

ENEMY VESSELS SEIZED BY THE FRENCH NAVAL FORCES.

The following notifications have been published in the French "Journal Officiel":—

(Translation.)

May 9th, 1917.

French Allied and neutral owners of cargo seized on board the enemy vessels hereinafter mentioned must forward their documents of title to the French Ministry of Marine (état major général, 1^{re} section) within one month from the date of this notification:—

German vessels,—“Anatolia,” “Athena,” “Berthilde,” “Bogados,” “Berger-Wilhelm,” “Kythnos,” “Malta,” “Seriphos,” and “Tinos”; Austro-Hungarian vessels,—“Korana,” “Marienbad,” “Sabbadino,” and “Salona.”

No claims not put forward within the time specified will be entertained by the Ministry of Marine.

May 20th, 1917.

The Conseil des Prises has been seized with jurisdiction in matters relating to the capture of the following German and Austro-Hungarian vessels. (Here follows the above list.)

By virtue of an Order of the Court of the 10th May, 1917, a period of 2 months from the 16th May, the date of registration of the cases at the Secretariat, is granted to interested parties in which to present their claims, which should be addressed to the Conseil des Prises at the Palais Royal. Thereafter no further claim or memorial will be received.

Foreign Office,
May 23, 1917.

GOODS EX ENEMY SHIPS IN ITALIAN PORTS.

His Majesty's Secretary of State for Foreign Affairs has received from His Majesty's Ambassador at Rome the following translation of a Royal Decree (No. 626), dated March 29th last, and published in the Italian Official Gazette of April 27:—

Article 1.

When it is necessary to discharge ships which are to be placed at the disposal of the State Administration, the captain of the port will, by registered letter, notify the captain and the owner and his representative that he must make provision therefor within a time-limit to be fixed in each case.

On the expiration of this time-limit, or immediately in case of urgency, the captain of the port, in agreement with the Royal Customs Authorities, will take the necessary steps, taking care that the goods are sorted and kept in depôts or warehouses.

The portion of the goods which is not requisitioned by the State Administrations must be handed over by the Royal Customs Authorities to those persons who shall prove that they have a right thereto, and that they have paid any charges due on the goods.

Article 2.

If persons demanding the consignment of the goods are for special reasons unable to present all the documents required, or if they consider the conditions made for the issue of

any of these documents excessive, they may apply for an arbitration commission to be established, when necessary, at the office of the captain of the port by the Minister of Maritime and Railway Transports.

The Commission is to consist of a presiding judge, an official from the Port Office, and a representative of the Chamber of Commerce, appointed by the Minister of Maritime and Railway Transports at the proposal respectively of the president of the Tribunal, the captain of the port and the president of the Chamber of Commerce.

After examining the documents and hearing the views of the Royal Customs Authorities, and where thought fit, after a summary interrogation of the interested parties, the Commission may order the goods to be handed over on payment of a fixed sum or production of a suitable guarantee.

In such case the Commission will determine the conditions and terms of the deposit or guarantee.

The Commission can also order the sale of the goods and deposit of the price.

The Royal Customs Authorities, after having verified the execution of the Commission's orders, will give immediate effect to its decision.

No appeal or action against the decision of the Commission is admitted.

Rights of the respective parties to be made good before the competent authorities are reserved.

Article 3.

Goods not withdrawn within 60 days of the announcement in the Official Notices of the Province of the discharge of the ship may be sold by public auction, and if no sale ensues there, privately by the Royal Customs Authorities.

Consignments of goods under 2,000 lire in value will always be sold privately.

The Royal Customs Authorities will deposit in the Deposits and Loans Caisse for the account of the person to whom it belongs the sum obtained after deduction of freight, expenses and dues owing to the Administration, not including import duty.

In cases falling under the second paragraph of Article 2 sale can be effected after the expiration of the time-limit fixed by the Commission.

Article 4.

The expenses to be deducted from the price, which are to be paid at the time of handing over the goods on which they are due, are those for discharging, delays on board ship, transport to and arrangement in the depôts and warehouses, transport, warehousing, withdrawal and insurance on board ship or in the warehouses, and any other expense incurred in conservation, protection and sale of the goods discharged from the ship.

Article 5.

Before handing over or selling the goods the captain of the port will inform the Ministry of War in order to enable requisition to be made when desirable on account of that Ministry or for other civil or military administrations.

For all the purposes of requisition the captain of the port is considered the de facto possessor of the goods to which Article 1 refers.