delivery in Bagdad. From Bagdad it is sent into Persia by automobile or truck. Also, travelers between Persia and Europe are now traveling largely through Bagdad because, with the exception of the route through Russia, this is the shortest and most confortable route. Travelers from Europe to Persia are arriving in Bagdad by air from Egypt or Palestine and by automobile from Beirut and Damascus and continuing their journey from Bagdad to Teheran by air or via Khanaqin and by railway and automobile into Persia.

When one sees ultra-modern American busses and automobiles arriving in and departing from Bagdad, with their loads of travelers often only a week or 10 days away from Paris and London, one finds it hard to remember that only seven years ago Bagdad was a full month from London and that the most convenient route was by way of Bombay, India, the Red Sea and the Suez Canal. And in these days, when one can reach Teheran (Persia) by automobile in three days and Beirut (Syria) in two days, or less, a stranger in this part of the world finds it difficult to realize that before the war (only 15 years ago) Teheran was one month from Bagdad and Aleppo and Damascus and Beirut in Syria nearly one month from Bagdad by the fastest available means of transport—a horse-drawn vehicle.

With the great changes and progress made in transportation into and out of Bagdad during the last few years, there appears to be nothing which can possibly prevent a further great development during the next few years of automobile travel by way of Bagdad, which seems to occupy a key position on the shortest and most convenient air and automobile routes between Europe and India.

U. S. Commerce Reports

New Map of Europe

National Geographic Society, Washington, D. C., is to be congratulated on the new map of Europe which is sent to all members of the society with the December issue of the National Geographic Magazine.

It contains an airway inset showing all important air lines and is a monumental piece of work. The size of the map is 34 by 39 inches; it is hand lettered throughout and is magnificently printed in six colors.

The names are shown in the local official version and the English equivalent. Places in Turkey are shown in the new Latin alphabet adopted by that country. An index is being prepared. The cost of the map alone is $1; map with index $1.50; and fifty cents extra is asked for the map on linen The index contains 10,000 place names.

It should be in the office of every banker, exporter and importer trading with Europe; also, of course, in the hands of all freight forwarders and custom-house brokers with European business connections.

Le succès général du cinéma parlant

L'adaptation des salles de cinéma au film sonore s'effectue dans tous les pays.

La production américaine en espagnol et en allemand.

Encore que bien des amateurs de cinéma regrettent la déchéance du film muet, celui-ci ne sera plus, d'ici peu, qu'un souvenir aux Etats-Unis. Si l'on produit toujours quelques films silencieux en Amérique, c'est simplement pour les salles dont l'adaptation au film sonore n'est pas encore effectuée, et aussi pour l'exportation sur les pays qui ne sont pas de langue anglaise.Il est de fait que les films parlants constituent les 90 pour 100 de la production américaine actuelle.

Aux Etats-Unis, le cinéma parlant est donc un succès absolu. D'aucuns disent, il est vrai, et non sans raison, que c'est un succès de carte forcée. Quand on a l'habitude d'aller au cinéma, et fort rares sont ceux qui ne l'ont pas, il faut bien que l'on accepte ce qui s'y donne. Le public américain, dont la docilité est en passe de devenir proverbiale, accueille d'ailleurs tous les films qu'on lui présente avec une égale placidité. Il écoute les inepties aussi religieusement que les œuvres de mérite, il admet que la plupart des films soient coulés dans le même moule, il attend sans appréhension l'inévitable romance, l'obligatoire scène de cabaret avec sa cacophonie de jazz, les tumultes humains et les tapages mécaniques, l'ordinaire dénouement heureux. Au demeurant, rien ne prouve que le public des nations étrangères soit plus exigeant.

L'un des torts de nos cinéastes est de multiplier les variantes d'un premier succès jusqu'à ce que la répétition en devienne exaspérante, de produire en série des pièces issues d'un seul et même canevas, d'exploiter certains thèmes tant et tant qu'ils en perdent tout intérêt. Il en résulte une monotonie périodique que l'on est contraint à subir, à moins de renoncer à fréquenter les salles de spectacle. Il y a là, sans nul doute, matière à réformes. Du reste, on peut aisément pardonner quelques défauts à nos compagnies cinématographiques en tenant compte de leurs efforts méritoires en art et en technique et de la persévérance qu'ils mettent à suivre la voie du progrès.

On a réussi à mettre au point le film parlant, les imperfections du début ont été corrigées, la synchronisation de l'action et de la parole est parfaitement obtenue, et rien ne s'oppose plus à la réalisation d'œuvres sonores vraiment dignes d'admiration.

Tandis que tous les cinémas encore retardataires des Etats-Unis seront bientôt pourvus des appareils qui permettent les représentations sonores, les salles adaptées au film parlant sont encore peu nombreuses à l'étranger, où l'on en comptait tout juste 253 à la date du 1er août dernier. Il y en avait alors 104 en Grande-Bretagne, 57 en Australie, 32 en Allemagne, 15 en Nouvelle-Zélande, 9 en France, 8 en Suède, 5 dans l'Inde Anglaise, 4 au Brésil, 3 en Italie, 3 à Cuba, 2 au Panama, 2 en Argentine, 2 à Porto-Rico, et une seule en Hollande, au Mexique, à la Jamaïque, au Japon, en Colombie, au Costa-Rica et en Chine.

Il paraît toutefois que près de 500 installations étrangères seront complétées prochainement. Quelques-unes d'entre elles sont présentement en voie d'exécution ; d'autres sont commandées ferme à divers entrepreneurs. Au début du mois d'août, on en comptait 240 en Grande-Bretagne, 90 en Australie, 25 en Nouvelle-Zélande, 22 en Allemagne, 20 en France, 12 en Italie, et 12 également au Japon, 9 en Argentine, 8 au Brésil, 6 en Belgique, 6 en Chine, 6 en Colombie, 5 en Suisse, 4 en Hollande et 4 aussi au Mexique, 3 à Cuba, 3 aux Philippines, 3 à Porto-Rico, 3 au Danemark, 3 en Norvège et 3 en Tchéco-Slovaquie, 2 dans l'Inde Anglaise, une en Espagne, une en Finlande et une au Guatémala.

Une installation du cinéma parlant coûte de $4.000 à $25.000 ; cependant, malgré les gros frais de premier établissement qu'elle entraîne, elle s'impose en conséquence de l'engouement qui se manifeste partout.

La différence des langues, évidemment favorable au développement des industries cinématographiques nationales, ne paraît devoir embarrasser les compagnies américaines que momentanément, car il est probable qu'elles pourront établir des centres de production en pays étrangers. Constituer de bonnes troupes étrangères aux Etats-Unis semble assez difficile. Cependant, la Paramount-Lasky Corporation a déjà réussi à fournir plusieurs films en espagnol aux cinémas de la République Argentine, films tournés à New-York même. Les Warner Brothers, d'autre part, ont produit un film en allemand. En somme, on étudie la question très sérieusement et des solutions pratiques seront certainement trouvées à bref délai.

Entre-temps, l'exportation des films parlants américains sur tous les pays de langue anglaise s'exercera,bien entendu,avec une intensité croissante, ces pays ayant toujours été les meilleurs clients de notre industrie du cinéma. Sur la liste des acheteurs de films tournés aux Etats-Unis, l'Australie figure actuellement en tête, la Grande-Bretagne occupe le second rang, le Canada le sixième, les Antilles Anglaises le neuvième et l'Inde Anglaise le dixième.

En 1928, on a produit aux Etats-Unis, 110 films sonores, lesquels ont presque tous été employés à l'étranger. Cette année, l'étranger a participé de même à l'exploitation de plus du double de cette quantité. D'après les statistiques officielles de l'exportation américaine, on constate que l'Europe a pris, au cours du premier semestre de 1929, environ 8.000.000 de pieds de film de plus que durant la période correspondante de l'année précédente.

Parmi toutes les colonies anglaises, c'est la Nouvelle-Zélande qui possède la plus grande quantité de salles de cinéma. Il est même avéré que la Nouvelle-Zélande a, par rapport au chiffre de sa population, plus de cinémas (500 au bas mot) que n'importe quel autre pays. Trois grandes entreprises y rivalisent d'activité : ce sont les compagnies Fuller-Hayward, Thomas A. O'Brien et J. C., Williamson (N. Z.) Films, Ltd.

A Auckland, ville principale de l'archipel néo-zélandais, les premières installations de cinéma parlant furent celles des théâtres nommés "Strand" (direction Fuller-Hayward), "Regent" (direction J.C.Williamson) et "Palace" (direction Thomas A. O'Brien). L'un des plus grands théâtres de cinéma de la Nouvelle-Zélande,établissement de création récente, est l'Empire de Luxe, de Dunedin (3.500 places ; direction O'Brien).

Relativement à la genèse et à l'avenir du film sonore, M. Ernst Hugo Correll, directeur de la compagnie allemande U. F. A., a écrit ce qui suit :

" Le passage du film muet au film sonore a occasionné un profond changement dans les méthodes de travail suivies jusqu'à présent dans l'industrie du cinéma. Les gens du métier eux-mêmes n'en soupçonnaient pas ces temps derniers, toute l'importance. Dorénavant,la plus courte période de production ne s'écoulera pas sans faire paraître la nécessité de modifications quelconques.

" Cela commence par le scénario. Il est fréquemment arrivé que la composition du film a fait subir de grandes transformations au livret, et que, lors du découpage, des épisodes et des titres fussent supprimés. A l'avenir, tout cela sera impossible. Les images du film sonore ne pourront pas être modifiées pendant la prise de vue et ne pourront pas être raccourcies par un découpage. Lorsqu'on tournera un film sonore, le rôle du métronome ou du chronomètre enregistreur sera de première importance. La durée de toute prise de vues devra se trouver en rapport parfait avec celle de la musique d'accompagnement. Pour l'élaboration du livret, le metteur en scène, l'auteur, le compositeur et le photographe devront s'entendre par rapport à la longueur et au caractère de chaque scène du film. C'est d'avance que l'on devra trouver et adopter la forme dramatique la plus concise et la plus riche en effets. Il faudra donc consacrer à la préparation d'un film sonore beaucoup plus de temps qu'à celle d'un film muet.

"Désormais, le choix des artistes devra être fait conformément à des exigences nouvelles. De méticuleuses épreuves détermineront quelles sont les voix les plus aptes à être bien enregistrées par le microphone.Au studio, il y aura dorénavant un «régisseur des sons».

"C'est la prise de vues qui va subir les modifications les plus radicales. Il faudra que le metteur en scène renonce à parler aux artistes pendant qu'on tourne; il faudra qu'il s'acquitte de sa tâche dans un silence absolu. C'est dire que la période des répétitions sera beaucoup plus longue. L'artiste de cinéma devra savoir son rôle par cœur, et mieux encore que l'acteur de théâtre, puisqu'il n'aura pas l'aide d'un souffleur.

"Les prises de vues en plein air seront difficiles à réussir, car il faudra éliminer tous les sons autres que ceux qui correspondent à l'action dramatique.

"Le Cinéma ne perdra pas son caractère international. Le film sonore, c'est-à-dire celui qui fait entendre la musique et les sons, mais nulle parole, est bon pour tous les peuples. A vrai dire, le film intégralement parlant restera toujours purement national. Mais le film mixte, comportant paroles et musique, sera projeté sur l'écran dans tous les pays du monde et sera compris partout. Les parties peu importantes de l'action seront produites sous deux formes, l'une muette et l'autre parlante. Les parties principales seront tournées en toutes langues.

"Le film parlant ne sera pas, ainsi que ses détracteurs le prétendent, du «théâtre filmé». Son évolution lui sera propre et aboutira à la réalisation d'un art nouveau et tout spécial".

American Exporter

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The Position of the Citrus Industry in Palestine

In no other field of activity has development in recent years been so striking as in the citrus industry. It may indeed be said that this progress has been the dominating factor in the economic life of the country. However great the advance that has been made, the possibilities existing are so vast that the industry may still be regarded as being in an early stage of growth. Out of the 70,000 deunums of land under orange plantation estimated at the end of 1928, only 10,500 deunums were fruit bearing. At the same time the area suitable for orange planting but not as yet cultivated has been estimated at over 260,000 deunums.

The expansion of the industry since 1922, is shown in the following table:

Period	Total areas of Jewish & non-Jewish groves (Round figures)	Jewish Groves (Round figures)		
		Total	Fruit-Bearing	Non-Fruit-Bearing already planted
End of 1922	32,000	10,000	—	—
Early part of 1924	34,000	12,000	—	—
End of 1926	42,000	17,000	10,000	7,000
January 1928	60,000	23,000	10,200	13,000
End of 1928 (estimate)	70,000	30,000	10,500	19,500

It is estimated that by the end of 1929 an additional area of 15,000 deunums of Jewish orange groves will have been planted. As will be seen from the table above, the recent development in orange growing has been largely due to Jewish effort. The area of Jewish groves has almost trebled since 1924, and its percentage of the whole has increased from 32 % in 1924 to 43 % at the end of 1928 and must now be, with the new groves planted, over 50 %

Together with the extension in area, exports of fruit show continuous increase. Figures are available for the quantity exported to Great Britain since 1887–1888. Exports in that year amounted only to 100,000 boxes. In 1900, the number of cases exported rose to 326,000. Ten years later, the figure had increased to 628,000, and in 1914—when the Great War put a temporary stop to development—as many as 910,500 boxes were being exported. The striking development since the War may be gauged from the fact that in 1927, exports of oranges to England reached about 2 million boxes.

Season	Boxes	Season	Boxes
1887-1888	100,515	1901-1902	284,287
88- 89	164,438	02- 03	379,247
89- 90	169,394	03- 04	369,279
90- 91	177,134	04- 05	425,257
91- 92	228,667	05- 06	371,554
92- 93	211,185	06- 07	481,951
93- 94	178,643	07- 08	489,992
94- 95	214,245	08- 09	418,835
95- 96	226,042	09- 10	490,317
96- 97	263,163	10- 11	628,013
97- 98	319,666	11- 12	624,198
98- 99	274,043	12- 13	803,620
99-1900	326,042	1913-1914	910,548
1900-1901	250,008		

Statistics for exports in the post-War period whilst reflecting the extent of the setback suffered during the War, show that since 1920 a remarkable recovery has taken place and a new advance begun.

Calender Year	Exports All Countries No. of Cases	Amount in LE.
1919	307,123	—
1920	647,063	—
1921	830,459	—
1922	1,238,899	334,593
1923	1,592,685	424,153
1924	1,880,783	461,375
1925	1,868,291	551,463
1926	1,887,581	566,194
1927	2,658,199	813,575
1928	2,202,435	648,670

It is estimated that when the whole of the area at present planted will reach the fruit bearing stage, the total exportable crop will be no less than 6,000,000 cases.

The economic importance of the orange industry to Palestine may be gauged from the fact that in 1928 orange exports formed as much as 54 % of the total value of exports. There has been in fact a continuous year to year rise both in the value of orange crop exported and the percentage which this forms of the total value of exports. In 1920-21 oranges accounted for 15 % of the total export, in 1922 for 37 %, in 1926 for 42 % and in 1927 for 43 % of the total.

With the expansion of the area under oranges and the increasing production, orange exports must take a still more important part in Palestine's export trade. Very favorable prospects exist for the extension of present markets and the penetration of the Palestine orange into new markets. The organisation of Government inspection over orange exports, improvements in methods of packing and shipping will serve further to enhance the reputation for quality which the Palestine orange enjoys.

The world consumption of fruit, oranges in particular, has markedly increased within recent years, and there is every reason to believe that the process will continue and the demand for this essential addition to the diet will continuously grow. In Great Britain the value of imported fruit, which amounted to less than 7/- per head of population in 1913, had risen by 1924 to £ 1 per head per annum. Experts estimate that the consumption of fruit will be trebled within the next 15 years. England is at present the largest consumer of Jaffa oranges, but out of £ 8,000,000 which it spends on the average for imported oranges per year, only 10 % goes on Jaffa oranges, the largest part, 81.7 %, being spent on oranges from Spain.

A further advance for Palestine oranges on the British market may be as confidently anticipated as increased sales on Continental markets. During the six years 1922-27, 95 % of Jaffa oranges were sold in the United Kingdom and Egypt (68 % and 27 % respectively), the balance being distributed between Holland, Germany, Turkey, Roumania and a few other countries. During the last 2 years, however, new progress was achieved on the Continent and encouraging prospects exist for further development in this direction. As compared with 120,481 cases exported to the Continent in 1926-27, 316,858 cases were exported in 1928-29.

The citrus industry in Palestine at this day already represents a very large capital investment, and has been responsible for a large share of the influx of new capital into the country. The value of existing groves may be estimated at £7,000,000 and this figure is bound to increase with the growth of the industry. Various estimates have been given for net revenue received on capital invested in this industry. At a very conservative estimate the average return is not lower than 13% — 16%. It may be taken that over one million pounds is earned by the industry every year. In 1926, when only one-seventh of the area now planted was fruit bearing, Government derived from the citrus industry a revenue of over £26,000 in Tithes, import duty on packing materials, etc. In addition this industry paid in railway freights about £8,000. It may be estimated that when the whole of the planted area will be fruit bearing, the Government revenue will increase probably to about £200,000, an important addition to the State income.

From the point of view of colonisation the citrus industry is already a factor of great importance and if progress continues at anything like the present rate it will become one of the principal mainstays of Jewish settlement work. The economic soundness of the industry attracts to the country new Jewish capital which might not otherwise have found its way there. On the other hand, a considerable additional amount of employment is provided. When the whole Jewish area under groves will reach the fruit bearing stage, the expenditure on labor will amount to about £360,000 per year, providing a livelihood to 6,000 Jewish working families, i. e. a population of at least 25,000.

It is estimated that when all of the lands suitable for orange growing are fully developed, the Palestine orange crop will reach to 20,000,000 cases per annum, representing a gross return of £10,000,000. With the possible exception of the Dead Sea, no other branch of economic activity seems to present such vast possibilities and such prospects for expansion as the citrus industry.

Palestine & Near East Economic Magazine

CONSTANTINOPLE MARKET FOR CARPETS AND RUGS IN DECEMBER

Our market continued to be dull throughout December and only a few unimportant transactions took place on execution of buying orders. Stocks have further accumulated, and the total of carpets available in every grade amounts to about 14,300 pieces plus the contents of 330 bales, which have not as yet been opened; this means an increase of about 53,000 pieces, compared to the stock which existed here at the end of last year. Hence the market conditions can be considered as very opportune for purchases. A greater activity is expected towards the beginning of next year, when several important buyers are due to visit this market. As regards the pamphlet concerning removal of Persians from Turkey through law issued by Persian Government, we are in a position to deny such evidence in every respect.

Arrivals: About 500 Bales from Persia containing goods of different grades. From the Caucasus 60 Bales of Shirvans, Derbent, etc. From Asia Minor, small arrivals of Rugs & Mats.

Sales: Giorovans, Heriz, fine Tabriz, Karadja Namasies & Karadja Strips were the chief sellers.

Stocks Pieces	PERSIAN GOODS	L. T.		Approx. landed price Dollars per sq. ft. or per piece
6300	Giorovans	10½-13	p. Sq. Mt.	$ 0.77/0.96
6700	Heriz I & II	15-24	»	1 12/1.77
10500	Tabriz	8½-16	»	0.63/1.19
4500	» fine	20-35	»	1.48/2.59
500	Muskabad high piled	10-12	»	0.74/0.89
200	Mahal » »	15-20	»	1.12/1.48
100	Lilihan high piled (Kemere)	22-24	»	1.62/1.77
130	Saruk & Maharadja high piled	34-42	»	2.52/3.12
200	Kirman high piled & Medallion	23-55	»	1.69/4.09
920	Mesheds & Khorassans	23-40	»	1 69/2.96
45	Keshan high piled	45-120	»	3.33/8.89
1450	Pre-war Heriz & Giorovans	16-40	»	1.19/2.96
1100	Pre-war Muskebad & Mahal	15-35	»	1.12/2 59
4400	MOSTLY IN LARGE SIZES » Kirman & Laver	90-150	»	6.66/11.00
	» Saruk	45-95	»	3 33/7.00
	» Turkbaff, Meshed, Taïbaff	50-110	»	3.66/8.16
	» Tabriz	40-150	»	2.96/11.00
	» Bidjar	25-60	»	1.83/4.44
	» Keshan	150-200	»	11.00/14.70
5100	Giorovan Karadja Rugs average 12 sq ft.	9½-12	per piece	7.58/9 60
3600	Tabriz » » 15 »	9-15	»	7.20/11 91
360	Kirman » » 15 »	26-29	»	20 74/23.20
700	Sine » » 15 »	37-40	»	29.58/32.00
260	Saruk » » 15 »	50-55	»	39.96/44.00
110	Saruk Canape average 15-18 sq. ft.	38-45	»	30.40/33.20
450	Lilihan & Melayr (Kemere) average 15-18 sq. ft.	27-32	»	21.60/25.60
2500	Tabriz rugs average 30 sq. ft.	30-60	»	24.00/48.00
600	Giorovan Karadja rugs av. 30 » »	40-50	»	32.00/39.96
150	Kirman rugs aver. 30 » »	120-180	»	96.00/144.00
600	Sine » » 30 » »	68-75	»	54.40/59.00
550	Hamadan Dozar » 30 » »	40-52	»	32.00/42.60
100	Lilihan & Melayr average 30 sq ft.	55-60	»	44.00/48.00
250	Saruk Rugs average 25-30 sq. ft.	110-150	»	88.00/118.00
45	Keshan » » 25-30 sq. ft.	250-400	»	198.80/319.60

Stocks Pieces	PERSIAN GOODS *(Continued)*	L. T.		Approx. landed price Dollars per sq. ft. or per piece
260	Mats Saruk	17½-18½	per piece	$ 12.35/13.07
50	» Sine	15½-17	»	11.00/12.00
200	» Kirman	15-16	»	10.50/11.30
100	» Tabriz	5-6	»	3.50/4.22
3300	» Beloutch	4-6	»	2.84/4.22
3000	Mixed Rugs old fashioned	70-110	»	55.90/88.00
2800	Strips Ardebil short	32-36	»	25.60/28.81
4200	Strips Karadja short new	16½-22	»	13.20/17.60
4400	Kelleys mixed	65-130	»	52.00/104.00
	» fine	200-450	»	159.40/359.60
5700	Mixed semi Antique Rugs & Kelleys	140-200	»	112.00/160.00
4000	Strips medium	42-52	»	33.60/42.60
1300	» fine by pairs	75-100	»	59.00/80.00
2600	Mossul Zendjian	14-22	»	11.20/17.60
5000	» Lilihan First av. 11 sq. ft.	13-14	»	9.07/09.90
	» » » » 15 »	17½-19	»	14.00/15.20
	» » » » 18-22 »	26-28	»	20.60/22.40
7500	Hamadan Dozar old fashioned	35-50	»	28.00/40.00
	Iranistan & Loristan Dozar			
2000	Shiraz rugs & Kelleys	Sh. 32-45	p. sq. mt.	1.17/ 1.64
2600	Shiraz Afshar Rugs	» 40-60	per piece	16.00/24.00
900	» fine Turc	» 50-72	p. sq. mt.	1.83/ 2.65
500	» small Rugs	» 34-38	per piece	13.40/15.06
	CAUCASIANS			
		L. T.		
200	Gendje Carabaghs mixed with long & narrow	40-55	per piece	32.00/44.00
	Gendje Kazaks I square		»	
700	Kazaks medium about 35 sq. ft.	70-110	»	56.00/88.00
	» square large about 45-50 sq. ft			
2500	Shirvans fine	90-120	»	72.00/96.00
	» II	50-60	»	40.00/48.00
250	Cabistans	140-250	»	112.00/198.80
200	Sumaks	12-18	p. sq. mt.	0.89/ 1.35
900	Pallas	30-40	per piece	24.00/32.00
700	Senneh Kelim Rugs	22-35	»	17.60/28.00
	CENTRAL ASIAN GOODS			
900	Afghans	Sh. 2.6-5.0	p. sq. ft.	1.00/ 2.00
680	» small rugs	» 2.6-3.6	»	1.00/ 1.40
5500	Beloutch Herati av. 12 sq. ft.	Lt 0.75-0.95	»	0.71/0.91
	» » » 15 » »	» 1.10-1.45	»	
	» Meshed average 12 sq. ft.	» 1.10-1.45	»	1.06/1.40
	» » mixed sizes av. 15. sq. ft.	» 1.10-1.45	»	
2850	Bokhara mixed sizes yamouth	Sh. 7.0-12.0	»	2.65/ 6.00
2900	Saddlebags	Lt. 5- 25	»	3.50/17.53
	ANATOLIANS			
100	Nigde New Rugs	Lt. 7-7½	per piece	5.60/ 6.00
4000	Mixed Rugs new and old	15-20	»	12.00/16.00
15000	» Mats » » »	4-6½	»	2.82/ 4.60
100	Nigde New Mats	1½-1¾	»	1.06/ 1.24
2000	Kelims	25-55	»	20.00/44.00
5000	» small	6½-11	»	5.20/ 8.80
»	Silk Rugs	30-250	»	24.00/199.80
4000	Nebati and Manchester	20-75	»	16.00/59.00

Eastern Carpets Limited

EXCHANGE QUOTATIONS

DATE		ISTANBUL, Turkey			ATHENS, Greece		
		NEW YORK Cents per LTQ.	LONDON LTQ. per £	CROSS RATE N.Y./LONDON	NEW YORK DRACHMAS per DOLLAR	LONDON DRACHMAS per £	COSPOLI DRACHMAS per LTQ.
1		45.43	10.72	4.879	—	—	—
2		45.25	10.76	4.879	77.04	375.40	35.27
3		44.87	10.85	4.879	77.03	375.—	34.87
4		44 31	11.00	4.880	77.01	375.40	34.65
5		45.06	10.81	4.881	77.01	375.10	33.95
6		—	—	—	76.99	375.40	35.15
7		45.81	10.63	4.880	76.99	375.40	35.15
8		46.—	10.57	4.882	—	—	—
9		46 —	10.59	4.882	76.98	375.40	35.75
10		45.56	10.47	4.884	76.97	375.40	35.75
11		47.18	10.34	4 883	76.98	375.40	36.27
12		47.56	10.25	4.881	76 97	375.40	36.70
13		—	—	—	77.02	375.40	36.65
14		47.56	10.25	4.880	77.02	375.40	36.65
15		47.25	10.31	4.882	—	—	—
16		47.25	10.31	4.882	77.—	375.40	36.50
17		47.25	10.31	4.882	76.99	375.40	36.50
18		47.50	10.27	4.871	77.01	375.40	36.50
19		47.25	10 31	4.882	77.—	375 40	36.50
20		—	—	—	76.99	375.40	36.50
21		47.25	10.31	4 881	76.99	375 40	36.50
22		47.37	10.30	4.882	—	—	—
23		47.25	10.31	4.882	76.99	375.40	36.55
24		47.31	10.29½	4.882	77.01	375.40	36.58
25		—	—	—	—	—	—
26		47.43	10.27	4.882	—	—	—
27		—	—	—	76.98	375.40	36 60
28		47.31	10.29½	4.882	76.99	375.40	36.60
29		47.31	10.29½	4 882	—	—	—
30		47.31	10.29½	4.882	77.—	375.40	36.55
31		47.50	10.25	4.881	—	—	—
High		47.56	11.00.—	4.884	77.04	375.40	36.70
Low		44.31	10.25.—	4.871	76.97	375.—	33.95
Average		46.65	10.43.71	4.880	76.99	375.37	36.03
Prevous Month	High	47.25	10 64.—	4.879	77.12	375.40	36.65
	Low	45.81	10.31.50	4.874	.77.02	375.40	35.60
	Average	46.84	10.39.55	4.877	77.05	375.40	36.29
Year to Date	High	49.12	11.00.—	4.884	77.51	375.40	38.25
	Low	44.31	9.87.75	4.840	76.97	375.—	33.95
	Average	48.05	10.10.—	4.856	77.34	375.38	37.30

FOR DECEMBER 1929

SOFIA, Bulgaria				BEIRUT, Syria			
NEW YORK LEVAS per DOLLAR	COSPOLI LEVAS per LTQ.	LONDON LEVAS per £	BUCHAREST LEVAS per 100 LEI	DOLLARS PER SYR. PTRS	NEW YORK SYRIAN PIASTRES per DOLLAR	COSPOLI SYRIAN PIASTRES perLTQ.GOLD	FRENCH FRANCS per DOLLAR 5 S. P. per Fr.
—	—	—	—	—	—	—	—
139.76	64 10	678.20	83.25	127.—	127 29	550 —	25.40
139.76	63 15	678.20	83.25	127.—	127.29	550 —	25.40
139 76	63 –	678.20	83.25	127.—	127 29	550.—	25 40
139.76	62.05	678.50	83 25	127.—	127.29	550.—	25.40
139.76	63.05	678 50	83.25	127.05	127.34	550 —	25.41
139.76	63 05	678.60	83.25	127 05	127.34	550 —	25 41
—	—	—	—	—	—	—	—
139.76	64.05	678 70	83.25	127.05	127.34	550 —	25.41
139.76	64.05	678 70	83.25	127 05	127.39	550.—	25.42
139.76	65.25	678.90	83.25	127.10	127.39	550.—	25.42
139.76	66.15	678.80	83.25	127.—	127 29	550.—	25.40
139.76	66 55	678 60	83.25	127 —	127.29	550. –	25 40
139 76	66.55	678 40	83 25	127.—	127.29	550.—	25.40
—	—	—	—	—	—	—	—
139.76	66.45	678 40	83.25	127.—	127.29	550.—	25 40
139 76	66.15	678 70	83.25	127.—	127.29	550.—	25.40
139 76	66.15	678.70	83.35	127 —	127.29	550. –	25.40
139.76	66.40	678.50	83.35	127.—	127 29	550.—	25 40
139.76	66.40	678.50	83.35	126.95	127.24	550.—	25 39
139.76	66.40	678 60	83 35	126 90	127.19	550.—	25 38
—	—	—	—	—	—	—	—
139.76	66.40	678.60	83.35	126.90	127.19	550.—	25.38
139.76	66.30	678.60	83.35	126 90	127.19	550.—	25.38
139.76	66.30	678 60	83.35	—	—	—	—
139.76	66 30	678.60	83.35	—	—	—	—
139.76	66.40	678 60	83 35	126.90	127.19	550. —	25.38
139.76	66.40	678.60	83 35	126.90	127.19	550.—	25 38
—	—	—	—	—	—	—	—
139.76	66.40	678 60	83.35	126.90	127.19	550.—	25.38
—	—	—	—	127 -	127.29	550 —	25.40
139.76	66.40	678.90	83.35	127.10	127.39	550. –	25.42
139.76	62.05	678.20	83.25	126.90	127.19	550. —	25.38
139.76	65.33	678 55	83.29	126.98	127.27	550.—	25.39
139.76	66.25	678.20	83.35	127.05	127.34	550.—	25.41
139.25	64.45	676.45	83.20	126.90	127.19	550.—	25.38
139.38	65.59	676.52	83.29	126.95	127.24	550. –	25.39
139.76	69.15	678.90	84.—	128.95	128.49	551.10	25.64
139.25	62.05	672.45	82.60	126 90	127.19	550.—	25.38
139.43	67.29	671.40	83.11	127.71	127.97	550.33	25.53

Development of Persian Ports

The new port of Bandar Shapur, formerly called Khor Musa, is likely to supersede Bushire as the principal Persian port on the Gulf when and if the projected railway from the Gulf to Teheran is completed (says the United States Consul at Teheran, Mr. A. W. Ferrin, in a recent report). The main Gulf ports in Persian territory at present are Bushire, Muhammarah, Bundar Abbas, Lingah, and Jask for general cargo and Abadan for oil. Considerable cargo also is landed at Basrah, Iraq, crossing the Persian frontier at Kasr-i-Shirin (Customs station Kermanshah).

In the fiscal year ended March 20, 1928, the latest period for which statistics are obtainable, ships calling at Bushire numbered 397, of which 303 were British steamers of 1,175,000 net tonnage, and 65 were small Persian sailing boats. More vessels cleared through Muhammarah, but the tonnage was hardly half as much as at Bushire. The total clearances at Muhammarah were 1,021, of which 789 were small Iraq sailboats and motor boats. Steamers were 71 British, of 202,000 net tonnage, 7 German, 4 French, 2 Dutch, and 2 Norwegian. Calls at Bundar Abbas numbered 911, of which 668 were little Persian sailboats and 141 were British steamers of 290,000 net tonnage. Six German and three Norwegian steamers also visited Bundar Abbas. Steamers entering Lingah were 83 British of 188,000 net tons, and 1 German; 591 Persian and Arab sailboats, many of them pearl fishers, entered and left Lingah during the year. Fifty-six British steamers of 106,000 net tons cleared at Jask. At Abadan 555 British steamers called and loaded 3,570,200 tons of oil from the Anglo-Persian Company's plant; also, 52 steamers of other nationalities taking away 497,000 tons of oil. The total cargo landed at all Persian ports on the Gulf was 169,967 tons, and cargo taken aboard, including oil, was 4,026,845 tons.

All the present ports are shallow, and, with the exception of Abadan and Muhammarah, are exposed to bad weather. Consequently, Bandar Shapur, which is protectable against the weather conditions, has been chosen as southern terminus of the projected railway system. It was planned originally to base the railway upon Muhammarah, but that port was rejected. It is advantageously situated at the mouth of the Karun River, which is navigable by boats of 3— foot draught as far as Ahwaz and above the Ahwaz barrier to Shushtar, but foreign engineers found Khor Musa better adapted to the railway scheme.

The Khor Musa inlet is a large, deep waterway extending in a northerly direction from near the head of the Persian Gulf. At its mouth it is crossed by a short bar, having a mean water depth of 5.7 meters. Beyond this the channel deepens to from 11 to 50 meters and carries by 10 courses with easy angles about 45 kilometers to a group of islands on the north and west side of the channel, where the new port of Bandar Shapur will be placed. The inlet however, continues as a wide, deep navigable stream for several kilometers beyond the port site. At the port the extreme range of tides is about 6.20 meters.

The American group in the German-American railway syndicate has constructed a timber dock 400 meters long, including approaches, for handling of materials required for railway construction. The timber used in the structure was purchased in the United States and was transported directly to the site on the steamship Arabistan, the first seagoing ship to enter Khor Musa inlet, in December, 1928. The first ocean steamer was brought directly alongside the dock in March, 1929. Since then several ships have entered the port, proving that its natural features are favorable to the proposed development. The railway syndicate has contracted to prepare plans for the permanent development of the port.

The railway, which begins at Bandar Shapur, will cross the Karun River at Ahwaz, where piers of a bridge a mile long and part of the steel work already have been placed. Grading has been done to Dizful, 251 kilometers from the port, and about 100 kilometers of rails have been laid. The project calls for the eventual extension of the line through the Luristan Mountains to meet theGerman section coming down from the Caspian Sea, making a cross country line of about 1,500 kilometers through Teheran, and probably through Hamadan, though that part of the route seems not yet to have been definitely decided upon.

Contracts for the central section, about 1,000 kilometers, remain to be let, on estimates which were to be submitted by the syndicate. Construction work through the Luristan Mountains from Dizful to Khurramabad will be very costly, and even if begun soon will require at least six years. In the meantime it is planned to run freight trains from Bandar Shapur to Dizful and transfer their contents there to motor trucks plying over a new highway through Burujird and Sultanabad to Hamadan and Teheran. It is believed that in this way both time and cost of delivering goods inland will be materially reduced, as well as dependence on the not infrequently interrupted Bushire-Shiraz road. This combination rail and motor route also will lessen reliance on the Muhammarah-Ahwaz route, which lies in heavy sand and is subject at certain seasons to serious inundations.

Persian ports on the Caspian Sea are open only to traffic through Russia. The principal ports are Pahlavi, Meshedsar, Astara, and the new port, Bandar Shah (Bandar Gaz), northern terminus of the Trans-Persian Railway. Pahlavi, port of Resht, capital of Gilan Province, has direct passenger and freight relations, by regular steamer, with Baku, Russia. The harbor is protected and fairly deep, though large ships must land cargoes by lighter. A dredge has been purchased in Europe this summer especially for Pahlavi, and it is intended to dig a deep channel to the pier which now can be reached at times by small boats. Clearances at Pahlavi in 1927-28 were 316 steamers and 236 sailing vessels. Merchandise landed amounted to 67,466 tons and embarked to 57,793 tons. German, Italian, and other European goods reached Teheran, by this route, over a well-made mountain road on which motor trucks can get to the capital via Kosvin in two days, against a week or more from the gulf.

From Meshedsar, the port of Mazanderan Province, 23,841 tons of merchandise, mostly raw cotton, was carried to Russia by 227 Russian steamers and 56 sloops. Goods landed there — largely sugar — amounted to 12,240 tons. The harbor is shallow and goods are landed in lighters to the custom-house wharf. A total of 83 steamers and 67 sailboats and 52 motor boats visited Astara, where the Russian and Persian west-Caspian frontiers meet, disembarking 8,992 tons of general merchandise and taking on 3,898 tons. Astara is an important fishing port, but Pahlavi is the center of the Perso-Russian sturgeon and salmon fisheries.

Bandar Gaz, on the south side of Asterabad Bay, in the east Caspian, has been the port of eastern Mazanderan and the Turcoman-inhabited Persian Province of Asterabad since the time of Shah Abbas, who built thence a stone causeway, still in use to his palace at Ashraf in the Elburz mountains. The

German group in the railway syndicate has created at Bandar Gaz a wooden pier about 500 meters long with a Decauville track on it for the handling of railway materials, but plans to make the permanent port about 20 kilometers eastward. The name Bandar Shah is rather indiscriminately applied at present to both Bandar Gaz and the new harbor, where pier work and warehouses are partly completed.

Water at the end of the Bandar Gaz pier is only 5 feet deep and steamers have to lie out about a mile and discharge into Turcoman sloops, which unload at the dock. A dredge recently bought abroad will arrive soon and will attempt to make the pier at the new port approachable by big boats. As the south Caspian climate is tropical, it can work through the winter.

The number of vessels entering Asterabad Bay in 1927-28 was 74 steamers and 403 sloops, which landed 7,685 tons and took on 7,014 tons. Cargo disembarked consisted chiefly of cereals and hides from the Turcoman plain. All the cargo steamers on the Caspian are Russian. Of the 1,367 sailing ships, 369 were Russian and 998 Persian. Persians also operated 106 motor boats, some of them towing barges.

The northern section of the cross-country railway already has been provisionally opened from Bandar Gaz to Ashraf, about 60 kilometers, and rails have been laid to Sari, capital of Mabanderan, about 100 kilometers from the port. Grading to Aliabad, 36 kilometers further, has been completed, but beyond there the status of the northern scheme is the same as that of the southern above Dizful, i. e., contracts will not be let until after the submission of the syndicate's estimates. It is understood that a dispute has arisen as to the proposed route through the Elburz mountains and that a new survey may be ordered. *The Near East & India.*

PERSONAL NOTES

Mr. C. D. Campbell, General Manager of the Standard Oil Co. of N. Y. in Constantinople, who has been on leave of absence in the United States, is expected to return with his family early in February.

*

The Vacuum Oil Company announces that Mr. Robert S. Stewart has been appointed General Manager of the Near East Division, succeeding Dr. Frank Hamilton Henry, who is now a member of the Refined Oil Board of the Company in New York.

Mr. Stewart has been connected with the Vacuum Oil Company since 1919. He joined the organization immediately upon leaving the U. S. Army, having been a year and a half with the U. S. Air Service in France. Shortly after joining the Near East Division he was made Manager of the Syrian territory with headquarters at Beirut and later was transferred to the head office in Cairo to assist the General Manager, whom he now succeeds.

*

Mr. E. K. Wild, for many years in the parts and service departments of General Motors Export Co. in New York City, has recently been appointed as Managing Director of General Motors Near East S/A, Alexandria, in place of Mr. Lawrence, who has been transferred as Regional Director in Australia. Mr. John G. Ardon continues as Assistant Managing Director in Alexandria.

SMYRNA FRUIT MARKET

Report of Messrs. C. J. Giraud & Co., for the four weeks ending December 21st, 1929.

SULTANAS:

The estimated sales of Sultanas since the opening of the market to date amounted to 46,500 tons as against 36,500 tons for the season of 1928.

Closing prices per cwt. c. i. f. London for the week ending November 30th and the three weeks ending December 21st, were:

Type	November 30 Shillings	December 21 Shillings
31	18	18
32	21	21
11	22	23
12	24/6	26
13	27	29
14	30/6	32/6
15	33/6	37
16	39	42/6
17	47	49/6
1	60	61
3	40	43
5	30/6	33

Total shipments since the opening of the season are as follows: to the United Kingdom, 8,280 tons; to the Continent, 22,370 tons; to others, 890 tons.

Demand from abroad continued very slow during the week ending November 30th and purchases were practically limited to the operations of the Alcohol Monopoly. There was a gradual advance in rates of exchange which materially reduced quotations in foreign equivalents. Prices in local currency remained unchanged but foreign equivalents were 1 to 3 shillings lower.

In our report of October 19th we estimated the likely result of the yield at about 58,000 tons. On the figures now available, this forecast has not been quite realized.

The statistical position at present is as follows:

Total sales to date registered on the Exckange			Tons	46,500
The distribution has been as follows:				
Shipments : To the Continent	tons	22,370		
» » United Kingdom	»	8,280		
» Others	»	890		
In course of shipment	»	1,000	Tons	32,540
Purchases registered for account of the Alcohol Monopoly, about			»	8,700
Stocks in shippers' hands applying in part against engagements for delivery, about			»	3,000
Unsold stocks, on dealers' and farmers' hands about Bags 75,000/80,000, or Tons 10,500/11,000, say about			»	10,760
			Tons	55,000

The stock on dealers' and farmers' hands on December 31st of last year amounted to 110,000 bags or say about 15,000 tons, all sound conditioned fruit with a substantial proportion of fine qualities. As against this total, which was

Constantinople Opium Report for December 1929

Although the slackening mentioned in our previous report was checked by important transactions since the beginning of the month, the continued rise of foreign exchange, however, accounted for the fall of opium prices in shillings up to 27/- per lb. Prices in Turkish currency remained unchanged.

A reaction in exchange followed immediately thus bringing the quotations in shillings to their earlier parity.

Transactions during the first fortnight were as follows:

201 cases Druggist at Ptrs. 3000 to 4150 per oke, according to quality.
11 » Soft » » 3700 » 4100 » » » »

Demand during the second fortnight was brisk and prices went up.

A purchase was made by the new local morphine factory, recently founded, of 40 cases of opium at 28/3 per lb., 12% morphine (Harrison). This factory is said to begin activity on January 1st, 1930.

Sellers on the market began to become scarce due to numerous sales effected during the whole month.

Transactions during the second fortnight consisted of:

92 cases Druggist at Ptrs. 3300 to 4200 per oke, according to quality.
11 » Soft » » 3975 » 4300 » » » » »
1 » Malatia » » 4000 per oke.

The stock available at Constantinople decreased sensibly, the most important part of which is in very difficult hands. The same is true of Smyrna and Macedonia, the stocks of which also decreased sensibly. This together with the fact that several months will elapse before the new crop is available encourage holders to be very unreasonable in the sale of their stocks.

The stock available at Constantinople at the end of December was as follows:

	1929	1928
Druggist	220 cases	1092 cases
Soft	34 »	257 »
Malatia	61 »	109 »
	315 cases	1454 cases

Total arrivals at Constantinople since the opening of the season to date amount to 1073 cases as against 1897 in 1928.

S. A. & H. Touloukian

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entirely absorbed by the early summer months, the available stocks at present in dealers' and farmers' hands, as shown above, amount to about 10,000 tons, the heavier proportion of which consists of rain-damaged varieties.

Owing to the holidays demand for export is presently quiet, the greater part of the little business daily reported being for the account of the Monopoly. Prices forrain-damaged descriptions remain unchanged, this fruit at present showing no interest for export, but values of sound qualities are imperceptibly hardening and reflect an advance of from 1 to 3 shillings per cwt. The lower grades, say types 13 and 14 are in small supply and outstanding qualities of both Yerli and Vourla, are slowly running out.

TURKEY

First Fords Assembled in Constantinople.— The first of the Ford cars to be assembled in the new plant at Tophaneh were placed on display in the dealers showrooms in Constantinople on Sunday, January 5th. Until the opaning up of the spring season production will be kept at a relatively low figure, while the workmen are trained in their various tasks.

Additional Article to the New Turkish Customs Tariff.— The putting into effect of the new customs tariff having met with certain difficulties concerning the exemption granted to various articles on the basis of provisions previously taken, the following additional article was added :

"Independently of exemptions foreseen in Article 30 of the law on the putting into effect of the new tariff, all provisions taken previously regarding exemptions, continue to be in force. "

Foreign trade of Turkey in 1928.— According to the Ottoman Bank Month by Circular the total returns of the external trade of Turkey in 1928 have now been received and show relatively favorable results if allowance is made for the poor crop results of that year.

Imports..	Ltq.	223,531,775
Exports....	»	173,537,489
Deficit	»	49,994,286

Comparisons with previous years are as follows :

	Imports (in millions of Ltq.)	Exports (in millions of Ltq.)	Total (in millions of Ltq.)
1923	144.7	84.6	229.3
1924	193.6	158.7	352.3
1925	241.6	192.4	434.0
1926	234.7	186.4	421.1
1927	211.4	158.4	369.8
1928	223.5	173.5	397.0

It will be observed that the total business done in 1928 was greater than in 1927 but did not reach the proportions attained in 1925 and 1926. These were two particularly favorable years for cereals and tobacco, two of the the most important items in the country's production.

Similarly the adverse trade balance was less in 1928 than the previous year, an improvement belng seen in the value of exports, as the following table shows :

	Deficit in commercial balance (in millions of Ltq.)	Percentage of exports %
1923........	60.1	36.89
1924..	34.9	45
1925................	49.2	44.33
1926........	48.3	44.27
1927.......	53	42.83
1928...	50	43.70

The two following tables show the division of purchases and sales between the different classes of goods for the last three years.

Imports

Classification	Quantities			Values		
	1928	1927	1926	1928	1927	1926
	Head.	Head.	Head.	Ltqs.	Ltqs.	Ltqs.
Livestock	281,003	242,032	158,547	4,830,618	3,298,779	2,429,320
	Kgs.	Kgs.	Kgs.			
Meat, Dairy Produce and Fish	1,506,606	1,526,987	1,350,143	1,381,537	1,482,729	1,157,213
Cereals, etc	70,193,018	23,545,454	41,725,328	8,763,597	4,065,676	6,179,872
Fruit and Vegetables	12,758,779	9,536,791	16,358,649	2,785,598	1,440,866	2,309,983
Foodstuffs and Confectionery	72,278,466	69,547,973	70,912,550	20,453,661	20,376,617	20,126,885
Fermented and Spirituous Liquors and Mineral Waters	1,487,796	1,902,836	2,222,096	474,615	664,021	509,058
Vegetable Oils	8,447,746	8,170,269	7,328,037	3,550,433	3,779,790	3,753,433
Tumbekis and Tobacco	164,511	146,846	227,625	896,233	138,464	197,948
Seeds, Berries, etc	2,228,595	3,488,487	612,127	240,631	219,180	87,425
Skins and Animal Waste	3,394,732	3,906,671	5,081,335	3,176,461	3,088,156	3,638,370
Dressed Skins, Leathers and Furs	1,865,380	2,105,300	2,739,555	6,121,256	5,753,658	6,581,153
Fertilisers	795,845	923,497	1,582,455	76,312	72,930	126,008
Wood, Woodwork, Basket-work, Brushes	14,064,759	17,107,782	9,701,178	1,963,000	2,989,638	1,674,093
Paper and Paper Articles	23,326,172	20,834,970	22,242,920	5,385,532	5,064,837	5,211,179
Cotton and Cotton Goods	23,287,104	24,123,738	30,417,404	52,449,271	50,829,574	71,878,571
Flax, Hemp and other Weaving Materials, with the exception of Cotton	8,601,947	9,271,921	8,748,373	5,051,593	5,252,912	5,691,822
Silk, Material and Yarn	378,093	378,935	431,395	3,960,818	4,424,430	5,096,703
Wool, Material and Yarn	3,261,287	3,731,794	4,498,490	15,767,238	18,743,626	20,957,365
Clothing, Lingerie	1,147,912	1,239,462	1,340,336	1,980,990	2,165,931	3,030,125
Rubber, Rubber Articles and Waxed Cloth	2,801,053	2,037,368	2,094,507	4,497,140	3,599,839	3,901,986
Combustibles	45,126,634	105,875,528	60,164,223	1,094,639	2,265,243	1,740,848
Glass, Glassware, Stoneware and Porcelain	88,884,259	90,936,196	92,397,827	6,001,316	6,784,918	6,058,940
Metals	175,191,846	109,302,105	124,042,081	25,876,724	22,500,417	22,235,105
Machinery	13,685,659	12,527,092	14,461,598	10,462,524	9,488,127	10,154,074
Cars, Carriages, Boats	9,459,443	6,149,920	8,606,556	8,128,376	5,827,074	6,601,580
Clocks, Musical Instruments, etc	1,233,450	1,149,753	785,591	4,050,031	5,042,525	2,992,374
Oils, Greases and Candles	101,359,809	87,879,344	76,128,201	11,185,352	9,708,117	10,411,409
Explosives	1,245,448	1,419,888	1,382,265	572,281	875,253	775,529
Dyes, Chemical Products and Pharmaceutical Articles	25,915,343	17,975,696	15,534,646	7,187,835	6,172,463	5,201,250
Sundries	6,402,041	6,025,340	4,794,975	4,716,163	5,282,394	3,990,114
Total	720,493,733	642,767,943	627,912,466	223,531,775	211,398,184	234,699,735

Exports

Classification	Quantities			Values		
	1928	1927	1926	1928	1927	1926
	Head.	Head.	Head.	Ltqs.	Ltqs.	Ltqs.
Livestock	338,239	538,744	513,390	2,707,476	4,337,486	3,835,290
	Kgs.	Kgs.	Kgs.			
Meat, Dairy Produce and Fish	15,682,475	16,180,148	13,736,272	7,601,853	7,137,433	6,643,719
Cereals, etc	64,464,575	113,802,983	76,618,189	6,147,023	9,016,200	6,194,810
Fruit and Vegetables	118,429,412	79,917,807	83,571,887	34,321,343	25,571,396	33,760,607
Foodstuffs and Confectionery	291,094	388,131	609,188	106,609	118,316	204,296
Fermented and Spirituous Liquors and Mineral Waters	6,279	1,264,586	11,835	1,072	113,760	6,165
Vegetable Oils	2,364,830	10,940,068	1,226,947	1,473,485	7,717,868	709,578
Tobacco	39,856,957	29,392,358	41,455,031	54,197,143	44,007,177	66,991,875
Seeds, Berries, etc	52,655,012	75,838,001	55,200,103	4,709,310	2,788,072	2,218,224
Skins and Animal Waste	6,593,598	3,502,426	4,049,244	6,237,613	3,185,160	3,679,816
Dressed Skins	1,457,100	596,048	588,571	3,503,683	3,237,242	2,270,164
Fertilisers	2,212,225	3,734,564	1,286,982	22,840	24,933	6,390
Wood, Woodwork, Basket-work, Brushes	75,249,443	84,632,892	115,782,741	3,189,564	2,637,296	4,426,225
Paper and Paper Articles	3,278,956	3,781,007	3,507,283	296,765	314,893	381,872

THE MONTH IN REVIEW

U. S. Shipbuilding. – During the year 1929 the United States rose from 7th to 2nd place in point of new vessels under construction. During this year 554 vessels of all types were delivered, for a total of 284,226 gross tons. This represented an increase of 22.3% over 1928.

Tonnage under construction at the end of 1929 shows an increase of 244% over the end of the previous year, as 48 yards reported 215 merchant ships of 359,460 tons in course of construction at the end of 1929.

Palestine Currency. – The introduction of the new Palestine currency having been completed by March 31, 1928, a recently issued report shows the result of the first complete year. Notes appear to have been much preferred to other forms of currency, since out of a total of LP 1,787,700 in circulation, a sum of LP 1,585,900 consisted of paper money. This shows a surprising degree of confidence in the paper money on the part of the population. The new system of currency can now be considered as firmly established and as functioning normally.

Preliminary figures issued at the end of December by the U. S. Department of Commerce show that exports of automotive products broke all records during 1929, so that this category of merchandise continues to lead all others in American exports.

Classification	Quantities			Values		
	1928	1927	1926	1928	1927	1926
Cotton and Cotton Goods....	14,784,509	16,253.334	17,052.209	10,320,475	10,675,441	12,102,690
Flax, Hemp and other Weaving Materials, with the exception of Cotton.........	462,577	388,091	692.737	167,491	109.833	295,756
Silk, Material and Yarn......	606.423	319,947	464,915	2,294,349	1,641,400	2,818,453
Wool, Material and Yarn....	11,529,071	9,917,409	10.198.356	18.500,063	17,082,021	16,574,572
Clothing, Lingerie, etc.......	13,100	15,730	22.978	67,948	119.634	157,985
Rubber, Rubber Articles, Waxed Cloth............	21,624	27,666	88,060	22,746	17,601	38,791
Combustibles	98,110,186	105,694,645	223,748,234	1,650,450	1,555,543	3,602,145
Glass, Glassware, Stoneware and Porcelain............	4,029,998	8,023.239	7,647,560	210,155	311,583	418,741
Metals.....................	46,233,179	43,942,893	31,340,806	3,738,871	4,743,504	4,915,954
Machinery	323,804	357,253	323,853	229,978	152,773	143,400
Cars, Carriages, Boats.......	62,860	76,781	77,675	128,063	85,847	69,321
Clocks, Musical Instruments, etc	29,961	23,110	116,041	95,279	93,504	152,044
Oils, Greases and Candles	387,496	297,740	1,015,132	91,781	171,105	111,452
Explosives	84	22,890	1	50	745	2
Dyes, Chemical Products and Pharmaceutical Articles....	47,340,208	46,900,645	23,339,810	10,613,225	9,823,855	11,685,813
Sundries....................	19,577,498	40,741,296	37,314,776	890,786	1,629,377	2,006,605
Total..............	626,054,534	696,973.688	770,887,426	173,537,489	158,420,998	186,422,755

As both imports and exports are shown under the same headings we think it is interesting to discover in each case the particular articles in which the exchanges have taken place.

The percentage represents the proportion of the value of each category to the total imports and exports during 1928.

GREECE

Greek Merchant Marine Situation on September 30th, 1929.— According to statistics published by the *Messager d'Athènes* the situation of the Greek merchant marine on September 30th, 1929, was as follows:

	No.	Tonnage
Steamships	535	1,304,844
Sailing vessels	719	57,980
	1,254	1,362,824

According to their kind the steamships were divided as follows:

	No.	Tonnage
Cargo ships	403	1,198,570
Passenger ships	115	78,276
Transatlantics	3	26,331
Others	12	1,667
	535	1,304,844

The following table allows a comparison of the situation of the Greek merchant marine during recent years:

	Steamships		Sailing vessels		Total	
	No.	Tonnage	No.	Tonnage	No.	Tonnage
1923	432	762,358	1060	112,354	1492	884,712
1924	437	828,635	1018	113,707	1455	942,342
1925	467	912,609	814	67,796	1281	980,405
1926	472	929,619	735	59,656	1207	989,275
1927	504	1,111,052	726	58,684	1230	1,169,736
1928	528	1,256,965	729	58,508	1257	1,315,473

Reduction of Taxation in Greece. — The following details of developments in Greece are given in the report of Hambros Bank, Ltd., for the week ended December 6:

It is reported that the Government has decided to introduce measures for the reduction of taxation with a view to alleviating the burden which bears heavily on the population generally, and more particularly on industry and agriculture, by: (1) Abolition of the temporary tax on agricultural produce. This measure is indicated as a necessity for agriculture which is passing through a difficult time. (2) Reduction by 20 per cent of tax on pigs, goats, and sheep. (3) Reduction by 25 per cent of tax on olive oil. (4) Reduction by 20 per cent of tax on land and building values. (5) Reduction by 20 per cent of stamp duties on collection of interest. (6) Reduction by 20 per cent of tax on theatres, cinemas, etc. (7) Reduction by 20 per cent of tax on trade licence. (8) The contemplated reduction of 20 per cent of the tax on tobacco will not be put into effect until next year, seeing that such reduction would not benefit the grower. In lieu of this the Government decided to make a grant of 40,000,000 drs. for the erection of depots for the tobacco growers, and an additional grant of 10,000,000 drs. for the formation of a Tobacco Institute, which will help to improve the production and quality of the product. The tax deductions as above are reckoned to represent 240/250,000,000 drs., out of which 150,000,000 drs. will benefit agricultural products, and will, undoubtedly, reflect favorably on the economic life of the country.

Foreign Trade of Greece During the First Eleven Months of 1929.—Imports into Greece from January 1st to November 30th reached 2,523,453 tons valued at 12,159,739,000 drachmas and exports from Greece reached 686,724 tons valued at 6,360,790,000 drachmas. During the corresponding period of the previous year imports amounted to 2,145,695 tons valued at 11,371,898,000 drachmas and exports to 586,469 tons valued at 5,097,385,000 drachmas. These figures show that during the period under review imports exceeded those for the corresponding period of 1928 by 377,758 tons and 787,841,000 drachmas; exports also exceeded those for the corresponding period of the previous year by 100,255 tons and 1,263,405,000 drachmas.

The foreign trade balance deficit for the first eleven months of 1929 amounted to 5,798,949,000 drachmas as against a deficit of 6,274,513,000 drachmas for the corresponding period of 1928.

The United States ranked first in Greek imports with 1,887,107,000 drachmas followed by Great Britain with 1,544,033,000 drachmas, Germany with 1,163,664,000 drachmas and France with 818,931,000 drachmas.

Germany ranked first in Greek exports with 1,518,848,000 followed by Italy with 1,181,487,000, the United States with 997,107,000 drachmas and Great Britain with 772,648,000 drachmas.

Greece to Change Automobile Import Duties. – Changes in Greek import duties on automobiles and trucks are provided for in a proposal now being considered by the Greek Government. Under the proposal the duties on lightweight cars would be decreased slightly while heavyweight cars would carry considerably higher duties. Duties on buses would remain the same but those on trucks would be increased slightly. Because of treaty obligations with France and Italy the proposed changes in duties on these commodities have been submitted to the governments of those countries.

New Egyptian Tariff.— The new Egyptian tariff, which is to go into effect on February 17th next has now been published in full. In a general way, agriculture is favored and protected, while local industry has been encouraged by decreased duties on various raw materials and semi-finished goods, and finished merchandise has been subjected to higher duties. Motor cars will pay 15% ad valorem instead of 8%. Flour will pay 4s 6d per 100 kilos ; salted cod 7s 2d per 100 kilos ; raw coffee will pay LE 2 and roasted coffee LE 3 per 100 kilos.

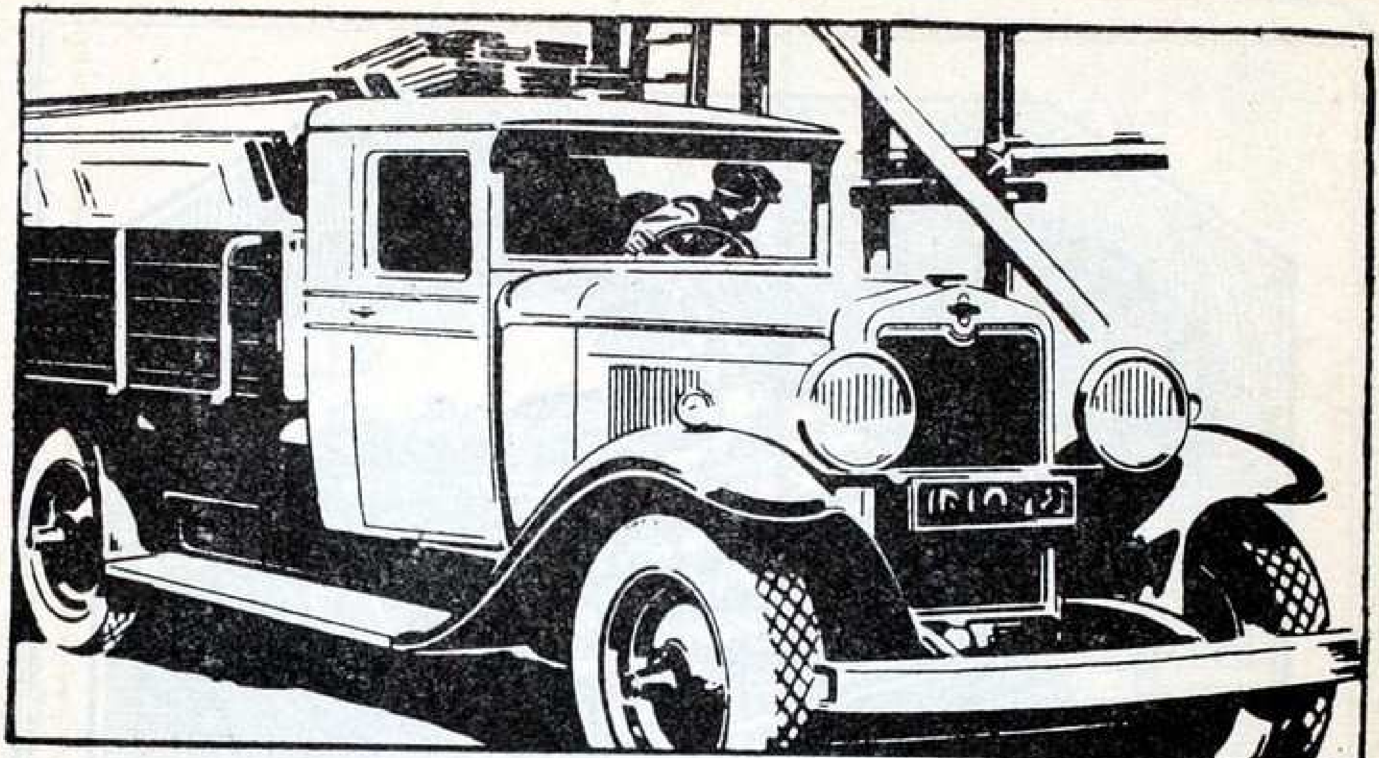
There will be an export duty on cotton of 4s 2d per 100 kilos, since for budgetary reasons this tax cannot be given up. It is expected that the new duties will bring in an additional LE 3,000,000 of revenue, since with a few exceptions the present tariff is on the basis of 8% ad valorem.

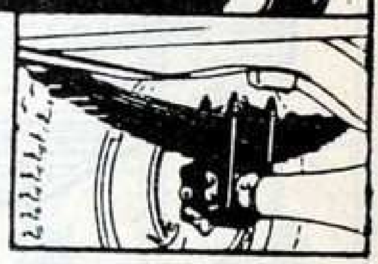
BULGARIA

Foreign Trade Balance of Bulgaria for the Year 1929. — According to preliminary data published by the National Bank of Bulgaria, total imports into Bulgaria reached 8,150 million leva and exports 6,140 million leva. Thus according to these figures the deficit for the year is said to have been 2,010 million leva. Contrary to expectations Bulgaria exported only a small portion of its abundant maize crop during the last months of the year, thus causing the deficit to be larger as the country counted on its maize exports in order to reduce its foreign trade balance. The largest deficit registered by Bulgaria up till now amounted to 1,641 million leva in 1925.

Attar of Rose.— The rose crop was medium during 1929 in spite of the fact that it was 20% higher than that of the preceding year. It is estimated that approximately 2,000 kilos of attar of rose were extracted in 1929. Rose prices reached figures unknown to date: 25 to 28 leva per kilo thus influencing attar of rose quotations. During the first ten months of 1929 2,347 kilos of attar of rose were exported valued at 197 million leva.

State Receipts for the First Six Months of the Fiscal Year 1929/30. — State receipts for the period under review although below budget estimates, were higher than those for the corresponding period of the previous year. Expenditures show an increase as compared with those of the previous year but are nevertheless very much less than budget estimates. Total receipts for the six months April 1st to September 30th, 1929, amounted to 3,880,968,830 leva as against 3,278,080,530 leva for the corresponding period of the previous year. A comparison between the net receipts and the budgetary estimates shows a difference of 85,756,170 leva less. Expenditures during the same period amounted to 3,101,957,369 leva as against 2,576,990,450 leva for the corresponding period of the previous year and compare with budget estimates by a difference of 743,957,107 leva less.





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Hadji Ressoul Campani, Selamet Han, 22-23, Bagtche Kapou, Stamboul.
Haïm, S., Musée Oriental, rue Kabristan 14, Péra.
Kafaroff, Ahmed, Tchohadji Han No. 10, Stamdoul.
Kassimzade Ismail & Ibrahim H. Hoyi, About Effendi Han No. 6-28, Mahmoud Pasha, Stamboul.
Kilidjian, Mihran H., Hadjopoulo Han No. 4, Sultan Hamam, Stamboul.
Mardiguian, S., Sons, Yeni Tcharshi, Mahmoud Pasha, Stamboul.
Oriental Carpet Manufacturers, Limited, Midhat Pasha Han, Sirkedji, Stamboul Exporters of all kinds of Oriental Carpets and Rugs.

Pervanides, C., & L. Hazapis, Exporters, Arslan Han No. 1-2, 3rd floor, Perchembé Bazar, Galata.
Roditi, A., Exporter, Alallemdji Han 5, Stamboul.
Sadullah, Levy & Mandil, Exprs., Mahmoud Pacha, Stamboul.
Touloukian, S. A. & H., Kaisseri Han 20, Stamboul.

Caviar – Black

S. Patrikiades (Ch. Patrikiades Fils,) Haviar Han 93, Galata. Export-Import. New York Branch, 59-61 Pearl St.

Cereals (see Flour)

Coal

Foscolo, Mango & Co., Ltd., Imp., Tchinili Richtim Han, Galata.
The Turkish American Shipping & Trading Co., Haïri, Araboglou & Co., Arabian Han, IV, Galata.

Commission Agents.— See also General Importers and Exporters

Anthomelides, E. G., Budjak Han, No 1, Galata.
Darr, M., & Co., Ralli Han 3-10, Sirkedji, Stamboul.
Eskenazi, S., Djelal Bey Han No. 36, Bagtché Kapou, Stamboul.
Halil Kâmil Film, Missir Appt. 6, Istiklal Djadessi, Pera.
Lagopoulo, Fettel & Co., 8-9 Ananiadi Han, Stamboul.
Nemli Zadé Fils, Birindji Vacouf Han, Stamboul.
Pervanides C., & L. Hazapis, Arslan Han No. 1-2, 3 rd floor, Perchembé Bazar, Galata.
Stern, Henry, Allalemdji Han 3-4, Stamboul.
Touloukian, S. A. & H., Kaissari Han 20, Stamboul.
Triandafillidi & Papas, Ahen-Munih Han No. 3-5, Galata.
Zellich, Henri, & Fils, 21 Rue de la Douane, Galata.

Cotton Goods

Barkey & Saul, Turkia Han, No. 1, Stamboul.
Ehrenstein & Toledo, Altiparmak Han 1/3, Stamboul.
Faraggi, Léon, Habib Han No. 3, Perchembé Bazar, Galata.
Lebet Frères & Cie., Imp., Bassiret Han, Rue Achir Effendi, Stamboul.
Taranto, Nissim, Kenadjian Han, Stamboul.

Cotton Seed Oil

Lebet Frères & Cie., Import., Bassiret Han, Rue Achir Effendi, Stamboul.
Tasartez, Henri, Importer, Botton Han, Tahta Kalé, Stamboul

Customs House Brokers

Cabaud, A., Merkez Richtim Han, Galata.
Feustel, Hans Walter, Couteaux Han No. 14-17, Galata.
Pervanides C., & L. Hazapis, Arslan Han No. 1-2, 3 rd floor, Perchembé Bazar, Galata.

Decoration (Interior)

Psalty, Geo. J., Rue Cabristan, Péra.

Dried Fruit

Hochstrasser, J. J., & Co., Exporters (hazelnuts and shelled filberts), Nour Han, No. 3-14 Sirkedji, Stamboul.
Lebet Frères & Co., Exporters (hazelnuts and shelled filberts), Bassiret Han, Rue Achir Effendi, Stamboul.

Dry Goods

Taranto, Nissim, Kenadjian Han, Stamboul.

Electrical Supplies

Nowill, Sidney, & Co., Importers, Kevork Bey Han, Galata

Embroideries (Oriental)

Gregoriades, P. E., Oriental Bazar "Elia", Grand Bazar, Rue Aynadjilar No. 8, Stamboul.
Mardiguian, S., Sons, Yeni Tcharshi, Mahmoud Pasha, Stamboul.
Sadullah, Levy & Mandil, Exporters, Mahmoud Pasha, Stamboul.

Engineering and Public Work Contractors

Fox Brothers International Corporation, Yildiz Han, Galata.

Exchange.

Tcherchian, V. D., 136 Fermendjiler, Galata.

Experts

Psychakis, M., 7 Anadol Han, Stamboul.

Exporters (See General Importers and Exporters)

Films

Halil Kâmil Film, Missir Appt. 6, Istiklal Djadessi, Pera.

Flour

Anthomelides, E. G., Budjak Han, No. 1, Galata.
Asséo, Moise & Albert, Botton Han, No. 6-8, Stamboul.
Société Anonyme Turque de Minoterie "l'Union", Omer Abit Han, 12-14, Galata.
The Swedish Oriental Trading Co., Ménaché Kanzah Béda Han, Stamboul.
Tasartez, Henri, Botton Han, Tahta Kalé, Stamboul.

Forwarders

American Express Company Inc., 4th Vacouf Han, Stamboul.
Feustel, Hans Walter, Couteaux Han No. 14-17, Galata.

Fountain Pens

Pervanides C., & L. Hazapis, Arslan Han, No. 1-2, 3 rd floor, Perchembé Bazar, Galata.

Furniture

Gregoriades, P. E., Oriental Bazar "Elia", Grand Bazar, Rue Aynadjilar No. 8, Stamboul.
Psalty, Geo. J., Mfr. & Importer, Rue Cabristan, Péra.

Gems

A. J. Deen Ismail, Indian Jewellery Store, Pera Palace Hotel, Pera.

General Importers and Exporters

Anthomelides, E. G., Budjak Han, No. 1, Galata.
Barkey & Saul, Turkia Han No. 1, Stamboul.
Bellas, N. D., & Co., Sultan Hamam, Messadet Han, No. 6-7, Stamboul.
Ehrenstein & Toledo, Altiparmak Han 1/3, Stamboul.
Hadji Ressoul Campani, Selamet Han, 22-23, Bagtche Kapou, Stamboul.
Lebet Frères & Cie., Bassiret Han, Rue Achir Effendi, Stamboul.
Levy, M., & Co., Emin Bey Han 9, Stamboul.
Société Anonyme Turque de Minoterie "l'Union", Omer Abit Han, 12-14, Galata.
Stock & Mountain, Turkia Han, Stamboul.
Toulonkian, S. A. & H., Kaisseri Han 20, Stamboul.
The Swedish Oriental Trading Co., Ménaché Kanzah Béda Han, Stamboul.
Triandafillidi & Papas, Ahen-Munih Han No 3-5, Galata.

Government Contractors

Darr, M., & Co., Ralli Han 3-10, Sirkedji, Stamboul.

Halil Kâmil Film, Missir Appt. 6, Istiklal Djadessi, Pera.

Grain & Cereals

Anthomelides, E. G., Budjak Han, No. 1, Galata.

Tasartez, Henri, Botton Han, Tahta Kalé, Stamboul.

Gramophones

Halil Kâmil Film, Missir Appt. 6, Istiklal Djadessi, Pera.

Groceries

Demetracopoulo Frères, 430 Grand' Rue de Pera.

Harty's Stores, Importers, 45 Tepé Bachi, Péra.

Gum Tragacanth

Juda, I. Bahar, Botton Han No. 38/41, Tahta Kalé, Stamboul.

Lebet Frères & Co., Exporters, Bassiret Han, Rue Achir Effendi, Stamboul.

Guts (Sheep Casings)

Arsen, A. G., & Co., Successors (Douglas T. Binns, Hatchig B. Alyanakian & Co.) Exp., Nour Han, Sirkedji, Stamboul.

Lebet Frères & Co., Exporters, Bassiret Han, Rue Achir Effendi, Stamboul.

House Furnishings

Franco, Lazzaro, & Fils, Importers, Findjandjiler, Stamboul.

Importers (General)

Darr, M., & Co., Ralli Han 3-10, Sirkedji, Stamboul.

Halil Kâmil Film, Missir Appt. 6, Istiklal Djadessi, Pera

Lagopoulo, Fettel & Co., 8-9 Ananiadi Han, Stamboul.

Lebet Frères & Co., Bassiret Han. Rue Achir Effendi, Stamboul.

Insurance Agents

Compte-Calix & Saverio, G. J., «La Foncière», Palazzo Karakeuy, Galata.

Seager, Walter, & Co.. Tchinili Richtim Han, Galata.

Pervanides, C., & L, Hazapis, Arslan Han No. 1-2, 3 rd floor, Perchembé Bazar, Galata.

Iron & Steel

Roditi, A., Importer & Exporter, Alallemdji Han 5, Stamboul.

Jewellery

A. J. Deen Ismail, Indian Jewellery Store, Pera Palace Hotel, Pera.

Laces and Embroideries

Sadullah, Levy & Mandil, Exporters, Mahmoud Pacha, Stamboul.

Leather

Barkey & Saul, Turkia Han No. 1, Stamboul.

Bellas, N. D., & Co., Sultan Hamam, Messadet Han, No. 6-7, Stamboul.

Ehrenstein & Toledo, Altiparmak Han 1/3, Stamboul.

Eskenazi, S., Djelal Bey Han No. 36, Bagtché Kapou, Stamboul.

Faraggi, Léon, Habib Han No. 3, Perchembé Bazar, Galata.

Juda, I. Bahar, Botton Han, No. 38/41, Tahta Kalé, Stamboul.

Lagopoulo, Fettel & Co., Ananiadi Han, No. 8-9, Stamboul.

Lebet Frères & Co., Importers, Bassiret Han, Rue Achir Effendi. Stamboul.

Possandjis, Alexandre, & Co., Rue de la Douane No 11, Galata.

Tripo, C. N., & Fils, 11 Rue de la Quarantaine, Galata.

Linoleum and Oil Cloth

Franco, Lazzaro, & Fils. Importers, Findjandjiler, Stamboul.

Lumber

Psalty, George J., Importer, Rue Kabristan, Péra.

Merchants (General)

Compte-Calix, J., & Saverio, J. G., Palazzo Karakeuy, Galata.

Hadji Ressoul Campani, Selamet Han, 22-23, Bagtche Kapou, Stamboul.

Harty's Stores, 45 Tepé Bachi, Pera.

Lagopoulo, Fettel & Co., 8-9 Ananiadi Han, Stamboul.

Nowill, Sidney, & Co., Kevork Bey Han, Galata.

Possandjis, Alexandre, & Co., Rue de la Douane No 11, Galata.

Touloukian, S. A. & H., Kaissari Han 20, Stamboul.

The Turkish American Shipping & Trading Co., Haïri, Araboglou & Co., Arabian Han, IV, Galata.

Metals (Tin, Zinc, etc.)

Lebet Frères & Co., Importers, Bassiret Han, Rue Achir Effendi, Stamboul.

Mohair (see Wool)

Nuts and Seeds

Nemli Zadé Fils, Birindji Vacouf Han, Stamboul.

Stock & Mountain, Exp., Turkia Han, Stamboul.

Oils (Lubricating, etc.)

Standard Oil Company of New York; Merkez Richtim Han, Galata.

Tasartez, Henri, Impr., Botton Han, Tahta Kalé, Stamboul.

Vacuum Oil Co., Fringhian Han, Galata.

Old Clothes

Kilidjian, Mihran H., Hadjopoulo Han No. 4, Sultan Hamam, Stamboul.

Zambakdjian, G. A., Beuyuke Yeni Han No. 9 Tchakmakdjilar, Stamboul.

Oleo Oil

Anthomelides, E. G., 28 Haviar Han, Galata.

Asséo, Moise & Albert, Botton Han, No. 6-8, Stamboul.

Opium

Lebet Frères & Co., Exporters, Bassiret Han, Rue Achir Effendi, Stamboul.
Taranto, Nissim, Kenadjian Han, Stamboul.
Touloukian, S. A. & H., Kaissari Han 20, Stamboul.

Oriental Rugs & Carpets (See Carpets)

Paper

Société Anon. de Papeterie et d'Imprimerie, (Anciens Etabl. Fratelli Haïm), Galata.

Petroleum

Standard Oil Co. of New York, Importers, Merkez Richtim Han, Galata.

Photographic Supplies (See Cameras)

Printers and Bookbinders Material and Machinery

Soc. An. de Papeterie et d'Imprimerie, (Anciens Etabl. Fratelli Haïm), Galata.
Zellich, Henri, & Fils, Rue de la Qurantaine 6-8, Galata.
Zellich Frères, Rue Yazidji, Péra.

Printing Paper

Soc. An. de Papeterie et d'Imprimerie, Imp. (Anciens Etabl. Fratelli Haïm) Galata.
Zellich, Henri & Fils, Imp. Rue de la Quarantaine No 6-8, Galata.
Zellich Frères, Rue Yazidji, Péra.

Publishers

Société Anon. de Papeterie et d'Imprimerie, Anciens Etabl. Fratelli Haïm, Galata.

Raw Materials

Faraggi, Léon, Exporter, Habib Han No. 3, Perchembé Bazar, Galata.

Refrigerators, Electrical

Lewis Heck & Co., P. O. Box 31, Pangalti.

Rice (see Sugar)

Sausage Casings (See Guts)

Sewing Machines

Singer Sewing Machine Company, Grand'Rue de Péra.

Shipping & Shipping Agents

America-Levant Line, Ltd., Walter, Seager, & Co., Tchinili Richtim Han, Galata.
A. Cabaud, (Managers: Theo. N. Curmusi & Chr Dabcovich) General agent White Star Line, White Star Dominion, Red Star Line and Lloyd Royal Hollandais. Merkez Rihtim Han, Galata.
Feustel, Hans Walter, Couteaux Han No. 14-17, Galata.
Foscolo, Mango & Co., Ltd., Tchinili Richtim Han, Galata.
Nemli Zadé Fils, Birindji Vacouf Han, Stamboul.
Reboul, L., & Co., Galata.
Triandafillidi & Papas, Ahen-Munih Han No. 3-5, Galata.
The Turkish American Shipping & Trading Co., Haïri, Araboglou & Co., Arabian Han, IV, Galata.

Silk Goods

Mardiguian, S., Sons, Yeni Tcharshi, Mahmoud Pacha, Stamboul.

Skins, Hides and Furs

Arsen, A. G., & Co.Successors (Douglas T. Binns, Hatchig B. Alyanakian & Co.) Exporters, Nour Han, Sirkedji, Stamboul.
Juda, I. Bahar, Botton Han No. 38/41 Tahta-Kalé, Stamboul.
Kilidjian, Mihran H., Hadjopoulo Han No. 4, Sultan Hamam, Stamboul.
Lagopoulo, Fettel & Co., 8-9 Ananiadi Han, Stamboul.
Lebet Frères & Co., Exporters, Bassiret Han, Rue Achir Effendi, Stamboul.
Touloukian, S. A. & H., Kaisseri Han, 20, Stamboul.
Tripo, C. N., & Fils, Exp., 11 rue de la Quarantaine, Galata.

Stationery

Soc. An. de Papeterie et d'Imprimerie. Anciens Etabl. Fratelli Haïm, Galata.
Zellich, Henri, & Fils, Imp., Rue de la Quarantaine No 6-8, Galata.
Zellitch Frères, Rue Mahmoudieh, Galata.

Sugar, Coffee and Rice

Anthomelides, E. G., 28 Haviar Han, Galata.
Faraggi, Léon, Habib Han No. 3, Perchembé Bazar, Galata.

Surveyors

Psychakis, M., 7 Anadol Han, Stamboul.

Tanning

Tripo, C. N., & Fils, 11 rue de la Quarantaine, Galata.

Textiles

Faraggi, Léon, Habib Han No. 3, Perchembé Bazar, Galata

Tires

The Automobile Tire & Tractor Co. of Turkey, 168 Grand' Rue de Pera.
Hochstrasser, J. J., & Co., Nour Han 3-14, Sirkedji Stamboul.

Tobacco

Alston Tobacco Company, Tchalian Han, Galata.
Foscolo, Mango & Co., Ltd., Exporters, Tchinili Richtim Han, Galata
Gary Tobacco Co., Inc., Merkez Richtim Han, Galata.
Levy, M., & Co., Exp., Emin Bey Han 9, Stamboul.

Tobacco (Leaf)

Nemli Zadé Fils, Birindji Vacouf Han, Stamboul.

Tourist Agencies

American Express Co., 4th Vacouf Han, Stamboul.

Tractors

The Automobile Tire & Tractor Co. of Turkey, 168 Grand' Rue de Péra.

Typewriters and Supplies

Kroubalkian, Kh., Buyuk Tunnel Han, Galata.
Nowill, Sidney, & Co. Importers., Kevork Bey Han, Galata,
Soc. An. de Papeterie et d'Imprimerie, Imp., Anciens Etabl. Fratelli Haïm, Galata.

Wines and Liquors

Sadullah, Levy & Mandil, Importers, Mahmoud Pacha, Stamboul.

Wool and Mohair

Arsen, A. G., & Co. Successors (Douglas T. Binns, Hatchig B. Alyanakian & Co., Exp., Nour Han, Sirkedji, Stamboul.
Barkey & Saul, Turkia Han No. 1, Stamboul.
Lebet Frères & Co., Exporters, Bassiret Han, Rue Achir Effendi, Stamboul.
Levy, M., & Co., Exporters, Emin Bey Han, Stamboul.
Roditi, A., Exporters, Alallemdji Han, 5, Stamboul.
Stock & Mountain, Turkia Han, Stamboul.
Taranto, Nissim, Kenadjian Han, Stamboul.
Touloukian, S. A. & H., Kaisseri Han 20, Stamboul.

Individual Members at Constantinople

Allen, Charles E., American Consulate General, Pera.
Blattner, Andrew, 3-4, Keuprulu Han, 1st floor No. 36, Sirkedji, Stamboul.
Cabaud, A., Merkez Richtim Han, Galata.
Fowle, Luther R., American Bible House, Stamboul.
Gates, C. F., D. D., LL.D., President, Robert College, Roumeli Hissar.
Gillespie, J. E., American Embassy, Pera.
Hazleton, Willis B., Professor, Robert College, Roumeli Hissar.
Heck, Lewis, American Garage, Pangaldi.
Huntington, Geo. H., Professor, Robert College, Roumeli Hissar.
Kyfioti, John, Manager of the Maison Psalty, Furniture House & Factory, Pera.
Lebet, Edouard, Bassiret Han, Rue Achir Ef., Stamboul.
Mandil, Harry R., Tchupluk, Stamboul.
Moore, Laurence S., Professor, Robert College, Roumeli Hissar.
Stevens, Elbert C., Executive Secretary, Y.M.C.A., Stamboul.
Tchertchian, V. D., 136 Fermendjiler, Galata.

LIFE MEMBERS.

G. BIE RAVNDAL*,
American Consular Service, Berlin, Germany.
OSCAR GUNKEL**,
Fischerstrasse 1', Stuttgart, Germany.
CHARLES R. CRANE
522 Fifth Ave., New York
CLEVELAND H. DODGE, †
Phelps, Dodge Co., 99 John Str., New York.
JAMES A. FARRELL,
United States Steel Corporation, 71 Broadway, New York.
ARTHUR B. FARQUHAR, †
A. B. Farquhar Company, 44 Whitehall, New York.
GEORGE WARREN BROWN,
Brown Shoe Company, Inc., 1018 Washington Ave., St. Louis, Missouri.
WM. E. BEMIS, †
Standard Oil Company, 26 Broadway, New York.
CLARK H. MINOR,
c/o International General Electric Company, 120 Broadway, New York City.
WILLARD STRAIGHT, †
LUCIEN IRVING THOMAS,
Standard Oil Company of New York.
HOWARD HEINZ,
H. J. Heinz & Co., Pittsburgh Pa.

*) Elected honorary life member, Jan. 26, 1915.
**) Elected honorary life member, Feb. 8, 1926.
† Deceased

MEMBERS OUTSIDE OF CONSTANTINOPLE

ASIA MINOR

SMYRNA

The American Tobacco Company of the Orient.

Charles P. Balladur. Automobiles, Accessories, Repairs.

T. Bowen, Rees & Co., Ltd. Shipping Agents and Coal Merchants.

The Co-Operative Society of Aidin Fig Producers, Rue Chaphané No. 9. Cable address : Cosap.

Danon & Danon. General Importers and Exporters, Specializing in Food Products and Leather.

Gary Tobacco Company.

C. J. Giraud & Co. Exporters of Dried Fruits, Valonea and Wool. Importers of Coal, Boxes and Box Shooks. General Importers and Exporters.

Asa K. Jennings, P. O. Box 198.

Mac Andrews & Forbes Co. Licorice.

Oriental Carpet Manufacturers, Limited. Exporters of all kinds of Oriental Carpets and Rugs.

The Smyrna Fig Packers Limited.

Standard Oil Company of New York.

M. & J. Taranto. Exporters of Dried Fruits and Valonea.

W F. Van Der Zee. Shipping Agents and Coal Merchants.

OTHER MEMBERS IN ASIA MINOR

The American Tobacco Company of the Orient.

Gary Tobacco Co., Inc., Samsoun, Exporters of tobacco

BULGARIA

SOFIA

Banque Franco-Belge de Bulgarie.

Nikola Momtchiloff, Director of Bulgarska Banka, 72, Rue Shipka.

Boris A. Persiyski, P. O. Box. No. 30. Manufacturer of Persian Rugs & Carpets. Cable address : Persiyski.

Singer Sewing Machine Company, Singer Building.

Standard Oil Company of New York.

OTHER MEMBERS IN BULGARIA

Bratia V. Ovtcharovi (Shepherd Bros.), **Svilengrad.** Tobacco, Skins, Cheese Flour, etc.

EGYPT

ALEXANDRIA

Choremi, Benachi & Co., Rue Fouad Premier. Cotton Merchants and Exporters.

General Motors Near East S/A, P. O. Box 13, Minet-el-Bassal. Exporters of General Motors Cars.

Simmons Company, Egyptian Division. P[illegible]ls, Springs and Steel Furniture, Stocks Carried in Alexandria and Cairo, Institutions, Hospitals, Settlements, supplied on short notice. Ted. C., Vella, Manager, P. O. Box 1414.

CAIRO

American Express Company Inc., Continental-Savoy Building. Banking, Travel and Forwarding. Inclusive Tours to upper Egypt and Palestine.

Anglo-American Nile & Tourist Co., Robert O. Diacono, Managing Director. First Class Passenger Steamers on the Nile.

Remington Typewriter Co., 52 Kasr el Nil St. Branch Office under New York, for Egypt and the Soudan, Palestine and Syria.

J. P. Sheridan & Company, 23 Chareh Madabegh, P.O. Box 1764. Cable Address: Sherlav-Cairo. Agents in Egypt, Soudan, Palestine and Syria for: Quaker Oats Co., Gillette Safety Razor Co., Colgate and Company, American Chicle Co., Denver Chemical Manufacturing Co., Prophylactic Brush Co., William R. Warner & Company and Interwoven Stocking Co.

The Singer Manufacturing Co., Sharia Magrabi, 16.

Vacuum Oil Co. Cairo: Head Office for the Near East.

The White Star and Red Star Lines, 9 Rue Kamel, opposite Shepheard's Hotel.

FRANCE

Banque Ottomane, 7 Rue Meyerbeer, Paris.

GERMANY

Feldman, Edward D., 32 Hollmannstrasse 32, Berlin SW 68. Importer and Exporter; Manufacturer of patented novelties and wholesale articles.

GREECE

ATHENS

The American Express Company Inc., Carapanou Building. Bankers.

The American Tobacco Company of the Orient, 31, Stadium Street.

Breslin Griffitt Carpet Company Inc., Leoforos Papadiamantopoulou, Ilissia. Manufacturers of yarns and carpets.

Bourne & Co. - New York. Central Office in Greece: 12 Odos Lycourgou, Athens. The Singer Manufacturing Company's Sewing Machines.

Courcoumelis, Phocas & Co., 47 Epirou Street. Importers andr Commission Agents.

Danon & Danon, 18, Rue Nikiou, General Importers and Exporters Specializing in Food Products and Leather.

Kikizas, Trakas & Co., The Office Appliance Company, 4 Stadium Street.

Mac Andrews & Forbes Industrial Company, 11A Metropole Street. Manufacturers of Wool Carpet Yarn for High Class Oriental Carpets and Rugs.

Papayoannou Bros., 15A Edward Law St. Importers of Machinery and Electrical Supplies; Distributors for Delco Light Products, Toledo Scales, Worthington Pumps, Semi-Diesel and Diesel Engines.

The Standard Commercial Trading Corporation, University Avenue No. 53. Tobacco.

Standard Oil Company of New York, Paparigopoulou Street, 9.

PIRÆUS

The American Express Company Inc., 44 Philonos Street. Bankers.

S. & E. & A. Metaxa, Successors to A. Metaxa Heirs. Manufacturers of Cognac.

The Michalinos Maritime & Commercial Co., Ltd., 37 Philonos Street.

SALONIKI

The American Tobacco Company of the Orient.

Danon & Danon, Rue Tsimiski, Immeuble Koffa. General Importers and Exporters, Specializing in Food Products and Leather.

Salomon J. Sarfati, 5 Rue Thassos. B. P. 255. Exporter of Furskins, Hideskins, Lambskins, etc.

Albert Scialom & Co., Kyrstsis Han. Fennel Seed; Gum; Mastic; Opium; Poppy Seed; Saffron.

Standard Oil Company of New York.

OTHER MEMBERS IN GREECE

The American Tobacco Co. of the Orient, Cavalla.

MESOPOTAMIA

T. Korevaar, Oppenheimer Casing Co., Ltd., P. O. Box 102, Bagdad

PALESTINE

Thos. Cook & Son, Ltd., Jerusalem, P. O. Box 593, Telephone 65. General Passenger, Forwarding and Insurance Agents and Bankers. Established 1841. Office also at Haifa.

RUMANIA

BUCHAREST

Banque d'Agriculture & d'Exportation, S.A. Roumaine, Rue Lipscani 18. Paid up capital 200,000,000. Export of Cereals and all other Roumanian Products; Import of Colonials; Banking. Telegraphic Address: AGREXBANK. Branches at Braila, Constantza and Galatz. Agencies at Bazargic, Bechet, Calafat, Calarasi, Cetate, Chilia, Corabia, Graiova, Giurgiu, Ismail, Ramnicu-Sarat, Reni, Silistra, Turnu-Magurele and Turtucaia.

J. P. Hughes, Romano-Americana, 126, Calea Victoriei.

LEONIDI & Co. S. A., Calea Victoriei No. 53. Exclusive Agents for Cadi lac and Chevrolet Cars; Garages and Workshop.

Henry J. Présenté, Strada Halelor No. 41. Importer of Colonials.

«Romano-Americana», Societate Anonima pentru Industria, Commerciul si Exportul Petrolului, 126, Calea Victoriei. Petroleum.

OTHER MEMBERS IN RUMANIA

A. Theodoridi & Co., BRAILA. Steamship Owners and Agents and Coal Importers.

SYRIA

BEIRUT

Association des Importateurs d'Automobiles.

S. Audi & Frères.

Thos. Cook & Son, P. O. Box 85. General Passenger, Forwarding and Insurance Agents, and Bankers. Established 1841.

M. Sirgi & Co. Importation-Exportation.

Standard Oil Company of New York.

Syria Auto & Electric Co., P. O. Box 288. New York Office, **141** Clinton St. Br oklyn. Agents for the Chandler, Oakland and Chevrolet Cars; Spare parts and Accessories; Delco Light Plants, Columbia Storage Batteries; Electrical Supplies and Accessories.

ALEPPO

Nicolas Hindié. Importing and Exporting; Banking; Specializing in Importation of Foodstuffs, and Exportation of Wool, Mohair, Gum Tragacanth, Gallnuts, Skins, Hides and Furs.

Lorenzo Y. Manachy. Cotton Goods; Cotton Seed Oil; Gum Tragacanth; Hardware, Tools; Wool, Mohair.

Habib Mégarbané et Fils, Dried Fruits—Almonds, Dates, Figs, Raisins, etc., General Importers. Exporters: Opium, Petroleum; Sugar; Wool, Mohair.

Shuep & Co., General Agents, Cotton, Woollens, Silk Goods, Yarn, Hosiery, Drugs, Medecines, Hardware, Insurances, etc.

OTHER MEMBERS IN SYRIA

Sarhan T. Shehfe, DAMASCUS. Exporter of Syrian food specialties to the United States.

YOUGOSLAVIA

Thomas Griffiths, Gracanickoj Ul. 21, Belgrade, Telegrams: Griffiths, Belgrade. Representative of Corn Products Refining Co. Importer and Distributor of Starch, Glucose, Dextrine, Corn Flour and Corn Oil.

MEMBERS IN AMERICA

The A. J. Alsdorf Corp.,
330 S. Franklin St., Chicago, Ill.
Exclusive Foreign Managing Representatives.

American Express Company,
65 Broadway, New York City.
Bankers, forwarders and travel directors. Offices at Constantinople and Athens.

The American Tobacco Company,
111 Fifth Avenue, New York City.
Manufacturers of cigars and cigarettes. Buyers of Turkish tobacco.

Warren E. Bristol,
475 Fifth Avenue, New York City.

Equitable Trust Company,
37 Wall Street, New York City.
Trust organized under the laws of the state of New York having foreign connections throughout the Near East.

Export Steamship Corp.,
25 Broadway, New York City.
Steamship owners and operators maintaining service between U. S. and Turkey, Greece, Egypt and Syria.

Gary Tobacco Co.,
212 Fifth Avenue, New York City.
Dealers in raw tobacco.

General Motors Export Co., (through their Alexandria Branch).
224 W. 57th Street, New York City.
Manufacturers and exporters of automobiles.
General Motors Near East, S. A.,
P. O. Box 13, Minet-el-Bassal, Alexandria.
Exporters of General Motors Cars.

The Globe-Wernicke Co., Cincinnati, Ohio.
Manufacturers of office furniture and equipment.

Howard Heinz, H. J. Heinz Co.,
Pittsburgh, Pa. Food products,

Kent-Costikyan Trading Company, Inc.
485 Fifth Avenue, New York City.
Oriental Carpets and Rugs.

McAndrews & Forbes Co.,
200 5th Avenue, New York City.
Importers of licorice.

Minot, Hooper & Co.
11 Thomas St., New York City.
Manufacturers of cotton textiles, specializing in three yard grey sheetings

National Bank of Commerce in New York,
31 Nassau Street, New York City.
General banking business with correspondents throughout the Near East

Pacific Mills,
24 Thomas St., New York City.
Manufacturers of cotton textiles, including hosiery.

Reo Motor Car Company,
Lansing, Michigan.
Manufacturers of automobiles and trucks.

Standard Commercial Tobacco Company, Inc.,
100 East 42nd St., New York City.
Importers and dealers in raw tobacco.

Standard Oil Company of New York,
26 Broadway, New York City.
Manufacturers and distributors of petroleum and all its products. Representatives in all of the important cities of the Levant.

Albert W. Staub, Robert College and American University of Beirut.
18 East 41st Street, New York City.

U. S. Steel Products Company,
30 Church Street, New York City.
Exporters of iron and steel products of the United States Steel Corp.

Vacuum Oil Company,
61 Broadway, New York City.
Exporters of petroleum products

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