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AMERICAN LUNCHEON CLUB OF CONSTANTINOPLE

Secretary's report for 1921-22

At the meeting of the American Luncheon Club on June 2nd the secretary, Mr. Luther R. Fowle, read an admirable report. With the omission of the paragraph on Memorial Day, the service for which, initiated by the Luncheon Club, was recorded in the last number of the *Review*, the report is as follows:

Conservation and the elimination of waste in business and manufacture is the most hopeful path toward that dim and distant state known as normalcy. And the complete utilization of the by-product and the incidental is the mark of the successful conduct of affairs in the twentieth century. Sometimes the by-product exceeds in value the primary object. Such, we hope, is the case with a committee appointed by action of the Board of Directors of the *American Chamber of Commerce for the Levant* at their meeting on May 27, 1921. On that date the directors voted that a committee be appointed to consider the matter of the publication of an American newspaper in Constantinople. Subsequently the committee was named by Pres. Gunkel of the Chamber of Commerce, and consisted of Messrs. Blackett, Conn, Chester and Fowle, who acted with Mr. Gunkel and with Consul General Ravndal. This group met at the American Consulate in Rue Tom-Tom on July 12 to discuss the proposed American newspaper.

The almost inevitable decision was reached with reference to the paper, but before the committee adjourned Mr. Ravndal, that practical idealist, who dreams dreams that come true, asked permission to present another matter which was on his mind. This is where the

by-product appears. From the grave of a newspaper there emerges the Luncheon Club. In a few words Mr. Ravndal expressed his conviction that the American Colony had reached that point in numbers where it could support and would profit by some kind of a Luncheon Club to draw us all together in acquaintance and interest in one another, and in a common loyalty to that which is best in the life of our distant homeland. Needless to say the idea took with the committee, and Mr. Conn of the Guaranty Trust Company invited those present to lunch with him on Friday, July 22nd at the bank's dining-room to discuss in fuller detail the new suggestion for a Luncheon Club. Perhaps he did not realize that this was but the admission of the camel's head into the tent, and in defense of ourselves we on the committee can only say that we were as innocent as Mr. Conn. We therefore sat down to lunch in the Officers' dining-room of the Guaranty Trust Company on July 22nd, those present being Messrs. Ravndal, Gunkel, Blackett, Chester, Smith, Conn and Fowle. At this luncheon Mr. Conn stated that the summer Friday bank holiday might make possible the use of the bank's dining-room and equipment for the proposed club on Friday noons. This generous offer combined with the subtle influence of the delicious meal served by the bank's caterer, Mr. Pulaki, and the general atmosphere of good fellowship which possessed us all, caused those present immediately to reach a decision to invite some thirty representative Americans to meet at the bank's dining-room the following Friday at 1. P. M. for lunch. The hearty response to this invitation emphasized again how ready we were for such a scheme.

The larger group met on Friday, July 29th, with the United States High Commissioner, Rear Admiral Bristol, as our guest of honor. When the coffee was brought on, Mr. Ravndal introduced the topic of a more permanent organization, pointing out that the American community in Constantinople was larger than any other between Rome and Manila, and that some body which might act for the community as a whole and draw us all together in our common interests might find scope for very real service. At the end of his speech Mr. Conn, Manager of the Guaranty Trust Company of New York, moved that the American Luncheon Club of Constantinople be now and hereby is organized. The motion was seconded by Maj. C. Claflin Davis of the American Red Cross and was

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unanimously adopted by acclamation. Moreover, the newspaper committee of the Chamber of Commerce supplemented by J. Wylie Brown, was elected as the committee of management for the Luncheon Club. The gathering was brought to a close by happily worded remarks from Rear Admiral Bristol, who expressed the conviction that the newly-formed club would be a very useful element in the community life and stated that he hoped it would remain as it was in its birth, exclusively and fully American in character and aspiration. Before adjournment those present, by a rising vote of thanks, expressed their appreciation to the Guaranty Trust Company and to Mr. Conn, whose practical help made possible the prompt and happy inauguration of the American Luncheon Club in Constantinople.

At a subsequent meeting Consul General Ravndal was elected President of the Club; J. W. Conn, Treasurer, and L. R. Fowle, Secretary. It was decided that membership should be open to all Americans and the membership fee was set at Ltqs. 5 for the first year. Thus the Club was organized, and it has continued to meet regularly on Fridays at 1 P. M. with one or two exceptions only, when holidays or other activities seemed to make it best for the general interest of the community to omit that particular luncheon. There are at present 97 members of the Luncheon Club, in addition to 42 one-time members who no longer are in the city.

Wide interests have been represented in our speakers and one of the charms of the Club has been the frank and open way in which those addressing us have expressed their opinions and have endeavored to interpret for our understanding the complicated commercial, financial, relief and other situations in which they and we of Constantinople find ourselves.

Thirty-eight luncheons have been held with a total attendance of 1781, averaging 47 persons per gathering. All too late a register of members and our guests was started. If you have not done so already, please do not fail to sign the register, giving your permanent home address, as well as the business or other connection that brings you to Constantinople.

The functions of the American Luncheon Club have been two-fold:

(1) To strengthen the ties of mutual acquaintance and friendship which should bind together Americans far from home,

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furnishing added power to each in the support and interest of his fellows. To those who have attended the lunches with some degree of regularity no proof will be required as to the Club's services in the first regard.

(2) A second function which it was hoped the Club would have is to serve as a channel of expression for American Community ideas and ideals, and to give voice and leadership to our growing community in the observation of American holidays and celebrations, and in any other strictly American activity. Already the Club has gone far in filling this second function of American community leadership.

A committee of the Club, led by Maj. Davis of the Red Cross, arranged Thanksgiving Day activities, announcing them in the press, so that Americans met together that day at the Embassy, the colleges and the Sailors' Club.

It is possibly not out of place to say that the Luncheon Club had some influence in the organization of the American Women's Luncheon Club which grew up in the fall of 1921, and we are glad to admit that the ladies have already out-distanced us in the number of Americans that have gathered at their monthly meetings.

Washington's Birthday was fittingly observed by a luncheon at Tokatlian's at which nearly two hundred Americans were present, both Clubs co-operating. Our committee consisted of Messrs. Brown, Claiborne and Keeley, to whose careful planning was due the success of the event. People took their places according to the section of the homeland from which they came, and many were the pleasant surprises in finding those of our number here who shared with us acquaintance and interest in the same section of our United States. Rear Admiral Bristol presided, and Dr. Patrick of the Constantinople Woman's College fittingly addressed us. Nor should we fail to mention the music furnished by our friends of the Navy.

Perhaps the most important committee of the year is that appointed on March 3, 1922, consisting of Messrs. Peet, Conn, Bergeron, Gunkel, Goodfellow, Stem and Heizer. This committee was asked to co-operate with the American Women's Luncheon Club in arranging a proper observation of Memorial Day, and in such steps as seemed advisable, looking toward the more permanent organization of an American Club in this city, possibly with more of the features

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of a Community Club, than can pertain to a Luncheon Club.

In accordance with the decision of the Luncheon Club at its meeting on May 5th, a representative committee was appointed by the chair to nominate officers for the coming year, to be elected at the first meeting in June. The original list of officers therefore lays down its duties and privileges with the present gathering. They are glad in so doing to be able to report the American Luncheon Club a going concern, with vitality of its own, full of hope and promise for the future. We fervently hope that in due time, from the Women's Luncheon Club and from this Club, there may be developed a real American Club in Constantinople with rooms of its own, where the American stranger within our gates may feel at home, and may readily get into close understanding and touch with the American community in this city, and where we of the colony can find a Community Center with all those features that will hold us together as Americans.

We would express the hope that the Club in its future development may be thoroughly American in the broadest sense. There are in the Club to day groups of people from the Navy, from the Consular or Diplomatic service, from business circles, from relief, educational and mission institutions, yet the Club belongs to no one of these groups. It consists of all of them mingled in friendly interest in the American tradition and inheritance which is the common bond between us all. We hope for the future that the same freedom from special interest, the same equality and the same cordial friendship which have marked the Club during its first year will serve to hold us all together in the support of each other and of those things which are best in our American life.

The following is a partial list of speakers at the luncheons during the year:

Rear Admiral Mark L. Bristol, U. S. N., U. S. High Commissioner; General Chamberlain, U. S. Army; Miss Frances Keller; A. W. Dulles, Secretary of the American Embassy; D. A. Davis of the Y. M. C. A., Geneva, Switzerland; L. I. Thomas, Vice President of the Standard Oil Company of New York; Honorable Stephen Panaretoff, Bulgarian Minister to the United States; Edward F. Nickoley, Acting President of the American University at Beirut; Major C. Claflin Davis, American Red Cross; Admiral Niblack, U.S.

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At the meeting on June 2nd the following officers, proposed by the Nomination Committee, were elected for the year 1922-1923:

<i>Chairman,</i>	Consul General G. Bie Ravndal
<i>Vice Chairman,</i>	Dr. C. F. Gates, President of Robert College
<i>Secretary,</i>	Foster Stearns, Third Secretary, American Embassy.
<i>Treasurer,</i>	Omer V. Claiborne
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L'Exportation des Farines Américaines

Antérieurement à la guerre le commerce d'exportation des farines américaines se trouvait entre les mains de quelques maisons qui depuis de nombreuses années se spécialisaient dans cette branche. Au cours de la guerre et immédiatement après, la demande dont fut l'objet la farine américaine fut si énorme que de nombreux moulins, sans expérience préalable en exportation, furent appelés à expédier à l'étranger des quantités considérables de farine. Ces fournisseurs se mirent rapidement au courant des conditions à remplir pour satisfaire aux exigences de la clientèle d'outre-mer et il existe aujourd'hui aux Etats-Unis de nombreuses minoteries à même de fournir les qualités spéciales de farine et les divers types d'ensachage demandés par les marchés extérieurs.

La méthode la plus économique d'acheter la farine est de traiter par wagons complets, mais en raison des dimensions variées des wagons de marchandises, il est bon de se rappeler qu'un wagon minimum contient 350 sacs pesant 63 kilos 500 chaque et qu'un wagon maximum contient de 675 à 700 sacs. Les exportateurs de farine préfèrent les commandes spécifiant approximativement 350 barils du poids net courant, soit de 89 kilos. Les commandes pour quantités minima de 200 barils peuvent être exécutées d'une façon efficace, mais les quantités inférieures à ce chiffre devraient être commandées aux négociants établis dans les ports d'où les marchandises doivent être expédiées.

Les établissements qui, il y a quelques années se refusaient à fournir leurs farines dans des sacs ou barils des grandeurs autres que celles adoptées par le marché américain, sont

aujourd'hui organisés de façon à fournir leurs produits conformément aux spécifications spéciales reçues des clients d'outre-mer. C'est ainsi que des moulins établis au sud des Etats-Unis expédient aux Antilles des quantités considérables de farine emballée dans des sacs de 22 kilos, 44 kilos et 89 kilos tandis qu'antérieurement à la guerre les expéditions ne se faisaient que dans les barils de dimensions courantes aux Etats-Unis.

Pour répondre aux demandes variées ayant trait à la dimension des sacs dans lesquels la farine se vend au détail, les fabricants de sacs en papier et en coton fournissent maintenant ces sacs en dimension de 1 kilos 600 à 63 kilos 500 pour la clientèle américaine et de 4 kilos 500 à 100 kilos pour le commerce d'exportation.

Les producteurs de farine ayant maintenant une connaissance étendue des préférences des divers marchés, sont à même de mélanger et d'assortir leurs produits de façon à donner satisfaction aux consommateurs, ce qui est la clé du succès réel de toute affaire. Lorsqu'on passe une commande initiale, il est bon de soumettre au fournisseur un échantillon de la farine désirée. Lorsque l'acheteur connaît les diverses qualités de blé qui entrent dans la composition de la farine désirée, une indication de ces qualités est suffisante pour assurer la livraison de la commande, mais un échantillon est toujours préférable car il évite toute possibilité de malentendu.

Le cours des farines est influencé dans une telle mesure par les fluctuations de prix du blé qu'il ne peut manquer de subir une hausse ou une baisse lorsque le prix du blé augmente ou diminue. Au moment où est écrit cet article, le cours des farines de marque courante a subi une

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hausse de \$0.25 le baril en raison d'une hausse subite du blé. L'opinion générale dans les cercles bien informés est que les prix des farines et des blés se maintiendront et que toute baisse marquée ne pourra qu'être le résultat d'un abaissement général du niveau des prix au cours d'une longue période d'années.

United States Chamber of Commerce Convention

Business men of the United States, as represented by the 4,000 delegates to the recent convention of the United States Chamber of Commerce in Washington, favor more active co-operation with Europeans in working out problems which paralyze trade. First among the resolutions with which they concluded their sessions was one declaring that the Reparations Commission exerts a greater influence over these problems than any other single agency and urging that all necessary measures including the approval of Congress, be taken to procure official representation on that body for the United States. The chamber also adopted a resolution urging that the United States "promptly take its place with the other nations of the world in the International Court of Justice."

Other resolutions of international interest put the chamber on record as declaring :

No change should be considered in connection with the Federal Reserve system except such as would add further strength and usefulness to the present plan and continue existing safeguards against partisanship in direction or in service

An adequate privately owned and privately operated merchant marine should be maintained under the American flag as a necessary safeguard for the commercial advance-

ment of the United States and that Congress expedite legislation to this end.

The Hague rules concerning ocean bills of lading should be recognized as representing a step in advance and that Congress be asked to enact legislation for the Hague rules with such interpretation as may be deemed necessary.

As high fees for passports and the visaing of passports are a burden upon the international travel necessary to commerce, the Government should reduce its fees and enter into agreements with foreign Governments for reciprocal discontinuance of visa requirements, and where conditions warrant, the complete discontinuance of such visas.

Opium Crop and Market for Saloniki District

By Consul Leland B. Morris, Saloniki

The opium crop in 1921 yielded 67,500 to 70,500 pounds, although the average crop is 130,000 to 150,000 pounds. The stock in Saloniki on January 20, 1922, was 48,000 to 52,000 pounds, representing various crops. There are 14,100 to 30,000 pounds in the growing districts. Countries to which opium has been exported are principally the United States, Germany, and France. England, having a sufficient stock on the London market, imported no opium during the past season. New sowings were made on a smaller area than in preceding years, for husbandmen do not profit by cultivating opium, for which reason they prefer to grow tobacco. Prospects regarding the coming crop of opium are rather unfavorable.



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PORT NEWARK AS SHIPPING TERMINAL

Those close to the Port of New York, with its various problems of freight distribution, assembling, export and import and all their ramifications, are apt to suffer in their perspective of the port and its true relation to the rest of the country. The maze of detail tends to fog one's vision of New York's responsibility to the productive interior regions of the country. The shipper in the past has not received the attention and service that he desired in the terminal handling and export of his wares. The expense and delays which he has suffered have not prompted the co-operative spirit between the manufacturing districts of our expansive interior and the principal outlet of the country that should exist and thrive under a policy of genuine service.

Fortunately, leading exporters and big-visioned men have realized the shortcomings of the port, or rather the shortsighted application of the port's facilities. During the past two years we have seen the Port of New York Authority come into being and function. The perspicacity of its comprehensive plan is a tribute to the men composing this interstate body. In this plan the student of the port's problem is suddenly aware of the fact that New York Bay and the Island of Manhattan are not the only factors. Before him are 900 miles of navigable waterfront in a radius of twenty-five miles from the Battery. In the area circumscribed are more than a hundred municipalities, with a population totaling over eight millions. From this we are forced to widen the frame of the port we are picturing, and we are surprised by the expanse of the canvas.

For a moment let us visualize the Port of New York. We see New York Harbor consisting of New York Bay, North River, East River, Newark Bay, Jamaica Bay, Raritan Bay, Hackensack River, Passaic River, Kill van Kull, Arthur Kill, and the western part of Long Island Sound. Each has its peculiar advantages, but in the past only those waters contingent to the Island of Manhattan were given proper consideration, notwithstanding the fact that the other bays and streams are better suited in many instances to serve the port most advantageously. An unwonted respect of political boundaries has been an obstacle in the past. Without any further analysis of the individual qualifications of these interlocking bodies of water, we are impressed with the fact that the problem of the port is more concerned with land than water, and the principal consideration on land is *rail*. We see the vast network of steel merging into an inverted V on the Jersey side of the

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port. A further study shows that 80 per centum of these rail arteries pass through the city of Newark and terminate within or near its bay front. This fact brings to mind a natural question. If rail can meet deep water on Newark Bay, why go any further? The recent ruling of the Interstate Commerce Commission placing Newark on an equal basis with New York as an export and import terminal, gives Port Newark an advantage that challenges comparison in any part of the Port area. city treasury in the building of this port, the latest accomplishment being the deepening of the ship channel in the bay to a depth of thirty feet. Plans are now on foot for the building of additional piers on the south side of the terminal and the purchase of the warehouses and rail equipment of the Army Supply Base. This base represents an expenditure of over twelve millions during the war period, and it is considered a splendid specimen of economic warehouse design.

The city also maintains a Department of Information. It is the function of this bureau to supply data to inquirers concerning available factory sites. This department also supervises the work of advertising the port and its facilities through paid space, magazine and news-paper articles. A recent but very effective effort was the aeroplane photographing and mapping of the terminal and vicinity. The activities of this bureau have attained much notice abroad, particularly in England. But possibly the greatest advertisement that Newark, as a seaport, can boast of is the fleet of standardized cargo ships built by the Submarine Boat Corporation at its shipyard on Newark Bay. One hundred and fifty 5,350 d. w. ton vessels, bearing the inscription, *Newark, U. S. A.*, on the stern, have been active as merchantmen. One hundred and eighteen of these are owned by the United States Shipping Board. The remaining thirty-two compose the fleet of the Transmarine Corporation, a subsidiary company of the Submarine Boat Corporation. It has been carefully estimated that these ships have traversed the sea lanes for over seven millions of nautical miles, carrying the legend of *Newark, U. S. A.*, into the ports of Europe, Asia, Africa and South America.

While the city of Newark is encouraging private capital to invest in the future of Port Newark through the industrial sites now ready for occupancy, the officials of the Submarine Boat Corporation recognized its exceptional natural advantages and its proximity to the rail terminal naturally in New York harbor five years ago. With the world-wide decline in shipbuilding evident,

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this corporation determined to continue its activities here by the development of a large freight terminal and by the opening of steamship freight service between Cuban, South American and European ports. When the Shipping Board cancelled the last thirty-two ships of the contract for 150, the officials decided to build these ships on their own account. The incorporation of two new companies followed—the Transmarine Corporation and the Atlantic Port Railway, with Port Newark Terminal as their operating base. The steam and electric cranes and other shipfitting equipment were easily converted into efficient freight-handling units. The large store-houses became rail-served warehouses, spacious and fire-proof, close to the loading dock. The twenty-five miles of track in and about the yard became the nucleus of the Atlantic Port Railway, connecting directly to three trunk lines terminating near Port Newark, and over these lines to all the steam carriers in the Port of New York district. The world trade paralysis was a temporary setback, but despite the difficulty of trade conditions and a shallow channel (since deepened), the Transmarine Line shipped approximately 100,000 tons of freight from Port Newark direct to Havana. A lesser amount was handled in tramp service to South American and European ports. The latest subsidiary organized is the Newark Bay Terminal Corporation, which was granted its charter in March of this year. This company operates in conjunction with the other subsidiaries, its principal function being warehousing and trucking.

The objection in the past to Newark as a seaport has been the shallowness of its bay, which precluded navigating any ship over 20-foot draft. The people of the city of Newark agitated for federal aid in deepening the bay channel for several years in order to attract ocean craft to its new terminal. To demonstrate its good faith the city proceeded with its own funds to deepen the channel to a depth of 30 feet, and this work was completed at a width of 200 feet from the Kill van Kull to the ship channel at Port Newark Terminal. At the present writing the Federal Engineers' recommendation to the River and Harbors bill before Congress includes an appropriation of over two millions for the further widening of the channel to 400 feet, with an additional annual appropriation of \$75,000 for maintenance. The only hindrance to the complete functioning of Port Newark Terminal has been removed, and with the coming governmental aid the advantages of the bay and terminal will be even more alluring to shippers desiring a direct transfer of freight from rail to ship. During the past month the

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city of Newark appropriated one million more for further developing the facilities at Port Newark.

The natural advantages of Port Newark Terminal, due to its propinquity to New York City, are obvious, but there are facilities other than rail and water which are desired in a port. The city of Newark has developed the highway approaches to the terminal with a view to avoiding the congested districts. Doremus avenue, a new street, taps the Lincoln Highway on the north and diverts traffic between the port and New York City from the center of Newark. The Newark engineers are just completing another short cut to the Lincoln Highway on the south, also subverting all port-bound vehicular traffic originating in the interior of New Jersey from the center of the city. The main spur, known as Bay avenue, runs directly to the heart of the city, tapping the principal factory districts. Port Newark Terminal is within thirty minutes of Lower Manhattan for vehicular traffic, and any town or city in the designated Port of New York district can be reached within two hours via motor truck. The benefits that Port Newark Terminal offers to manufacturers, shippers and business in general through a short-haul service are not easily exaggerated. With direct rail connections to the principal trunk lines, with a channel accommodating world commerce, with ample storage space, warehouses and freight-handling equipment, with a thousand acres of reclaimed meadow land available for manufacturing sites, with a proximity to the financial heart of the world, with splendid highway approaches, Port Newark presents itself as an ideal and completely equipped freight terminal.

The city of Newark, under the able guidance of Thomas L. Raymond, its Director of Streets and Public Improvements, is focusing its endeavors upon the proper utilization of its terminal acreage. Approximately \$5,000,000 has been expended from the

The Transmarine Corporation also utilizes Port Newark as a terminal for its service to Buffalo and the West over the New York State Barge Canal. Western shippers have found this site an ideal distributing base for their markets in the metropolitan district. It appeals particularly to manufacturers of automobiles, heavy steel consignments and canned goods, to shippers of lumber and wood pulp, and to wholesalers distributing to New York dealers via automobile truck. The dock and freight-handling facilities of the Transmarine Corporation are open to all ships and all shippers without restriction. During the past few months a large Japanese freighter and a four-masted bark loaded cargoes of steel for delivery

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at Shanghai. With additional funds available for dredging through government appropriation, an increase in all classes of water-borne commerce is expected. The American-Russian Relief Commission found this the most suitable operating base in the Port of New York; in fact the only steamship terminal where sufficient elbow room was provided for assembling, inspection and loading.

The importance of Port Newark Terminal in its relation to the rest of the Port of New York is emphasized by the consideration it is given in the comprehensive plan of the Port of New York Authority. These men recognize the strategic value of Port Newark Terminal in the routing of the belt lines which interlock the railroads entering the area included in the plan. The vehicular tunnel will also expedite motor truck service to Manhattan and Brooklyn.

As the Port of New York is an indispensable asset to the entire nation, so Port Newark Terminal is an integral and inseparable part of the Port of New York. The future of both depends upon the service they can render to the nation in expediting freight handling and in lowering of rail and terminal charges. If the Port of New York is the eastern gateway of America, then Port Newark is an important and well-oiled hinge.

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Saving by Standardization

A saving of \$750,000,000 a year in manufacturing costs in the automotive industry due to "standardization" is announced by The Journal of the Society of Automotive Engineers, based on estimates by 146 engineers and executives of leading companies in the field. In their opinion this saving amounts to 15 per cent. of the retail value of automotive products, and this value is estimated at five billion dollars.

Automobile manufacturers have been leaders in "standardization." To-day when an automotive engineer designs a new car, or any part of a car, he makes constant use of his S.A.E. hand-book, a loose-leaf volume of about 200 pages, which gives him the latest information as to what are the present accepted standards for all parts in which individuality of design or specification would only increase the expense and add in no way to the value of the product. There are 300 of these standards, starting with the pitch of screw threads and size of bolts and extending to the composition of alloy steels. A reduction from more than 200 in the latter to less than 50 has been effected by the adoption of these standards and this reduces the cost of these special steels for automobile and kindred uses by a large percentage.

The report of the Committee of Engineers of the Federated American Engineering Societies, appointed by Herbert Hoover to study the causes of waste in industry, found that "defective control of design results in the major waste, since it prevents standardization of product." Its investigation covered the men's clothing manufacturing industry, the building industry, printing, boot and shoe manufacturing, the metal trades, and textile manufacturing. The summary of this report included these items, indicating the saving that might

be effected by standardization in some of these industries:

In the building trades the standardization of the thickness of certain walls might mean a saving of \$600 in the cost of the average house. Standardized mill work such as window frames, doors, and other similar items would reduce the cost.

In the printing trades it found a wide variation in flat bed cylinder presses; more than 600 types of folding machines, and approximately 6,000 brands of paper, 58 per cent. of which are more or less inactive, and result in tying up money in unnecessary stock.

As an example of disregard of standard size, it pointed out that the Federal Reserve Bank check will not cut without waste from many of the regular paper sizes, and that among current magazines there are 18 variations in width and 76 in length of page or column. Among trade paper publications there are 33 variations in width and 64 in length; among newspapers 16 in width and 55 in length. Such variations cost the public not less than \$100,000,000 each year, this committee says. A trim of one-quarter inch on a 6 by 9 page is equal to 7 per cent. of the total cost of the paper.

In the building trades the waste of time and money through duplication of estimates and of designs runs up to millions every year. Another source of waste comes from defective drawings, specifications, and tolerances, which would be eliminated if there was adequate control of design resulting in standardization of product where possible. In most industries some saving by standardization could be effected.

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Wireless Telephony Boom Spreading

What may be termed "the great wireless boom" in the United States, necessitating wireless companies ceaselessly working to turn out material, seems to be spreading over to Great Britain. The articles in the London papers and the new concessions granted by the Postmaster-General, should do much to remove the restrictions which have so far crippled amateur wireless practice in Great Britain.

In the United States no licence is necessary for the erection of a receiving station; only in the case of a transmitting station is a licence required.

Some indication of American progress can be gathered from the fact that since January 1st, 800,000 receivers have been installed in America. The operation of a wireless receiver for telephony is extremely simple, no technical knowledge being required. It is merely a case of putting on the telephones, turning a knob, and you are receiving. If a host wishes to entertain friends, a loud speaker is put on; this is a horn resembling a gramophone which enables the audience to hear the wireless concert or whatever the programme may be. The installation of the whole outfit is the work of a very few hours.

The enormous growth of the wireless telephone in America may be gauged by the fact that practically all the daily papers have a radio section which give various broadcastings of programmes for the ensuing week. The private broadcasting companies transmit orchestral concerts, lectures, famous singers, and on Sundays sermons, while Government stations broadcast weather reports and any other information which may prove of interest to the general public.

To American farmers the wireless telephone has proved an inestimable

boom, and they have fully availed themselves of this opportunity of no longer being alienated from City happenings.

In the big stores also the wireless telephone plays a very important part, and has proved a great money saver. For example, the distance between the departmental stores of John Wanamaker in Philadelphia and New York is 90 miles. As far back as 1912 wireless telegraphy was in use between the two stores at an approximate saving of £200 per month in telegraph and telephone charges; over 150,000 words a month are transmitted.

Wanamakers have now inaugurated the wireless telephone, which renders it possible for anyone in the store to converse through the ordinary transmitter between the two stores by wireless, the radio station acting as central office. The value of this lies in the fact that a client often requires a particular commodity which the store they are in is temporarily short of, but a wireless message to the other store is the means of having the article immediately sent over; hundreds of articles are exchanged daily in this manner between the two Wanamaker stores.

The time is probably not far distant when the radio telephone will be as common in domestic use as the ordinary telephone of today.

The New Cotton Crop

By Robert A. Suffern.

The month of April is always an important one in the cotton industry, as this month witnesses the planting of the new crop. The planting is now being watched with special interest, as unusual importance attaches to this year's crop. It is yet too early to obtain any accurate information as to the acreage planted, or as to the outlook of the new crop. It is reported, however,

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that the crop planted or to be planted, will exceed the acreage planted last year by about 10 to 20 %. The estimates by the best authorities at this time forecast a gain by about 11 % in acreage and indicate an increase of about 4 % in the amount of fertilizer used.

The season averages only six days late, and it would seem that the cotton crop is starting off under better conditions than prevailed a year ago. There have been some floods, high water and heavy rains in the Mississippi Valley and in Texas, which have caused a certain amount of damage.

On account of the inroads of the boll weevil, an early planting and good start for the crop are necessary to get it well under way before the hot summer months. A particularly early start was desired this year in order to overcome the expected increasing inroads of the boll weevil. The somewhat late planting of this year's crop is therefore a bad omen.

American Cars in Aden

By Consul Cecil M. P. Cross, Aden

The Aden market is steadily increasing as the general business depression has not been felt here, and most of the purchasers are officers of the British garrison or well-to-do merchants.

American cars predominate in the market, because of their proved superior merit, and promise to retain their lead. There are 203 passenger cars, 13 trucks, and 57 motor cycles in this city, which has a population of 57,000 people of every nationality. The passenger cars are mostly American, numbering 178 out of the 203 registered. French trucks are the most popular, totaling 8 of the 13 in use. The British have furnished 42 of the 57 motor cycles in the city.

There are probably not more than a

score of motor vehicles outside of Aden, in the entire Red Sea district, on account of the poor roads and undeveloped condition of the country. However, there should be a good market when the country develops, and firms having agencies there will have a big advantage.

American cars sell in four different classes, ranging from 3,000 to 4,000 rupees, while the French Citroen sells for 4,000 rupees, and the Italian Fiat for 5,000 rupees (1 rupee = \$0.4866 at normal exchange; at present exchange value is about \$0.28). The trucks in Aden are practically all owned by one individual, who imports and operates them as busses and for the transportation of heavy merchandise. The general hauling is done by camel carts, which, although slow and limited to 1 ton, more or less satisfy the local needs for the present. American $\frac{1}{2}$ -ton trucks are quoted at 10,000 rupees, while the Fiat and Berliet of 3 and $3\frac{1}{2}$ tons are quoted at 18,000 rupees. The market requires the heavier truck, as may be seen from the fact that 8 of the 13 trucks in use are of French make. The American motor cycle meets stiff competition from the British machine, because of both the prices and quality of the latter. Although both makes sell for from 1,600 to 1,700 rupees, the British have the advantage of a favorable exchange.

America has just entered the field for motor trucks, and as the country develops a heavy truck should find a good market. Aden is a free port and all nationalities have a fair field. Beyond a doubt competition will be strong in the future, even though American cars are in favor at present.

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Secretary Hoover's Standardization Plan

In every industry there is a production of commodities that are obsolete in the largest markets, but which are retained by the manufacturers in their desire to retain the good will of the few, who insist on goods that have been superseded by styles and designs that have proved acceptable to the great majority of the trade's customers. These little "commodity islands" deflect the current of even production and are productive of losses, not so much on the goods themselves as in the reduced efficiency of the working force and the necessity of using machinery and space that could be better utilized in making goods more suitable for the purpose.

On taking charge of the Department of Commerce of the Government of the United States, Herbert Hoover inaugurated a system of much closer co-operation between this branch of the government's activities and the industries of the country, and the resulting study of industrial operation has promoted a deep interest in the elimination of waste effort and obsolete products.

Secretary Hoover has conducted a number of meetings among the associations of manufacturers where the reduction of the number of styles produced by the different members of each industry has been discussed. An example of the results that have been attained is shown in the paving brick industry where 65 slightly different sizes and styles of paving bricks were made. Following the conference with Secretary Hoover the manufacturers of these materials found they could reduce their styles to 11, as this number fully satisfied every requirement. The estimated saving in factory cost of thus concentrating on a few standard styles of paving brick is sufficient to warrant

a reduction in the price of the product to the public.

Secretary Hoover said, at a recent industrial meeting: "One thing that stands out about American industry is the remarkable efficiency of the individual plant in each industry and the considerable efficiency of the collective industry. During the war, there grew up a co-operation in industry in the simplification of processes and products that has convinced the manufacturers of the permanent value of such a plan.

There are a number of industries in which manufacturers are carrying on independent surveys, but to make any of this fully effective they must have the co-operation of outside groups." These little "islands of waste" can only be isolated and studied in their entirety and as they apply to the whole industry, and that is where the collective effort of a whole trade can gain results that no individual concern can accomplish.

Turkish Currency Notes

The recent decision of the Council of State relative to currency notes was notified to the Cheik-ul-Islamat and to the sundry departments by a circular issued by the Grand Vizir on March 30th.

The acceptance of such currency in settlement of all kinds of debts is compulsory even for those contracted before the issue of paper money, and debts paid in such a manner are fully discharged in the sight of the law.

The Council of State found that the gold payment clause "made at a time when paper notes did not yet exist, simply implied that payment was to be effected in Turkish pounds, and not in medjidiés or other metallic coins."

Paper notes having been issued as being the equivalent of gold and with the object of circulating as such, debts contracted before the war without any

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specifying clause, or subsequently to the issue of paper currency, may henceforth be repaid in paper Turkish pounds.

In the same way the reimbursement of advances made in paper notes must be made in paper currency, without taking into account any difference that may arise between the value of the notes at the time of which the advances were made and the value when falling due.

Ottoman Bank Circular

Food for Thought

The steamship and the cable have made the world a single community. The self-sufficiency of nations passed when ready communication became possible between them. The wants and desires of the peoples who inhabit the earth are becoming more uniform. But the world does not produce its blessings evenly over its surface, nor are all people of equal proficiency in the manufacture of all the commodities that are needful to the human race. Some make one thing better than any one else can do, others have developed a whole industry or industries to the highest point. Nature favors a restricted district with an essential raw material and some other necessity is scattered in widely separated countries.

Commerce weaves the fabric of civilization. The men who mine and farm, who make and build, who buy and sell and those who finance the industry of the world are unconsciously binding the nations in closer bonds of sympathy and understanding. The one great result of all the conferences that have been held and will be held, dating from that at Versailles, is the growing appreciation of dependence of the peoples of the earth on each other.

America's experience in international affairs is teaching that insularity is

not the means of permanent development for the country's good. Political boundaries may exist for ages, but commercial barriers are being gradually eliminated, as were the bars to progress that nature herself had thrown across the world. If we may look into the future we will see the world's products distributed with a minimum of non-essential charges, at which time a man may take a just profit for his skill, judgment and capital investment.

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U. S. Income Taxes

An extension of time for filing returns of income for 1921 and subsequent years and for paying the tax is granted up to and including the fifteenth day of the sixth month following the close of the taxable year, in the case of:

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(b) domestic corporations which transact their business and keep their records and books of account abroad.

(c) domestic corporations whose principal income is from sources within the possessions of the United States.

(d) American citizens residing or traveling abroad, including persons in military or naval service on duty outside the United States.

The installments of tax which are actually due must be paid at the time of filing the return, and the other installments shall be paid as they fall due. In all such cases an affidavit must be attached to the return, stating the cause of the delay in filing. Taxpayers who take advantage of this extension will be charged with interest at the rate of one-half of 1 per cent. at month on the first installment of tax from the original due date thereof.

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Stoves in Damascus

By Consul Charles E. Allen, Damascus.

Certain American stoves introduced privately in Damascus this year have attracted a great deal of attention because of their substantiality, their heating qualities, and their attractive appearance. It is stated by persons in a position to know that these American stoves are admirably suited to the needs of the Damascus market, and that they will find a ready sale during the coming season if they can be delivered in October to retail for from \$10 to \$15 each. There will also be a limited demand for a more ornate type at a slightly higher price.

Heating is necessary in Damascus during a part of every day from late November to early April, the temperature averaging from 35° to 38° F. and the humidity being high.

Before the war the "mangal" or brazier (once almost exclusively used for heating) was gradually being supplanted by the portable petroleum stove; but the war soon put the price of petroleum beyond the means of all but the most wealthy, and even these could obtain it only by favor, as available stocks were reserved for the military.

In this emergency householders reverted to wood-burning stoves, coal being neither available for practical.

Wood-burning stoves of a small, square, cast-iron type, made principally in Belgium, had been used for a long time; but being expensive it was replaced by the cheaper air-tight sheet-iron stove which could be manufactured locally by tinner.

A very considerable local industry thus grew up, several hundred of these stoves being made annually, the air-tight sheet-iron stove came to be recognized as a very effective heating apparatus, radiating practically all of its heat, consuming only a few sticks of wood per day, and not giving off an

offensive odor, as did the petroleum stove or the brazier. The petroleum stove gives no indication of again coming into vogue, at least for some time, only about 100 being sold during the present season.

However, the local tinner seems now to have attained the limit of the usefulness as a stove manufacturer. With the return of peace and slightly better times, the trade is beginning to demand an article less unsightly and more durable than the local product, and facilities for turning out such an article in Damascus do not exist. The American stoves, as before mentioned, should find a good market in Damascus as long as they remain adapted to local conditions and needs.

Commerce Reports

Greek Exports to United States in 1921

By Consul General W.L. Lowie, Athens

Declared exports from Greece to the United States in 1921, covered by consular invoices, were valued at \$17,474,887, compared with \$25,172,175 in 1920—a decrease of \$7,607,288. Returned American goods were valued at \$1,195,506 in 1920 and \$1,031,514 in 1921.

The decrease in the exportation was due largely to the falling off in the value of shipments of tobacco and currants. Tobacco exports from Athens in 1920 were valued at \$5,197,687, and in 1921 at \$3,657,098; while those from Patras were worth \$459,694 in 1920 and \$139,919 in 1921. Currant shipments from Kalamata were \$2,608,157 in 1920 and \$1,286,940 in 1921; and those from Patras amounted to \$6,787,388 in 1920 and \$2,950,970 in 1921. The quantity of these two articles did not show such a decrease to the value, so that the loss in exportation was due in part to the falling off in prices.

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Market for Leather in Syria

By Consul Charles E. Allen, Damascus.

It is estimated that about 60 per cent of all leather consumed in Damascus is imported from abroad, principally from France, the United States, Germany, Egypt and Great Britain. Formerly a considerable part of the foreign leather came from Russia and from Anatolia, through Smyrna; but no supplies of leather are now coming from these sources.

The leather imported from abroad is used almost exclusively for boots and shoes, although a certain amount is also imported for upholstery purposes. An insignificant quantity of belting is also imported, as there is very little machinery in the country.

French leather, even before the war enjoyed a very high reputation in local boot and shoe circles and this reputation has stood, although it is stated that American and German leathers are just as good as the French product. Nevertheless, boots and shoes made of French leather continue to command an appreciably higher price and consequently to stimulate the French commerce in this article. The result is that France and, to a considerably lesser extent, Egypt, supply practically all the sole leather, the annual consumption of which is estimated at between 35 and 50 tons. France and the United States largely divide the business in upper leather, which is said to approximate 1,000,000 square feet a year, while the estimated annual demand for 150,000 square feet of glazed leather is supplied almost exclusively by France, although Germany has lately given indications of becoming a competitor in this line.

Native leather, while unable to compete with the superior foreign article in the manufacture of high-class products, nevertheless plays an important

part in local leather circles. Stock raising is one of the important industries of the district and a tanning industry of no little importance has grown up in Syria, it being estimated that there are almost 100 small tanning establishments in the State. Although the equipment of these tanneries is primitive and the output is limited and of poor quality, this product is employed almost exclusively for the native styles of footwear, which a majority of the natives still use, as well as for native harness and saddles, cartridge belts, upholstery, and other distinctively native articles, for which this local leather has been used for several centuries. A certain quantity is also exported for further tanning and preparation abroad. A consideration of importance in connection with the native leather is that it is much cheaper than the foreign article.

The following wholesale prices have been recently quoted locally: French sole leather, \$1.35 to \$2.15 per oke (1 oke=2.83 pounds); Egyptian sole leather, \$0.80 to \$1.35 per oke; glazed leather, \$45 to \$63 per square foot; box calf upper leather, \$0.27 to \$0.54 per square foot; native sheep leather for lining purposes, \$0.54 per skin; velvet-faced leather, \$0.90 per square foot; and native leather for harness, \$1.44 per oke.

Electric Plant for Macedonia

By direction of the Greek Minister of Public Works a commission has been appointed to study the plan for constructing an electric plant at Vodena, Macedonia, using the falls of the Voda River. It is estimated that the power developed will be about 20,000 horsepower and the cost of installing the plant about 20,000,000 drachmas (\$900,000).

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The Metal Racket

A tennis racket with the frame made of a special alloy steel is being experimented with by a number of the leading players of the United States. The frame is the same shape as the standard styles that have been made of wood, and the strings are woven through the frame in the same way. The metal is in the form of a square steel tubing and is fitted into a wood handle.

It is expected that the metallic racquet will not warp as the wooden implement has done, and that a frame press will no longer be necessary. The players who have been using the racquet in practice matches at the winter resorts of the south and in the indoor courts of the north report that it is giving good results in play.

Other advantages of the metal racquet are its freedom from splitting and the fact that it provides a more rigid foundation for the strings. Play, during the coming summer months, will give the implement the necessary thorough test and by autumn it should be proved whether it is worthy of replacing the old type racquet with its wooden frame. The inventor is one of the famous tennis champions of former years.

Liner "New York" to Ply to Constantinople

The former American liner "New York," which later was purchased by the Polish Navigation Company and afterwards acquired at a marshal's sale by Worden and Company, will be placed in service from New York to Naples, Piræus, Constantinople and Constanza. She will carry first, second and third class passengers and will run in conjunction with the steamer "Acropolis." She will sail on June 10th under the command of Captain Masters. The American Near East Black Sea Line are agents for the owners.

Principal Rumanian Exports during the month of January 1921 and 1922

Articles	January	
	1921	1922
	Metric tons	Metric tons
Wheat.	600	
Wheat flour . . .	206	1,514
Rye	6,712	516
B rley.	43,615	22,474
Coats	12,010	10,409
Corn	78,687	12,435
Petroleum by products	2,025	335
Refined petroleum	4,149	16,176
Benzine	1,102	11,976
Lubricating oils (mineral)	1,761	564
Lumber	4,720	9,554
Bulls		¹ 46
Cows		¹ 2,030
Oxen		¹ 13,217
Hogs		¹ 12,449
Eggs		² 1,726,949
Pork and lard . .		130
Wine		³ 382,194
Beans		3,010
Salt		2,842

¹ Head ² Number ³ Kilos

Cost of Living in Constantinople

The Economic Commission of the Ministry of Commerce has compiled two tables showing the comparative cost of living in Constantinople, one for November and December 1921, and the other for January and February 1922.

The cost of living for November and December 1921 shows a decrease of 1.8 per cent. when compared with that of the two preceding months. Compared with the beginning of 1914, the increase is as follows:

1066 per cent. for 1920.

853 per cent. for 1921.

806 per cent. for the first two months of 1922.

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Hides and Skins from Aden

By Consul Cecil M. P. Cross, Aden,
Arabia.

Abyssinia is the source of supply for the finest goat-skins reaching the European and American markets from the Aden district. There are two chief varieties of Abyssinian skins—the Adis Abeda, or up-country skin, and the Harrar skin, the former being more highly prized because of its superior texture. The quantity of these skins seems to be unlimited, and it is only a matter of adjusting the price to bring them to market.

The skins reach Aden in the same size bales as those from Somaliland—that is, 10 scores to the bale weighing from 80 to 100 pounds each. The sorting and grading is also done in the same way, and the skins run in about the same proportion of primes, seconds, and thirds as those from Somaliland. A typical selection would contain: Primes (perfect skins over $1\frac{1}{4}$ pounds, average $1\frac{1}{2}$ to $1\frac{3}{4}$ pounds), 35 to 40 per cent; seconds (perfect skins under $1\frac{1}{4}$ pounds), 35 to 50 per cent; thirds (kids and imperfect skins), 10 to 20 per cent.

The present price per score of such a selection of Adis Abeda goatskins is 25 rupees, as compared with 62 rupees in 1914 and a pre-war price of 25 to 30 rupees. Harrar goatskins sell at 23 rupees per score, as compared with 60 rupees in 1919 and 20 rupees in pre-war years. The normal value of the rupee is 48.6 cents, but present exchange is quoted at about 18 cents.

Imperfections Impair Value of Arabian Skins

The feature which distinguishes all Arabian skins from those cured in either Somaliland or Abyssinia is

the method of preservation, which is by salt instead of drying in the sun. With care the salt cure will keep skins in good condition several months longer than the so-called flints or sun-dried skins, but much closer scrutiny is required to detect flaws in these skins. Another drawback is that because of imperfections and other causes the Arabian goat-skin can only be dyed black.

There are several varieties of Arabian skins, which differ somewhat in quality and, therefore, in value. On the whole, however, the Arabian sheepskin and goatskin is very much inferior to those from Africa. The Arabian goatskin is classified under the name of the port from which it comes, as Hodeida, Konfidah, Ghizan, and Mocha. These skins arrive in bales containing 10 and sometimes 15 scores each, in steamer and dhow from the various ports. A lot or "selection" of these skins is made up as follows: Primes (perfect skins over $1\frac{1}{4}$ pounds, average $1\frac{1}{2}$ to $1\frac{3}{4}$ pounds), 30 per cent; seconds (perfect skins under $1\frac{1}{4}$ pounds), 50 per cent; thirds (kids and defective skins), 20 per cent.

Such a selection can be purchased for 20 to 12 rupees per score at present, whereas the price in 1919 was 55 rupees, and the pre-war price, 20 rupees. As in the case of the other skins, only the firsts and seconds are sent to Europe and the United States. India takes such of the thirds as are exported.

There is this year a demand chiefly from England for the Arabian sheepskin, and its price is manifesting an upward tendency. A typical "selection" of these skins, which are locally known as white haired sheepskins, would consist of: Primes (perfect skins over $1\frac{1}{2}$ pounds, average 2 pounds), 40 per cent; seconds

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(perfect skins under 11½ pounds), 45 per cent; thirds (kids and defective skins), 13 per cent. This selection would bring 15 to 20 rupees per score, the same as the pre-war price. During the war these skins brought as high as 35 rupees per score.

The Arabian read-head sheepskin is in very poor demand; the quantity arriving is small, and the price is low. They could at present be purchased for 8 rupees per score of 100 per cent primes. This figure is to be compared with a pre-war price of 12 to 15 rupees and a war-peak price of 16 rupees. The seconds and thirds of these skins before the war went to Belgium, Germany, and France, but at present only a very few are exported to India.

Another type of skin, known as Madbooh, and which is usually regarded as of high quality, is that of animals butchered in Aden itself, where special care is taken in the skinning. The quantity is relatively very small, and consequently the skins have little commercial importance.

The hides produced in the Red Sea district are light in weight and not of very good quality. Practically all of those exported come from Abyssinia through Djibouti. Large stocks of these are still lying in the Aden godowns as the result of the sudden decline in price in 1921. The market is very dull in consequence and promises to continue so. The hides are imported into Aden in bales in 12 faraslas of 28 pounds each, and unlike the skins are sold by weight instead of number. They are all flint, sun-dried hides. These hides would sell for 8 or 9 rupees per farasla for a "selection" consisting of primes (perfect hides above 10 pounds in weight), 40 per cent; seconds (perfect hides under 10 pounds in weight), 45 per cent; thirds (rejects), 15 per

cent. The pre-war price on these hides was 14 rupees per farasla, and the war-peak price 20 rupees.

Corfu as a Field for American Goods

By Consul George K. Stiles, Patras.

As a market for American agricultural implements, drugs, cotton textiles, knitted goods, petroleum products, etc., Corfu offers a most promising field to careful cultivation.

Corfu's olive crop is of importance. The most serious enemies of olive production are the diseases of the tree, which sometimes cause a loss of 15,000,000 drachmas in a single year. Vineyards, as another important resource, with 49,560 stremmas (1 stremma=0.317 acre), produce 2,884,000 okes (1 oke=2.82 pounds) of excellent wine, valued at 15,000,000 drachmas. The climate also favors small fruit trees, with an annual export value of 1,000,000 drachmas.

The production of cereals and vegetables during 1921 totaled 2,135,000 okes, while importations of the same products into Corfu for 1920 totaled 12,243,604 okes. The production of cereals could be greatly increased if modern methods were employed in cultivation.

Lloyd Triestino's Black Sea Concession

The Lloyd Triestino has concluded an agreement with the Russian Soviet Government according to the terms of which this Italian company has obtained a virtual monopoly of the carrying trade of the Russian Black Sea ports. One of the articles is said to provide that the Lloyd Triestino shall be the only foreign shipping concern allowed to engage in the Russian coast-wise trade which has hitherto been restricted to Russian flag vessels.

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How the "Homer" Was Paid For

As compensation for the delivery of its liner "Columbus", now the "Homer" of the White Star Line, the North German Lloyd was allowed to retain the steamers "Yorck," "Seydlitz," "Göttingen," "Gotha," "Westfalen" and "Holstein", aggregating 39,505 gross tons which had been ear-marked for the Reparations Commission.

Trade of Greece with the United States

The United States imported merchandise from Greece during February 1922 valued at \$1,310,269, as compared with \$3,626,307 during February 1921. For the eight months ended February 1922, merchandise valued at \$11,005,203 was imported from Greece, while that imported during the same period of 1921 amounted to \$17,161,816. The United States exported to Greece during February 1922, merchandise worth \$635,782, as against \$2,891,754 worth in February 1921. During the eight months ended February 1922, the United States exported \$7,244,372 worth of merchandise to Greece, while the exports for the corresponding period of 1921 were valued at \$22,056,908.

Egyptian Trade with the United States

During February 1922, the United States imported merchandise from Egypt valued at \$4,899,062, while the value during the same month of 1921 was \$1,538,152. For the eight months ended February 1922, merchandise to the value of \$21,654,246 was imported by the United States from Egypt, while that imported for the corresponding period of 1921 was valued at \$21,104,177. The United States exported to Egypt in February 1922, \$1,193,439

worth of merchandise, as compared with \$1,623,550 worth exported during February 1921. For the eight months ended February 1922, the United States exported to Egypt merchandise valued at \$6,399,555, as compared with \$24,410,631 for the corresponding period of 1921.

Syria

By Consul P. Knabenshue, Beirut.

The French High Commission in Syria has issued an ordinance providing for a refund of duties on foreign merchandise on its re-exportation to Palestine or abroad, provided such merchandise had been subjected to some process of manufacture in Syria. Goods re-exported to Palestine, whether transformed or in their original state, are entitled to a return of duty; and for a period of four months this provision shall be applied to all re-exports no matter what their destination. Certain formalities, specified in the ordinance, must be complied with before refund will be granted.

Exports from Palestine to United States

By Consul Addison E. Southard, Jerusalem.

Declared exports from Jerusalem, Palestine, to the United States for the calendar years 1920 and 1921 amounted to \$143,099 and \$93,546, respectively. The principal articles exported to the United States in the former year consisted of hides, religious articles, oriental rugs, mother-of-pearl and wine, while those exported in 1921 consisted of oranges, citron, personal effects, mother of pearl and wine. Miscellaneous articles for 1920 include linen lace and souvenirs, and for 1921 original paintings, almonds, and olive oil.

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POLL TAX FOR FOREIGNERS IN CONSTANTINOPLE

By a decree law of May 22, 1922, all males between the ages of 18 and 60, whether natives or foreigners, living in Constantinople must pay a poll tax of Ltqs. 2. Exception is made for certain categories, including members of the foreign diplomatic corps, persons visiting in Constantinople for less than 2 months, and refugees.

A tax on vehicles and certain animals is imposed by the same law, the sums ranging from Ltqs. 2 for donkeys to Ltqs. 100.00 for auto trucks. The tax for automobiles is Ltqs. 60.

The proceeds of these taxes will be expended as a military necessity in improving the streets and roads in and about Constantinople.

By an ordinance of the Interallied authorities, dated May 25th, these taxes are accepted for the financial year 1922-23. The American High Commissioner has informed the proper authorities that he will not oppose the collection of this contribution from American citizens in Constantinople.

Constantinople Branch of Edgar B. Howard

Mr. Lewis Heck has returned to Constantinople as manager of the Constantinople Branch of the firm of Edgar B. Howard, Commercial Trust Building, Philadelphia, Pa. This branch will engage in a general wholesale merchandising and banking business in both imports and exports, and will also have supervision of Mr. Howard's other connections in nearby territories.

R. F. Chesbrough, who for ten years was in the American Consular Service in the Near East, is in charge of the Philadelphia office of this firm. R. H. McDowell, formerly with the Near East Relief, and more recently the Constantinople representative of the Foundation Co., will be associated with Mr. Heck in this city.

Mr. Heck will also continue to be general sales representative in the

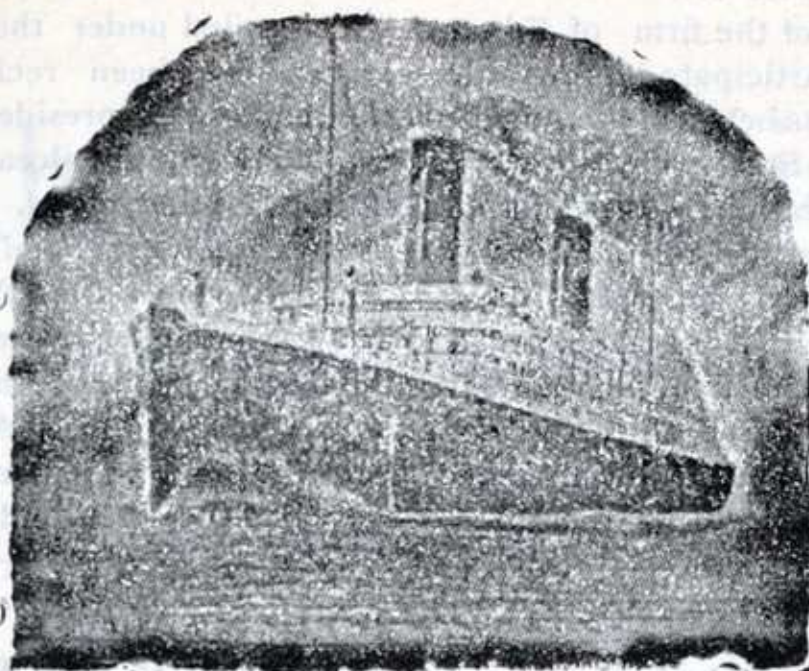


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It is the aim of the firm of Edgar B. Howard to participate in the trade in both directions between the Levant and the United States, but to work in close co-operation with, and to strengthen, existing business relations. As soon as general political conditions permit, it is also planned to take up some lines of commercial activity which have thus far not received much attention from American houses interested in the Near Eastern markets.

Greek Market for Druggists' Supplies and Sundries

By Consul George K. Stiles, Patras.

The market for drugs, drug-store specialties, anti-toxins, serums, surgical supplies, and sundries in Western Greece is a phase of the commerce which has been very little exploited by American producers, although the 2,000,000 inhabitants of the western mainland, and the especially rich provinces of the Peloponnese, are estimated to import annually in normal times over \$1,000,000 worth of these articles. The few American remedies which are found on this market have been exceedingly well received.

Harding Restores Leviathan's Name

President Harding has refused to permit the former transport Leviathan, which carried so many thousand troops to and from the Great War, to be named after him, now that she is to be reconditioned as a passenger ship. In so doing he appears to have interpreted correctly American sentiment on this subject.

Recently a number of the vessels of the United States Shipping Board which sailed under the nicknames of states have been rechristened with the names of presidents. Thus the Panhandle State, already familiar in trans-Atlantic travel, becomes the President Monroe, and the Lone Star State becomes the President Taft. The Leviathan, however, contrary to the original plan of the board, will now retain its first American-given name. It will be remembered that it was once the Vaterland.

Pour employer sagement le produit des Emprunts

Le gouvernement des Etats-Unis a récemment rappelé aux institutions et groupes financiers qu'il désirait être consulté à l'avenir avant que de nouveaux emprunts fussent consentis aux pays étrangers, afin de pouvoir vérifier si le but de chaque emprunt particulier était en harmonie avec les intérêts de la nation. L'idée du gouvernement est que ces emprunts devraient servir au relèvement ou au développement industriel, plutôt qu'à des desseins politiques ou militaires, ou qu'à l'équilibre des budgets.

La *Guaranty Survey*, de la Guaranty Trust Company, fait, à ce sujet, les commentaires suivants: "Où le produit des emprunts est dépensé est chose étrangère à la question. Il n'est pas nécessaire à notre prospérité économique de stipuler qu'invariablement le produit d'emprunts étrangers doit être dépensé aux Etats-Unis. C'a été une coutume, cependant — une coutume qui, sans doute, sera observée à l'avenir — que, pour autant qu'il est praticable, les intérêts industriels américains soient favorisés quand l'emprunt négocié entre en ligne de compte dans un contrat pour la construction ou l'amélioration de services publics.

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“ En tant que nation, nous bénéficierons grandement du relèvement économique des récents belligérants et aussi de l'établissement de procédés modernes de développement industriels dans ce qu'on appelle les nouveaux états du monde, car c'est un bon principe que de prêter en vue d'une rapide croissance économique. C'est pourquoi, c'est manifestement se montrer malavisé et faire preuve de courte vue que de contrarier ces fins en forçant la nation emprunteuse à acheter sur le marché américain quand la possibilité s'offre à elle, pour le moment, de s'adresser à des marchés étrangers moins chers. En outre, si les producteurs américains peuvent concurrencer, pour les prix, les autres producteurs, ils recuilleront leur juste part de l'affaire ; au lieu que, s'ils ne sont pas en situation de rivaliser sur ce terrain, une restriction exigeant de la part de l'emprunteur la dépense du produit de son emprunt aux Etats-Unis aurait pour résultats, en fait, de le contraindre à acheter sur un marché plus cher.

“ Enfin, nos réserves d'or sont si formidables que la prolongation de l'afflux des importations d'or peut conduire à une crise d'inflation. Plutôt que d'en arriver là, nous abandonnerions à l'exportation une part de notre or dans le but de rétablir sur une base or les circulations européennes dépréciées. La mise à flot des emprunts étrangers, aux Etats-Unis, même si leurs produits sont destinés à des fins autres que l'achat d'objets manufacturés devront en définitive bénéficier aux manufacturiers américains, parce que de telles transactions tendent à l'amélioration des changes étrangers, dont la dépréciation qu'ils subissent, en relation avec la disparité des niveaux relatifs des prix aux Etats-Unis et dans les autres pays, a été un important facteur de la restriction des étrangers dans l'achat de nos produits.”

Municipal Loans in Palestine

By Consul Addison E. Southard,
Jerusalem.

The government of Palestine has just promulgated an ordinance that will permit the municipalities, under certain conditions, to effect loans which will be used for municipal improvements and similar purposes. The municipalities are generally small and comparatively poor, but some of them will be enabled to consider various improvements in the way of streets and sidewalks, public lighting services, waterworks and sewer systems, and public markets and storehouses. Loans effected must first be approved by the central government, which may retain the whole or part of the municipal revenues for payment of the principal and interest on the loan. This will strengthen the credit of the municipalities. Trade will directly benefit, since much of the material will have to be imported, and opportunities should thus be afforded for certain lines of American goods.

Les constructions américaines au Japon

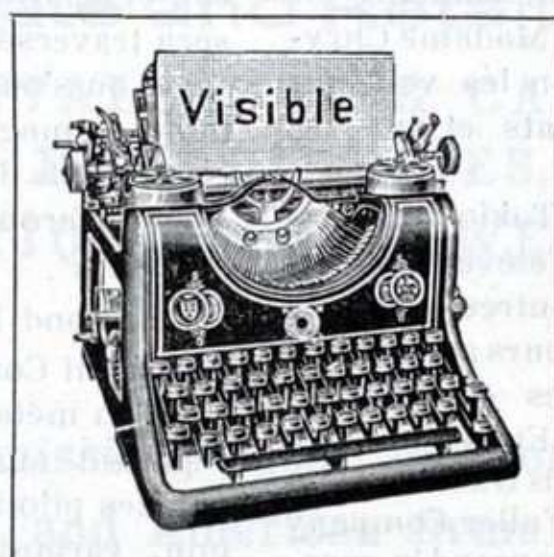
La merveilleuse faculté d'assimilation des idées et des méthodes occidentales que les Japonais déploient depuis la fin du siècle dernier est trop bien connue pour que l'on s'étonne encore de ses manifestations nouvelles, mais il est néanmoins curieux d'observer la transformation qui s'effectue dans l'aspect des villes nipponnes sous l'influence du modernisme industriel. A première vue, les images qui paraissent ici ne suggèrent à l'esprit que le développement d'une ville commerciale américaine quelconque, de travaux de construction entrepris à New-

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York ou à Chicago, par exemple, et l'on à quelque peine à reconcilier l'apparence de ces vastes bâtiments, semblables à ceux de Broadway, avec l'impression qui se dégage du nom de la capitale de l'Empire du Mikado, nom qui malgré tout évoque toujours la vision de frêles maisons de papier à charpente de bambou blotties sous les cerisiers en fleur, les jolies maisonnettes de Madame Prune et de Madame Chrysanthème, telles qu'on les voit sur les kakémonos délicats et sur les précieuses estampes.

C'est pourtant à Tokio que ces énormes bâtiments s'élèvent, à proximité les uns des autres, sous la direction d'entrepreneurs américains et à l'aide d'outillages et de matériaux importés des Etats-Unis. Le gramme de ces grands travaux, confiés à la George A. Fuller Company of the Orient, Ltd., comprend la construction de trois "buildings" essentiellement modernes.

Le premier, et le plus vaste, dépassera en dimensions tout ce qui a été fait en ce genre, jusqu'à présent, en Extrême-Orient. Destiné à la Compagnie Mitsubishi, il occupera un espace d'environ deux acres de terrain, au coin de la Place de la Gare et du Boulevard de Tokio. Sous-sol compris, il aura dix étages, onze ascenseurs, chauffage central, eau et éclairage électrique partout. Il sera traversé par deux grands passages où s'ouvriront plus d'une trentaine de magasins. Il y aura deux restaurants dans les sous-sol ; les étages seront tous aménagés en bureaux.

Le second bâtiment, destiné à la Japan Oil Company, est une construction métallique de sept étages reposant sur des assises contituées par des pilotis en bois de pin d'Oregon, variant en longueur de treize à seize mètres environ. Les façades auront une base en granit ; les deux

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premiers étages seront revêtus de pierre du Japon et les autres de briques décoratives importées d'Amérique. Les plans de ce bâtiment comportent un grand vestibule en marbre, cinq ascenseurs électriques.

l'aménagement d'un bureau de poste, d'un restaurant, d'un salon de coiffure, d'un "soda-fountain," etc.

Enfin le troisième bâtiment, construit pour le Nippon Yusen Kaisha, occupe une superficie de 296 sur 166 pieds. C'est une construction de sept étages, également, en charpentes métalliques et briques décoratives américaines. Aménagé en bureaux et pourvu de neuf ascenseurs, il aura en outre, une vaste salle de fêtes et un grand restaurant dont les cuisines seront installées conformément aux idées les plus nouvelles et garnies de tous les appareils et ustensiles les plus récents, fourneaux et fours perfectionnés, machines à laver la vaisselle, machines à net-

toyer l'argenterie, lessiveuses mécaniques, pétrisseuses automatiques, etc.

Il est plus que probable que la construction de ces grands bâtiments modernes fera aussi profiter l'industrie américaine de grosses commandes d'articles destinés à l'aménagement intérieur des bureaux : meubles, accessoires en tous genres, machines à écrire, etc.

L'Exportateur Américain.

The Boston Chamber of Commerce

The Boston Chamber of Commerce will erect a splendid building for itself. Four Boston banks have agreed to advance \$3,600,000 for the construction and work will commence at once. The site is already owned, in the heart of the city, and represents a further investment of two million dollars.

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It was the intention of the trustees to issue bonds secured by a mortgage on the new building, but it was their opinion that interest rates on mortgages will be substantially lower in a year or so, and in order that the trust may take advantage of this, the group of four Boston banks have agreed jointly to advance, for the use of the trustees, as it may be needed an aggregate of \$3,600,000, until such time next year as the mortgage can be placed more advantageously.

PERSONALIA

Arthur Garrels, American Consul General at Large, inspected the American Consulate General at Constantinople in June. He is inspector for the Near East, India and Africa.

Robert M. Scotten, First Secretary of Embassy, has arrived at the American High Commission, Constantinople, from his former post in Berlin.

J. Hamilton Lewis, ex-Senator from Illinois, accompanied by Mrs. Lewis, visited Constantinople during May.

J. X. Drolesler, representing the International Harvester Company, has been in Constantinople.

Thomas Griffiths, Manager of the Constantinople office of the Corn Products Refining Company of New York, is away on a trip to London.

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Philip H. Chadbourn, recently resident manager of the International Barnsdall Corporation at Tiflis, is now in charge of the Constantinople office of this Company. William E. Griffin who is associated with the International Barnsdall Corporation, is on a trip to the United States.

Elliott B. Richards of Philadelphia, who has practised law in that city, is spending some weeks in Constantinople.

Walter C. Hill, Vice President of the Retail Credit Company of Atlanta Ga., and William G. Rose of Cleveland, Ohio, are touring the Near East and have paid a visit to Constantinople.

Rear Admiral Colby M. Chester is returning to the United States on the S. S. "King Alexander".

Paul Knabenshue, American Consul at Beirut, visited Constantinople during the first part of June.

Harold R. Foss, American Consul assigned to the Consulate General at Constantinople, has arrived at his post.

William, R. Miller of Richmond, Virginia, is visiting his nephew Mr. Joblin, Manager of the Standard Oil Company.

The contract for the rebuilding of the University of Louvain, Belgium, destroyed during the war, has been awarded to the Foundation Co. The money for the reconstruction of the library was donated by approximately 1,000,000 American college students.

TRADE OPPORTUNITIES

THE AMERICAN CONSULATE GENERAL AT CONSTANTINOPLE TAKES PLEASURE IN ANNOUNCING THAT ALL COMMERCIAL HOUSES WITHIN ITS TERRITORY DESIRING TO ESTABLISH RELATIONS WITH AMERICAN EXPORTERS OR IMPORTERS OF ANY KIND OF MERCHANDISE WHATSOEVER ARE INVITED TO COMMUNICATE TO THAT EFFECT WITH THE CONSULATE GENERAL WHICH WILL FORWARD THEIR ENQUIRIES TO INTERESTED AMERICAN HOUSES THROUGH THE BUREAU OF FOREIGN AND DOMESTIC COMMERCE OF THE DEPARTMENT OF COMMERCE, WASHINGTON.

TABLES OF WEIGHTS AND MEASURES

Weights

Turkish	English	Metric
1 oke (400 drams)	2.8264 lbs (pounds)	1.282 kilogram
1 batman (6 okes)	16.958 lbs	7.692 kgs.
1 kantar (44 okes)	124.3616 lbs	56.4 kgs.
tcheki (176 okes)	497.446 lbs	225.6 kgs.

English	Metric	Turkish
1 lb	.4536 kg	.3538 oke
1 cwt (112 lbs)	50.8028 kgs.	39.6263 okes
1 ton, long (2240 lbs)	1016.047 kgs.	792.527 okes

Metric	Turkish	English
1 kilogram	.78 oke	2.2046 lbs
1 quintal (100 kgs.)	77.9845 okes	1.968 cwt (hundred weight)
1000 kilos	779.845 okes	2204.6 lbs

1 muscal (attar of roses)	1½ drams	74.171 grains
1 ounce (oz.)—Apothecary	480 grains	31.1035 grammes ;
1 „ Avoirdupois	—	28.34954 grammes

Linear Measures

Turkish	English	Metric
1 endazeh, pic (silk)	25.555 inches	.64908 metre
1 arshin (cloth)	26.96 „	.68477 „
1 arshin (old, land)	29.8368 „	.7577 „
1 arshin (new)	39.3709 „	1.00 „

English	Metric	Turkish
1 yard (3 feet or 36 inches)	.91438 metre (new arshin*)	1.40868 endaze, 1.33524 arsh. cloth; 1.20672 old arsh.
1 mile (5280 feet)	1.6093 km.	2123.8272 old arsh.

Metric	Turkish	English
1 metre (new arsh.)	1.46 arsh. (cloth); 1.31978 old arsh.	39.37 ins.
1 kilometre	1,319.78 old arsh.	1.62137 mie

Square Measures

Turkish	English	Metric
1 sq. arshin (old, land)	6.1794 sq. ft.	.5741 sq. m.
1600 sq. arshins or	9887.04 sq. ft. or	918.56 sq. m. or
1 old deunum	.2269752 acre	.36743 new deunum**

English	Metric	Turkish
1 sq. in.	6.4516 sq. cm.	.001123 sq. arshin
1 sq. ft. (144 sq. ins.)	.092903 sq. m.	.1618 „ „
1 sq. yard (9 sq. ft.)	.836126 sq. m.	1.4563 „ „
1 acre (4840 sq. yds.)	.40468 hectare	4.4054 old deunums
1 sq. mile (640 acres)	259.02 „	2819.456 „ „

Metric	Turkish	English
1 sq. m.	1 sq. arsh. (new) 1.74 sq. arsh. (old.)	10.764 sq. ft.
1 are (100 sq. m.)	1 sq. evlic	119.6 sq. yds.
25 ares	1 deunum (new) 2.7216 deunum (old)	.61778 acre
1 hectare	1 djerib 10.8864 „ „	2.4711386 acrs

Measures of Capacity

Turkish	English	Metric
1 kileh	1.18 bushel	43 litres
English	Turkish	Metric
quart (2 pints)	—	1.13586 litre
1 gallon (4 quarts)	—	4.5434 litres
1 bushel (32 quarts)	.8484 kileh	36.347 „
Metric	English	Turkish
1 litre	.88038 quart	—
1 hectolitre	2.75 bushels	2.325 kilehs

Measures of Volume

Turkish	English	Metric
1 cubic arshin (ambar)	.5689 cu. yd.	.435 cu. m.
English	Metric	Turkish
1 cubic yard	764537 cu. m.	1.7579 cu. arsh.
Metric	Turkish	English
1 cubic metre (stere)	2.2993 cu. arsh.	1.308 cu. yd.

EGYPTIAN TABLE

Weights and Measures. In addition to the metric system the following local weights and measures are in use :

1 Qantar.	99.0493 lbs.
1 Rotl	0.9905 „
1 Oke	2.75137 „
1 Heml	550.274 „
1 Ardeb.	{ 43.255 Gallons
	{ 5.444 Bushels
1 Keila ($\frac{1}{12}$ of 1 Ardeb).	3.63 Gallons
1 Rob ($\frac{1}{24}$ of 1 Ardeb)	1.815 „
1 Qadah	3.630 Pints
1 Feddan	5,024.16 Sq. Yards.

*) Note 1—The new Turkish measures of weight, length, and surface are based on the Metric System. The new unit of length, the metre, is generally designated “yeni” arshin to distinguish it from the old unit, the “eski” arshin. In all the ministries and other government administrations in Constantinople the Metric System is today in practice, though the old measures are still used in some of the provinces of the interior. The Metric System is in use in all the Balkan States.

**) Note 2—The Mining Law fixed at 15,000 new deunums or 3750 hectares, equivalent of 9266.77 acres, the maximum area for permit.

CLASSIFIED LIST

OF

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(1) A list of non-resident members and a list of members of the American Section are in preparation. The present list includes the Constantinople offices of members of the American Section.

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Carpets and Rugs

Chasseaud, F. W., Exporter, Agopian Han, Galata.
 Gulbenkian Bros. & Co., Exp. Gulbenkian Han, Stamboul.
 Haïm, S., Musée Oriental, rue Kabristan 14, Péra.
 Levi, Marco, & Fils, Ladjivert Camondo Han, Galata
 Mazlumian Frères, Exprs., Biraderler Han, Stamboul
 Merica, Th., Exp., Taptas Han, Galata.
 Oriental Carpet Manufacturers, Exporters, Midhat Pacha 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.

Charterers

Basiotti, Chr. R., Marine Han, Galata.
 Inselberg, L., & Fils, Cité Phaliro 6-8, Galata.
 Lupovitz, Jacob, Rue Voivoda, Voivoda Han, Galata.
 Metaxa, Zissi N., & Son, Merkez Richtim Han, Galata

Cinematograph Films.

MacNamara & Co., Arslan Han, Galata.
 Union Ciné-Théâtrale d'Orient, Grande Rue 68, Pera

Clothing (Ready Made)

Mayer, A., & Co., Rue Karakeuy, Galata.

Coal

Basiotti, Chr. R., Marine Han, Galata.
 Giraud, O., Hudavendighiar Han, Galata.
 Foscolo, Mango & Co., Ltd., Imp., Hovaghimian Han, Galata.
 "Intercontinentale", Seir Séfain Han, Galata
 Levant Trade Bureau, Sinasson Han 2, 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

Coffee (See sugar)**Commercial Representatives**

Papazian, L. Duz P., Topalian Han 43, Stamboul.
 Muller, Eftihidis & Co., Kutchuk Millet Han, Galata.

Constructors and Contractors

Tompkins, V. D., Standard Oil Co., Merkez Richtim Han, Galata.

Commission Agents.—See also General Importers and Exporters

Assayas & Co., Iossifidis Han, Stamboul.
 Athanassiades, Bodossaki, Hovaghimian Han 2, Galata.
 Balekdjian Brothers, Kutchuk Turkia Han, Stamboul.
 Beruhel, Jacques ; Bassiret Han, rue Achir Effendi, Stamboul.
 Cornfield & Goldstein, 37 Topalian Han, Stamboul.
 Danon & Semack, Medina Han, Hassirdjiler, Stamoul.
 Dielmann, G., Messadet Han 12, Stamboul.
 Gabellou, Jean Jacques ; Messadet Han, 20, 21, Stamboul.
 Galani, John A., Merkez Richtim Han, Galata.
 Giraud, O., Hudavendighiar Han, Galata.
 Hänni, E., Matheo Han 21, Tarakdjilar, Stamboul
 Karnig Agop, Fils de, Aslan Han, Galata.
 Metaxa, Zissi N., & Son, Merkez Rihtim Han, Galata.
 Ojalvo, Vital, & Co., Xanthopoulo Han, Stamboul.
 Pauer, E. C., & Co., Erzeroum Han, 21-22, Stamboul.
 Papazoglou Christo, Lazari Papazoglou Han No. 5, Asma Alti, Stamboul.
 Phouphas, Triandaphyllos M., Yeni Han 8-9, Fermentedjiler, Galata.
 Pervanides C., & L. Hazapis, Haviar Han 91, Galata.
 Soussa, Ibrahim, & Co., Bereket Han, Galata.
 Varterian, Nazareth ; Kaissari Han 20, Stamboul.
 Vesco, G. & G., Moumhané, Galata
 Zellich, Henri, & Co., 21 Rue Mahmoudié, Galata.

Corn Flour and Corn Oil

Corn Products Refining Co. of New York, Sanassar Han, Stamboul.

Cotton Goods

Ambarian, Nicholas, Yaldiz Han, Bagtché Capou, Stamboul.

Chasseaud, F. W., Importer, Agopian Han, Galata.

Cornfield & Goldstein, Imp., 37 Topalian Han, Stamboul.

Elkiatib, Abbas, Imp. Elkiatib Han, Stamboul.

Féradian, K., Importer, Dilsizzadé Han, No. 17-19, Stamboul.

Fotiadi, Alexandre D., Rue Karakeuy, Galata.

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

Hirzel, R. & O., Importers, Buyuk Yéni Han, Stamboul.

Hänni, E., Imp., Matheo Han 21, Stamboul.

Kahn Frères, Importer, Astardjian Han, Stamboul.

Lebet Frères & Cie., Imp. Basmadjian Han, Stamboul.

Mac Namara & Co. Arslan Han, Galata.

Mouradian, Kevork, Importer, Katirdjioglou Han, Stamboul.

Ojalvo, Vital, & Co., Xanthopoulo Han, Stamboul.

Sarantis Bros., Abid Han Galata.

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.

Chasseaud, F. W., Importer, Agopian Han, Galata.

Constantinidès, Théologos, Ladoscala 6, Stamboul.

Danon & Semack, Imp., Medina Han, Stamboul.

Doptoglou Bros., 2 Zindan Capou, Stamboul.

Féradian, K., Importer, Dilsizzadé Han, No. 17-19, Stamboul.

Hirzel, R. & O., Importers, Buyuk Yeni Han, Stamboul.

Lebet Frères & Cie., Import., Basmadjian Han, Stamboul.

Pantsalis Frères; Zindan Kapou, 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., Tchিনি Richtim Han, Galata.

Inselberg, L., & Fils, Cité Phaliron 6-8, Galata.

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

Pervanides C., & L. Hazapis, Haviar Han 91, Galata.

Schenker & Co., Keuprulu Han, Stamboul.

Decoration (Interior)

Psalty, Geo. J., Rue Cabristan, Péra.

Dental Supplies

Faraggi, Maurice, Importer, 293 Grand'Rue de Pera.

Dextrine

Corn Products Refining Co., Manufacturers & Exp'rs., Sanassar Han, Stamboul.

Drugs and Pharmaceutical Products

Faraggi, Maurice, Importer, 293 Grand'Rue, Pera.

Dry Goods

Mayer, A., & Co., Rue Voivoda, Galata
Taranto, Nissim; Kenadjian Han, Stamboul

Electrical Supplies

Levi, Marco, & Fils; Ladjivert Camondo Han, Galata
Nowill, Sidney, & Co., Importers, Kevork Bey Han, Galata.

Engineers, Civil

Woods, Harland C., Robert College, Roumeli Hissar

Experts

Psychakis M., 6 Anadol Han, Stamboul.

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

Corn Products Refining Co., Exporters, Sanassar Han, Stamboul.

Flour

Abazoglou, Jean; Imp., Abed Han, Galata.
Asséo, Moise & Albert, Botton Han, No. 6-8, Stamboul
Barcoulis, S., Imp., Minerva Han, Galata.
Béja, Is. M., Alyanak Han, Meidandjik, Stamboul.
Calfas A., & Co., Haviar Han, No. 27, Galata.
Cariciopoulo, Marc C., Importer, Minerva Han, Galata.
Demetrius, John Ch., Macry Han, Rue Voivoda No. 2, Galata.
Fransès, Salvator, Tchalian Han, Rue Kurekdjiler, Galata.
Lambrinides, J., & Co., Imp., agts. Washburn-Crosby, Omer Abid Han, Galata.
MacNamara & Co., Arslan Han, Galata.
Margaritoff, Demitri M., Arnopoulo Han, Stamboul.
Muller, Eftihidis & Co., Kutchuk Millet Han, 18-19, Galata.
Papazoglou, Christo, Lazari Papazoglou Han 5, Asria Altı, Stamboul.
Sarantis Frères, Imp., Abid Han, Galata.
Sitaras, Nicholas M., Couteaux Han, Galata.
Vesco, G. & G., Imp., Eski Sharab Iskelessi, 11-13, Galata.

Flour Mills

Patirikios, A. S., & Fils, Omer Abid Han, Galata.

Forwarders

American Express Co., Nichastadjian Han, Galata
 Hirschcowitz, L., Hudavendighiar Han, 24-32, Galata.
 Export Transportation Co., Cité Française, Galata
 «Express», Société de Transports, Cité Phaliro, 6-8, Galata.
 Sindacato 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.
 Mizrahi, Oscar, Exporter, Djedid Han, Tahta Kalé, 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, Yaldiz Han, Bagtché Capou, Stamboul.
 American Foreign Trade Corporation, Mahmoudié Han, Sirkédji, Stamboul.
 Anthonelides, E. G., 23 Haviar Han, Galata.
 Assayas & Co., Yossifidis Han No. 2, Stamboul.
 Athanassiades, Bodossaki, Hovaghimian Han 2, Galata.
 Balekdjian, Brothers, Kutchuk Turkia Han, Stamboul.
 Barcoulis, S., Minerva Han, Galata.
 Bejà, Is. M., Alyanak Han, Meidandjik, Stamboul.
 Benda, Frederick & Cie, 30 Grand Millet Han, Galata.
 Beruhel, Jacques, Bassiret Han, Stamboul.
 Calfas, A. & Co., Haviar Han 27, Galata.
 Camhi, Raphael & Fils, Boyadji Han, Stamboul.
 Camhi, Vitalis R., Boyadji Han, Stamboul.
 Chasseaud, F. W., Agopian Han, Galata.
 Cornfield & Goldstein, 37 Topalian Han, Stamboul.
 Cosmetto, A., & Co., Omer Abid Han 10/13, Galata.
 Danon et Semack, Medina Han, Hassirdjiler, Stamboul.
 Dielmann, G., Messadet Han Stamboul.
 Demetrius, John Ch., Macry Han, Rue Voivoda 2, Galata.
 Doptoglou Bros., 2 Zindan Capou, Stamboul.
 Edwards & Sons, Imp., Gulbenkian Han, Stamboul.
 Feradian, K., Dilsizzadé Han, Stamboul.
 Franses. Salvator; Tchalian Han, Rue Kurekdjiler, Galata.
 Fringhian, Meg., Messadet Han, Stamboul.
 Gabellon, Jean Jacques, Messadet Han 20, 21, Stamboul.
 Galani, John A., Merkez Richtim Han, Galata.
 Hānni, E., Matheo Han 21, Stamboul.
 Hirzel, R. & O., Buyuk Yeni Han 31, Stamboul.

Kahn Frères, Astardjian Han, Stamboul.
 Karnig Agop, Fils de, Aslan Han, Galata.
 Kroubalkian, K., Grand Tunnel Han, Galata.
 Lambrinides, J., & Co., 20 Omer Abid Han, Galata.
 Lebet Frères & Cie., Basmadjian Han, Stamboul.
 Levy, M., & Co., Emin Bey Han 9, Stamboul.
 Margaritoff, Demetri, M., Arnopoulo Han, Stamboul.
 Metaxa, Zissi N., & Son, Merkez Rihtim Han, Galata,
 Merica, Th. N., Taptas Han, Galata.
 Mizrahi, Oscar, Djedid Han, Stamboul.
 Near East Commercial Co., Minerva Han 29, Galata.
 Ojalvo, Vital, & Co., Xanthopoulo Han, Stamboul.
 Patrikios, A. S. & Fils, 2 Omer Abed Han, Galata.
 Pauer, E. C., & Co., 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 Clehir Han, No. 7, Stamboul.
 Schemtob, Fils de A., Tchalian Han, Galata.
 Sindacato Orientale Italiano, Pinto Han, Stamboul.
 Stock & Mountain, Philippidès Han, Stamboul.
 Toledo & Béhar, Omer Abed Han, 3rd floor, Galata.
 Tubini, Bernard, 47-50 Union Han, Galata.
 Whittall, J. W., & Co., Sanassar Han, Stamboul.

Glucose

Corn Products Refining Co. of New York, Sanrassar 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.
 Balekdjian Brothers, Exp., Küchük Turkia Han, Stamboul.
 Edwards & Sons, Gulbenkian Han, Stamboul.
 Margaritoff, Demetre M, Exp., Arnopoulo Han, Stamboul.
 Müller Wm. H., & Co., Merkez Richtim Han, Galata.
 Patrikios, A. S., & Fils, 2, Omer Abed Han, Galata.
 Toledo & Béhar, Omer Abed Han, 3rd floor, Galata.
 Whittall, J. W., & Co., Exp., Sanassar Han, Stamboul.

Groceries

Economic Cooperative Society, Ltd. Galata.
 Faraggi, Maurice, Importer, 293 Grand'Rue de Péra.
 Harty's Stores, Importers, 27 Tepé Bachi, Péra.

Gum Tragacanth

Gulbenkian Bros. & Co., Exporters, Gulbenkian Han, Stamboul.
 Hirzel, R. & O., Exps., Buyuk Yeni Han 31, Stamboul.

Guts (Sausage Casings)

Arsen, A. G., & C., Exp., Allalemdji Han, Stamboul.

Hardware and Tools

Camhi, Raphael, & Fils, Boyadji Han, Stamboul.

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

Economic Cooperative Society, Ltd., Galata.

Danon & Semack, Importer, Medina Han, Stamboul.

Guessarian, Mihran, 48 Rue Tunnel, Galata.

Hirzel, R. & O. Imp., Buyuk Yeni 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.

Hosiery

Douhani Zadé Fils, 25 Sultan Hamam, Stamboul.

House Furnishings

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

Yoannidès, Spiro, P., Maison Louvre, Pera

Household Utensils

Yoannides, Spiro, P., Maison Louvre, Pera

Importers (General)

Amar, S., & Co., Validé Sultan Han, Stamboul.

Brown, Welles & Co., Yildiz Han, Galata.

Camhi, Vitalis R., Boyadji Han, Stamboul.

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

Charitopoulo, A., Buyuk Aboud Eff. Han 32, Stamboul.

Cosmetto, A., & Co., Omer Abid Han 10/13, Galata.

Dielman, G., Messadet Han, Stamboul.

Hānni, E., Matheo Han 21, Stamboul.

"Intercontinentale", Seir Sefain Han, Galata.

Karnig Agop, Fils de; Aslan Han, Galata.

Laughton, C., & Co., 42 Perchembé Bazar, Galata.

Lebet Frères & Co., Basmadjian Han, Stamboul.

Mizrahi, Oscar, 29 Djedid Han, Stamboul.

Rousso & Danon, Kendros Han, Stamboul.

Insurance Agents

Algranti, Moreno, Yeni Han, Sirkedji, Stamboul.

Athanassiades, Bodossaki; Hovaghimian Han, Galata.

Balekdjian Brothers, Turkia Han, Stamboul.

Brown, Welles & Co., Yildiz Han, Galata.

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

Cosmetto, A., & Co. Omer Abed Han 10/13, Galata.
 Galani, John A., Merkez Richtim Han, Galata.
 Guerrini, Ugo E., Mgr. Am. Foreign Insurance Assn., Yildiz Han, Galata.
 Levant Trade Bureau, Niagara Fire Ins. of N. Y., Sinasson Han, Galata.
 Metaxa, Zissi N., & Son, Merkez Rihtim Han, Galata.
 Phouphas, Triandaphyllos M., Yeni Han, No. 8-9, Fermedjiler, Galata.
 Pervanides, C., & L, Hazapis, Haviar Han 91, Galata.
 Saraslanoglou & Prodomides, Nev Chehir Han No. 7, Stamboul.
 Soussa, Ibrahim, & Cie., Bereket Han, Galata,
 Schenker & Co, Keuprulu Han, Stamboul
 Tagaris, T. P., Merkez Richtim Han, Galata

Iron & Steel

Guessarian, Mihran, 48 Rue Tunnel, Galata.
 Levant Iron & Machinery Co., Ltd., Grand'Rue Mahmoudië, Galata
 Nemli Zadeh Frères, Nemli Zadeh Han, Sirkedji, Stamboul.
 Roditi, A., Importers & Exporters, Turkia Han, Stamboul.

Jewelry

Mitrani, R., & Co., 22 Kezabdjoglou Han, Stamboul.

Laces and Embroideries.

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

Leather

American Foreign Trade Corporation, Mahmoudië Han, Sirkédji, Stamboul.
 Mac Namara & Co., Aslan Han, Galata.
 Chasseaud, F. W., Importer, Agopian Han, Galata.
 Elkiatib, Abbas, Imp., Elkiatib Han, Stamboul.
 Féradian K., Importer, Dilsizzadé Han 17-19, Stamboul.
 Lebet Frères & Co. Importers, Basmadjian Han, Stamboul.
 Mattheosian, Vahan H., Imp., Am. Bible House, Stamboul.
 Paroussiadis, C., & Co., Rue de la Douane, Ada Han No. 12, Galata.
 Rouso & Danon, Importers, Phaliron Han, Galata.
 Sarantis Frères, Importers, Abid Han, Galata.
 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
 Yoannidès, Spiro P., Maison Louvre, Grande rue de Péra.

Lloyds Agents

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

Lumber

Kyfioti, John; Importer, Rue Kabristan, Péra.

Machinery

Fringhian, Meg., Importer, Messadet Han, Stamboul.

Guessarian, Mihran, 48 Rue Tunnel, Galata.

Laughton, C., & Co., Importers, 42 Perchembé Bazaar, Galata.

Merchants (General)

Abazoglou, Jean; Abid Han 30, Galata.

Camhi, Vitalis R., Boyadji Han, Stamboul.

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.

Harty's Stores, 27 Tepé Bachi, Pera.

Rizopoulos, C. P., & D. G. Araboglou, 46 Rue des Quais, Galata.

Sindacato Orientale Italiano, Pinto Han, Stamboul.

Varterian, Nazareth, Kaissari Han 20, Stamboul.

Metals (Tin, Zinc, etc.)

Kahn Frères, Importers, Astartjian Han, Stamboul,

Lebet Frères & Co., Importers, Germania Han, Stamboul.

Minerals

Gulmezian, L., Merkez Richtim Han, Galata.

Müller, Wm. H., & Co., Merkez Richtim Han, Galata.

Mineral Oils

Mac Namara & Co., Importer, Arslan Han, Galata.

Mohair (see Wool)**Naval Supplies**

Zia, M. K., 51 Avenue de la Sublime Porte, Stamboul.

Nuts and Seeds

Balekdjian Brothers, Kutchuk Turkia Han, Stamboul.

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

Office Supplies

Hofstein, A., rue Tekke, Pera.

Oils (Lubricating etc.)

Cornfield & Goldstein, Imp., 37 Topalian Han, Stamboul.
 Standard Oil Company of New York; Merkez Richtim Han, Stamboul.
 Tasartez, Henri, Impr., Botton Han, Tahta Kalé, Stamboul.
 Vacuum Oil Co., Tchinili Richtim Han, Galata.

Oleo Oil

Amar, S., & Co., Importers, Validé Sultan Han, Stamboul.
 Asséo, Moïse & Albert, Botton Han, No. 6-8, Stamboul.
 Cariciopoulo, Marc C., Imporer, Minerva Han, Galata.
 Constantinides, Theologos; Ladoscala 6, Stamboul.
 Demetrius, John Ch., Macry Han, Rue Voivoda 2, Galata.
 Doptoglou Bros, 2 Zindan Capou, Stamboul.
 Féradian, K., Importer, Dilsizzadé Han 17-19, Stamboul.
 Hirzel, R. & O., Importers, Buyuk Yeni Han, Stamboul.
 Pantsalis, A., & Fils, Zindan Kapou 4, Stamboul.
 Papazoglou, Christo; Lazari Popazoglou Han, Asma Alti, Stamboul.
 Rouso & Danon, Imp., Kendros Han, Stamboul.
 Sarantis Frères, Importers, Abid Han, Galata.
 Saraslanoğlu & Prodromides, Nev Chehir Han 7, Stamboul.
 Tubini, Bernard, 47-50 Union Han, Galata.

Olives and Olive Oil

Constantinides, Theologos; Ladoscala 6, Stamboul.

Opium

Abazoglou, Jean; Exp., Abid Han 30, Galata.
 Ambarian, Nicholas; Yaldiz Han 1, Baghtché Capou, 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 Buyuk Yeni Han 31, Stamboul.
 Kahn, Frères, Exporters, Anstadjian Han, Stamboul.
 Merica, Th., Exp., Taptas Han, Galata.
 Nemli Zadé Djemal, Exporters, Nemli Zadé Han, Sirkedji, Samboul.
 Taranto, Nissim; Kenadjian Han, Stamboul.
 Varterian, Nazareth; Kaissari Han 20, Stamboul.

Otto of Roses

Hirzel, R. & O., Exp., Buyuk Yeni Han 31, Stamboul,

Paper

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

Perfumes

Mitrani, R. & Co., 22 Kezabdjoglou Han, Stamboul.

Petroleum

Fringhian, Meg., Importer, Messadet Han, Stamboul.
 Mizrahi, Oscar, Importers, Djedid Han, Tahta Kaleh, Stamboul.
 Standard Oil Co. of New York Importers, Merkez Richtim Han, Galata.

Physicians and Dentists

Barton, Dr. P. H., 74 Grand' rue de Péra.
 Hoover, Dr. Alden, R., American Hospital, Stamboul.

Printers and Bookbinders Material and Machinery

Matteossian, Vahan A., Am. Bible House, Stamboul.
 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, Buyuk Yeni Han, Stamboul.
 Matteosian, V. H., Imp., American Bible House, Stamboul.
 Sarantis Frères, Importers, Abed Han, Galata.
 Soc. An. de Papeterie et d'Imprimerie, Imp. Anciens Etabl. Fratelli Haïm, 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

Rice (see Sugar)**Ship Chandlers**

Dabcovich & Co. Eski Lloyd Han, Galata
 Zia, M. K., 51 Avenue de la Sublime Porte, Stamboul.

Shipping & Shipping Agents

Algranti, Moreno, Yeni Han, Sirkedji, Stamboul.
 Arachtingi, René; Merkez Richtim Han, Galata,
 Athanassiades, Bodossaki; Hovaghimian Han, Galata.
 Basiotti, Chr. R., Marine Han, Galata.
 Brazzafolli, D., (Lloyd Triestino), Moumhané, Galata.
 Calfas A. & Co., Haviar Han 27, Galata.
 Curmusi, Theo. N. (Achaia), Tchিনি Richtim Han, Galata.
 Dabcovich & Co., Eski Lloyd Han, Galata
 «Express», Société de Transport, Cité Phaliro, 6-8, Galata.
 Foscolo, Mango & Co., Ltd., Hovaghimian Han, Galata.
 Galani, John A., Merkez Richtim Han, Galata.
 "Intercontinentale", Seir Sefain Han, Galata.
 Laughton, C., & Co., 42 Perchembé Bazar, Galata.
 Levant Trade Bureau, Sinasson Han 2, Galata.
 Lupovitz, Jacob, Rue Voïvoda, Voïvoda Han, Galata.
 Manuelides, M. G. A., Bros. 19-20 Cité Française, Galata.
 Metaxa, Zissi N., & Son, Merkez Rihtim Han 15, 16, 28, Galata.
 Modiano, Bourla, Sarfatti & Cie., Messrurié Han, Kara-Moustapha, Galata.

Müller, Wm. H., & Co., Merkez Richtim Han, Galata.
 Pauer, E. C., & Co., Erzeroum Han, 21.22, Stamboul.
 Rizopoulos, C. P., & D. G. Araboglou, Rue des Quais, No. 46, Galata.
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