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# Levant Trade Review

PUBLISHED MONTHLY AT CONSTANTINOPLE BY THE

American Chamber of Commerce for the Levant

(INCORPORATED)

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## AMERICAN AVIATION

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No American in the Levant, nor any friend of America in these parts, will fail to rejoice in the fact that the American aviators who, first among the world's flyers, have circumnavigated the globe are back at their starting point on the Pacific Coast of the United States in good health. Their pluck and efficiency reflect honor and glory upon America and have contributed essentially towards the world's progress. Since, in their wonderful flight, they passed over Persia, Mesopotamia, Turkey, Bulgaria and Rumania, the *Levant Trade Review* feels that the Near East has its intimate share in this world-stirring achievement.

A press dispatch from Los Angeles, California, of September 24, tells us that after one hundred and ninety-one days of almost continuous adventure, weathering northern fogs, sailing over wide ocean expanses, encountering tropical storms, and later triumphing over great ice barriers in the polar regions, the American world flyers, Lieutenants Lowell Smith, Erik Nelson, and Leigh Wade, reached their final goal when they landed at Santa Monica, the starting point.

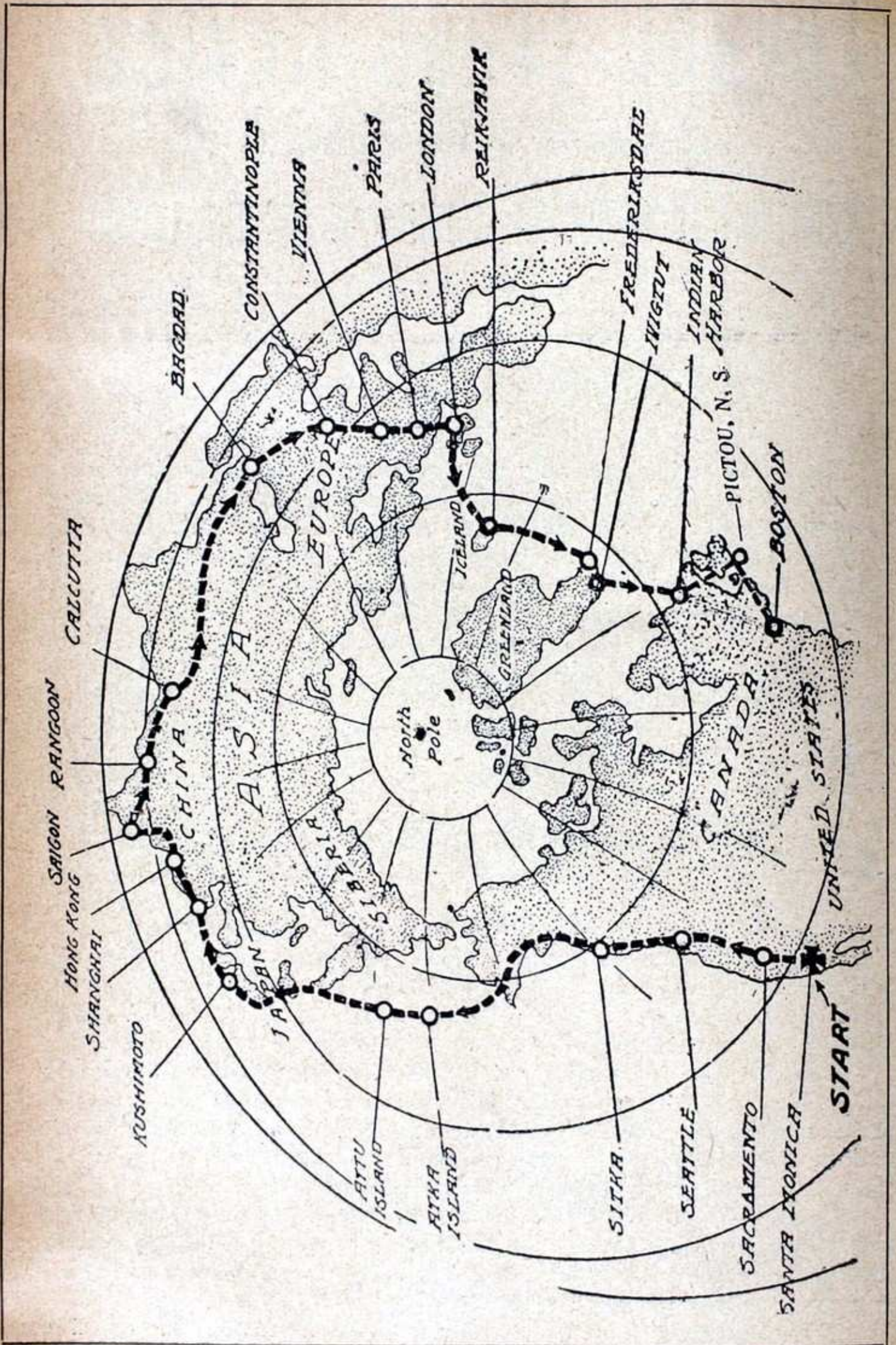
Congratulatory expressions from President Coolidge, Secretary of War Weeks, Secretary Wilbur and other officials were read to the flyers, immediately after landing. The city of Santa Monica declared a holiday and the entire city, with the greater part of the population of Los Angeles, wildly feted the American Magellans of the air.

Long before the courageous flyers left San Diego, which is scarcely a two hours' flight from Santa Monica, a tremendous crowd had gathered at the large flying field to tender a roaring welcome. Aviation officials from all over United States were on hand to congratulate the flyers for the successful completion of their tremendous undertaking.

Stories of wild adventure in Alaska, in China, India and Iceland, told and retold many times during their flight, were gone over once again to the huge delight of the enthusiastic crowd. The account of Major Martin's disappearance in Alaska was discussed anew.

"We are happy to be with you again," was Lieutenant Smith's first word as he climbed out of his machine.

And the expression on his face, a smile playing where smiles are rare, showed that he was genuinely happy that the flight was completed.



Route of American World Flyers



*American World Flyers leaving Boston for New York on their return voyage*

The American flyers left Santa Monica, the starting point of the world flight, on March 27. When the flyers had reached California they had flown approximately twenty-five thousand miles.

At the time of departure the American flying team was composed of Major Frederick Martin, chief of the expedition, and Lieutenants Lowell Smith, Erik Nelson and Leigh Wade. On the 28th of March the aviators arrived at Eugene, and on March 29 they landed safely at Seattle, where they stayed until April 7, changing the wheels to hydroplanes.

They then flew to Prince Rupert, British Columbia, and later arrived at Sitka, Alaska, where continued snowstorms and freezing weather retarded their flight.

All of the flyers arrived safely at Chiguik, Alaska, on April 14, with the exception of Major Martin, who was forced to land in the Bay of Portage. He was picked up by the destroyer Hull and taken to Chiguik with his damaged plane.

The flight was continued to Dutch-Harbor, thence to Atcha, late on May 3. On May 9 the Americans arrived at Attu in the Aleutian Islands, staying the next day at Chicagoff. At Chicagoff the flyers were compelled to remain until May 16 because of unfavorable weather for flying.

At Paramashiru (Korea), the Americans received new planes and from here they flew nine hundred miles through fog and rain to Yotoropu, where they landed on May 19, and on May 22 they arrived at Minato-Kasmiga, near Tokio. This trip was considered one of the most hazardous of the voyage because of the storms and heavy fog.

The Americans arrived at Tokio on June 1. On June 4 they left for China, arriving at Shanghai on June 6, and thence to Hong-Kong on June 8. Lieutenant Smith had difficulty with his motor on the flight from Shanghai to Saigon and did not arrive there until June 16.

In June 20 the Americans arrived at Rangoon and on July 8 at Constantinople. On the fourteenth of July, the French national holiday, the flyers made a successful landing at Le Bourget, near Paris.

After two days of receptions in Paris the Americans flew to the Croydon airdrome in England, where they remained several days for new motors and repairs. At London the flyers had covered eleven thousand miles.

On July 30 the flyers landed at Kirkwall, Orkney Islands, and on August 2 they arrived at Hornafjord. There Nelson arrived alone, Smith and Wade having been lost in the heavy fog. Wade was forced to land in the north Atlantic and was picked up by the American destroyer Billingsley. Lieut. Smith later arrived at Hornafjord and Wade was obliged to discontinue the flight, going as a passenger with the other two flyers.

After passing from Iceland to Greenland and from Greenland to Canada, the flyers landed in Boston where they received a most enthusiastic reception. Their flight across America resembled a triumphal procession as in each city in which they stopped, including New York and Washington, they were given welcomes that even Royalty might envy.

Lord Thompson, British Air Minister, voiced the general admiration felt abroad in the following message to the American Secretary of War :

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*Lieut. Smith in command of American world flight photographed at Constantinople with the American High Commissioner Admiral BRISTOL and Mrs. BRISTOL*

(Photo by Lieut. Wheeler, U. S. Navy)

"On my own behalf and on behalf of the air council, I desire to congratulate the army air service and Lieutenants Smith, Nelson and Wade, on their magnificent achievement. The successful completion of the first round-the-world flight by Lieutenants Smith and Nelson is one further proof of the very high standard of technical skill and practical airmanship which is characteristic of American aviation."

As regards the practical usefulness of the world flight the following statement issued at Boston by Major General Mason M. Patrick, Chief of the United States Army Air Service, deserves attention. He had been asked the question: "When shall we all 'fliver about' in our individual airplanes?"

The question was not intended to be taken too literally, and the General so understood it. Nevertheless, his reply was more or less literal and it indicated that popular airplaning is not at all inconceivable to him, though he used the term "commercial flying." His answer, therefore, was control and regulation.



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Development of commercial and even individual or "fiver" flying, if you will, must be accomplished through these channels, he believes. The so-called hazards of flying, in his opinion, are not to be found in the mechanics of the question, but rather in the lack of the proper regulation of commercial flying.

While the army exercises rigid control over its air forces where mishaps are at a minimum, there is no way the Government can control commercial flying. It cannot determine who shall fly airplanes or what sort of equipment they shall be allowed to operate. General Patrick thought that when the proper regulation should be provided and the whole matter of aviation carefully organized, "fiver" flying, or whatever you wish to call it, might be wholly practical.

General Patrick's vision embraces a tremendous development of air traffic in which commercial airplanes would move here and there in regular lanes and on regular schedule—westbound and eastbound lanes; upper levels and lower levels; in fact, something comparable to highly organized railroad operation. Having been given an adequate number of landing places together with service facilities where an airplane might coast down for fuel and repairs, the General could see no reason why airplaning should be more hazardous than other methods of transportation, especially automobile. He pointed out that with the ability of an airplane to glide over a distance of something like seven times its altitude, landing places 25 or 50 miles apart would be ample.

An interesting suggestion made by the air chief was that the name of a town in big letters on the roof of a conspicuous building would be of great value to aviators. Referring to his trip from Mitchel Field to Boston, the General said that while he and his aid, Lieut. St. Clair Streett, easily followed their map and made their way over localities otherwise unknown to them, it would have helped if they could have ascertained quickly their location by reading the name of the town on a roof.

On his return to New York from a hunting trip in Scotland, Glenn H. Curtiss, pioneer aviator and inventor, declared that the American world flight had instilled more courage into people than any other achievement of its kind and advanced the cause of commercial aviation.

"It's a great achievement," he said, and added that it heralds the establishment of transatlantic service by airplane. The dirigible, he said, is too expensive for operation on such a scale. At present, the inventor continued, there is a little interest in commercial aviation, but the world flight may stimulate public interest in it. It should give Americans courage in plans for communication by airplane. At present, he said, capital is afraid to take a chance on commercial flying.

In France, he said, aviation is making its greatest strides, in both military and commercial fields. He attributed this growth to the government subsidies given to commercial aviators.

When asked how long it would take before commercial planes of large size and carrying freight and passengers would be crossing the Atlantic Ocean, he replied it would be before 1934.

Commenting upon the return of the American flyers an American journal of note observes on their spectacular excursion that "news accounts have told the routine story of the great achievement, but there must forever

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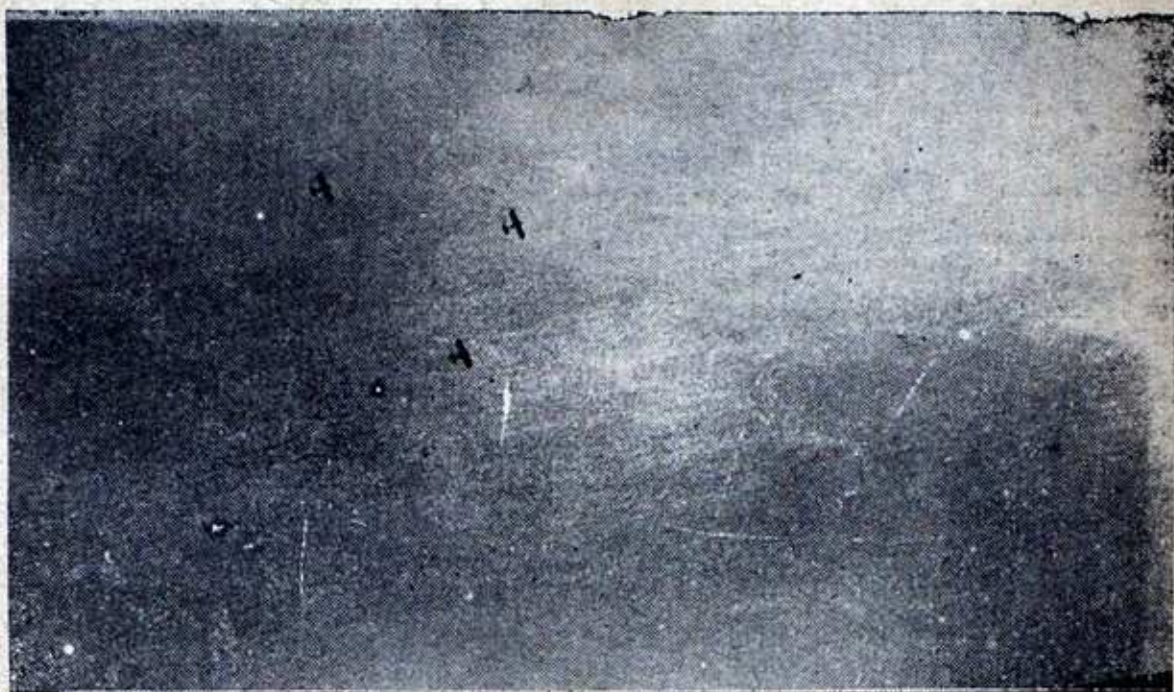
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*U. S. World Flyers leaving Constantinople for Bucharest*

(Photo by Lieut. Wheeler, U. S. Navy)

remain unwritten the intimate account of the individual experiences of pilots and mechanics during the long hours of tremendous suspense endured in the flight over broad seas and across ice floes and arctic islands. It is impossible for those who have not undergone such experiences to describe the emotions of those who have endured them. And it is proverbial that those who achieve these great accomplishments seldom are willing, even if able, to draw a descriptive word picture of the scenes enacted.

“ It may be recorded in histories written a century hence that the feat now hailed as a great accomplishment was performed in the year 1924, just as today we read of the early progress made in ocean navigation or in the development of those devices now in common use. Perhaps a hundred years from now the accomplishment will be regarded as commonplace. With the stride acquired the pace quickens. The first automobile races held in the United States, if duplicated today, would attract only the curious. It is not too much to hope that soon the five months required to complete this pathfinding journey of the American flyers around the world will be shortened to perhaps as many weeks.

“ The flight now nearly ended has been, essentially, purely experimental. From the experiences gained it probably has been shown what, in the present construction of airplanes, can be adopted by future builders, and what must be altered to meet the climatic conditions of flight on a globe-circling tour. It will be many years, no doubt, before the mariners of the air will voluntarily undertake a transatlantic or transpacific flight without

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being convoyed by water craft which will offer some measure of safety in case of mishap, while at the same time assuring a sufficient fuel supply. Thus the "mental hazard," as it is called by golfers, is greatly reduced. The air navigators might fly just as far and just as safely without the presence of convoys, but until their machines are more highly perfected than at present the attempt should not be made voluntarily.

"The people along the Atlantic coast are preparing to extend to the returning heroes a welcome such as their great accomplishment deserves. Their adventure has been a magnificent one, emulating the courage of the American pioneer through all the years of the country's history."

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Man's first circumnavigation of the globe by air was celebrated in Seattle. Amid remarkable demonstration of enthusiasm the six World flyers reached the end of their journey. They were greeted by a sign of welcome 150 feet high. Ten thousand listened to airmen returning thanks for their reception and for gold platinum rings presented to them. Hunters of souvenirs pestered them for buttons and strips of cloth from clothes and bits of aeroplanes around which a strong guard had to be placed. President Coolidge telegraphed airmen that when Congress assembles he intends to recommend that "Authority be granted to reward squadron with promotion and by other appropriate action in order that your distinguished services may have practical recognition from your country."

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News that the American aviators have arrived at Santa Monica, California, their actual starting point, makes the feat of the first men to travel round the terrestrial globe through the air once more a Topic of the Day of absorbing interest.

In 191 days of almost continuous adventure, and in covering more than 25,000 miles of distance, the first circumnavigators are held to have accomplished the purposes that the United States Government had in mind when they were sent out. These purposes, as stated by Major-General Mason M. Patrick, head of the Army Air Service and their chief, were:

"To demonstrate the feasibility of establishing aerial communication with all countries of the world; the practicability of travel by air through regions where surface transportation does not exist or at best is slow, tedious and uncertain; to prove the ability of modern aircraft to operate in all climatical conditions; to stimulate the adaptation of aircraft to the needs of commerce; to bring before the people of the world the excellence of American products in the interest of American industry; and lastly, to bring to the United States, the birthplace of the aeroplane, the honor of being the first nation to fly round the world."

Four Douglass "world cruisers," specially-built aeroplanes capable of extra-long flights and of being used with pontoons or with landing wheels, bore eight American aviators from Santa Monica on March 27 of this year. The eight were: Major Frederick L. Martin, Commander, and his mechanic, Staff Sergeant A. L. Harvey; Lieutenant Lowell H. Smith, the pilot, and his observer, Lieutenant Leslie P. Arnold; Lieutenant Erik H. Nelson, the engineer officer, and his observer, Lieutenant John Harding, Jr.; and Lieutenant Leigh H. Wade, photographer of the expedition, with his observer, Staff Sergeant, (now Lieutenant) H. H. Ogden.

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Only four aviators have flown all the way round the world. Major Martin was eliminated when his machine went to wreck on an Alaskan mountain and Lieutenant Smith thereupon took command. Lieutenant Wade dropped out when his machine sank off the Faroe Islands, in the North Atlantic. He rejoined his comrades at Pictou, Nova Scotia, and finished the flight with them.

Aviation experts consider that the world flyers have pioneered a route that may some day become an international airway. They have demonstrated that aerial communication with all the countries of the world is possible by making the flight from Seattle to Tokio in sixty-four flying hours; to Shanghai in ninety flying hours; and to Calcutta in 150 hours; while London was reached with 230 hours of flying.

The feat has brought nearer realization a vision that American flying men have long had. It is one of speeding through space at the rate of more than 266 miles an hour on a continuous voyage round the world; out of sight of land only four times and then for less than two hours each time; of covering 30,000 miles and passing over twenty-eight countries, thus circumnavigating the globe in less than five days.

Continuous flying for such a period is at present beyond the endurance of one man. But the idea of encircling the world in five days becomes less fantastic when it is recalled that aeroplanes have already made more than 266 hours in the air and have changed pilots and been refuelled while in flight. What remains necessary therefore is a world airway with proper service and maintenance facilities to be established and relays of equipment and of pilots.

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According to a statement made by the American aeronautic expert, Mr. Mitchell, the American Government is having a number of new aeroplane types constructed with which Mr. Mitchell believes a non-stop flight can be accomplished from New York to Peking in sixty hours.

Mr. Mitchell also predicts that before long the shortest connections between the world continents will be established via the North Pole.

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### The Shenandoah's Polar Flight

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Now that American Army aviators have completed their historic conquest of the globe by aeroplane, the eyes of the United States are turning to the Navy's airmen, who are to pilot soon their huge dirigible, the Shenandoah, to the North Pole and return.

Preparations are being made for this flight, following a change of mind by President Coolidge, who cancelled the trip several months ago for the sake of economy. He has just consented that the trip be made.

The Shenandoah is the pride of the Navy. Until its sister ship, the ZR-3, reaches the United States from where it is being tested in Germany, the Shenandoah will be the only large rigid airship in the country. And it is entirely of American manufacture, after models developed from the best of the Zeppelins.

The ship is about a year old. It was originally called the ZR-1, but was named the Shenandoah by Mrs. Edwin Denby, wife of the Secretary of the Navy under whose regime the big craft took the air. Several specifications will show how large it is. It is 680ft. long, a rigid craft built of dur-



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aluminium trusses, containing twenty gas bags totalling 2,155,000 cubic feet, covered with a single envelope. The diameter of the craft is 78ft. From the bag are suspended six cars, each equipped with a 300 horse-power Packard aircraft engine.

The Shenandoah has made several long flights, although none as long as the one which is planned for it now. It has cruised two days at sea without returning to its base. It has been from its home station at Lakehurst, N.J., to St. Louis. It has made other flights South to Washington, Richmond, and Lynchburg, Va., and North through New England. It has successfully demonstrated its ability to be anchored to a mooring mast in unfavorable weather, thereby making the construction of a great hangar unnecessary for the Polar voyage.

The Polar trip is an ambitious project. It calls for a cruise South as far as Texas before the ship even points its nose towards the Arctic. The Shenandoah is to fly from Lakehurst to Fort Worth, 1,191 miles; thence to San Diego, Cal., 1,003 miles; to Puget Sound, 1,200 miles; to Nome, Alaska, 1,944 miles. At Nome a big mooring mast is to be built, similar to the one at Lakehurst, and that is to be the base of supplies for the cruise across the Pole.

This cruise is to serve more than a sporting purpose. The Navy map makers and photographers are to make observations continually, which it is believed will help to chart a territory concerning which most data is inaccurate.

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### Another Transatlantic Flight

A Zeppelin bought in Germany by the United States is preparing to fly to America. According to a Friedrichshafen despatch the American Zeppelin will not cross France or Belgium on her Trans-Ocean flight as France has refused permission to allow the Zeppelin even to cross the occupied territory unless a representative of the French Ministry of War is allowed to participate in the flight.

The Zeppelin will therefore probably fly direct from Friedrichshafen to Hamburg, then across Holland via the Southern coast of Ireland to America.

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### Airways in the East.

It has become quite the thing to speak of airways as we in the past have spoken of railroads and highways. An airway has been opened between Brindisi and Constantinople, another between Bucharest and Constantinople, a third between Constantinople and Angora. Aeroplanes following these routes carry mail and passengers. A similar service is working between Cairo and Bagdad. We hear today fully as much about flying as we did 25 years ago about automobiling. A new airline is now being opened from

Moscow to Teheran. It would seem that there is about as much competition between rival nations in the air as on land. On this score the following by the Berlin correspondent of *The Times*, London, is of interest.

Representatives of the Junkers Aircraft Company have just returned to Dessau after concluding a comprehensive agreement, the fruit of a lengthy series of negotiations conducted with the Sardar Sipah, Riza Khan, the Persian Prime Minister and Minister of War, in Teheran. Although the terms of the contract have not yet been made public, it will



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undoubtedly have the effect of placing the organization and management of a great Transasiatic airway in German hands. Viewed in the light of its origin and of the immediate developments in the Middle East for which provision has been made, it must be taken to forebode a further consolidation of Russian influence in the Middle East.

In return for earlier concessions obtained from the Soviet Government, the Junkers Aircraft Company had bound itself to organize an air line from Leningrad to Baku, with connections at either end with Stockholm and Teheran. The line Moscow-Rostoff-Tiflis, or, as it afterwards became, Moscow-Rostoff-Baku-Tiflis, was flown twice weekly in the summer of 1923, and there have been regular flights this summer between Stockholm and Helsingfors. Experimental flights have already been carried out on every section of the route from Stockholm to Teheran.

As the result of the agreement which has now been concluded with the Persian Government, a regular service will be opened immediately between Baku, Enzeli, and Teheran, and trial flights preparatory to an extension from the Persian capital to Bushire will be made simultaneously.

The air voyage from Stockholm to Teheran will occupy three days instead of three weeks required for the journey by steamer and train, and Teheran which is now two days' motor journey from Enzeli, will be brought, before the end of the present month, within a few hours of the Caspian at Enzeli and Baku.

The aeroplanes and pilots employed in the Persian service will be furnished exclusively by the Junkers Aircraft Company, at all events until an effective training school for pilots has been established.

A scheme for a comprehensive system of international air services has been worked out by the Junkers Company, and

it is hoped that with the cooperation of other countries, above all of Great Britain, some portions of it at any rate may have come into operation by the end of 1926. It is proposed to establish a «three-nations aerodrome» at the point where the German, Polish, and Czechoslovak frontiers meet south of Gleiwitz, for the use of the great international air lines.

For some time past it has been clear that the Germans incline to the belief that the surest way to secure a dominant position in the control of international air traffic lies through a partnership with Great Britain. Their aim has been to establish an irrefutable claim to be admitted to such a partnership upon a foundation of solid accomplishment. Russia they have long since monopolized; they have thrust out tendrils towards Scandinavia, and in Budapest they are at the gateway of the Balkans. The value of their latest conquest in Persia is great, since it carries with it the mastery over air routes on towards Afghanistan and the Indian frontier.

The visit paid last week by Sir Sefton Brancker to Berlin and Dessau is stated to have yielded distinctly promising results, and it was felt at its conclusion that the removal of the Treaty restrictions on German flying had been brought appreciably nearer. At Dessau Sir Sefton Brancker had a long conversation with Professor Junkers, and afterwards he continued his journey to Prague to discuss questions of aerial transport with the Czechoslovak authorities.

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## Drainage in Syria

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The Governor General of Syria has approved the contract for the draining of the marshes in the Bekaa, at an approximate cost of £50,000. The Board of Public Works has given instructions to the contractors to push the work forward as speedily as possible.


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## Radio Service in the Levant

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Only a few days ago the Turkish Government issued a decree permitting the installation of private wireless and telephone apparatus throughout the country. This is the beginning of radiocasting in Turkey. No transmitting station is yet in question but we shall soon have something in that line with regular daily programs, consisting of educational talks, orchestral selections and vocal numbers. This already is being done in China. When one thinks of the thousands of homes into which are daily sent by radio excellent music and lectures, in fact everything that is best in human life, it is felt that the value of radio casting exceeds that of the schools in education.

The history of radio shows a remarkable development. Felix Savary found that a steel needle could be magnetized by the discharge from a Leyden jar. That was back in 1837 and marked the first important discovery in the now universally popular radio. It was the first peak in a chain of peaks in the waves of wireless progress from that date to the present, with the development more rapid in recent years. Almost every day brings something new in radio.

The United States Department of Commerce, in its radio Service Bulletin, finds that Michael Farady discovered electromagnetic induction between two entirely separate circuits in 1831, and in 1837 the first patent for an electric telegraph was taken out by Cooke and Wheatstone in London, and by Morse in the United States.

It was Steinheil, who discovered the use of earth return in 1838, and in 1842 Morse made wireless experiments by electric conduction through water. During the next few years there followed other discoveries in this natural science and papers were read by scientists at conventions, forecasting the era of today.

Prof. A. E. Dolbear of Boston received a United States patent in March, 1882, for a wireless apparatus in connection with which he made the statement that "electrical communication, using this apparatus, might be established between points certainly more than one-half mile apart, but how much farther I can not say". It appeared that Professor Dolbear made an approach to the method that was, subsequently in the hands of Marconi, to be crowned with success.

In 1885, Edison, assisted by Gilliland, Phelps and Smith, worked out a system of communication between railway stations and moving trains by means of induction and without the use of conducting wires. Edison took out only one patent on long-distance telegraphy without wires at the time. The application was filed May 23, 1885, at the time he was working on induction telegraphy, but the patent was not issued until Dec. 29, 1891. In 1903 it was purchased from him by the Marconi Wireless Telegraph Company.

The Radio Service Bulletin says that in 1887 Hertz showed that electromagnetic waves are in complete accord with the waves of light and heat, and founded the theory upon which all modern radio signaling devices are based.

Marconi lodged his application for the first British patent for wireless telegraphy in 1896. He conducted experiments in communicating over a distance of  $1\frac{3}{4}$  miles successfully. And on June 3, 1898, the first paid radiogram was transmitted from the Needles (Isle of Wight) station. Event of the Kingstown regatta in Dublin, July 20-22, 1898 were reported by wireless for a Dublin newspaper from the steamer Flying Huntress.

It was about this time that wireless began to be used on warships and balloons. Discoveries in the art of wireless telegraphy were being reported in

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rapid succession from different parts of the world. From 1901 to 1904, Dr. John Stone was granted more than 70 United States patents covering radio telegraphy.

On Dec. 17, 1902, the record indicates, the first wireless message was transmitted across the Atlantic Ocean. On Dec. 18, 1902, wireless messages were dispatched from Cape Breton station to King Edward VII. The first press message was sent across the Atlantic in 1904.

F. A. Kolster of the Bureau of Standards discovered and developed what is known as the Kolster decimeter, which is used to make direct measurements of wavelength and logarithmic decrement. This instrument has been used by the Department of Commerce radio service since it was invented.

During the World War the development of radio was rapid and of great assistance to the warring nations. Efficiency of the several navies, of the airplane services and other branches of the fighting wings, was enhanced to a marked degree by this instantaneous means of communication. Amateurs were discouraged during the war for obvious reasons, but with the armistice in 1918, there opened the urge of amateurs to tinker at the art, and from amateurs have come many important discoveries.

The progress made in amateur and experimental wireless is exemplified by the attempts made in February and December of 1921 to effect communication on short wavelengths between the wireless amateurs of the United States and Great Britain. The first attempt was unsuccessful, but during the second attempt test signals from many amateur stations were heard in Great Britain. The signals were also heard in Holland.

The year 1924 promises to be the banner year, the highest peak in the chain going back to 1837. On February 5, a program radiocast from Pittsburgh was received and reradiocast by the same station and, relayed from London, was heard in Calcutta, India.

Roger Babson, the statistician of Wellesley, Mass., estimates that during this year the American people will spend \$350,000,000 for radio equipment.

## Ahepa in America

*A correspondent to the « Christian Science Monitor » writes as follows from Washington under date of September 22nd.*

Representing more than 5000 American citizens of Greek descent, the Ahepa fraternity opened its second annual convention in Washington with a renewed pledge of allegiance to the American flag and to the adopted country which was declared « the one and only object of patriotic devotion » of all Greeks within its borders.

The Washington and Baltimore chapters are acting as hosts to the delegates, numbering about 250. Meetings will continue through Thursday, and

plans are being made for greatly extending the work of the organization. Reporting on last year's achievements, the secretary, Nick D. Chotas, of Atlanta, said that the membership has doubled. The Ahepa is only two years old, but is already showing itself a power for constructive work in citizenship and education, he declared.

The keynote of the Ahepa fraternity was struck in addresses at the opening session, when the national officers called upon the Helenese in the United States to utilize the heritage of the past in making « a constructive contribution to America ».

« Only through the highest type of citizenship — through emphasis upon law enforcement, through the active participation in national affairs — can



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this be achieved. » This is the purpose of the association, as outlined in the opening address by George Demeter of Boston, supreme president.

At the final meeting resolutions on law enforcement are expected to be passed, according to Mr. Chotas.

« The Ahepa stands, and is urging all citizens of Greek descent to stand solidly for law enforcement, » declared Mr. Chotas. « We stress the necessity of Americanism of the best sort among aliens coming to this country — under this come various phases of citizenship—Americanization, education, good government. We are particularly emphasizing the need for good schools, and for education of Greek citizens. »

« You must make the citizens of Greek descent an important factor in national life, » urged G. M. Saliba of Savannah, supreme vice-president. « You must give whole-hearted allegiance to America and use your influence to lead others to do so. The national welfare is your responsibility as it is your protection. »

The delegates to the convention were received at the White House by President Coolidge at noon. At the night session 100 new members will be initiated. On Tuesday the delegates will make a pilgrimage to Arlington, where memorial services will be held.

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## Notes from Egypt

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Last winter was the most successful that Egypt's tourist industry has ever known. Ten thousand visitors came from America alone and between 3,000 and 4,000 from other parts of the world. The coming season promises to be even more prosperous. Statistics obtained by the Egypt Promotion Association from leading steamship companies show that reservations of accommodation in vessels sailing for Egypt from American ports between

next December and March already exceed the high figure attained during the corresponding period of last year.

It is estimated that during the coming winter between 15,000 and 18,000 tourists from the United States will visit Egypt. The majority of these sightseers will remain only a short while in the country, for nowadays 90 per cent of visitors come as members of organized tours of the Mediterranean, and the period allotted to this country usually ranges between five and 10 days.

Assuming the average duration of visit to be eight days and that the mean expenditure per head while in the country is £5 a day, Egypt during the three or four months which constitute its season should benefit to the extent of some £600,000 of American money. The sum actually left behind here will probably be much larger, for an estimated expenditure of £5 a day is almost certainly well below the average.

The great increase in Egypt's popularity as a winter resort is largely traceable to the publicity afforded during the last two years by the discovery of Tut-ankh-Amen's tomb.

But this is a temporary attraction and by the end of the winter the tomb of the boy Pharaoh will have lost most of its lure. Completely cleared of its contents, it will be merely one of the smaller and plainer of the scores of royal tombs in the Valley of the Kings.

Realizing that the advertisement afforded the country by the work of Howard Carter and his assistants will soon have lost its power to attract, tourist interests are devising other means of drawing visitors to the country. Hitherto Egypt has neglected the fêtes, carnivals, and battles of flowers which are so conspicuous a feature of the Riviera season. But this winter a strong effort is to be made to outshine the carnivals of Nice and Cannes. The Nile is to be utilized for a series of river fêtes by night, in

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which an attempt will be made to reproduce the craft and the costumes depicted in the tombs and temples of ancient Egypt.

Of greater artistic interest will be the production of two operas. Massenet's "Thais," and Verdi's "Aida," which are to be presented on a moonlight night in March alongside the Sphinx, and practically under the great Pyramid, at Giza. "Aida" was given in similar circumstances 18 years ago and proved a great success. The artists for the two performances will be drawn from the company which will be playing at the Royal Opera House, Cairo, during the coming season. Special efforts are to be made to make of "Aida" in particular a grandiose spectacle, with a chorus numbering many hundreds and at a cost of several thousand pounds.

King Puad, who is president of the Egypt Promotion Association, has given his warm approval and support to the schemes outlined above. It is hoped that, should the coming season's program be successfully carried through, future winters may see further big developments in the same direction. Egypt is determined not to deserve the reproach, frequently made in the past, that it relies exclusively on its ancient monuments to attract visitors, making no efforts to provide them also with lighter entertainment and amusement.

### **American-Albanian College**

Three thousand acres of the best land in Albania has been given to a new American College in that country by the Albanian Government. The college, to be called the American-Albanian College of Agriculture and Trades, has the promise of the full support of the Government in training young Albanians in modern agricultural methods and in supplying broadly technical and scientific instruction, according to C.

Telford Erickson, who has just assumed the post of president of the institution.

With fixed frontiers and a stable government, Albania has begun to make real progress, Mr. Erickson declares. A constitutional assembly, which has been elected recently, is now forming the permanent organization of government and drawing up the new constitution.

The work first claiming the attention of Albanians outside of politics, he says, is the development of education, a long delayed need in a country which has only 25,000 pupils in its schools out of a population of about 900,000. There are three high schools in Albania, and one normal school, but outside of this slender provision no type of education exists beyond the country's 500 elementary schools, most of them recently established. The vocational school run by the American Junior Red Cross at Tirana is the precursor of the new American College.

### **American Cotton Sheetings in the Near East**

In order to maintain a position in the world textile trade, the United States must produce standardised products in large quantities, according to Mr. Edward Pickard, chief of the textile division of the Department of Commerce, speaking at the Southern Textiles Exposition.

Mr. Pickard declared that the world will presently be buying on a basic price and that the United States must meet the demand for low-priced goods. He suggested the production of standard sheeting by the mixture of Indian with American cotton, pointing out that the Japanese are underselling in both the Far East and Near East through mixing Indian and Chinese with American cotton.

Mr. Pickard said that the importation of cheap cotton would not curtail the use of the American product, as it would enable the retention of foreign markets against competition. He declared that the United States is now in a favorable position in the European hosiery trade, inasmuch as the German low-priced knit goods are not enjoying their pre-war prestige.

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## Silk in the Levant

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The other day the S.S. *Thomas Jefferson* arrived in Victoria, British Columbia, with a silk cargo from the Far East composed of 8,200 bales of raw silk and 600 cases of manufactured silk, worth altogether about \$16,000,000. Three special trains were awaiting the cargo at Seattle to rush the silk to New York because, on account of the high insurance rates on silk, speed is the chief consideration in its marketing.

This incident reminds us of the fact that although the needs of America in the matter of raw silk is steadily increasing (Americans now buy abroad in a year some \$400,000,000 worth of raw silk), and although American reliance, more or less exclusively, upon Japan and China for raw silk obviously is not a satisfactory condition, no evidence is at hand indicating that Greece, Turkey, Syria, the Caucasus and Turkestan, which countries lend themselves most excellently to silk culture, have realized the vital importance of the American market which absorbs more than a third of the entire world output of raw silk. Direct dealings with America in this article would greatly benefit both the Near East and the United States, and it would seem natural that chambers of commerce in this section would take the matter up vigorously. Such undoubtedly will be the case as soon as the prevalent war restlessness subsides.

In the meantime America is as much interested as Turkey and the Near East generally. It would therefore seem incumbent upon the Silk Association of America to take the initiative. Consul General Ravndal discussed the matter in February of the current year with the Board of Governors of the Association which gave him a luncheon at the Manhattan Club in New York City. It is understood that the Association has started a new experimental station in

China and is rather engrossed in that undertaking for the present. It was suggested by Mr. Ravndal that a request addressed to the United States Department of Commerce for the appointment of a silk expert who would make a first hand study of the Near Eastern silk situation might prove an important step in the right direction, and this idea met with warm approval.

Such a Government expert undoubtedly would render invaluable services. His intervention probably would lead to the realization of the scheme repeatedly recommended in Mr. Ravndal's official reports as published, to the effect that American silk manufacturers follow the example of American manufacturers of cigarette tobacco who have sent out into the Near East American experts of their own to reside in the ports of the Levant, advance money to the planters and supervise the growing, curing and manipulation of tobacco in accordance with the requirements of the American market. This tobacco business has grown into millions of dollars and is still growing. Similar results, it is expected, would follow similar action on the part of American silk manufacturers to the mutual advantage of America and the countries of the Near East.

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Sidney De LA Rue (American), Receiver General of Customs and Financial Adviser to the Republic of Liberia, has been offered the position of Inspector General of Turkish Customs.

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The exportation of cereals from Turkey has been forbidden, since the crops proved deficient. It is expected that some 6,000 tons of wheat will be imported to Turkey monthly from America. It is also expected that the Angora Assembly will reduce the present high tariff on foreign wheat and flour.

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## Desert Route to Iraq

It is said to be one of the advantages of living in London that it is such an easy place to get away from. The same is rapidly becoming true of Iraq, owing to the development of the desert motor services, we read in *The Times*.

The opening up of the desert route between Syria and Iraq has had the effect of shortening the distance between Iraq and the Mediterranean by some thousands of miles, and those whose lot is cast, whether temporarily or permanently, in the scorching plains of Iraq can lift up their eyes to the hills of the Lebanon, now only 24 hours instead of two weeks distant. An increasing number of people, tourists, business men, and Government officials are making use of this route; it is estimated that at the present time about 100 persons make the journey from Iraq to Syria by car each week.

A wise Government has decided to extend the term "local leave" to cover short leave to Syria, so that many officials who would otherwise have no leave till the end of a three or four years' tour of duty, are now able to spend three weeks of the summer in the Lebanon, and the benefit which accrues to the Government in the renewed vigor and health of his servants must be considerable.

There are now three motor services working the direct route between Bagdad and Beirut, the Nairn Company, the Eastern Transport Company, and a service of Hudson cars recently started by a Damascus merchant. In addition to the regular services, it is no uncommon thing for a convoy of private cars to be formed for the journey, and more than one owner-driver in Bagdad can now boast the distinction of having driven his car across the Syrian Desert. Private ventures of this kind are, however, not to be encouraged, as the desert crossing is still a hazardous business

unless proper precautions are taken; there has been several cases in which Arab drivers, with the recklessness that a fatalistic trust in the will of Allah seems to inspire, have started out on the journey with insufficient knowledge of the route or without adequate supplies, and have come to grief.

From a wider point of view the opening up of the desert route is likely to have a considerable influence on the development of Iraq both politically and economically. The shortening of the distance between London and Bagdad must facilitate the exchange of views and ideas between the two capitals. Two former Cabinet Ministers from Iraq recently crossed to Syria by the desert route and are visiting London and the other capitals of Europe. It is unlikely that this excursion would have been made but for the development of desert communications.

Economically the desert route will without doubt become an important factor. Hitherto the motor services have confined their energies almost entirely to passenger traffic and the postal service, although some residents of Bagdad have been able upon occasion to enjoy kippers for breakfast, thanks to the Overland Mail. There are, however, several kinds of merchandise—precious stones, for example—which are suitable for motor transport, by reason of their relatively high value and small bulk, and the possibility of introducing freight cars is being considered by the companies concerned.

A glance at the map shows that the opening of a trade route between Bagdad and the Mediterranean will ultimately divert the whole Western trade, not only of Iraq, but of Persia as well, from the long sea route. It is not true, of course, to refer to this route as new; it is probably one of the oldest trade routes in the world; but the Suez Canal robbed it almost entirely of its economic importance. The internal combustion engine may now restore it.



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## Death of Charles M. Dickinson

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Charles Monroe Dickinson, lawyer, diplomat, journalist, author, one of the foremost citizens of Southern New

### Called to Rest



**Charles M. DICKINSON**

York, died at his home in South Mountain Park, Binghamton, N. Y., on July 3rd, 1924.

To the readers of *Levant Trade Review*, the late Mr. Dickinson was best known as Consul General of the United States at Constantinople (1898-1908). During his incumbency in this office he entered upon an active campaign for the extension of American foreign com-

merce, securing a direct steamship connection with New York through Messrs. Barber & Co.; goods through Messrs. Bigelow & Howe, to whom some 108 American firms had given their exclusive agency for Turkey and Egypt, and payment through Messrs. Zarifi & Co., a well-known banking house in Constantinople. Mr. Dickinson will long be remembered as a pioneer of American trade expansion in the Levant.

As a diplomat he played a distinguished part with Dr. W. W. Peet and others in the rescue and release from the hands of Bulgarian brigands of Miss Ellen M. Stone, an American missionary. Mr. Dickinson at that time (1901), beside being Consul General in Constantinople, was also Diplomatic Agent in Sofia.

As a journalist Mr. Dickinson took an active, if not leading, hand in the organization of the Associated Press of the United States.

As an author, he was perhaps best known for his poems ("The Children", for instance) but he also ranked high as a writer of history.

Mr. Dickinson was born in 1842 and thus 82 years old at his death. He is survived by his second wife, Mrs. Alice Minard Dickinson, two sons and an adopted daughter, Lady Poynter of Toronto, Canada, well known in Constantinople.

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GENERAL AGENCY

Galata, Tchinili Rihtim Han, (on the Quay).

CONSTANTINOPLE

Telephone: Pera 3240-1

# BULLETIN DES OFFRES COMMERCIALES

Reçues aux Consulats des Etats-Unis d'Amérique  
à Constantinople, Athènes et Salonique  
et à la Chambre de Commerce.

ADRESSES des Maisons Américaines.	Nature de l'Offre.
Smith Separator Company, Inc., Tulsa, Oklahoma.	Manufacturiers de machines pour séparer l'huile du gaz pour la production de l'huile.
American Chain Co., Grand Central Terminal Bldg., New York.	Exportateurs de chaînes de tous les genres.
Security Pen Corporation, Export Department, 431 South Dearborn St., Chicago.	Exportateurs de plumes à réservoir.
Chicago Flexible Shaft Co., 5600 W. Roosevelt Road, Chicago.	Manufacturiers de machines pour tondre des moutons et tous les animaux domestiques.
Enos Chemical Co., 705-707 No. Wells St., Chicago.	Manufacturiers de poudre insecticide.
Elto Outboard Motor Co., Department 3, Manufacturers Home Bldg., Milwaukee, Wis.	Manufacturiers de moteurs à deux cylindres pour canots-automobiles.
Kermath Manufacturing Co., Export Dept., 5892 Commonwealth Ave., Detroit, Michigan.	Manufacturiers de machines et moteurs navals.
American Safety Razors Corporation, Brooklyn, New York.	Manufacturiers de lames et rasoirs.
S. C. Johnson & Son, Racine, Wisconsin.	Manufacturiers de cirage pour polir les planchers, les meubles, les toiles cirées et les autos.

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PROVIDENCE	18,000	tons
CANADA	14,000	»
MADONNA	10,000	»
BRAGA	10,000	»

**L. REBOUL**, General agent, Galata, Constantinople,

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CHARGEURS RÉUNIS, and SUD ATLANTIQUE LINES**

Telephone : PERA 203, 204

Cables : REBOUL-Constantinople

**Constantinople**  
**Nominal Closing Rates for**  
**Cheques on New York**  
**September, 1924.**

*Furnished*  
*by the Ionian Bank Limited*

September	Cents to the Turkish Pound		Piasters to the Dollar
1	0.53 $\frac{1}{2}$		186 $\frac{3}{4}$
2	0.53 $\frac{5}{8}$		186 $\frac{1}{2}$
3	0.54		185 $\frac{1}{8}$
4	0.54 $\frac{1}{8}$		184 $\frac{3}{4}$
5	0.—	Friday	
6	0.54 $\frac{1}{2}$		183 $\frac{1}{2}$
7	0.—	Sunday	
8	0.54 $\frac{1}{2}$		183 $\frac{1}{2}$
9	0.54 $\frac{1}{2}$		183 $\frac{1}{2}$
10	0.54 $\frac{1}{2}$		183 $\frac{1}{2}$
11	0.54 $\frac{1}{4}$		184 $\frac{1}{4}$
12	0.—	Friday	
13	0.54 $\frac{1}{4}$		184 $\frac{1}{4}$
14	0.—	Sunday	
15	0.54 $\frac{1}{2}$		183 $\frac{1}{2}$
16	0.53 $\frac{7}{9}$		185 $\frac{1}{2}$
17	0.54 $\frac{3}{8}$		183 $\frac{3}{4}$
18	0.54 $\frac{1}{4}$		184 $\frac{1}{4}$
19	0.—	Friday	
20	0.54 $\frac{1}{4}$		184 $\frac{1}{4}$
21	0.—	Sunday	
22	0.54		185 $\frac{1}{8}$
23	0.53 $\frac{7}{8}$		185 $\frac{1}{2}$
24	0.54 $\frac{1}{8}$		184 $\frac{3}{4}$
25	0.54		185 $\frac{1}{8}$
26	0.—	Friday	
27	0.53 $\frac{3}{4}$		186
28	0.—	Sunday	
29	0.—	Holiday	
30	0.53 $\frac{5}{8}$		186 $\frac{1}{2}$

Average Rate for the month :

\$ 0.54  $\frac{1}{8}$  to the Turkish Pound, or  
 184.75 Piasters to the Dollar.

**EVERSHARP**  
 matched by  
**WAHL PEN**



**A hundred times  
 a day you need  
 them**

The busiest business men proclaim Eversharp the greatest business pencil ever made. True, too, for Wahl Pen—the first all-metal pen. It holds more ink. It can't crack or break. Eversharp and Wahl Pen should both be on your desk.

For sale at  
 all first class  
 druggists and  
 stationers.

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 TURKEY**

**SIDNEY NOWILL & C<sup>o</sup>**

**Galata, Constantinople**

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CONSTANTINOPLÉ

STAMBOUL - KENADJIAN HAN ☐ ☐ TÉLÉPHONE, N° 588-589

## EXPORTATION:

Exportation de tous les produits d'Orient  
notamment:

**OPIUMS**, Scammonée, Gommés  
adragantes, Vallonnées, **TABACS**,  
Fruits secs, **MOHAIR**, Laines,  
Peaux, Métaux, etc., etc.

## IMPORTATION :

IMPORTATION d'ARTICLES AMÉRICAINS

SEUL IMPORTATEUR DES:

Sheetings	Henrietta	CCC
"	Lauretta	CCC
"	Lauretta	C

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Nisto Salad Oil

Nisto Vegetable Compound

COLONIAUX: divers & farines.

TISSUS français pour dames.

MANUFACTURES.

Maisons à: NEW-YORK  
SMYRNE

## SMYRNA FRUIT MARKET

### Report of C. J. Giraud & Company

For the month of September 1924

The estimated arrivals of Sultanias on the Smyrna market since the opening of the season are 24,000 tons as against 13,000 in 1923. The estimated sales have amounted to 20,950 tons as against 11,000 for the season of 1923.

Closing prices for the weeks ending September 6th, 13th and 20th, respectively — those for September 27th were firm at the previous week's closing level — were :

Type	Sept. 6th	September 13th		September 20th	
	Per cwt cif London Shillings	Per cwt cif London Shillings	Per lb. c.&f. New York Dollars	Per cwt cif London Shillings	Per lb. c.&f. New York Dollars
12	44	45	—	45	—
13	47	48	10 cents	48	—
14	49	51	10 ½ »	51	10 ½ cents
15	52	53	11 »	54	11 ¼ »
16	56	58	—	63	—
17	61	65	—	75	—

Estimated shipments since the opening of the season are as follows: to the United Kingdom, 5,200 tons as against 6,950 in 1923; to the Continent, 9,447 tons as against 2,156; to the United States, Canada and others, 2,335 tons as against 1,925.

*Market conditions : Sultanias :* The market on the whole closed quieter on September 6th. Business over the week was active, but arrivals overlapped demands, permitting some accumulation of stocks. Decline in quotations in foreign currencies was offset by the adverse tendency of exchange rates. The market closed firmer on September 13th. The market up to September 17th advanced gradually to the highest point touched this season. Low and medium grades subsequently receded to the previous week's closing level, but for fine fruit fancy prices were being paid, owing to scarcity. The market closed very firm on September 27th. Buying was active all the week to cover heavy end-September engagements. There is a fair quantity of fruit sold forward for October which is likely to give a backbone to the market.

*Figs :* The market closed steady on September 6th. The Government is controlling the supplies to the market, stopping arrivals on an over-accumulation of stocks. Supplies coming forward are adequate for all requirements and the Government's intervention constitutes a healthy feature. The market closed very firm on September 13th. Prices paid were over the previous week's level. The market closed firm on September 20th. The Government again stopped arrivals to the market up to October 3rd. Total sales up to September 27th have amounted to 128,500 bags as against 72,500 for the same period of last year. Estimated yield is over 200,000 bags. Prices keep steady.



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NEW YORK, Mohawk Bldg., 160 Fifth Avenue.

CONSTANTINOPLE, Midhat Pasha Han., Sirkedji.

Manufacturers of all kinds of ORIENTAL CARPETS  
& RUGS, possessing factories and looms all over  
ASIA MINOR, PERSIA & INDIA.

## Palestine and California

---

Elwood Mead, well known as a leading authority in America on agricultural colonization, who visited the Jewish settlements in Palestine in 1923, at the instance of the Zionist organization, and whose report has just been made public, is confident that the Jews are capable of making good in Palestine. He says:

What has been accomplished in the brief period since the Jewish farmers settled near Jaffa, and especially the rapid strides made since the beginning of the Zionist movement, leaves no doubt as to the ability of the Jewish people to create in these fertile valleys an agriculture and a civilization of their own which will rival that of the most prosperous periods of the past.

Dr. Mead was struck by the resemblances between Palestine and southern California. He compares the coastal plain of Palestine to the Californian coast from San Diego to Santa Barbara; the valley of Esdraelon and Jezreel to the area between Los Angeles and San Bernardino; and the valley of the Jordan to the Imperial Valley.

The total area of Palestine is given as only 4,500,000 acres, and the cultivable area is considerably less. Thus there is no comparison between the two countries in point of size. On the other hand, in soil and climate, Dr. Mead finds many similarities, and in dwelling upon the results achieved in California by generous but well-directed expenditure he declares without hesitation that «similar results are possible in Palestine».

As the area of maximum fertility, he marks out the belt of about 1,000,000 acres, composed of the coastal plain, the Plain of Esdraelon, and the Jordan valley, south of Lake Tiberias. Given expert farming and, above all, adequate irrigation, he considers that this region is fully capable of maintaining a dense

population at a high standard of comfort, though it is so limited in extent that, however highly it may be cultivated, it cannot provide homes for more than a small fraction of the Jewish race.

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## Ellis Island

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Mr. Curmusi, a member of the Board of Directors of the *American Chamber of Commerce for the Levant*, kindly furnishes the following for the columns of *Levant Trade Review*:

The representative of one of the most important Steamship Lines lately visited the Quarantine Station of Ellis Island and reports:

“From the writer’s personal observation Ellis Island is not at the present time the horrible place which the newspapers make same out to be, and we could safely write to our Continental Offices and also to our agents, indicating to them that the passengers who go through Ellis Island today can do so in from fifteen to twenty minutes, provided they have no disease or other disqualifications under the Immigration Law.

“In cases where they have disqualifications they are immediately sent to the special Immigration Courts, which are in the same building, and in the vast majority of cases, passengers are put through these courts without any difficulty.

“There is absolutely no congestion whatever at Ellis Island at present and everything is in a very clean and sanitary condition.

“Great improvements and alterations are being made in the interior of the building itself, which will still further facilitate the passing through of Immigrants, and with the limited numbers now admissible under the quota, there should be no complaints of overcrowding and delay.”

## Hedjaz Railway

---

King Hussein of the Hedjaz has decided to take in hand the building of an additional section of the Hedjaz Railway between Maan, the Transjordan, and Akaba on the Red Sea, in order to facilitate pilgrimage to Mecca. Building will be commenced in January, 1925.

The Hedjaz Railway is the railway connecting Damascus and Haifa with Medina in the Hedjaz. The main line from Damascus to Medina was constructed by the contributions of Moslems as a pilgrimage route to Medina and Mecca. The same conditions apply substantially in regard to the section of the Hedjaz Railway from Haifa to Derat.

Lord Parmoor, speaking in the House of Lords on the subject on May 28, declared that the view of the British Government was that the whole line, including those portions of the Hedjaz

Railway lying within Palestine, should be worked for the benefit of the Moslem pilgrims. The declaration of Lausanne laid down a policy under which the railway should be carried on on lines agreed upon by France and England, acting as trustees for Moslem pilgrims.

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## Rumanian Developments

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The Rumanian Minister of Agriculture, Alexandre Constantinescu has had a prolonged interview with Benito Mussolini, Italian Prime Minister, after which he made an interesting statement to Italian press representatives. After referring to some misunderstandings which existed a few months ago between Italy and Rumania and which are now removed, Mr. Constantinescu pointed out the necessity of closer cooperation between the two nations.

Dealing with the economic relations of Italy and Rumania, Mr. Constanti-

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Established in 1868.

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**ORIENTAL RUGS & CARPETS,  
EMBROIDERIES,  
ANTIQUITIES, JEWELRY.**

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**Buying Agency**

on commission basis for Continental  
and American firms.

nescu admitted that Rumania would not be able to open negotiations with any foreign government until the revised customs regulations of Rumania had been estimated. When this was completed, that is, within four months pending such negotiations, there would be no further delay and it was the desire of the Rumanian Government to conclude first a treaty with Italy.

Rumania, continued Mr. Constantinescu, was actively engaged in the intensive exploitation of the hydraulic forces of its rich territory, in which respect Italy, it was expected, might give invaluable help to Rumania. Indeed, the Rumanian Government proposes to appoint a mixed commission composed of Italian, French and Swiss experts to study the waterfalls of Rumania, and Signor Mussolini will choose the Italian experts. In conclusion Mr. Constantinescu declared that the Rumanian sovereigns would visit Italy in the near future.

### Brandy in Armenia

Millions of bottles of the finest brandy are going begging in Armenia for want of purchasers. Twenty-year-old cognac can be bought for \$1 a bottle.

The manufacture of brandy has become one of the most important and lucrative industries of present day Armenia. The industry has saved the country from bankruptcy. Deficits in many departments of the Government have been met from the revenues obtained from local distilleries.

The Soviet laws forbid the export of alcohol without special licences. The distilleries are now converting their huge surplus of cognac into «port wine» which is said to be of the highest quality.

Armenia's present production of brandy is up to the pre-war standard. The authorities hope soon to obtain permission from the Moscow Government to send large quantities of it abroad.

### Athens and the Art of Living

(“G” in the *Christian Science Monitor*).

Somewhere about 2000 years ago a comic poet wrote :

If you have not seen Athens, you're a stock ;

If you have seen it and are not taken with it, you're an ass ;

If you are glad to leave it, you're a jackass.

Modern Athens is shorn of some of its ancient glory. It is no longer as it was in 450 B. C.—the capital of a great empire and the center of art and learning: Euripides and Sophocles, Aristophanes, Anaxagoras, and Phidias have no present-day successors. Nevertheless the old tag remains true today. No city in Europe can provide more interest for the tourist, no city has a greater charm. The temples and buildings that were the wonder of the ancient world are only ruins today, but ruins of surpassing beauty. No one who has seen the pillars of the Parthenon standing up against the blue skies and the blue waters of the Ægean can forget the glories of the scene. At sunset, too, the near-by mountains of Hymettus and Pentelicon are still crowned with the violet light, while in spite of modern features the city is still the shining city with buildings of the famous Pentelic marble, and even streets paved with the same glistening stone.

Nor is the modern Athenian so unlike his ancestor as perhaps one might suppose. “I bring you something new”, said Paul, 1800 years ago. Paul was a shrewd judge of character, and he was quick to see that it was novelty that attracted the Athenian crowd. Their great comic writer, Aristophanes, called them “gapers,” because they were always gazing open-mouthed—“rubber-necking,” the American would call it—at something new.

Eighteen centuries of chequered history have not changed this characteristic of the Athenian. The commonest greeting in the streets today is "ti neon?" ("what's new?"). The latest thing, whether new dance or Paris mode, will set all Athens afire. A new mechanical grain elevator set up in the harbor of Piræus, caused much trouble because the workmen — in spite of warnings, written and verbal — could not resist a too close inspection of this new toy.

Indeed, the changes that one sees in Athens are mostly on the surface. Electric trams, smart shops and smarter women, expensive American motor cars and khaki clad soldiers — all these one sees in the streets of Athens. But the Attic peasant, smelling of garlic as of old, still plods through the streets with his flock of fierce-looking goats, which he milks at the door, to provide the townspeople with morning milk. A few miles outside the city the land is still tilled by a plough of true Homeric

design, drawn by an ill-assorted pair—a bullock and a patient ass. In the city itself the Athenian still keeps his women folk at home, and lives his own life largely under the public gaze in cafés and restaurants. One may know an Athenian for years without being invited to his house; it is in the restaurant that he entertains his friends.

In these cafés Socrates would still find a circle of ready listeners. For the quest for the best still continues with much vehement, good-natured argument and expressive gesture. Perhaps, as we Anglo-Saxons say, they talk too much: certainly criticism is commoner than achievement. As the Prime Minister (who is not an Athenian) once said in a moment of exasperation, "the best is the enemy of the good." Perhaps that is why Athens has been waiting 20 years for a good water supply and a modern drainage system, and still uses, with complaisance that shocks the Westerner, the aqueduct and drain

## 2 Millions of National Cash Registers



count and protect daily the money in all kinds of stores all over the world.

### General Agents

wanted for several countries in the East.

Serious firms with sufficient capital may apply to Mr. OTTO ROSIN, Supervisor, c/o National Registrier Kassen Gesellschaft, Vienna VI. Mariahilferstrasse 57-39, Austria.

National Cash Register Company,

Dayton, Ohio, U. S. A.

installed by the more practical Roman.

But for all his faults the modern Athenian is a likable person. Hospitable to foreigners—Athens is as cosmopolitan today as it was when Aristophanes, though himself a true-blue Tory, reckoned the resident aliens along with the native-born citizens—a brilliant talker, always smiling and good-natured, always ready to oblige, even if he does perhaps lack the solidity of more serious people. After all, who could be grim and serious for long beneath a sky that is always blue, and a sun that is always shining?

Perhaps the great age of Athens lies in the past; but in the great art of living the Athenian has no equal. He enjoys every moment, and knows how to taste its uttermost fragrance.

## PERSONALIA

The weekly men's luncheons which for several years have been conducted under the auspices of the American Club of Constantinople, were resumed Oct. 2. The speakers were Dr. Goldtwaith, Chief of the Health Department of the city of Panama, and Judge Jasper Yeates Brinton of the International Mixed Court of Appeals in Egypt. Mr. Luther R. Fowle presided. The luncheon was given at Tokatlian's.

Sidney De La Rue, General Receiver of Customs and Financial Adviser of the Republic of Siberia, spent a couple of weeks in Constantinople. There has been some talk of his appointment as Inspector General of Turkish Customs.

J. Wylie Brown of the American Express Company, a member of our Board of Directors, has gone to Athens temporarily for the purpose of managing the company's establishment in Greece during the absence on leave of Mr. Hill, manager of the Athens office.

The Board of Directors of our Chamber has suffered several defections

of late owing to natural causes which, however, are regrettable since they have deprived us of the presence and personal co-operation of some highly valued fellow-citizens. Dr. Ray O. Hall has rejoined his post at Athens where he is serving the Government of the United States as Trade Commissioner and Act. Commercial Attaché. C. K. Streit has assumed new duties at the European headquarters of the *Chicago Daily News* in Paris. William L. Blackett has been attached to the Standard Oil Company of New York headquarters at 26 Broadway, New York City. Richard Schellens has become associated with the Harriman manganese interests in the Caucasus. We can only express to these gentlemen our most sincere appreciation of their invaluable services to the Chamber and our most heartfelt good wishes for their future.

Ralph F. Chesbrough, hitherto manager in Philadelphia of Edgar B. Howard, Registered, has arrived in Constantinople with his family and will be associated with Lewis Heck in the management of the Edgar B. Howard interests in Turkey. Mr. Chesbrough has been out here before, both in the service of the American Government (as a Consul of the United States) and in commercial business and has a host of friends in the Near East. We extend to him a cordial welcome.

In the consular world there have been several changes in the Near East, partly in consequence of the taking effect on July 1st of the Rogers Act. Vice Consul J. Loder Park has been transferred from Constantinople to Aden. Consul George Wadsworth in Cairo has been detailed to the State Department in Washington. Consul Treat has returned from Angora to Smyrna. Consul Bursley has been transferred from Constantinople to Prague. Consul Erhardt has been transferred from Athens to Winnipeg. Consul Groth has been in charge at Damascus during the absence on leave of Vice Consul Keeley.

# SARANTIS FRÈRES

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**Commission Merchants  
Government Contractors  
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**IMPORTERS of:** Grain, Flour, Oleo Oil, Cotton Seed Oil, Rice, Sugar, Grey three yd. Sheeting & Drill, Leather and Rubber Goods, Agricultural Implements, Alcohol, Chemicals, Edible Oils, etc.

**EXPORTERS of:** Greek & Turkish Tobacco, Opium, Wool, Mohair, Gum Tragacanth, Valonea, Minerals, Dried Fruits, Currants, Olives, Olive Oil.

## SOLE AGENTS

**IN THE MARKETS OF GREECE & TURKEY  
FOR THE WORLD RENOWNED BRANDS:**

**FLOUR:** "Nelson", "Martisco", "Winnipeg", "Oak", "Ambia", "Simcoe", "Ferndale", "Pilot", "Elba", "Hickory".

**GREY THREE YD SHEETINGS & DRILLS**

**OLEO OIL:** "Calumet", "Hesper".

**MUTTON OIL:** "Amazon".

**SHOES:** Charles Eaton.

**HEAD OFFICE:**

PIRÆUS Spyraiki Building

**A G E N T S :**

**SMYRNA, SALONICA, PATRAS,  
CHIOS, AIVALI, BUCAREST.**

## American Business' New Home

---

The new \$2,500,000 home of the Chamber of Commerce of the United States, toward which business men in all parts of the country have contributed, is nearing completion and will be thrown open Oct. 1.

Standing on the site of the Washington home of Daniel Webster, the imposing structure faces south on Lafayette Square toward the White House. It is built of Indiana limestone and is a duplication, in the main, of the Treasury annex facing the opposite corner of the square. It was designed by the same architect, Cass Gilbert, of New York.

Where in days of yore stood Webster's home, with its rich political and social associations, and its rambling garden, a fountain will play in the courtyard in the center of the building. The historical aspect will be preserved in Daniel Webster's desk, which will be used in the office of the president of the chamber.

The cornerstone was laid by Secretary Hoover in May, 1922, and actual building operations commenced in January, 1923.

Rows of fluted Corinthian pillars, resting on a base which forms the first story, surmounted by a cornice with a simple balustrade above is a feature of the architecture. Four stories enter into its present plan, but the building is so arranged that one or two stories may be added without marring its design, if pressure for space warrants it.

The first floor will be devoted to conference rooms. The various departments of the National Chamber will be housed in the three stories above. The office of *The Nation's Business*, a national business magazine, will be located in the building. The system of having several large offices, rather

than a number of smaller ones, will be followed.

The building has a frontage of 158 feet and a depth of 149 feet. The main structure extends around three sides of the slightly irregular square. At the rear, between the ends of the two wings, yet forming an integral part of the building, is the main hall or auditorium, with seats for 1,000 persons. Balconied windows look down on the closed court, with its playing fountain.

The facilities of the organization of the National Chamber will be available to commercial organizations and trade associations that will make the new building their rendezvous. Ten thousand business men, firms and organizations have aided in making this "workshop of American business" possible.

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## The Commercial Use of Turkish

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Upon the completion by three of the Great Powers of the formalities for making effective the Treaty of Lausanne, the Turkish authorities issued orders, of which the following is a translation:

(1) Foreign bills of lading, documents from shipping agents in Turkey and those delivered to travelers, need not be written in Turkish.

(2) Documents covering goods shipped on board foreign steamers need not be written in Turkish, but local officials may ask for a translation of such documents.

(3) Bills of lading of goods shipped on board a steamer sailing from a Turkish port for another Turkish port, sanitary documents, tickets and other documents must be written in Turkish.



# MARKET REPORT of the IONIAN BANK, LIMITED

## Constantinople Branch,

for September, 1924.

For daily rates on the Dollar see Page 456

### Sterling Rates

1st September, 1924	.....	Opening	841½
1st	» »	Highest	841½
8th	» »	Lowest	811
30th	» »	Closing	833

Exchange fell as predicted, but to an extent which did not seem fully justified by exporters' sales. Smyrna stopped selling almost entirely about the middle of the month, and the following reaction was accentuated by numerous covering purchases. Latterly, sales were effected by tobacco exporters, but coming when the demand had increased, they had no serious influence on the market.

### Flour and Wheat.

Arrivals of Anatolian wheat has been disappointing, and consequently it will be necessary largely to continue importations from abroad. Combined with the higher duties imposed last month this renders the market very firm. Holders of stocks show a tendency to retain them against prospects of higher prices. Referring to our last Report, no action has been taken to apply the new duty to wheat previously warehoused.

Imports during weeks ending September 6th to September 27th :

	Flour Tons	Wheat Tons
From Anatolia.....	—	5,165
» Thrace.....	—	35
» Alexandria..... (Australian)		500
» Roumania.....	—	900
» America .....	17	—

Present prices per oke in bulk, duty paid :

Wheat from Anatolia.....	Pts.	18½-19
» » Australia .....	»	19½-20
» » Roumania.....	»	18½-19

Earlier in the month Bulgarian was quoted at Pts. 18-18¼ and Manitoba at Pts. 18¾-19, but there is none at present in the market.

### Locally milled flour :

Integral—Ltqs. 14-14.25 the sack of 72 kgs.

**MARKET REPORT OF THE IONIAN BANK LIMITED. (Continued)**

**American Flour :**

Patent	{	Soft Winter :	{ Caravan L.T. 16.50	} per sack of 63½ kgs.
			{ Northern King 17.00	
			{ Orlando » 17.50	
	{	Soft Spring :	{ Nelson » 17.50	
			{ Glenora » —	
			{ Gold Medal » 17.50	
		{ Grand Prix » 17.00		

**Marseilles Flour :**

T.T.T. »	12.80	}
Salamandre »	13.50	

**Coffee**

On account of the shortage of this year's crop prices have gone still higher at origin, and remain firm. Local stocks are small and quotations higher than those at origin.

Present Rio quotations (new crop, prompt shipment) :

			s. d.		
McKinley	{	Rio 1 .....	96	0	} c.i.f. Constantinople per cwt.
		» 2 .....	93	9	
		» 3 .....	92	3	
Theodore Wille or Johnston	{	New York 3 .....	96	0	
		» » 4 .....	93	9	
		» » 5 .....	92	3	
		» » 6 .....	90	9	
		» » 7 .....	—		

Local quotations in transit :

New York 4—97s. New York 5—93s. 6d.

**Sugar**

There was very little business during the month, and, for the most part, prices showed a tendency to weaken. The market was somewhat maintained, however, by a report that Russia had ordered 100 wagons of Java at £24 c.i.f. Odessa. A deposit has been paid on this sugar, but it has not yet been withdrawn. Arrivals are estimated at 10 wagons, and unless the demand increases it is thought that prices may weaken considerably. Those who can do so are holding their stocks for an eventual increase.

Quotations	Per ton c.i.f. Constantinople	
	£ s. d.	£ s. d.
Java Whites.....	23 10 0	—
» » in transit.....	22 10 0	to 23 10 0
Holland granulated, in transit.....	23 15 0	
» Cubes » » .....	29 0 0	
German Granulated » » .....	22 0 0	
Ditto, Ditto, extra quality white.....	24 0 0	to 24 10 0
German Cubes » » .....	27 0 0	to 27 10 0
Czecho-Slovak Cubes .....	29 0 0	

**MARKET REPORT OF THE IONIAN BANK LIMITED.** (Continued)**Rice**

Prices in countries of origin :

Rangoon (Alexandria), No. 3, double bags, £18/10/- per ton, c.i.f. Constantinople. Demand moderate.

Saigon No. 1 (Marseilles), double bags, 25% broken, Frs. 145 per 100 kgs., c.i.f. Constantinople.

"Moulmain" (shipment from Antwerp), £20/10/0 per ton, c.i.f. Cons/ple.

**Textiles**

Business continues to improve and prospects are satisfactory. A fall in American cotton prices, which is considered to be merely temporary, has caused a momentary decline in local prices, but reports confirm that prices of cotton at origin will increase immediately.

Present quotations for American and Japanese Sheetings:

*American Sheetings :*

Cabot "A" (3 yds. equal 1 lb.), 15¼ cents per yard, c.i.f. Constantinople. Local market price per piece of 40 yards (duty paid), Ltqs. 14-14.50.

"CCC" (3 yds. equal 1 lb.), 14½ cents per yard, c.i.f. Constantinople. Local market price per piece of 40 yards (duty paid), Ltqs. 12.80-13.00.

*Japanese Sheetings :*

"Dragon CCC" (13½ lbs.), 22/3, c.i.f. per piece of 40 yards. Local market price for same (duty paid), Ltqs. 11. Practically no stocks.

"Dragon C" (13 lbs.), 21/8, c.i.f., per piece of 40 yards. Local market price for same (duty paid), Ltqs. 10.70.

**Carpets :**

*Arrivals.*— Persia : About 1,900 bales, including Gioravans, Heriz, Tabriz, Kirman, Mossuls, etc. Caucasus : About 350 bales (direct arrival), containing Guendje-Kazaks and Shirvans.

*Principal Sales.*— Mossuls, Gioravans, Heriz, Tabriz, Strips, and Caucasians.

Except for the fact that stocks are better assorted, the general situation is unchanged.

There was again a big demand for Caucasians in spite of the high prices asked. Very few foreign buyers were in the market, and apart from some sales to America the remainder changed hands locally. Prices are expected to be maintained.

Description	Prices and Measurement	Stocks
Gioravans.....	Ltqs, 12.25 to 13.00 per square meter	Medm.
Heriz.....	» 14.50 to 21.00 » »	» »
Tabriz.....	» 15.50 to 18.00 » »	» Large
Mossuls.....	» 19.00 to 22.00 » piece	Medm.
Shirvan.....	» 35.00 to 40.00 » »	Small

## MARKET REPORT OF THE IONIAN BANK LIMITED. (Continued)

### Tobacco :

200,000 kgs. Soughoum were received during the month, other arrivals and local market prices being :

From	Quantity Kgs.	Pts. per oke	Exports during Sept., 1924:—	
			Quantity Kgs.	Destination
Samsoun....	799,000	120/170	455,000	Trieste
Sinope.....	101,000	80/150	168,000	Hamburg
Trebizond...	95,000	40/120	41,000	Rotterdam
Broussa.....	166,000	30/80	1,000	Amsterdam
Ismidt .....	41,000	50/120	6,000	Antwerp
Hendek.....	45,000	50/85	1,000	Algève
Duzdje.....	307,000	85/100	35,000	Marseilles
Ada Bazar...	16,000		97,000	Tunis
Gunen .....	135,000	30/80	62,000	Alexandria
Ounia.....	5,000	40/120		
Sou Chekir..	4,000	50/80	<u>866,000</u>	
Keutahia ....	8,000			
Belou.....	4,000			
Adrianople...	41,000	30/75		
	<u>1,767,000</u>			

Stocks on 30th September : 11,000,000 kgs. Turkish.  
9,000,000 » Russian.

### Opium

The month opened with some important sales and in the first week 70 cases of Druggists' Fresh were sold at prices from Ltqs. 36-38, while Dry fetched Ltqs. 41, and 20 cases of Softs Fresh were disposed of at Ltqs. 41-41.50. The market has since remained calm, other sales including :

Quantity	Description	Ltqs. per oke
20 cases	Ak Chehir, Kara Hissar, Fresh.....	37.50
3 »	Gheunik, Fresh.....	36.25
1 «	Keutahia » .....	36.00
9 »	Malatia » .....	38.50
1 »	Hadji Keuy, Dry.....	44.00
4 »	Gueyvé, Fresh.....	34.00
2 »	Balikesser » .....	36.00

Stocks : 500 cases Druggists'.  
100 » Softs (Extra).

### Wool

The market continues firm and some improvement has taken place during the month.

Practically all the sales were made locally, to Smyrna and Greece, and the Western markets will not buy at the prevailing prices. At the close the demand was very strong.

**MARKET REPORT OF THE IONIAN BANK LIMITED.** (Continued)

Wool (continued).

Sales totalled 2,000 bales, as follows :

Week Ending	No. of Bales	Piastres per Oke
September 6	500	87½ to 90
» 13	300	90
» 20	700	85 to 95
» 27	500	98 to 100

Stocks—About 1,000 bales.

**Mohair**

The market continues very firm and prices tend to increase. There was a lull in business during the second week owing to the fall of foreign exchange rates.

Sales totalled 2,111 bales, the weekly dealings, with the prices in Piastres, being as follows :

Description	Week Ending							
	September 6.		September 13.		September 20.		September 27.	
	Bales	Price	Bales	Price	Bales	Price	Bales	Price
Angora . . . . .	100	220			250	218-220	600	220-225
Eski Chehir .	29	237½			50	200		
Ak Chehir. .								
Gingerline ..	180	167½						
Inferiors ...	20	105-117½						
Greasy.....			100	136				
Kid . . . . .			100	260-273				
Konia . . . . .			10	175	300	185-190		
Ditto.....					112	156		
Bolavadin ..					50	250		
Songourlu...					100	210		
Tossia . . . . .							110	216
Total bales..	329		210		862		710	

The above figures are for unsorted Mohair, including Inferiors and Rejects. Stocks—About 8,500 to 9,000 bales.

**Nuts**

Holdings maintained high prices and consequently very little business was done. Western markets will not deal at the current prices.

Quotations—	Pts. per oke
Kerassund shelled Filberts.....	138 f.o.b. Kerassund
» in shell.....	62 » »

## MARKET REPORT OF THE IONIAN BANK LIMITED. (Concluded)

### Furs and Skins

Martens were in great demand, and, stocks being very limited, the prices were relatively high. There was also a big demand for Jackal, chiefly from Marseilles, but no stocks to meet it. Foxes weakened considerably, and large quantities remain on hand.

Sales included 1,000 Martens and 1,200 Anatolian Foxes.

Quotations—	Ltqs.	Ltqs.	
Marten.....	50.00 to	55.00	per pair
Anatolian Fox.....	11.00 to	12.00	»
Otter.....	35.00 to	40.00	»
Hyena.....	6.50 to	7.00	»
Wildcat,.....	3.00		»
Jackal.....	3.50 to	4.00	»
Hare.....	41.00 to	43.00	per 100 pieces

### Gum Tragacanth

Sales during the period September 1st to October 1st totalled 167 bags, of which the details are as follows :

Description	Quality	Bags	Piasters per Oke
Extra. . . . .	—	2	295
White . . . . .	1st	7	197½
» . . . . .	»	10	210
» . . . . .	2nd	4	175
» . . . . .	»	22	180
» . . . . .	»	31	185
Natural. . . . .	—	6	110
Brown . . . . .	2nd	7	102
» . . . . .	»	19	104
» . . . . .	»	20	105
» . . . . .	»	5	107
» . . . . .	»	16	110
Yellow . . . . .	—	2	72½
» . . . . .	—	9	75
» . . . . .	—	1	85
Djalos . . . . .	—	6	40

Market becoming firmer.

In order to reduce the expense of voyages, obtain improved efficiency in securing freight and introduce greater flexibility of operations, the United States Shipping Board, as represented by the Emergency Fleet Corporation, has decided upon a policy of consolidation of services, merging the interests of several S. S. lines into one. Thus

the Mediterranean services have been unified under one head: the Export Steamship Corporation, and the headquarters of the Shipping Board will be transferred (December 1) from Constantinople to Athens. This pooling of interests is sure to be a tremendous advantage to the American merchant marine.

**CLASSIFIED LIST**  
OF  
**CONSTANTINOPLE MEMBERS** <sup>(1)</sup>  
AMERICAN CHAMBER of COMMERCE for the LEVANT  
(INCORPORATED)

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PLEASE REPORT INACCURACIES to the EXECUTIVE SECRETARY

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**Advertising Agencies**

Société de Publicité, Hoffer, Samanon & Houli, Kahreman Zadeh Han, Stamboul.

**Agricultural Implements & Machinery**

Edwards & Sons, (Near East) Ltd., Turkia Han, Rue Kutubhané, Stamboul;  
Stamboul Boîte Postale No. 468.

Howard, Edgar B., Registered, Demir Capou Djadessi, 37-39, Sirkedji, Stamboul.  
Levant Iron & Machinery Co., Ltd. 142-6 Grand'rue Mahmoudié, Galata.

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

Soussa, Ibrahim, & Co., Imp., Edhern Bey Han No 7 & 8, 15 Rue Mertebani, Galata.

**Alcohol**

Eustathopoulo, Nap. & Son, rue Kara Moustafa, Ali Ekber Han, Galata.

**Antiquities**

Haïm, S., Musée Oriental, rue Kabristan 14, Péra.

Sadullah, Levy & Mandil, Exprs., Mahmoud Pasha, Stamboul.

**Attorneys-at-Law**

Barsamian, Dicran, Merkez Rihtim Han, Galata.

**Automobiles**

Edwards & Sons, (Near East) Ltd., Turkia Han, Rue Kutubhané, Stamboul;  
Stamboul Boîte Postale No. 468.

Fransès, Salvator, Tchalian Han, No. 7, Rue Kurekdjilar, Galata.

Hatschadourian, Jeghia, 41 Katirdjioglou Han, Stamboul. Agent for "Benz."

Howard, Edgar B., Registered, Demir Capou Djadessi, 37-39, Sirkedji, Stamboul.

Sefer Zadé Brothers, Agopian Han No. 4-5, Bagche Capou, Stamboul.

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(1) The present list includes the Constantinople offices of members of the American Section.

**Banks and Hankers**

American Express Co., Nichastadjian Han, Rue Voïvoda, Galata.  
 Assayas & Co., Jossifidi Han, Stamboul.  
 Athanassiades, Bodossaki, Hovaghimian Han 2, Galata.  
 Banca Commerciale Italiana, Palazzo Karakeuy, Galata.  
 Banca Marmorosch, Blank & Co., Agopian Han, Galata.  
 Banque d'Athènes, Minerva Han, Galata.  
 Banque Hollandaise pour la Méditerranée, Rue Voïvoda, Galata.  
 Banque Impériale Ottomane, Rue Voïvoda, Galata.  
 Banque de Salonique, Rue Voïvoda, Galata.  
 Eliasco, C., Fils; Havouzlou Han 4, Sultan Hamam, Stamboul  
 Fotiadi, Alexandre D., 21 bis Findjandjilar, Stamboul.  
 Ionian Bank Limited, Yildiz Han, Galata.  
 Mitrani, Semtov, Banker, Tchalian Han, Galata.

**Boots and Shoes**

Elkiatib, Abbas, Imp., Elkiatib Han, Stamboul.

**Calculating Machines**

Anglo-Turkish Commercial Association, Ltd., Yeramian Han, Moumhane, Galata.

**Cameras and Photographic Supplies**

C. Aura & M. Caloumenos (Photo Sport), 320 and 394 Grand'rue de Péra.  
 Kodak, Ltd., Place du Tunnel, Péra.  
 Stock & Mountain, Phillipidès Han, Stamboul.

**Carpentry**

Psalty, Geo. J., Rue Cabristan, Péra.

**Carpets and Rugs**

Damadian, V., Alyanak Han, 3-4, Stamboul.  
 Eramian, Hosrov, Mahmoudieh Han, Stamboul.  
 Gulbenkian Bros. & Co., Exp. Gulbenkian Han, Stamboul.  
 Hadji Ressoul Campani, Selamet Han, 22-23, Bagtche Kapou, Stamboul.  
 Haïm, S., Musée Oriental, rue Kabristan 14, Péra.  
 Mardiguan, S., Sons, Yeni Tcharshi, Mahmoud Pasha, Stamboul.  
 Mazlumian Frères, Exprs., Biraderler Han, Stamboul.  
 Oriental Carpet Manufacturers, Exporters of all kinds of Oriental Carpets and  
 Rugs, Midhat Pasha Han, Sirkedji, Stamboul.  
 Roditi, A., Exporter, Turkia Han 9/10, Stamboul.  
 Sadullah, Levy & Mandil, Exprs., Mahmoud Pacha, Stamboul.  
 Yoanidès, Spiro P., Maison Louvre, Grand'rue de Péra.

**Cereals (see Flour)****Charterers**

Lupovitz, Jacob, Voïvoda Han, Rue Voïvoda, Galata.



**Cinematograph Films.**

C. Aura & M. Caloumenos (Photo Sport), 320 and 394 Grand'rue de Péra.

**Coal**

Anglo-Turkish Commercial Association, Ltd., Yeramian Han, Moumhane, Galata.  
 Foscolo, Mango & Co., Ltd., Imp., Hovaghimian Han, Galata.  
 'Intercontinentale', Seir Séfain Han, Galata  
 Manuelides, M. G. A., Bros, 19-20, Cité Française, Galata  
 Müller, Wm. H., & Cie, Merkez Richtim Han, Galata.  
 Rizopoulos, C. P. & D. G. Araboglou, 46 Rue des Quais, Galata.  
 Tagaris, T. P., Merkez Richtim Han, Galata.  
 Zia, M. K., 51 Avenue de la Sublime Porte, Stamboul

**Commission Agents.— See also General Importers and Exporters**

Anthomelides, E. G., 28 Haviar Han, Galata.  
 Assayas & Co., Iossifidis Han, Stamboul.  
 Athanassiades, Bodossaki, Hovaghimian Han 2, Galata.  
 Athanasiadis Bros., Merkez Richtim Han, Galata.  
 Balekdjian Brothers, Kutchuk Turkia Han, Stamboul.  
 Bennahmias, M. L., Ikindji Vakouf Han, 14, Stamboul.  
 Bolonaki, J. Brothers, & Co., Omer Abed Han, Nos. 2-3, Galata.  
 Bostandjoglou, A. & Co., Abit Han No. 20, Galata.  
 Danon & Semack, Medina Han, Hassirdjiler, Stamboul.  
 Dielmann, G., Messadet Han 12, Stamboul.  
 Eskenazi, S., Buyuk Kenadjian Han, 9-10, Stamboul.  
 Galani, John A., Merkez Richtim Han, Galata.  
 Gantenbein, Burkhard, & Cie., 23-32 Buyuk Tunnel Han, Galata.  
 Giraud, O., Hudavendighiar Han, Galata.  
 Hänni, E., Matheo Han 21, Tarakdjilar, Stamboul  
 Karnig Agop, Fils de, Messadet Han, Stamboul.  
 La Fontaine, Edward, & Sons; Allalemdji Han, Stamboul.  
 Lagopoulo, Fettel & Co., 8-9 Ananiadi Han, Stamboul.  
 Nahum & Gormezano, Buyuk Kenadjian Han 41, Stamboul.  
 Ojalvo, Vital, & Co., Xanthopoulo Han, Stamboul.  
 Pauer, E. C., & Co., Soc. An. Commerciale Fiumana, Erzeroum Han, 21-22,  
 Stamboul.  
 Pervanides C., & L. Hazapis, Haviar Han 91, Galata.  
 Sefer Zadé Brothers, Agopian Han No. 4-5, Bagche Capou, Stamboul.  
 Soussa, Ibrahim, & Co., Edhern Bey Han No. 7 & 8, 15 Rue Mértébani, Galata.  
 Touloukian, S. A. & H., Kaissari Han 20, Stamboul.  
 Zellich, Henri, & Co., 21 Rue Mahmoudié, Galata.

**Corn Flour and Corn Oil**

Griffiths, Thomas, Chambre No. 39, Kenadjian Han, Stamboul.

**Cotton Goods**

- Ambarian, Nicholas, Sanassar Han, Stamboul.  
 Barkey & Saul, Turkia Han, No. 1, Stamboul.  
 Damadian, V., Alyanak Han, 3-4, Stamboul.  
 Elkiatib, Abbas, Imp. Elkiatib Han, Stamboul.  
 Eramian, Hosrov, Mahmoudieh Han, N<sup>o</sup> 26, Stamboul.  
 Eustathopoulo, Nap. & Son, rue Kara Moustafa, Ali Ekber Han, Galata.  
 Faraggi, Léon, Bouyouk Kenadjian Han 1-8, Baghtché Capou, Stamboul.  
 Fotiadi, Alexandre D., Rue Karakeuy, Galata.  
 Fransès, Salvator, Tchalian Han, Rue Kurekdjilar, Galata.  
 Hänni, E., Imp., Matheo Han 21, Stamboul.  
 Hatschadourian, Jeghia, Exp., 41, Katirdjioglou Han, Stamboul.  
 Kahn Frères, Importers, Astardjian Han, Stamboul.  
 Lebet Frères & Cie., Imp. Basmadjian Han, Stamboul.  
 Mouradian, Kevork, Importer, Katirdjioglou Han, Stamboul.  
 Nahum & Gormezano, 41 Buyuk Kenadjian Han, Stamboul.  
 Ojalvo, Vital, & Co., Xanthopoulo Han, Stamboul.  
 Sarantis Bros., Abid Han Galata.  
 Sefer Zadé Brothers, Agopian Han No. 4-5, Bagche Capou, Stamboul,  
 Taranto, Nissim; Kenadjian Han, Stamboul.  
 Toledo & Behar, Omer Abed Han, 3rd floor, Galata.

**Cotton Seed Oil**

- Amar, S., & Co., Importers, Validé Sultan Han, Stamboul.  
 Cariciopoulo, Marc C., Imp., Minerva Han, Galata.  
 Constantinidès, Théologos, Ladoscala 6, Stamboul.  
 Danon & Semack, Imp., Medina Han, Stamboul.  
 Doptoglou Bros., 2 Zindan Capou, Stamboul.  
 Hürzel, R. & O., Importers, Katirdjioglou Han, Stamboul.  
 Lebet Frères & Cie., Import., Basmadjian Han, Stamboul.  
 Nahum & Gormezano, 41 Buyuk Kenadjian Han, Stamboul.  
 Rouso & Danon, Importers, Kendros Han, Stamboul.  
 Sarantis Frères, Importers, Abid Han, Galata,  
 Tasartez, Henri, Importer, Botton Han, Tahta Kalé, Stamboul

**Cotton Yarn**

- Hänni, E., Importer, Matheo Han 21, Stamboul.  
 Mouradian, Kevork, Importer, Stamboul.

**Customs House Brokers**

- Curmusi, Theo. N., Tchibili Richtim Han, Galata.  
 Lupovitz, Jacob; Voïvoda Han, Rue Voïvoda, Galata.  
 Pervanides C., & L. Hazapis, Haviar Han 91, Galata.

**Decoration (Interior)**

- Psalty, Geo. J., Rue Cabristan, Péra.

**Dentist**

- Dr. Barton, P. H., 74 Grand'Rue de Péra.  
 Dr. Ruben, Sam, Union Han, Passage Hayden, Péra

**Dextrine**

- Griffiths, Thomas, Chambre No. 39, Kenadjian Han, Stamboul.

**Dry Goods**

Sefer Zadé Brothers, Agopian Han No. 4-5, Bagche Capou, Stamboul.  
 Taranto, Nissim, Kenadjian Han, Stamboul.

**Electrical Supplies**

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

**Embroideries (Oriental)**

Mardiguian, S., Sons, Yeni Tcharshi, Mahmoud Pasha, Stamboul.  
 Sadullah, Levy & Mandil, Exporters, Mahmoud Pasha, Stamboul.

**Engineers, Electrical**

Tubini, Bernard, 47-50 Union Han, Galata.

**Exchange.**

Tcherchian, V. D., 60 Mehmed Ali Pasha Han, Galata.

**Experts**

Psychakis, M., 6 Anadol Han, Stamboul.

**Exporters (See General Importers and Exporters)****Food Stuffs**

Griffiths, Thomas, Chambre No. 39, Kenadjian Han, Stamboul.

**Flour**

Abazoglou, Jean, Imp., Abed Han, Galata.

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

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

Bolonaki, J. Brothers, & Co., Omer Abed Han, Nos. 2-3, Galata.

Bostandjoglou, A., & Co., Abit Han No. 20, Galata.

Cariciopoulo, Marc C., Importer, Minerva Han, Galata.

Eustathopoulo \_Nap.. & Son, rue Kara Moustafa, Ali Ekber Han, Galata.

Fransès, Salvator, Tchalian Han, Rue Kurekdjiler, Galata.

Komvopoulo, M. B. & Co., 12 Omer Abid Han, and 22 Caviar Han, Galata.

Lambrinides, J., & Co., Imp., agts. Washburn-Crosby, Omer Abid Han, Galata.

Margaritoff, Demetri M., Arnopoulo Han, Stamboul.

Nahum & Gormezano, 41 Buyuk Kenadjian Han, Stamboul.

Sarantis Frères, Imp., Abid Han, Galata.

Société Générale de Commerce. Importers. Rue Hassirdjilar No, 12, Stamboul.

The Swedish Oriental Trading Co., Ménaché Kanzah Béda Han, Stamboul.

**Forwarders**

American Express Co., Nichastadjian Han, Galata  
 Export Transportation Co., Cité Française, Galata  
 Sindicato Orientale Italiano, Pinto Han, Stamboul.

**Fountain Pens**

Kroubalkian, K., Importers, Sole Agent for Turkey, Conklin Pen Co. of New York,  
 Buyuk Tunnel Han, Galata.  
 Pervanides C., & L. Hazapis, Haviar Han, 91, Galata.

**Fruits (Dried : Almonds, Dates, Figs, Raisins, etc.)**

Arachtingi, René, Merkez Richtim Han, Galata.  
 Edwards & Sons, (Near East) Ltd., Turkia Han, Rue Kutubhané, Stamboul;  
 Stamboul Boîte Postale No. 468.  
 Eramian, Hosrov, Mahmoudieh Han, No. 26, Stamboul.  
 Sefer Zadé Brothers, Agopian Han No. 4-5, Bagche Capou, Stamboul.

**Furniture**

Kroubalkian, K., Importer, Grand Tunnel Han, Galata.  
 Psalty, Geo. J., Mfr. & Importer, Rue Cabristan, Péra.

**General Importers and Exporters**

Abazoglou, Jean; Abid Han 30, Galata.  
 Ambarian, Nicholas, Sanassar Han, Stamboul.  
 Anthomelides, E. G., 28 Haviar Han, Galata.  
 Assayas & Co., Yossifidis Han No. 2, Stamboul.  
 Athanassiades, Bodossaki, Hovaghimian Han 2, Galata.  
 Athanasiadis Bros., Merkez Richtim Han, Galata.  
 Balekdjian, Brothers, Kutchuk Turkia Han, Stamboul.  
 Barkey & Saul, Turkia Han No. 1, Stamboul.  
 Bellas, N. D., & Co., Sultan Hamam, Messadet Han, No. 6-7, Stamboul.  
 Bennaahmias, M.L., Ikindji Vakouf Han, 14, Stamboul.  
 Bostandjoglou, A. & Co., Abit Han No. 20, Galata.  
 Camhi, Raphael & Fils, Boyadji Han, Stamboul.  
 Cosmetto, A., & Co., Omer Abid Han 10/13, Galata  
 Damadian, V., Alyanak Han, 3-4, Stamboul.  
 Danon et Semack, Medina Han, Hassirdjiler, Stamboul.  
 Dielmann, G., Messadet Han Stamboul.  
 Doptoglou Bros., 2 Zindan Capou, Stamboul.  
 Edwards & Sons, (Near East) Ltd., Turkia Han, Rue Kutubhané, Stamboul,  
 Stamboul Boîte Postale No. 468.  
 Eramian, Hosrov, Mahmoudieh Han, No. 26, Stamboul.  
 Fransès, Salvator, Tchalian Han, Rue Kurekdjiler, Galata.  
 Fringhian, Meg., Messadet Han, Stamboul.  
 Galani, John A., Merkez Richtim Han, Galata.  
 Gantenbein, Burkhard, & Cie., 23-32 Buyuk Tunnel Han, Galata.  
 Hadji Ressoul Campani, Selamet Han, 22-23, Bagtche Kapou, Stamboul.  
 Hānni, E., Matheo Han 21, Stamboul.  
 Hirzel, R. & O., Katirdjioghlu Han, Stamboul.  
 Howard, Edgar B., Registered, Demir Capou Djadessi 37-39, Sirkedji, Stamboul'

- Khan Frères, Astardjian Han, Stamboul.  
 Karnig Agop, Fils de, Messadet Han, Stamboul.  
 Komvopoulo, M. B. & Co., 21 Omer Abed Han, and 22 Haviar Han, Galata.  
 Kroubalkian, K., Grand Tunnel Han, Galata.  
 Lambrinides, J., & Co., 20 Omèr Abid Han, Galata.  
 Lebet Frères & Cie., Basmadjian Han, Stamboul.  
 Levy, M., & Co., Emin Bey Han 9, Stamboul.  
 Margaritoff, Demetri, M., Arnopoulo Han, Samboul.  
 Merica, Th. N., Taptas Han, Galata.  
 Nahum & Gormezano, Buyuk Kenadjian Han 41, Stamboul.  
 Ojalvo, Vital, & Co., Xanthopoulo Han, Stamboul  
 Paroussiadis, C., & Co., Merkez Rihtim Han, Galata.  
 Pauer, E. C., & Co., Soc. An. Commerciale Fiumana, Erzeroum Han, 21-22,  
 Stamboul.  
 Ridley, Rowell & C., 47 Union Han, Galata.  
 Roditi, A., Turkia Han 9/10, Stamboul.  
 Sachinis C., & Fils, Couteaux Han, Galata.  
 Saraslanoglou & Prodomides, Nev Chehir Han, No. 7, Stamboul.  
 Sefer Zadé Brothers, Agopian Han No. 4-5, Bagche Capou, Stamboul.  
 Sindicato Orientale Italiano, Pinto Han, Stamboul.  
 Stock & Mountain, Midhat Pacha Han, Stamboul.  
 The Swedish Oriental Trading Co., Ménaché Kanzah Béda Han, Stamboul.  
 Toledo & Béhar, Omer Abed Han, 3rd floor, Galata.  
 Tubini, Bernard, 47-50 Union Han, Galata.  
 Whittall, J. W., & Co., Ltd., Sanassar Han, Stamboul.

#### **General Manufacturers' and Traders' Service Agents**

- The Anglo-Turkish Commercial Association, Ltd., Yeramian Han, Moumhane,  
 Galata.

#### **Glucose**

- Griffiths, Thomas, Chambre No. 39, Kenadjian Han, Stamboul.

#### **Government Contractors**

- Fresco, Fils d'Aslan, Iktissad Han, 1-5, Galata.  
 Fringhian, Meg., Messadet Han, Stamboul.

#### **Grain & Cereals**

- Abazoglou, Jean, Exporters, Abid Han 30, Galata.  
 Anthonelides, E. G., 28 Haviar Han, Galata.  
 Balekdjian Brothers, Exp., Kütchük Turkia Han, Stamboul.  
 Bennahmias, M.L., Ikinji Vakouf Han, 14, Stamboul.  
 Bostandjoglou, A. & Co., Abit Han No. 20, Galata.  
 Edwards & Sons, (Near East) Ltd., Turkia Han, Rue Kutubhané, Stamboul ;  
 Stamboul Boîte Postale No. 468.  
 Margaritoff, Demetre M. Exp., Arnopoulo Han, Stamboul.  
 Toledo & Béhar, Omer Abed Han, 3rd floor, Galata.  
 Whittall, J. W., & Co., Ltd., Exp., Sanassar Han, Stamboul.

#### **Groceries**

- Harty's Stores, Importers, 27 Tepé Bachi, Péra.

#### **Gum Tragacanth**

- Edwards & Sons, (Near East) Ltd., Gulbenkian Han, Stamboul.  
 Gulbenkian Bros. & Co., Exporters, Turkia Han, Rue Kutubhané, Stamboul ;  
 Stamboul Boîte Postale No. 468.  
 Hirzel, R. & O., Exps., Katirdjioglou Han, Stamboul.

**Guts (Sheep Casings)**

Arsen, A. G. & Co., Exp., Allalemdji Han, Stamboul.  
 Korevaar T., Oppenheimer Casing Co., Ltd., Turkia Han 18-19, Stamboul.  
 Obradovich, Franz, Kutchuk Kenadjian Han, 19, Stamboul.  
 Varelas, William, Agent of F. A. Hart & Co., Chicago. Importers-Exporters.  
 Kutchuk Kenadjian Han, No 28, Stamboul.

**Hardware and Tools**

Camhi, Raphael, & Fils, Boyadji Han, Stamboul.  
 Cariciopoulo, Marc C., Importer, Minerva Han, Galata.  
 Danon & Semack, Importer, Medina Han, Stamboul.  
 Hirzel, R. & O. Imp., Katirdjioglou Han, Stamboul.  
 Levant Iron & Machinery Co., Ltd., 142/146 Rue Mahmoudieh, Galata.  
 Merica, Th. N., Imp., Taptas Han, Galata.  
 Nowill, Sidney, & Co. Imps., Kevork Bey Han, Galata,  
 Sefer Zadé Brothers, Agopian Han No. 4-5, Bagche Capou, Stamboul.

**House Furnishings**

Franco, Lazzaro, & Fils, Importers, Findjandjiler, Stamboul.  
 Yoannidès, Spiro, P., Maison Louvre, Pera

**Houshold Utensils**

Yoannides, Spiro, P., Maison Louvre, Pera

**Importers (General)**

Amar, S., & Co., Validé Sultan Han, Stamboul.  
 Cariciopoulo, Marc, C., Minerva Han, Galata.  
 Cosmetto, A., & Co., Omer Abid Han 10/13, Galata.  
 Dielmann, G., Messadet Han, Stamboul.  
 Hānni, E., Matheo Han 21, Stamboul.  
 "Intercontinentale", Seir Sefain Han, Galata,  
 Karnig Agop, Fils de; Aslan Han, Galata.  
 Lagopoulo, Fettel & Co., 8-9 Ananiadi Han, Stamboul.  
 Lebet Frères & Co., Basmadjian Han, Stamboul  
 Lyster, N. H., & Co., 8-9 Arslan Han, Galata.  
 Mill, Ernest H., Arslan Han, Galata.  
 Rouso & Danon, Kendros Han, Stamboul.

**Insurance Agents**

Algranti, Moreno, Yeni Han, Sirkedji, Stamboul.  
 Athanassiades, Bodossaki; Hovaghimian Han, Galata.  
 Back & Manson Insurance, Ltd., Palazzo Karakeuy, Galata.  
 Balekdjian Brothers, Turkia Han, Stamboul.  
 Compte-Calix & Saverio, G. J., «La Foncière», Galata.  
 Cosmetto, A., & Co. Omer Abed Han 10/13, Galata.  
 Galani, John A., Merkez Richtim Han, Galata.  
 Gantenbein, Burkhard, & Cie., 23-32 Buyuk Tunnel Han, Galata.  
 Guerrini, Ugo E., Mgr. Am. Foreign Insurance Assn., Yildiz Han, Galata.  
 La Fontaine, Edward, & Sons, Allalemdji Han, Stamboul.

Nahum & Gormezano, Buyuk Kenadjian Han 41, Stamboul.  
 Pervanides, C., & L, Hazapis, Haviar Han 91, Galata.  
 Saraslanoglou & Prodomides, Nev Chehir Han No. 7, Stamboul.  
 Soussa, Ibrahim, & Cie., Edhern Bey Han. No.7 & 8, 55 Rue Mertébani, Galata.  
 Tagaris, T. P., Merkez Richtim Han, Galata

#### Insurance Brokers

Back & Manson Insurance, Ltd., Palazzo Karakeuy, Galata.

#### Iron & Steel

Levant Iron & Machinery Co., Ltd., Grand'Rue Mahmoudié, Galata  
 Nahum & Gormezano, 41 Buyuk Kenadjian Han, Stamboul.  
 Nemli Zadeh Frères, Nemli Zadeh Han, Sirkedji, Stamboul.  
 Roditi, A., Importers & Exporters, Turkia Han, Stamboul.

#### 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.  
 Elkiatib, Abbas, Imp., Elkiatib Han, Stamboul.  
 Eskenazi, S., Buyuk Kenadjian Han, No.9-10, Stamboul.  
 Faraggi, Léon, Buyuk Kenadjian Han 1-8, Bagtché Capou, Stamboul.  
 Lagopoulo, Fettel & Co., Ananiadi Han, No. 8-9, Stamboul.  
 Lebet Frères & Co. Importers, Basmadjian Han, Stamboul.  
 Paroussiadis, C., & Co., Merkez Rihtim Han, Galata.  
 Rouso & Dauon, Importers, Phaliron Han, Galata.  
 Sarantis Frères, Importers, Abid Han, Galata.  
 Société Générale de Commerce, Importers, Rue Hassirdjilar, No. 12, Stamboul.  
 Zeis, Anastasse J., Alexiadi Han 2-6, Galata.

#### Leather and Leather Goods

Danon & Semack, Importers, Medina Han, Stamboul.

#### Linoleum and Oil Cloth

Franco, Lazzaro, & Fils. Importers, Findjandjiler, Stamboul  
 Sefer Zadé Brothers, Agopian Han No. 4-5, Bagche Capou, Stamboul.  
 Yoannidès, Spiro P., Maison Louvre, Grande rue de Péra.

#### Lloyds Agents

Whittall, J. W., & Co. Ltd., Sanassar Han, Stamboul.

#### Lumber

Psalty, George J., Importer, Rue Kabristan, Péra.  
 Mandil, Harry R., Tchupluk, Stamboul.

**Machinery**

Fringhian, Meg., Importer, Messadet Han, Stamboul.  
Tubini, Bernard, 47-50 Union Han, Galata.

**Manufacturers Agent**

Tchilinguirian, S., 2, 3, 4 Regie Han, Stamboul.

**Matches**

Société Générale de Commerce. Importers. Rue Hassirdjilar No. 12, Stamboul.

**Merchants (General)**

Abazoglou, Jean, Abid Han 30, Galata.  
Cosmetto, A., & Co., Omer Abid Han 10/13, Galata.  
Compte-Calix, J., & Saverio, J. G., 7 Rue Tchinar, Galata.  
Galani, John A., Merkez Richtim Han, Galata.  
Hadji Ressoul Campani, Selamet Han, 22-23, Bagtche Kapou, Stamboul.  
Harty's Stores, 27 Tepé Bachi, Pera.  
Lagopoulo, Fettel & Co., 8-9 Ananiadi Han, Stamboul.  
Rizopoulos, C. P., & D. G. Araboglou, 46 Rue des Quais, Galata.  
Sefer Zadé Brothers, Agopian Han No. 4-5, Bagche Capou, Stamboul.  
Sindicato Orientale Italiano, Pinto Han, Stamboul.  
Touloukian, S. A. & H., Kaissari Han 20, Stamboul.

**Metals (Tin, Zinc, etc.)**

Kahn Frères, Importers, Astartjian Han, Stamboul.  
Lebet Frères & Co., Importers, Basmadjian Han, Stamboul.

**Meerschaum**

Karnig Hagop, Fils de ; Messadet Han, Stamboul.

**Mohair (see Wool)****Nuts and Seeds**

Balekdjian Brothers, Kutchuk Turkia Han, Stamboul.  
Eramian, Hosrov, Mahmoudieh Han, No. 26, Stamboul.  
Sefer Zadé Brothers, Agopian Han No. 4-5, Bagche Capou, Stamboul.  
Stock & Mountain, Exp., Midhat Pacha Han, Stamboul.

**Office Supplies**

Hornstein, A., rue Tekke, Pera.  
Lyster N.H., & Co., 8-9 Arslan Han, Galata.

**Oils (Lubricating, etc.)**

Athnasiadis Bros., Merkez Richtim Han, Galata.  
Standard Oil Company of New York; Merkez Richtim Han, Galata.  
Tasartez, Henri, Impr., Botton Han, Tahta Kalé, Stamboul.  
Vacuum Oil Co., Tchibili Richtim Han, Galata.

**Old Clothes**

Barsamian, Dicran, Imp., No. 8 Beuyuke Yeni Han, Tchakmakdjilar, Stamboul.



**Oleo Oil**

- Amar, S., & Co., Importers, Validé Sultan Han, Stamboul.  
 Anthonelides, E. G., 28 Haviar Han, Galata.  
 Asséo, Moise & Albert, Botton Han, No. 6-8, Stamboul.  
 Cariciopoulo, Marc C., Importer, Minerva Han, Galata.  
 Constantinides, Theologos; Ladoscala 6, Stamboul.  
 Demetrius, John Ch., Macry Han, Rue Voivoda 2, Galata.  
 Doptoglou Bros, 2 Zindan Capou, Stamboul.  
 Hirzel, R. & O., Importers, Katirdjioglou Han, Stamboul.  
 Rouso & Danon, Imp., Kendros Han, Stamboul.  
 Sarantis Frères, Importers, Abid Han, Galata.  
 Saraslanoglou & Prodromides, Nev Chehir Han 7, Stamboul.

**Olives and Olive Oil**

- Constantinides, Theologos; Ladoscala 6, Stamboul.

**Opium**

- Abazoglou, Jean; Exp., Abid Han 30, Galata.  
 Ambarian, Nicholas; Sanassar Han, Stamboul.  
 Balekdjian Brothers, Exp., Kutchuk Turkia Han, Stamboul.  
 Cosmetto, A., & Co., Exporters, Omer Abid Han, Galata.  
 Gulbenkian Bros., & Co., Exporters, Gulbenkian Han, Stamboul.  
 Hirzel, R. & O., Exporters Katirdjioglou Han 31, Stamboul.  
 Kahn Frères, Exporters, Astardjian Han, Stamboul.  
 Merica, Th., Exp., Taptas Han, Galata.  
 Nahum & Gormezano, 41 Buyuk Kenadjian Han, Stamboul.  
 Nemli Zadé Djemal, Exporters, Nemli Zadé Han, Sirkedji, Stamboul.  
 Taranto, Nissim; Kenadjian Han, Stamboul.  
 Touloukian, S. A. & H., Kaissari Han 20, Stamboul.

**Oriental Rugs & Carpets (See Carpets)****Otto of Roses**

- Hirzel, R. & O., Exp., Katirdjioglou Han 31, Stamboul,

**Outboard Motors**

- The Anglo-Turkish Commercial Association, Ltd., Yeramian Han, Moumhane.  
 Galata.

**Paper**

- Société Anon. de Papeterie etd'Imprimerie, (Anciens Etabl. Fratelli Haïm), Galata.  
 Société Générale de Commerce. Importers. Rue Hassirdjilar No. 12, Stamboul.

**Persian Prints**

- Toumadjan, Nishan T., 3 Yeshil Direk, Stamboul.

**Petroleum**

- Athanasiadis Bros., Merkez Richtim Han, Galata.  
 Fringhian, Meg., Importer, Messadet Han, Stamboul.  
 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 & Co., Galata, Rue Mahmoudié 21, Galata.  
 Zellitch Frères, Rue Yazidji, Péra.

**Printing Paper**

Hirzel, R. & O. Importers, Katirdjioglou Han, Stamboul.  
 Sarantis Frères, Importers, Abed Han, Galata.  
 Sefer Zadé Brothers, Agopian Han No. 4-5, Bagche Capou, Stamboul.  
 Soc. An. de Papeterie et d'Imprimerie, Imp. Anciens Etabl. Fratelli Haim, Galata.  
 Zellich, Henri & Co. Im. Galata, Rue Mahmoudié 21, Galata  
 Zellitch Frères, Rue Yazidji, Péra.

**Publishers**

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

**Raw Materials**

Faraggi, Léon, Exporter, Bouyouk Kenadjian Han 1-8 Bagtché Capou, Stamboul

**Rice (see Sugar)****Rubbers and Rubber Goods**

Sefer Zadé Brothers, Agopian Han No. 4-5, Bagché Capou, Stamboul.

**Sausage Casings (See Guts)****Sheep Casings (See Guts)****Ship Chandlers**

Dabcovich & Co. Eski Lloyd Han, Galata.

**Shipping & Shipping Agents**

Algranti, Victor, Yeni Han, Sirkedji, Stamboul.  
 Arachtingi, René, Merkez Richtim Han, Galata,  
 Athanassiades, Bodossaki, Hovaghimian Han, Galata.  
 Brazzafolli, D., (Lloyd Triestino), Moumhané, Galata.  
 Cabaud, A., (Successor to Theo. N. Curmusi), General Agent White Star, White  
 Star Dominion & Red Star, Tchিনি Richtim Han, Galata.  
 Dabcovich & Co., Eski Lloyd Han, Galata  
 Eustathopoulo, Nap. & Son, rue Kara Moustafa, Ali Ekber Han, Galata.  
 Foscolo, Mango & Co., Ltd., Hovaghimian Han, Galata.  
 Galani, John A., Merkez Richtim Han, Galata.  
 "Intercontinentale", Seir Sefain Han, Galata.  
 La Fontaine, Edward, & Sons; Allalemdji Han, Stamboul.  
 Lupovitz, Jacob, Rue Voïvoda, Voïvoda Han, Galata.  
 Manuelides, G. A., Bros. 19-20 Cité Française, Galata.  
 Nahum & Gormezano, Buyuk Kenadjian Han 41, Stamboul.  
 Pauer, E. C., & Co., Soc. An. Commerciale Fiumana, Erzeroum Han, 21-22,  
 Stamboul.  
 Reboul, L., Galata.  
 Rizopoulos, C. P., & D. G. Araboglou, Rue des Quais, No. 46, Galata.

Rousso & Danon, Phaliron Han, Galata.  
 Tagaris, T. P., Merkez Richtim Han, Galata  
 Vuccino C. & G., Cité Française, Galata.  
 Whittall, J. W., & Co., Ltd., Sanassar Han, Stamboul.

**Silk Goods**

Hänni, E., Exporters, Matheo Han, Stamboul.  
 Hatschadourian, Jeghia, 41, Katirdjioglou Han, Stamboul  
 Mardiguian, S., Sons, Yeni Tcharshi, Mahmoud Pacha, Stamboul.

**Silk - Raw**

Hatschadourian, Jeghia, Exp., 41, Katirdjioglou Han, Stamboul

**Skins, Hides and Furs**

Arsen, A. G., & Co., Exporters, Midhat Pasha Han, Stamboul.  
 Edwards & Sons, (Near East) Ltd., Turkia Han, Rue Kutubhané, Stamboul ;  
 Stamboul Boîte Postale No. 468.  
 Fresco, Fils d'Aslan, Exporters, Iktissat Han, Galata.  
 Howard, Edgar B., Registered, Demir Capou Djadessi 37-39, Sirkedji, Stamboul.  
 Lagopoulo, Fettel & Co., 8-9 Ananiadi Han, Stamboul.  
 Paroussiadis, C., & Co., Merkez Rihtim Han, Galata.  
 Sarfati, S. Joseph, Exporter, Germania Han, Stamboul.  
 Tripo, C. N., & Fils, Exp., 11 rue de la Quarantaine, Galata.  
 Zeis, Anastasse J., Alexiadi Han 2-6, Galata.

**Slippers-Turkish**

Toumadjan, Nishan T., 3 Yeshil-Direk, Stamboul.

**Starch**

Griffiths, Thomas, Chambre No. 39, Kenadjian Han, Stamboul.  
 Société Générale de Commerce. Importers. Rue Hassirdjilar No. 12, Stamboul.

**Stationery**

Hornstein, A., rue Telke, Pera.  
 Kroubalkian, K., Imp., Grand Tunnel Han, Galata.  
 Soc. An. de Papeterie et d'Imprimerie. Anciens Etabl. Fratelli Haïm, Galata.  
 Zellich, Henri, & Co. Imp., 21 Rue Mahmoudieh, Galata  
 Zellitch Frères, Rue Mahmoudieh, Galata.

**Steam Tractors**

The Anglo-Turkish Commercial Association, Ltd., Yeramian Han, Moumhane,  
 Galata.

**Sugar**

De Waal, C., Ltd., Hava Han, Balouk Bazar, Stamboul. Exclusive representatives  
 of C. Czarnikow Ltd., London.

**Sugar, Coffee and Rice**

Anthomelides, E. G., 28 Haviar Han, Galata.  
 Bostandjoglou, A., & Co., Abit Han, No. 20, Galata.  
 Crassopoulos, Basile C., 11 Rue Smyrne, Emin Eunu, Stamboul  
 Eustathopoulo, Nap., & Son, rue Kara Moustafa, Ali Ekber Han, Galata.  
 Faraggi, Léon, Bouyuk Kenadjian Han 1-8, Baghtché Capou, Stamboul.  
 Fransès, Salvator; Tchalian Han 7, Rue Kurekdjiler, Galata.  
 Fringhian, Meg., Imp., Messadet Han, Stamboul.  
 Gantenbein, Burkhard, & Cie., 23-32 Buyuk Tunnel Han, Galata.  
 Moscopoulos, Antoine, Balouk Bazar Han, Helvadji Sokak No. 3, Stamboul.

Saraslanoglou & Prodomides, Nev Chehir Han 7, Stamboul.

Société Générale de Commerce, Importers, Rue Hassirdjilar, No. 12, Stamboul.

#### Surveyors

Psychakis, M., 6 Anadol Han, Stamboul.

#### Tanning

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

#### Textiles

Faraggi, Léon, Bouyouk Kenadjian Han, Bagtché Capou, Stamboul.

#### Tin cans and Hardware Factory

Athnasiadis Bros., Merkez Richtim Han, Galata.

#### Tobacco

Alston Tobacco Company, Palazzo Karakeuy, Galata.

Abazoglou, Jean, Exporter, Abed Han 30, Galata.

Balekdjian Brothers, Exporter, Kutchuk Turkia Han, Stamboul.

Foscolo, Mango & Co., Ltd., Exporters, Hovaghimian Han, Galata.

Galani, John A., Merkez Richtim Han, Galata.

Gary Tobacco Co., Inc., Merkez Richtim Han, Galata.

Levy, M., & Co., Exp., Emin Bey Han 9, Stamboul.

Margaritoff, Demetre M., Exporter, Aınopoulo Han, Stamboul

Nemli Zadé Djemal, Exporter, Nemli Zadé Han, Sirkedji, Stamboul.

#### Tourist Agency

American Express Co., Nichastadjian Han, RueVoivoda, Galata.

#### Typewriters and Supplies

Hornstein, A., rue Tekke, Pera.

Kroubalkian, K., Sole Agent & Depositor for Turkey, «Royal» and «Corona» Typewriters and Globe-Wernicke Products, Buyuk Tunnel Han, Galata.

Lyster, N. H., & Co., 8-9 Arslan Han, Galata.

Soc. An. de Papeterie et d'Imprimerie, Imp., Anciens Etabl. Fratelli Haïm, Galata.

#### Underwriters

Back & Manson Insurance, Ltd., Palazzo Karakeuy, Galata.

#### Wines and Liquors

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

#### Wool and Mohair

Arsen, A. G., & Co., Exp., Midhat Pacha Han, Stamboul.

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

Edwards & Sons, (Near East) Ltd., Turkia Han, Rue Kutubhané, Stamboul;  
Stamboul Boîte Postale No. 468.

Fresco, Fils d'Aslan, Exporters. Iktissat Han, Galata.

Gulbenkian Bros. & Co., Exporters, Gulbenkian Han, Galata.

Hatschadourian, Jeghia, Exp., 41, Katirdjioglou Han, Stamboul

Howard, Edgar B., Registered, Exporters, Demir Capou Djadessi 37-39, Sirkedji,  
Stamboul.

Khan Frères, Exp., Astardjian Han, Stamboul

Levy, M., & Co., Exporters, Emin Bey Han, Stamboul

Roditi, A., Exporters, Turkia Han, Stamboul.

Stock & Mountain, Midhat Pacha Han, Stamboul.

Taranto, Nissim, Kenadjian Han, Stamboul.

#### Woolen Goods

Sefer Zadé Brothers, Agopian Han No. 4-5, Bagche Capou, Stamboul.

Fotiadi, Alexandre D., 21 bis, Findjandjiler, Stamboul.

## Individual Members.

- Allen, Charles E., American Consulate General, Pera.  
 Blattner Andrew, 3-4, Bosphorus Han, Kara Moustafa Street, Galata.  
 Briggie, Lester W., Constantinople Woman's College, Arnaoutkeuy.  
 Damon, Theron J., Yildiz 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.  
 Goodsell, Rev. F.F., American Missions, American Bible House, Stamboul.  
 Heck, Lewis, Manager, Edgar B. Howard, Import-Export, Demir Capou Djad.  
 37-39, Stamboul.  
 Huntington, Geo. H., Professor, Robert College, Roumeli Hissar.  
 Kyfioti, John, Manager of the Maison Psalty, Furniture House & Factory, Péra.  
 Leavitt, Arthur H., care G. & A. Baker Ltd., Stamboul.  
 Mandil, Harry R., Tchupluk, Stamboul.  
 Mizzi, Dr. Lewis F., 11 St. Pierre Han, Galata.  
 Peet, W. W., American Bible House, Stamboul.  
 Ravndal, G. Bie, American Consular Service, Pera.  
 Snowden, Dr. Albert A., c/o Hotel Tokatljan, Pera.  
 Stevens, Elbert C., Executive Secretary, Y.M.C.A., Stamboul.  
 Tchertchian, V. D., 60 Mehmed Ali Pasha Han, Galata.  
 Tompkins, V. D., Standard Oil Co. of New York, Merkez Richtim Han, Galata.  
 Vuccino, C., Cité Française, Galata.  
 Vuccino, G., Cité Française, Galata  
 Weisz, Felix, Manager, Back and Manson, Palazzo Karakeuy, Galata.  
 Wills, A.E., U.S. Shipping Board, Cité Française, Galata.

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## LIFE MEMBERS.

- G. BIE RAVNDAL\*,  
 American Consular Service, Constantinople.  
 CHARLES R. CRANE  
 70 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.  
 H. E. HUXLEY,  
 United States Rubber Export Company, 1790 Broadway, 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.  
 C. H. MINOR,  
 Western Electric Company, 463 West St., 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 at annual meeting held Jan. 26, 1915.

\*\*\*) Died Nov. 29th, 1915.

\*\*\*) Died during the war.

## MEMBERS in SALONIKI, Greece.

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**Sam Arditti**, Rue des Banque No, 1.

**Benis Frères**, Exporters of raw skins, wool, mohair and opium.

**Haim & Albert Benveniste**. General Importers and exporters.

**Isaac Errera**, Candles ; groceries ; starch.

**Georgiadès Bros. & Co.**, Butter ; cheese ; dried fruit—almonds, dates, figs, raisins.

**Juda & Salmona**. Copper ; cotton goods ; cotton seed oil ; drugs ; pharmaceutical products ; groceries ; metals—tin, zinc ; lubricating oils ; oleo oil.

**Barouh Sarfati**, Wool, mohair.

**Albert Scialom & Co.**, Fennel seed ; gum ; mastic ; opium ; popy seed ; saffron.

**Fils de J. Scialom & Co.**, Leather ; nuts ; seed ; opium.

**D. Serafas**, Leather ; lumbars ; skins ; tobacco ; wool ; mohair.

**Isaac I. Yahiel**.

**Dr George E. White**, 5 Rue Franque.

### **BANQUE DE SALONIQUE**

Siège Social à Constantinople—Galata, Rue Voïvoda  
Agence à Stamboul: Rue Achir Effendi Kiutubhané:

Bureau à Péra: Grand Rue de Péra

*Succursales:* Andrinople, Cavalla, Salonique, Samsoun, Smyrne.

Capital Frs. 30.000.000 (≡) Réserves Frs. 10.057.533,52.

**Service spécial de caisse d'Épargne**

La Banque de Salonique s'occupe de toutes opérations de Banque

## MEMBERS in ALEPPO, Syria.

G. G. Abdeni & Co., Agricultural implements; boots & shoes; general importers exporters; leather, skins, hides, furs.

Charles Balit & Co., Silk goods; skins, hides, furs.

Siahou J. Chammah, Importer of copper; cotton yarn; drugs, pharmaceutical products.

Joseph E. F. Dwek, Importers of cotton goods; sultana raisins; woolen goods.

Etablissement Orosdi Back. Ready-made clothing; hosiery.

Elias Hindié, Agricultural implements; cotton goods; gum tragacanth; skins hides, furs.

Lorenzo Y. Manachy. Cotton goods; cotton seed oil; gum tragacanth; hardware, tools; wool, mohair.

Fratelli Marcopoli, Guts (Sausage casings); nuts, seeds; wool, mohair.

Habib Mégarbané et Fils, Dried fruits—almonds, dates, figs, raisins, etc., general importers, exporters; opium, petroleum; sugar; wool, mohair.

Schuep & Co., Cotton goods; dyes; linoleum, oil cloth; typewriters, supplies.

## KEUN, MISSIR AND COMPANY, SMYRNA

Merchants. Steamship and Insurance Agents.

GENERAL AGENTS IN THE LEVANT FOR:

The United American Lines, Inc., of NEW YORK

The Alliance Assurance Co., Ltd., of LONDON

(Fire and Life)

SPECIALTIES: Emery Stone, Chrome Ore, Opium, Wool, Olive Oil and Soap, Nut Galls, Licorice Root, Gum., etc.

LARGE EXPORTERS TO THE UNITED STATES.

**ASIA MINOR**

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

**EGYPT**

Vacuum Oil Company, P. O. Box 721, Cairo.

**FRANCE**

Banque Impériale Ottomane, 7 Rue Meyerbeer, Paris.

**GERMANY**

Feldman, Edward D., 38 Gitschiner Strasse 38, Berlin. Importer and Exporter manufacturer of automatic numbering stamps and games.

**GREECE** (for Saloniki, see Page XVI)

Philippou, A., 24, Rue du Stade, Athens.

Export Steamship Corps., Yannulato Bldg., Piraeus. Shipping.

**HOLLAND**

Martinus Nijhoff, Lange Voorhout 9, S. Gravenhage.

**ITALY**

J. P. Spanier, Western Union Cable System, Via Marina Nuova 14-18, Naples.

**MESOPOTAMIA**

G. G. Abdeni & Co., Bagdad

Krikor Skender, Bagdad.

**PALESTINE**

Moiz Bahbout, P.O.B. 333, Haifa.

Elias Thomas Gelal, Jerusalem.

The Vacuum Oil Company, Jaffa.



**PERSIA**

Avraam V. Panayotoglou, Serai Emir, Teheran. Export-Import & Commission agent.

**ROUMANIA**

«La Cometa», Société Anonyme Roumaine pour l'Industrie et le Commerce de Pétrole, Rue Académie 30, Bucharest. Petroleum.

«Romano-Americana», Societate Anonima pentru Industria, Commerciul si Exportul Petrolului, Stavropoleos 6, Bucharest. Petroleum.

A. Theodoridi & Co., Braila. Steamship owners and agents and coal importers.

**SYRIA** (for Aleppo see Page XVII)

African & Eastern (Near East), Limited, P.O.B., 104, BEIRUT.

B. Audi & Co., BEIRUT.

S. Audi & Frères, BEIRUT.

Charles Corm & Cie., Head Office: BEIRUT, Place Assour; branche BEIRUT, Rues des Halles et de Basta; DAMASCUS, Rue Salhié et Naora; ALEPPO, Rue Naora; ALEXANDRETTA, Place Gouraud; LATTAQUIE Rue de Sérail; TRIPOLI, Place du Tall.

Agent for FORD Cars, FORDSON Tractors, OLIVER Plows, McCORMICK Reapers & Binders, NEW RACINE Threshers, INTERNATIONAL Motors, FIRESTONE Tires, CHAMPION Plugs, etc., etc.

H. V. Whelan, Director Purchases & Supplies, Near East Relief, BEIRUT.

Belfante & Catoni, ALEXANDRETTA.

**R. & O. HIRZEL**

FORMERLY

**HAMMER & HIRZEL**

Swiss Firm

**ESTABLISHED 1868.**

Cable Address:

**"HIRZEL", CONSTANTINOPLE****EXPORT:**

Turkish Otto of Roses,  
Opium, Gum tragacanth, Seeds.  
Kernels, Hemp, etc.

**IMPORT:**

American Oleo Oil, Cotton Seed  
Oil, Leather, etc.

CONSTANTINOPLE, TURKEY

## MEMBERS

### Federated American Chambers of Commerce of the Near East

Offices: 110 East 42nd Street, New York.

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**C. Alexopoulos Bros. Inc.,**

220 Broadway, New York City.

Exporters and importers specializing in the exporting of cotton cloth particularly grey sheetings. Branches in Athens and Constantinople.

**Allied Forwarding & Shipping Company.**

11 Moore Street, New York City.

Freight forwarders and shipping agents.

**American Company for International Commerce.**

60 Broadway, New York City.

Exporters, importers and merchants.

**American Cotton Oil Company.**

65 Broadway, New York City,

Manufacturers and exporters of cotton seed oil.

**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.

**Aspegren & Co.,**

Produce Exchange, New York City.

Exporters of vegetable oils, specializing in cotton seed oil.

**Associated Tire Stores Corp.,**

250 West 54th St., New York City.

Dealers and exporters of automobile tires and tubes.

**Banca Crissoveloni S. A. R. of Bucarest, Roumania,**

723 Seventh Avenue, New York City.

Banking house with head Office at Bucharest.

**Bear Mill Mfg. Co.,**

120 Franklin Street, New York City.

Cotton textile merchants and exporters.

**Frederik Blank & Co.,**

11 Moore Street, New York City.

Export and import merchants.

**Blaw-Knox Company,**

30 East 42d Street, New York City.

Construction engineers, specializing in steel and concrete construction.

**A. H. Bull & Co.,**

40 West Street, New York City.

Steamship owners and operators maintaining services to Constantinople and the Black Sea.

**Bush Beach & Gent Inc.,**

80 Maiden Lane, New York City.

Exporters and importers, specializing in all kinds of chemicals.

**Caldwell & Co.,**

50 Broad Street, New York City.

Freight forwarders and shipping agents.

**California Peach & Fig Growers.**

P. O. Box 1282, Fresno, California.

**Frank C. Clark,**

Times Building, New York City.

Tourist bureau, conducting an annual tour to the Near East.

**The Commercial Cable Company,**

20 Broad Street, New York City.

Owners and operators of Commercial Cables having direct contact with the Near East.

**The Commercial Union of America.**

25 Broadway, New York City.

Exporters and importers specializing in food stuffs. Offices at Piraeus and Greece. Connections throughout the Near East.

**Thos. Cook & Son,**

245 Broadway, New York City.

Tourist Bureau conducting an annual cruise to the Near East.

**Crane Export Corporation,**

19-25 West 44th Street, New York City.

Exporters of valves, sanitary ware, etc.

**Cleveland H. Dodge, Phelps-Dodge Co.,**

99 John Street, New York City.

**Emmons Coal Mining Co.,**

Land Title Building, Philadelphia, Pa.

Coal mine operators.

**Enterprise Mfg. Co.,**

Third &amp; Dauphin Streets, Philadelphia, Pa.

Manufacturers of meat choppers.

**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.

**Export Transportation Company,**

42 Broadway, New York City.

Steamship owners and operators.

**A. B. Farquhar. A. B. Farquhar Company,**

44 Whitehall, New York.

Agricultural implements.

**James A. Farreli, President, U. S. Steel Corp.,**

71 Broadway, New York.

**The Foundation Company,**

120 Liberty Street, New York City.

Contractors and builders interested in railways, port developments and large scale construction work.

**Furness Withy & Co. Ltd.**

34 Whitehall Street, New York.

Steamship owners, operators and agents maintaining services between New York and England.

**Gary Tobacco Co.,**

212 Fifth Avenue, New York City.

Dealers in raw tobacco.

**Geyelin & Company Inc.,**

108 South 4th Street, Philadelphia, Pa.

Steamship agents and freight forwarders.

**The Goulds Mfg. Co.,**

16 Murray Street, New York City.

Manufacturers of pumps of all descriptions.

**Guaranty Trust Company,**

140 Broadway, New York City.

General banking business with correspondents throughout the Near East.

**Howard Heinz, H. J. Heinz Co.,**

Pittsburgh, Pa.

Food products,

**Hills Bros. Company,**

375 Washington St., New York City.

Importers of dates and other dried fruits. Exporters of products made in the U. S., particularly to Red Sea points.

**Edgar B. Howard, Registered,**

Land Title Building, Philadelphia, Pa.

Exporters and importers of general merchandise. Branch office at Constantinople with agents in other important cities in the Near East.

**E. H. Huxley, U. S. Rubber Export Co.,**

1790 Broadway, New York City.

Exporters of rubber.

**Irving National Bank,**

233 Broadway, New York City.

General banking business with correspondents throughout the Near East.

**Jones & Laughlin Steel Co.,**  
Pittsburgh, Pa.

Manufacturers of steel products of all kinds, especially rails and structural, nails, etc.

**Ernest J. Krautly,**

367 Wadsworth Avenue, New York City.

Exporter and importer of general merchandise.

**E. J. Lavino & Co.,**

Bullitt Building, S. 4th Street, Philadelphia, Pa.

Importers and dealers in ores and metals,

**Lawrence & Co.,**

24 Thomas St., New York City.

Manufacturers of cotton textiles, including hosiery,

**Levant American Commercial Co. Inc.,**

160 Broadway, New York City.

Exporters and importers of general merchandise.

**Lockwood, Greene & Co.,**

101 Park Avenue, New York City.

Contractors and builders interested in railways, port developments and large scale construction work.

**The Lucey Manufacturing Co.,**

233 Broadway, New York City.

Manufacturers and dealers in oil well supplies of all kinds. Branch at Polest, Rumania.

**F. C. Luthi & Co. Inc.,**

2 Rector St., New York City.

Exporters and importers of general merchandise, specializing in foodstuffs

**McAndrews & Forbes Co.,**

200 5th Avenue, New York City.

Importers of licorice.

**Geo. H. McFadden & Bro.,**

25 Broad St., New York City and 121 Chestnut St., Philadelphia, Pa.

Raw cotton merchants.

**Manhattan Rubber Mfg. Co.,**

120 Broadway, New York City.

Manufacturers of mechanical rubber goods.

**Maple Leaf Milling Co.,**

25 Broadway, New York City.

Manufacturers of flour.

**Mather & Co.,**

51 Wall Street, New York City.

Insurance brokers and underwriters.

**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.

**National Supply Corp.,**

120 Broadway, New York City.

Manufacturers and dealers in oil well supplies of all descriptions.

**New Moline Plow Company,**

Moline, Illinois.

Agricultural implements.

**Oil Well Supply Co.,**

Pittsburgh, Pa.

Manufacturers and dealers in oil well supplies of all descriptions.

**Oriental Navigation Co.,**

39 Broadway, New York City.

**John C. Paige & Sons,**

115 Broadway, New York City.

Insurance agents and brokers.

**The Persian Trading Corp.,**

254 4th Avenue, New York City.

Exporters and importers of general merchandise, dealing principally with Persia.

**Pittsburgh Plate Glass Co.,**

Frick Building, Pittsburgh, Pa.

Manufacturers of plate glass.

**Pittsburgh Steel Products Co.,**

Pittsburgh, Pa.

Manufacturers of Seamless Steel Tubing, including Boiler and Locomotive Tubes.

**Raymond & Whitcomb Company,**

225 Fifth Avenue, New York City.

Tourists agents and directors operating annual cruise to the Mediterranean and the Near East.

**The John Simmons Company,**

102-110 Center Street, New York City.

Manufacturers and dealers in iron and steel products. Exporters of machinery.

**Southern Cotton Oil Company,**

120 Broadway, New York City.

Manufacturers and exporters of cotton oil.

**G. A. Stafford Company,**

22 Thomas Street, New York City.

Manufacturers and exporters of cotton textiles.

**Standard Commercial Tobacco Company, Inc.,**

120 Broadway, New York City.

Importers and dealers in raw tobacco.

**Standard Oil Company of New Jersey,**

26 Broadway, New York City.

Manufacturers of petroleum products.

**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.

**Mr. Albert W. Staub, Robert College and American University of Beirut.**

18 East 41st Street, New York City.

**The Emanuel Stern Company,**

24 Stone Street, New York City.

Exporters and importers of general merchandise.

**J. P. Stevens & Company,**

29 Thomas Street, New York City.

Merchants and exporters of cotton textiles.

**The Studebaker Corporation,**

South Bend, Ind.

Manufacturers of automobiles and agricultural implements.

**Leon Nissim Taranto,**

280 Broadway, New York City.

Exporter and importer, specializing in Turkish markets.

**The Tobacco Products Corp.,**

1790 Broadway, New York City.

Manufacturers of cigarettes and other tobacco products. Buying offices throughout the Near East.

**Tobacco Trading & Finance Corp.,**

47 Beaver Street, New York City.

Importers and dealers in raw tobacco. Exporters of general merchandise.

**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

**Washburn-Crosby Company,**

Minneapolis, Minn.

Manufacturers of flour.

**Wellington Sears & Company,**

93 Franklin Street, Boston, Mass.

Manufacturers and exporters of cotton textiles.

**Woodward Baldwin & Company,**

43 Worth Street, New York City.

Merchants and exporters of cotton textiles.

**William Wrigley Jr., Company,**

400 North Michigan Avenue, Chicago, Ill.

Manufacturers of chewing gum.

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