Commission files
at Nansen office for refugees
1920-1921

KLAUDIVSTOCK

3. Miscellanea

3
TELEGRAM

To: Apply for Turkish War Prisoners

From: Fridtjof Nansen Censorstreet 16

Telegram to: K. Nikolov 43/40

Issued from Chief Cable Station, Finsbury Pavement

Repplies should be ordered

Time received:

Some words should be ordered

Doubtful words should be ordered

Without production of this copy

UNNOG Library
YOKOHAMA SPECIE BANK LIMITED KOB E FOR ACCOUNT GERMAN RED CROSS BEGINNING WINTER MAKES CONDITION TURKISH WARPRISONERS TERRIBLE -
Telegram 16-10-20.

Colonel J.A. Logan,
Ambassade Américaine,
Paris.

In my great distress I come to you for assistance as you kindly told me to when needed, and now I see no other way out. Stop Situation of war prisoners in eastern Siberia and Vladivostok threatens becomes disastrous as they are sending something like 80,000 prisoners from Central Siberia to Vladivostok and we have no transport ships and no funds to repatriate them and funds of Amesse already exhausted. Stop Prisoners are now stepped Manchurian frontier because Manchurian railway requests cost of transport of all prisoners paid in advance 20 dollars per head amounting to at least 400,000 dollars. Stop In addition cost of feeding prisoners Vladivostok will amount great sums when not in position charter ships for repatriation. Stop You thus understand situation most serious. Stop Have tried in vain get help and now my only hope is that you will find a way out. Stop Please get money for saving situation.

Fridtjof Nansen.
Telegram 18 October 1920.

Tachitscherin,
People's Commissioner for Foreign Affairs,
Moscow.

Regarding transport of war prisoners. Stop. Must beg you not send any more prisoners from Siberia eastwards to Vladivostok as prisoner transports stopped at Manchurian frontier and excessive prices asked for transport through Manchuria for which transport we have no funds available.

Sincerely
GEREDCROSS,
VLADIVOSTOCK.

Your cable 11th. Please inform number of Turkish prisoners and exact whereabouts, also for Constantinople (stop) Do you propose Nansen should administer money available.

BONNER, League of Nations.

(1) SEE - 7-0-1.

(2) SEE - 6-0-1.
MINISTRY OF SHIPPING,
St. James Park,
S. W. 1.

23 October, 1920.

Dear Lodge:

The Controller has been discussing once more the question of the rate of hire to be charged for the "STEIGERWALD" and "FRANKFURT" and has come to the decision that in view of the fact that we are actually 'laying-up' ex-German vessels we can justify some reduction in the rate of hire for these two ships.

He is prepared to reduce the rate to 8/- per gross ton on net charter, but the Government accepting liability for Marine and War risks. This is really equivalent to about 6/- per gross ton.

The amount of the hire will do very little more than cover the interest on the capital value of the ship, so I think he is taking a very generous view.

Yours sincerely,

(sgd) A. E. Faulkner.

T. Lodge, Esq., C.B.
Telegram 1/11 1920.

Ministre Affaires Etrangères,
Warschau.

Regarding telegram 18 September about 250 prisoners
Vladivostok. Stop Has been impossible for me make any special
arrangements for these prisoners. Stop Understand they are now
Polish subjects. Stop We have now chartered 4 ships for bringing
prisoners back from Vladivostok and hope they can come with them
but must leave all arrangements and decisions regarding which pri-
soners shall first be repatriated to representatives of Internation-
al Red Cross and American Red Cross superintending in Vladivostok.

Fridtjof Nansen.
République Française.  
Ministère des Affaires Étrangères.  
Paris,  
le 3 novembre 1920.

Monsieur le Président,  

J'ai l'honneur de vous faire connaître que 2,000 Serbo-Croates ont été renvoyés du centre de la Sibérie à Vladivostock par les soins de la Croix-Rouge Internationale. Environ 2,000 autres arriveront dans ce port dans un délai d'un mois. Ces Serbo-Croates avaient resté prisonniers de guerre et appartenaient aux formations allogènes capturées par les Bolchéviques après la chute de Koltchak.

Je crois devoir vous signaler qu'il serait extrêmement déplaisant que des mesures fussent prises pour assurer la subsistance de ces éléments jusqu'à ce que leur embarquement puisse être effectué.

Je vous serais grandement obligé de vouloir bien exercer votre haute activité en vue d'assurer une solution favorable de cette question.

Agnés, Monsieur le Président, les assurances de ma haute considération.

[Signature]

Monsieur Ador,  
Président de la Croix-Rouge Internationale, Genève.
Dear Lodge,

The eternal question of the Russian Volunteer Fleet is again prominent. We shall shortly be in the position of being unable to find reasonable employment for the passenger ships of the Volunteer Fleet while at the same time we must continue to refuse to return them to the present Board of Directors.

Do you think the League of Nations could make use of these steamers if chartered to them at a low rate of freight? Of course, if they were used between German, Bolshevik, or other Russian ports, we should require guarantees that the vessels would not be arrested on the question of ownership.

Yours sincerely,

[Signature]

T. Lodge Esq., C.B.,
Aac. Arthur Capel & Co.,
138, Boul. Malesherbes (17c),
PARIS.
COPY of telegram to DR. MANNEN.

Recd. 10.11.20.

Berlin, 10th.

Aus Vladivostock entriff von deutschen regierung gecharterter dampfer Hanki Maru voraussichtlich 17 November dampfer tritt dann aus deutscher charter (stop) Empfehlen volkerbund diesen dampfer bei japanischen gesellschaft vertreter dalstroem Hamburg als dritten dampfer fuer Vladivostock neu zu charteren (stop) Dampfer ist fuer funfzehnhundert mann fertig emgerichtet (stop) Deutsche regierung bereit dampfer fuer hinweise russen unter gleichen bedingungen wie Steigerwald zu belegen schluss.

Kriszentrale - Schlesinger.
No. 1304.

The Austrian Minister presents his compliments to Dr. Nansen's representative in London and with reference to his letter dated the 24th August, has the honour to state as follows:

Mr. von der Hellen and Mr. Fritsch, members of the Austrian Red Cross, concerning the prisoners of war from Siberia, are at present organising the repatriation of these prisoners from Central and East Siberia and for that purpose, they have made arrangements on the line Tschita-Charbin-Vladivostok. Five groups of these transports have already been sent from the interior of Siberia to the Far East.

On behalf of the Austrian "Kriegsgefangenen- und Zivilinterniertenamtes", the Austrian Minister would be grateful if Dr. Nansen would see that the activities of the above-mentioned Mission could be included in the general action of the League of Nations, concerning the repatriation of all prisoners of war. It would be of special importance, that the expenses incurred by the Austrian Red Cross Mission in repatriating these prisoners via Vladivostok, be paid out of the funds which are placed by the League of Nations at Dr. Nansen's disposal, as Austria is debited with £200,000 concerning these general funds.

The Austrian Minister would be very grateful if Dr. Nansen could send a reply at his early convenience.

**Copy of Telegram.**

Vladivostock, 18 November 1930.

Broom, 16, Turnon Street, London.

After departure four steamers already chartered and German steamer sailing after this month on which 1600 Germans, 300 Turks, 400 Austrians, 800 Hungarians will be taken there will remain Vladivostock 900 Hungarians, 100 Poles, 500 Yugoslavs, 1800 Hungarians, 800 Turks, 1200 Czechs, 800 Miscellaneous. Also there will arrive few days 2800 men on route through Manchuria. Telegram from Veronovinsk reports 7600 additional men on route Vladivostok but cannot vouch for accuracy.

Lively

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Afternoon
Col. Brooms:

A telegram has been received from Schlesinger to the effect that the S.S. NANKI MARU is due Hamburg 17th November with 1500 Germans from Vladivostock and suggesting that we charter the vessel for her backward trip. German Government will guarantee to fill the ship with 1500 Russians on the same terms as for the STEIGERNALD.

I believe you already have particulars of terms for this ship ready for your meeting at Geneva on the 16th. I have wired to Lodge telling him of NANKI MARU and asking him to telegraph you to Geneva the result of the Messageries offer, suggesting that if possible he does not commit himself before hearing from you.

November 13, 1920.
BIRPA, Paris.

Sohlesinger wires Hansen that Hankimara is due Hamburg 17th November with 1500 Germans from Vladivostock and suggests we charter her (stop) They will guarantee fill her with Russians same conditions as Steigerwald (stop) Broome has full particulars terms and meets Hansen Schlesinger Frick Geneva Tuesday 16th (stop) Suggest you wire Broome there result Messageries offer and if possible not commit yourself definitely before hearing from Geneva.

BONNER.

November 13, 1920.
Dear Dr. Nansen:

A cable has been received from Major Lively from Vladivostock dated 12th November giving the following information:

After the departure of the four steamers already chartered by the Germans which will be taking:

- 1600 Germans
- 300 Turks
- 400 Austrians
- 400 Roumanians

Total 2900 men

there will remain in Vladivostock:

- 900 Hungarians
- 100 Poles
- 500 Yugoslavs
- 1200 Roumanians
- 800 Turks
- 1200 Czechs
- 200 Miscellaneous

Total 4900

There are also en route through Manchuria and expected to arrive in Vladivostock in a few days - 2800 men.

Major Lively has received a report by telegram from Verkhneudinsk saying a further 7000 men are on their way but cannot vouch for the accuracy of this information.

These figures differ very considerably in detail as to nationalities from those given us by Mr. Frick at the conference but if we take it that 50% (or 4900) of the numbers to arrive in Vladivostock (viz. 2800 plus 7000 = 9800) are German; by adding the other 50% (4900) to those already in Vladivostock (4900) we get substantially the same figure (9800) as we arrived at at the conference (9050) for whom we shall have to find new shipping.

Yours sincerely,


Dr. Fridtjof Nansen,
Hotel Metropole, Geneva.
Sir,

I have the honour to acknowledge receipt of your communication (no. 1066) of the 11th of November, and in reply have to inform you that so far as Dr. Rassan is concerned all detailed arrangements concerning the movement of prisoners of war from Central and Eastern Siberia to Vladivostok and thence by steamer, are made on his behalf by the representative of the International Committee of the Red Cross in conjunction with officials of the American Repatriation Committee.

It would therefore appear desirable that the members of the Austrian Red Cross Mission should keep themselves in close communication with Dr. Rassan's representative who are already making arrangements for their transfer and should work in cooperation with those and under their direction rather than work separately, as would appear to be the case at present.

It is known to be Dr. Rassan's wish that so far as possible all arrangements in connection with his repatriation scheme from Vladivostok should pass through the hands of the International Red Cross and American Repatriation Committee which are the only two organizations he has officially appointed as his representatives, and it is felt that it will not be possible to meet expenses of any other organization from the funds at Dr. Rassan's disposal.

I have the honour to be, Sir,

Your obedient servant,

His Excellency,
The Austrian Minister,

Austrian Embassy, London.
Dear Lodge:

Your two letters of the 16th of November received and I handed your note to Faulkner when I went to see him yesterday.

Over the question of the Russian Volunteer Fleet it appears that there is only one vessel which is actually available at the minute, but a farther two are likely to be ready within a short time.

Faulkner thinks that they will be able to let us have the ships on very similar terms of hire to the STERNHEIM and the FRANKFURT, and he is going to raise this question to the Controller as soon as he can.

With regard to the guarantee they have not yet made up their minds as to the exact wording of the guarantee which they would require from the League, but it practically means that we should have to take all responsibility for the ships and guarantee the Shipping Ministry against all risks of capture or detention by the Soviet or any other Russian authority which may imagine it has a hold on the ships.

Faulkner told me that they had already had a claim from somebody in South Russia who claimed to be the present owner of the Russian Volunteer Fleet, but as the Ministry were not satisfied as to their bona fides they have refused to hand over the ships, and I think it is this body, whoever they may be, whose the Ministry are afraid of at present.

It seems to me a very comprehensive sort of a guarantee and I don't know whether it is worth our while to go on with the question any further, as I understand from Brooke...
that he has not several other very good offers in view which would work out almost as cheap as any of these Russian ships, and of course without any bother as to guarantees.

I am waiting for news from Groome as to what he has done at Geneva, and hope he will also inform you as soon as any decision is arrived at.

I have forwarded your expenses account to Watterson at Geneva with the explanations you wished and asked him to send you a check to your office.

Yours sincerely,

[Signature]

W. Roacs, Eng.
130 South Malesherbes, 179.
Paris.
16 Gorson Street, E.
November 19, 1919.

Sir:

I write on behalf of Mr. Fridtjof Nansen, who as you are aware is superintending the repatriation of prisoners of war from Russia and Siberia, under the auspices of the League of Nations.

It appears that there are about 1,200 Turkish prisoners in Vladivostok and an appeal on behalf of these men was addressed to Dr. Nansen by the Turkish Red Cross Society through the medium of the International Committee of the Red Cross; in reply to which appeal Dr. Nansen expressed his willingness to assist in their repatriation provided the Turkish Red Cross would guarantee the necessary funds.

Telegrams exchanged between the International Committee and the Turkish Red Cross on this subject of funds have elicited the statement from the latter body that according to advice received by them from the Turkish Minister of Foreign Affairs 349,000 Turkish pounds intended for the repatriation of Turkish prisoners in Siberia were remitted to the Ottoman Bank on the 23rd November, 1919, to the order of the British High Commissioner, Constantinople, with a request that the High Commissioner would forward this sum to the Japanese Government.

It would appear that this money has not been received by the Japanese Government and Dr. Nansen would be greatly obliged if enquiries could be made of the High Commissioner through the competent Government Department, with a view to the verification of this statement and also with a view to tracing the present position of this money.

I am, Sir,

Your obedient servant.

[Signature]
Capt. A. S. BONNER,
League of Nations,
16, Curzon Street,
LONDON, W.

Dear Bonner,

Thanks for your letter of November 19th.

I cannot see that in any circumstances we should be justified in guaranteeing the Ministry against the seizure of any Russian ships at all.

Yours sincerely,

[Signature]
[1] SEE - 6-0-6. above quote

Bonner,  
73 Woodland Rise,  
Muswell Hill, N.10.

Following telegram from Lodge & Co: quote, Can get Hongkheng round voyage Vladivostock Hamburg and back at fourteen hundred francs per head each way if vessel chartered two round voyages, possible owners would accept one round voyage. Must answer Monday, consult Hamilton and wire views. Am repeating Nansen, Geneva, and asking instructions. End quote. Am forwarding in case you do not come to office today. Hamilton will be home Finchley 705 about six this evening if you wish to speak to him.

Wilder.

Nov. 27, 1920.
POST OFFICE TELEGRAPHS.

If the accuracy of this Telegram he doubted, a part, or the whole, can be repeated under special conditions, particulars of which can be obtained on application at the office from which it was delivered. This form must accompany any inquiry made respecting this Telegram.

Office of Origin and Service Instructions.

PARIS 41796-55-26-21,30=

For BONNER LIGUE NATIONS SUNDERLAND HOUSE

CURZON STREET LONDON

= CAN GET HONGKONG ROUND VOYAGE VLADIVOSTOCK HAMBURG AND BACK AT FOURTEEN HUNDRED FRANCs PER HEAD EACH WAY IF VESSEL CHARTERED TWO ROUND VOYAGES POSSIBLE OWNERS WOULD ACCEPT ONE ROUND VOYAGE MUST ANSWER MONDAY CONSULT HAMILTON AND WIRE VIEWS AN REPEATING NANSEN GENEVA AND ASKING INSTRUCTIONS = LODGE SRI PA
See 9-0-8
(what harran is doing)
Letter taken to Bonner, Nov 27/20
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**POST OFFICE TELEGRAPHS**

This Form must accompany any inquiry respecting this Telegram.

By..............................

Lodge, Burgundy Street, 16 Ld. W. B. Charges

Telegraphiques Berlin pays suivant le possible actuellement licorne nombre suffisant sans s'abandonnant pour remplir bateau messageries hambourgeois Vladivostock stop p.

1400 francs pour nombre complet de passagers dans les deux directions. Stop Telegraphies si notre conception écrète stop Telegraphies sommes immanents réponse reçus d'Allemagne. Numéro Intercoursage 3340

**This Form must accompany any inquiry respecting this Telegram.**

By..............................

Telegraph received shall be forwarded Wednesday morning. Lodge
Lodge, Sirpa, Paris.

Following telegram presumably addressed you here in error quote
Telegraphons Berlin pour savoir si possible actuellement trouver
nombre suffisant suisse albaniens pour remplir bateau Messageries
Hambourg Vladivostock. Stop Si Allemandes seraient d'accord payer
prix demande pour transport russes. Stop Si allemandes pas d'accord
et si nombre russes insuffisant comprenons devrions cependant payer
Messageries 1400 francs pour nombre complet passagers dans les deux
directions. Stop Telegraphiez si notre conception exacte. Stop
Telegraphierons immédiatement réponse reçue d'Allemagne Hansen

Intercirculaire 3290. Unquote. In view of this and my letter of
25th November, not knowing exact position re German contribution and
reason for decision not to charter any more ships for round voyage
do not see that possible to find money for Messageries offer. Stop
Cost of two round voyages would be approximately £200,000 without
German contribution, and only funds available are Amours 45,000
and promised French contribution 15,000. Stop If you can arrange
for one voyage only and if Hansen receives favourable guarantee from
Germans consider we can find money for one trip. Stop Have spoken
Hamilton and he agrees.

Nov. 29, 1920. BRUNER.
COPY TELEGRAM.


Bonner,
Curzon Street 16, London.

Urgent importance obtain full information according last quotations of total expenses for chartering ship for voyages both ways according Brome's plan without German contribution.

Hansen, 3417.
This Form must accompany any inquiry respecting this Telegram.

Office of Origin and Service Instructions

Words

No. of Telegram

Sent... M

Office Stamp

To...

By...

Received here at

M.

September 1st 1919

Telegram 16

In view of the importance of the information just quoted, if you can quote the total price under Contract No. 3 for supply to the Board according to speci...
COPY TELEGRAM.


Lodge, Curzon Street 16, London.

Allemands offrent deux cents francs suisses par russe sibérien sans garantie trouver nombre complet passagers stop Crains cela signifierait dépenses superieures a location bateau suivant plan Broome stop Af telegraphie Bonner demandant dernier prix propose Broome sans contribution allemande stop Priere telegraphier votre avis.

Hansen Intercroixrouge 3419.
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**Telegraph Message:**

Sent: [Date]  
To: [To]  
From: [From]  
Origins and Service Instructions:  
Words: [Words]  

**Origin and Service Instructions:**

This form must accompany any inquiry respecting this Telegram.

Prefix: [Prefix]  
Handed in at: [Handed in at]  

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**Office of Origin and Service Instructions**

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23/21

"Note: 2414 arrived at the deck. Hanover. Intervenioe camps. 2024."
Nansen, Interoryoxrouge, Genova.

Latest cost of chartering ship for round voyage under Groome plan without any German contribution is from eighty to ninety thousand pounds. Stop Lodge returns to Paris Saturday and is still negotiating with Messageries. Stop He will see French Government as to terms of their contribution and will make further offers to Messageries according to replies received from French Government. Stop Strongly advise leaving matters entirely to Lodge for the present. Stop He will keep you advised of dealings. BOHEM.

16 Curzon Street, W.
London.
December 3, 1920.

Dear Dr. Hanson:

I duly received your telegrams nos. 3417 and 3419 of the 26th of November and confirm my reply of yesterday, 2nd of December.

I delayed replying to your query about estimates of cost under Broome's plan until I had seen Lodge who was in London on Wednesday and Thursday last.

The whole point seems to me to be now as to how the French are going to make their contribution, and until we are quite certain on this point it would appear that we have no money to pay for a round voyage charter under Broome's plan.

According to Col. Broome's latest figures the cost of the round trip would be anything from eighty to ninety thousand pounds without allowing for any German contribution, and also without allowing for any homeward cargo. But if cargo could be obtained this amount could probably be reduced by about £10,000. As the only money we can absolutely reckon on for the time is the balance of the American fund, approximately £40,000, it seems to me that the only thing we can do is to leave matters in Mr. Lodge's hands for the present, as on his return to Paris tomorrow he will resume negotiations with the Messageries Company and will endeavour to obtain a quotation from them for transport of prisoners one way only from Vladivostok to Trieste.

I think it quite possible he will be able to arrange for one voyage on these terms which could be paid for out of the balance of the American fund.
Mr. Lodge will also try and find out from the French Government Department who will be dealing with the matter of their contribution exactly how they propose to pay their share, and according to the reply he gets from them will depend our future policy as to chartering for the round voyage.

Further, in view of the fact that the Germans only offer such a comparatively small contribution per head, and also as it seems very doubtful that they will be able to produce full shipsloads of Russians, I think it will be found that the best way of utilising any money we have will be by Mr. Lodge making arrangements with the Messageries company for transport one way only.

Mr. Lodge asks me to tell you that he could come and see you in Geneva in the near future if you would like, and perhaps you will write to him direct on this point.

Swedish Contribution. I have now heard from the Swedish Chargé d'affaires in London that a mistake was made by the Swedish Ministry for Foreign Affairs in sending us the cheque for £80,000. It appears that only £5,000 pounds of this amount were expected in for the repatriation fund, and I am making arrangements with Lloyds Bank to return the balance of £15,000.

Yours sincerely,

sgd. A. S. Monner.

Mr. Monner,
Hotel Metropole,
Geneva.
With Mr. P. J. Baker's compliments.

Hotel National,
Geneva.

7th December 1920.
Legation of the Kingdom of Serbs, Croats and Slovenes,
195 Queen's Gate,

No. 3814.

The Secretary of the Legation of the Kingdom of Serbs,
Croats and Slovenes, presents his compliments to the Secretary
of the League of Nations and has the honour to beg that the
enclosed copy of a telegram sent to Dr. Nansen, should be trans-
mitted to him.

LONDON, 3rd December, 1920.

The Secretary,
League of Nations,
Sunderland House,
Curzon St., W.C.
Telegram, December 2nd, 1920.

"Dr. Nansen, Société des Nations, GENEVE. Gouvernement Français a informé Gouvernement serbo-croato-slovène que 250 Serbes, ayant fait partie de l'armée du Général Tanin sont arrivés à Vladivostok sans ressources. Stop On y attend 2000 autres réfugiés serbes également privés de toute ressource. Stop Gouvernement SOS prie Dr. Nansen ordonner ses agents recueillir et rapatrier ces réfugiés ainsi que tous nos sujets revenant de Sibérie par Vladivostok.

GAVRILOVITCH."
Messieurs,

Nous avons l'honneur de vous confirmer notre conversation téléphonique de cet après-midi au sujet de transport de prisonniers austro-hongrois de Vladivostock à Gênes ou Trieste.

Nous pouvons vous charger d'un, ou deux transports de ce genre aux conditions suivantes:

par navires "HONG-KONG" et "HERANGIN" environ 2000 hommes par navire et jusqu'à concurrence de l'espace disponible en faux-ponts

Aménagement très prochain à VLADIVOSTOK pour Gênes ou TRIESTE, l'option étant déclarée à Paris un mois au plus tard après le départ de VLADIVOSTOK.

Les conditions d'aménagements, nourriture, Service médical à bord comme pour le transport effectué récemment par "MAISMIR"

Prix du transport: 1500 frs. par homme


Ces offres vous sont faites fermes, pour réponse avant le 16 courant 18 heures. Il demeure entendu que vous pouvez accepter pour un transport seulement, ou pour deux.

Nous espérons que ces conditions vous permettront de réussir dans vos offres auprès de la Société des Nations, et nous vous prions d'agréer, Messieurs, l'assurance de notre considération distinguée.

P. le Directeur
P. le Chef du Service Commercial
December 16th, 1920

COUILLARD Affreçapal Paris Urgent

Offer a messenger firm for reply Thursday twenty-third fourteen hundred francs Vladivostock Trieste or Genoa for both Hongkong and Jahangir payment in Paris half on receipt of telegram from Vladivostock notifying number shipped and half on debencour other terms as their letter

Lodge 3548

Vladivostok
My dear Frick,

I am awaiting the reply of the Messageries with regard to the "HONGHENG" and the "JEHANGIR", but in the meantime, I am informed that under the terms of the Mainan contract we should have to furnish "fourchettes, cuillères, assiettes et quarts" and also "le service médical avec tous les médicaments et tous les désinfectants en poudre ou en liquide."

I have seen Lakeman who has repeated to you the telegram he has sent to Washington.

Of course unless the Messageries come back with a clean acceptance of our offer at 1400 Francs there will be room for negotiation about the utensils, but I should like to know what help you can give in case of need.

With kind regards,

Yours truly,
My dear Hamilton,

The Messageries inform us that owners categorically reject our offer for the "HONG-KONG" and the "LEHANGUE" refusing any modification either in the rate of 1500 Francs or in the terms of payment, according to the Meinam contract an adjusted copy of which I now enclose.

I cannot even say that the owners are still open at these terms as the vessels do not belong to the Messageries themselves.

Frankly I do not like agreeing to pay the whole freight before sailing but on the other hand they are probably the only prompt boats suitable that we are likely to get hold of and I feel that the responsibility of refusing to take them, if they are available is very great. Will you discuss the matter with Bonner and wire me your views? If you incline towards taking them will you arrange with Lloyds that their bank here gives me the necessary credit in Francs say 3,000,000. I have a personal account with them here.
You will see that the Meinam contract puts on us the obligation to provide both eating utensils and medical service rests on us. When I saw this I got LANMAN to telegraph to Washington to see how far they can help in these respects and I have also consulted Frick. I have had no reply from either but I suppose these things can be got together at Vladivostock.

The Messageries have made a firm offer for one of their own boats "PIERRE BENOLIT" embarkation February exact date to be fixed within the limits of two weeks. One month before shipment, minimum number of passengers 2000 at 1400 francs per head, payment Paris half on receipt of telegram from Shanghai announcing departure from Vladivostock and half on arrival, other conditions as for Meinam.

I have this firm until January 1st.

If we decide not to pursue the "HONGKONG" and "JERANGER", I am inclined to accept this and shall be glad to have your views.

With best wishes to Mrs. Hamilton and yourself,

Yours sincerely,
CONTRAT.

Il a été ce jour mutuellement convenu entre la Compagnie des Messageries maritimes agissant pour le compte des Armatour du vapeur "HONG-KHENG" représentée par M. d'une part;

et

d'autre part,

1°.— Le vapeur "HONG-KHENG" transportera de Vladivostock à Gênes ou Trieste, un contingent de prisonniers de guerre dont le nombre sera limité par la capacité des faux-ponts du "HONG-KHENG", ce nombre devant être d'environ 2000 hommes.

L'option concernant la destination définitive du navire (Gênes ou Trieste) sera déclarée auprès de la Compagnie des Messageries Maritimes à Paris au plus tard le soir après le départ du navire de Vladivostock.

2°.— Le "HONG-KHENG", sera dirigé sur Vladivostock très prochainement, et dès les aménagements en vue de ce transport terminés, les prisonniers de guerre devront embarquer dans les 36 heures, à compter de l'arrivée à Vladivostock.

Cependant en cas où le navire prendrait du chargement à Vladivostock, les prisonniers de guerre devront embarquer seulement après la fin des opérations de chargement.
3°- La totalité des spardecks sera installée aux trois rangs avec des lits de camps et tous les ponts et les autres aménagements du navire, à l'exception de ceux réservés à la navigation devront être disponibles pour les hommes suivant telles instructions qui seront édictées par le Capitaine du navire ; les installations de matériel de sauvetage devront être très complètes et conformes aux lois maritimes françaises ou anglaises ; les installations complètes hygiéniques et de bains seront installées, et seront en tout temps maintenues en bon état.

La ventilation au moyen de manches à air devra être maintenue tout le temps quand le mauvais temps exigera la fermeture des cales.

Les tentes nécessaires seront installées, et un lavage fréquent des murs etc... sera fait de façon à obtenir le plus de fraîcheur possible pendant les jours de grande chaleur.

4°- Les Armateurs devront fournir à chaque prisonnier du navire une table et un lit trussé de toile ; il ne sera pas fourni de couvertures.

5°- Les prisonniers devront recevoir une nourriture conforme à l'ordre établi ci-dessous :

1er déjeuner ........de 7 heures à 8 heures du matin
café- brioches.

2ème déjeuner........de 11 heures à 12 heures du matin
Viande- légumes ou pain on, thé.

Dîner ...............de 5 heures à 6 heures du soir
Sauce-Viande- légumes ou pain on, fromage.
Le matériel de cuisine devra être fourni par les Armateurs à l'exception des fourchettes, cuillères, assiettes et quarts qui seront fournis par le Comité Américain.

La nourriture devra être soignée, et il ne devra pas être employé d'articles de marques ou de qualité inférieures.

En outre, les portions devront être conformes au poids et mesures ci-dessous.

Une installation complète de cuisine devra exister à bord et il devra être maintenu constamment des provisions d'eau chaude pour permettre la préparation du service de la nourriture dans les conditions de propreté habituellement en usage sur les transports militaires.

Les rations de nourriture devront être égales à celles indiquées dans le programme suivant :

<table>
<thead>
<tr>
<th>Comestibles</th>
<th>Quantité (livres)</th>
</tr>
</thead>
<tbody>
<tr>
<td>Pain comprenant biscuits</td>
<td>3,4</td>
</tr>
<tr>
<td>Viande</td>
<td>2,5</td>
</tr>
<tr>
<td>Farine pour la cuisine</td>
<td>1,2</td>
</tr>
<tr>
<td>Grge, millet, riz, macaroni etc.</td>
<td>0,25</td>
</tr>
<tr>
<td>Sucre</td>
<td>0,2</td>
</tr>
<tr>
<td>Légumes secs</td>
<td>0,2</td>
</tr>
<tr>
<td>Pommes de terre</td>
<td>0,4</td>
</tr>
<tr>
<td>Cigognes</td>
<td>0,1</td>
</tr>
<tr>
<td>Choux</td>
<td>0,1</td>
</tr>
<tr>
<td>Pommage</td>
<td>0,1</td>
</tr>
<tr>
<td>Tomates</td>
<td>0,2</td>
</tr>
<tr>
<td>Lard</td>
<td>0,2</td>
</tr>
<tr>
<td>Sel, vinaigre, poivre etc</td>
<td>0,1</td>
</tr>
</tbody>
</table>

Substitution pour la viande dans les proportions suivantes :

- Poisson ou morue salée, proportion 2 pour 7
- Harengs, harengs laurs, proportion égale

Pain : une livre par jour ou approximativement 500 gr. Le pain pourrait être soit du pain noir fait avec du blé ou de la
farine de seigle, ou bien un mélange de farine de blé et de
seigle ou de quelque farine meilleure.

Vieille et denrées de remplacement:

La viande fraîche devra être fournie au minimum pendant 5
jours de la semaine, et les autres jours du poisson ou des
haricots ou bien de la viande de conserve sera substituée
suivant le programme ci-dessus:

La viande fraîche comprendra la totalité de la chair
des animaux abattus et non pas de bas morceaux seulement.

Les poids et qualités indiqués plus haut devront être conformes
avec le marché.

Il devra être fourni au Commandant du "HUS-KFKE"
dans chaque section pour les Arméens, autant de prisonniers
de guerre qu'il sera nécessaire pour nettoyer les ports et les
faux-ports occupés par les hommes, chaque matin, et après chaque
repas de même que pour aider au personnel de cuisine suivi
que ce sera nécessaire.

En outre, des conditions stipulées précédemment, les
Arméens devront constamment fournir de l'eau potable en qua-
rité conforme à celles fournie lors transport durant leur trans-
port par mer, et devra maintenir la quantité suffisante d'eau
claude pour le thé à prendre de 14 à 15 heures, ainsi qu'une
quantité suffisante d'eau douce pour le service de toilette.
6° - Le service médical devra être fourni par qui devra en outre fournir tous les médicaments et tout les désinfectants en poudre ou en liquide, et celui sans frais pour les armateurs qui s'engagent sous toute responsabilité engagée sous ce rapport.

7° - Les armateurs recevront pour ce transport, la somme de Frs. 7000 par homme. Cette somme sera versée à Paris à la Compagnie des Messageries Maritimes. Le premier moitié, dès que l'ordre télégraphique d'envoyer le navire à Vladivostok aura été donné, le second, une fois reçu à Paris le télégramme informant la Compagnie des Messageries Maritimes du départ du "ENG-KHENG" pour Vladivostock, et du nombre exact des prisonniers à transporter.

Le payement est fait pour le nombre maximum de prisonniers que peut transporter le "ENG-KHENG", mais si le nombre de prisonniers embarqués à Vladivostok était inférieur par suite d'une faute des organismes chargés de l'occupation du transport.

8° - Au cas où le navire viendrait à être arrêté par suite de motifs extérieurs, tels que épidémies, révoltes ou tous autres faits résulتم dant de la présence à bord de prisonniers de guerre, il sera remboursé aux Armateurs le prix de la nourriture pour les prisonniers embarqués pendant le temps d'arrêt du navire sur la côte de Frs. 7 par jour et par homme.

Les Armateurs ont pleine liberté de faire toucher le
"HONG-KHENG" dans n'importe quel port à leur convenance situé entre Vladivostock et Trieste pour embarquer des marchandises dans les cales du navire, le fret de ces marchandises revenant à la Compagnie.

9° - Chaque prisonnier de guerre sera autorisé à emporter avec lui des bagages jusqu'à concurrence de 50 livres et qui devront se composer que d'effets personnels; les bagages devront être embarqués à Vladivostock et débarqués à Trieste par les prisonniers eux-mêmes.

10° - La Société des Nations et les organisations la représentant pour ce transport sont entièrement responsables de la régularité des passeports ou des autres papiers personnels des prisonniers de guerre embarquant sur le "HONG-KHENG", et devront rembourser aux Armateurs le prix de la nourriture suivant les conditions de l'article 8 au cas des difficultés viendraient à être soulèvées du fait d'irrégularités, soit à Gênes, Trieste, soit ailleurs.

Les prisonniers de guerre devront se soumettre sous la responsabilité du représentant autorisé de la Société des Nations, aux règlements édictés par le Capitaine pour prévenir les incendies, et devront toujours maintenir un ordre parfait à bord.

11° - Au cas où des différends viendraient à surgir entre les deux parties pour l'accomplissement du présent contrat, ces différends devraient être résolus par.

Fait en double à Paris, le
CONTRAT

Il a été ce jour mutuellement convenu entre la Compagnie des Messageries Maritimes, Armateurs du vapeur "DOCTEUR PIERRE BENoit" d’une part et la Société Franco-Anglaise d’Affrètement, agissant pour le compte de M. T. Lodge, représentant du Dr. Nansen et de l’organisation créée pour la Société des Nations pour surveiller le rapatriement des prisonniers de guerre d’autre part.

1°- Le vapeur "DOCTEUR PIERRE BENoit" embarquera à Vladivostock, un contingent de prisonniers de guerre, dont le nombre sera limité par la capacité des faux-ponts du "DOCTEUR PIERRE BENoit", ce nombre devant être d’environ 2,000 hommes, et les transporter à Gênes ou Trieste.

L’option concernant la destination définitive du navire (Gênes ou Trieste) sera déclarée auprès de la Compagnie des Messageries Maritimes à Paris, au plus tard quinze jours après réception de l’avis du départ du navire de Vladivostock.

2°- Le "DOCTEUR PIERRE BENoit" est attendu à Vladivostock vers le milieu de février, la date de l’embarquement à Vladivostock devant être précisée à deux semaines, au mois avant l’embarquement. Au cas où le navire ne serait pas prêt pour l’embarquement des prisonniers à la date du 28 février, les affréteurs auront le droit d’annuler le contrat.

3°- Dès les arrangements en vue de ce transport, terminés, les prisonniers de guerre devront embarquer dans les 36 heures.
à compter de la mise à quai à Vladivostok; cependant au cas où le navire prendrait du chargement à Vladivostok, les prisonniers de guerre devront embarquer seulement après la fin des opérations de chargement.

4° - La totalité des aménagements sera installée sur trois rangs avec des lits de camp et tous les ponts et les autres aménagements du navire, à l'exception de ceux réservés à la navigation devront être disponibles pour les heures suivant telles instructions qui seront édictées par le Capitaine du navire; les installations de matériel de sauvetage devront être très complètes et conformes aux lois maritimes françaises ou anglaises; les installations complètes hygiéniques et de bains seront installées, et seront entièrement, maintenues en bon état.

La ventilation au moyen de manches à air devra être maintenue tout le temps, aussi quand la mauvaise humeur exigera la fermeture des ouvertures.

Les textes nécessaires seront installées, et un lavage fréquent des ponts, au moins une fois par jour, sera fait, de façon à obtenir le plus de fraîcheur possible, pendant les jours de grande chaleur.

5° - Les aménagements devront fournir à chaque prisonnier de guerre une pailleuse et un traversin de paille; il ne sera pas fourni de couvertures.

6° - Les prisonniers devront recevoir une nourriture conforme à l'après le programme ci-dessous:
1er déjeuner.... de 7 heures à 8 heures du matin, café biscuits.

2e déjeuner.... de 10 heures à 11 heures du matin viande, légumes ou poisson thé.

Dîner........... de 5 heures à 6 heures du soir, soupe viandes rôties légumes ou poissons ou fromage.

Le matériel de cuisine devra être fourni par les armateurs.

Les fourchettes cuillers assistes et quarts seront également fournis par les armateurs mais seront remboursées ultérieurement par les affrétateurs à un taux ne devant pas excéder 50% par rapatrié

La nourriture devra être saine et il ne devra pas être employé d'articles de marque de qualité inférieure.

En outre les portions devront être conformes au poids et mesures dé-léssens.

Une installation complète de cuisine devra exister à bord, et il devra être maintenu constamment des provisions d'eau chaude pour permettre la préparation du service de la nourriture dans les conditions de propreté habituellement en usage sur les transports militaires.

Les rations de nourriture devront être égales à celles indiquées dans le programme suivant:

<table>
<thead>
<tr>
<th>Aliment</th>
<th>Livres</th>
<th>Prix</th>
</tr>
</thead>
<tbody>
<tr>
<td>Pain comprenant biscuits pour le déjeuner</td>
<td>1,4</td>
<td>0,65</td>
</tr>
<tr>
<td>Viande</td>
<td></td>
<td>0,10</td>
</tr>
<tr>
<td>Marine pour la cuisine</td>
<td></td>
<td>0,20</td>
</tr>
<tr>
<td>Orge millet riz etc.</td>
<td></td>
<td>0,40</td>
</tr>
<tr>
<td>Sucre</td>
<td></td>
<td>0,30</td>
</tr>
<tr>
<td>Légumes secs</td>
<td></td>
<td>0,30</td>
</tr>
<tr>
<td>Pommes de terre</td>
<td></td>
<td>0,10</td>
</tr>
<tr>
<td>Oignons</td>
<td></td>
<td>0,15</td>
</tr>
<tr>
<td>Choux</td>
<td></td>
<td>0,15</td>
</tr>
<tr>
<td>Fromage</td>
<td></td>
<td>0,05</td>
</tr>
<tr>
<td>Tomates</td>
<td></td>
<td>0,05</td>
</tr>
<tr>
<td>Lard</td>
<td></td>
<td>0,10</td>
</tr>
<tr>
<td>Sel vinaigre sucre etc.</td>
<td></td>
<td>0,10</td>
</tr>
</tbody>
</table>

Substitution pour la viande dans les proportions suivantes:

- Poisson ou morue salée, proportion 3 pour 1
- Harengs, harengs saurs proportion égale

Pain: 1 livre 4 par jour ou approximativement 600 gr.

Le pain pourra être soir du pain noir fait avec du blé ou de la...
farine de seigle, ou bien un mélange de farine de blé et de seigle, ou de quelque farine meilleure.

VIANDES & PUISSANTS D'ÉPOUVAINT.

La viande fraîche devra être fournie au minimum pendant 5 jours de la semaine, et les autres jours, au moins un poisson ou des haricots ou bien la viande de conserver sera substituée suivant le programme ci-dessous.

La viande fraîche comprendra la totalité de la chair des animaux abattus et non pas de bœufs morceaux seulement.

Les poids et qualités indiquées plus haut devront être conformés avec le marché.

Il devra être fourni au Commandant du "DÉTACHÉ RÉGIONAL" sans aucun frais pour les armateurs, sauf de prisonnier de guerre qu'il sera nécessaire pour nettoyer les pots et les fourneaux occupés par les hommes, chaque matin, et après chaque repas de même que pour aider au personnel de cuisine suivant que ce sera nécessaire.

En outre, des conditions stipulées précédemment, les armateurs devront constamment fournir de l'eau potable en quantités conformes à celles fournies aux troupes durant leur transport par mer, et devra maintenir la quantité suffisante d'eau chaude pour le thé prendre de 14 à 15 heures, ainsi qu'une quantité suffisante d'eau chaude pour le service de la toilette.

7°- Le service médical devra être fourni par les armateurs qui devront en outre fournir tous les médicaments et dans les
désinfectant en poudre ou en liquide, et cela sans frais pour
les Amateurs qui n'auront du reste aucune responsabilité engo-
née sous ce rapport.

9°—Les Amateurs recevront pour ce transport la somme
de 3001,400 par homme. Cette somme sera versée à Paris à la
Compagnie des «environnements maritimes». Le premier achat une fois
reçu à Paris, le télégramme lui envoyant la Cie des «environnements
maritimes» du départ de "SOUTHE FRANCIE" de Vladivostok,
et la première quantité de prisonniers embarqués, et la deuxième
quantité à l'arrivée du navire à SHANGHAI ou HANKOW.

Le prix est 80 pour les membres du personnel des
unités de transport des "SOUTHE FRANCIE", même si le nom-
bre de prisonniers embarqués à Vladivostok était inférieur par
suite d'une faute des organisations chargées de s'occuper de
ce transport.

10°—Le navire viendra être arrêté pour suite
de motifs tels que pépins, retards ou tout autre fait re-
sultant de la présence à bord de prisonniers de guerre. Il sera
restaurés aux Amateurs le prix de la nourriture pour les pri-
onniers et l'équipage durant le temps d'arrêt du navire sur la
base de 7.50 par jour et par homme.

Les Amateurs ont pleine liberté de faire toucher le
"SOUTHE FRANCIE" dans l'importé quel port à leur con-
venance situé entre Vladivostok et Pékin pour embarquer des
vendables dans les salons du navire. Le Frêt de ces marchandises
revenant à la Compagnie.

10°—Chaque prisonnier de guerre sera autorisé à emporter
avec lui des bagages jusqu'à concurrence de 50 livres et qui ne devront se composer que d'effets personnels; les bagages devront être embarqués à Vladivostok et quitteront à Brest par les

prisonniers auxquels.

11°— La Société des Nations et les organisations la représentant pour ce transport sont entièrement responsables de

le régularité des passeports ou des autres papiers personnels
de prisonniers de guerre embarqués sur le "SOCIÈTÉS

ASSOCIÉES", et devront rembourser aux Annonceurs le prix de la nour

riture suivant conditions de l'article 8 au cas où des diffi-

cultés viendraient à être encourues du fait d'irrégularités,
de telle ou telle manière, d'ailleurs.

Les prisonniers de guerre doivent se soumettre sous la

responsabilité du représentant autorisé de la Société des Nations,

aux règles édictées par le capitaine pour prévenir les in-

cendies, et devront toujours maintenir un ordre parfait à bord.

12°—En cas où des différends viendraient à surgir entre

les deux parties pour l'exécution du présent contrat, ces
différends devraient être réglés par un arbitre de SORCHE, nommé

d'accord par les deux parties en présence dont la décision sera

sans appel.

13°—Il est de plus entendu que la Cie des Sociétés

maritimes n'aura pas d'hébergeur à ce que des conditions relatives

e la nourriture et aux conditions sanitaires des prisonniers

soient exactement les mêmes que celles du "SOCIÈTÉS"

Fait en Espaule le 17/9/19, 14
GUÉRET, GAIT & CO., LTD.

34 Lime Street
30th Dec. 1920.

Captain Bonner,
16 Curzon Street, W. 1.

My dear Bonner,

I enclose copy of my today's telegram to Lodge which speaks for itself.

Yours sincerely,

[Signature]

[Handwritten note] Vlad
COPY OF TELEGRAM dated 30/12/20.

LODGE
chez ARTHUR CAPEL & Cie.,
7 Rue Garib, PARIS

BONNER AND I AGREE CHARTER HONGKONG AND JEHANGER FIFTEEN
HUNDRED FRANCS BUT IT SEEMS NECESSARY TO ABSOLUTELY ESTABLISH
THAT INTERNATIONAL CAN SUPPLY EQUIPMENT MEDICAMENTS AND DOCTORS
STOP THINK ALSO THAT FIRST PAYMENT SHOULD MERELY BE DEPOSITED
BECOMING OWNERS PROPERTY WHEN SHIP ARRIVES VLADIVOSTOCK READY TO
EMBARK MEN NATURALLY BEING RETURNABLE IF SHIP DOES NOT SO ARRIVE
CLAUSE SEVEN SEEMS ALMOST SUFFICIENT BUT COULD PERHAPS BE AMPLE
IFIED WITH ADVANTAGE TO MAKE CLEAR THAT SECOND PAYMENT WILL BE
BALANCE OF PASSAGE MONEY ACCORDING TO NUMBER CARRIED -

HAMILTON
31st December 1920

L. BRUNEL

SECRETARIAT GENERAL DU SERVICE DES MISERIERS
COMITE INTERNATIONAL DE LA Croix ROUGE
9 Promenade du Fin
GENEVE

Dear Mr. Brunel,

With reference to your letter of the December 23rd, I have to inform you that the negotiations for the "ONG-KING" and the "JENAND" have so far failed, the Owners having refused our offer and having made no counter offer. It is however still possible that they will return to the charge.

In the meantime, I have accepted an offer from the Messageries Maritimes for the "DOCTEUR ANNE BENOIT" which ought to be available in Vladivostock about the middle of February and which will carry about 2000 men at 1400 francs per head to Trieste or Genoa at our option and with our terms of payment.

The Messageries Maritimes have agreed to furnish the utensils at our expense, not exceeding ten francs per head.

They will send the material by a boat leaving Marseilles on January the fifth and in view of the doubt as to are being able to furnish the material, I have thought the best to put the responsibility on to them.

The obligation to furnish medical service still rests on us,
but I thought that we must take this risk. I enclose a draft of the contract which may however still be modified in details.

I assume that the International Red Cross will take such action as may be necessary to inform their representative at Vladivostock and to enable him to make arrangements for the embarkation of the prisoners.

I hope to be able to make similar arrangements with the Messageries Maritimes for later boats.

I should be glad if you would let me know what is the present situation with regard to the transport of Russians from Germany since in the present state of the freight market.

The Messageries Maritimes might be prepared to transport these people on the vessels which load at Antwerp.

It would be far more convenient for them to embark the Russians at Antwerp and so avoid the expenses of the voyage to Hamburg.

Do you think that you could in case of need, make arrangements with the Belgium Government to allow of this?

With cordial wishes for 1921,

Yours sincerely,
THE GREAT NORTHERN TELEGRAPH COMPANY (LIMITED),

TELEGRAMS FOR DENMARK, NORWAY, SWEDEN, FINLAND, BELGIUM, FRANCE, RUSSIA, MANILA, JAPAN, DUTCH INDIES, Etc.

THE TELEGRAPH COMPANY (LIMITED),

Via NORTHERN.

LONDON.

NEW SOUTH WALES.

KIBRIHANNA L 144/4 40 4 21 20 -

SONNER TO CURzon STREET LONDON.

HAVE RECEIVED LETTER FROM LODGE ABOUT CHARTERING ONE SHIP FOR VLADIVOSTOCK STOP HOPE MORE SHIPS CAN BE CHARTERED SOONEST POSSIBLE AS SITUATION VLADIVOSTOCK SEEMS DIFFICULT STOP HEARTY NEW YEAR GREETINGS FOR YOURSELF HAMILTON AND LODGE

MANSBEN.
Nansen,
Lysaker, Norway.

Have agreed with Lodge, Hamilton, charter definitely one Messagerie boat to leave Vladivostock middle February carrying 2000 (stop) Lodge still in negotiation for one or possibly two more boats to leave in January, but we are still hampered by not knowing if British money is certain (stop) Have asked Drummond send urgent reminder to Balfour and perhaps you would do same asking him communicate reply direct to me (stop) Between us we shall not lose any opportunity as soon as financial position is clear (stop) Have received copy Drummond's wire to you giving reply of Polish Government (stop) Presume you will arrange for Frick to represent you at proposed conference (stop) We unite in sending heartiest greetings for 1921.

Bonner.

Jan. 5, 1921.
7th January 1921

BRUNEL Sq.
INTERNATIONAL RED CROSS

1 Promenade des Pins
GENEVA

Dear Mr. Brunel,

I received your telegram quoting one from Vladivostock and I confirm the telegram I sent you in reply, reading as follows:

"Regard rate for American ship impossible stop If British ship owned United Kingdom suggest Mili ask agent telegraph owners asking them to communicate with Hamilton and inform us rate ship."

If I have read the Vladivostock message correctly there appear to be only 3500 prisoners at present there and as the "DOCTEUR PIERRE BENOIT" will take about 1800 there is only one boat more needed at the moment. This I hope to arrange soon with the Messageries.

It is of the first importance that we should be kept properly informed of the numbers at Vladivostock as I came away from Geneva under the impression that there were still 6000 actually there.

It was not possible to send a copy of the "Pierre Benoît" contract by the steamer leaving Marseilles on Wednesday but the
7th January 1921

BRUNEL Esq.

Messageries ultimately came to the conclusion that she would not arrive in time and are arranging to get eating utensils locally.

However, for Egli’s guidance it will be sufficient to say that the conditions are the same as the MININAM with the exception of eating utensils the obligation to supply which rests now on the Messageries. He will of course provide the disinfectants required and we will reimburse the expense.

The vessel can only carry about 1800 and I have agreed to extend the cancelling date to March 10th.

These are the only material changes in the contract as compared with the draft I sent you. I will telegraph you as soon as the date is fixed more nearly.

I am assuming that our arrangement with Dr. FRICK to meet in Berlin on 25th January still holds. I shall arrive there with my wife on the evening of the 24th by the direct train from Paris and I shall be grateful if your people in Berlin would be so good as to notify me here at what hotel they have reserved rooms.

Yours sincerely,
Captain D.F. Bonner
LEAGUE OF NATIONS
FT/FC
Sunderland House
Curzon Street - LONDON W.I.

Dear Sir,

TRANSPORT OF 1800 REPATRIATED PRISONERS VLADIVOSTOCK to GENOA OR TRIESTE.

We beg to inform you that owing to some damage caused to the S.S. "PIERRE ANGOIT", this steamer will not be able to load at VLADIVOSTOCK before the 15th. of March. However the owners say they are certain that the steamer will be ready if not on this date, at least a few days later.

Conveying to you the best regards of Mr. Lodge, we are, dear Sir,

Yours faithfully

[Signature]

SOCIÉTÉ FRANCO-ANGLAISE D'AFFRÊTEMENT
SOCIÉTÉ DES NATIONS. LEAGUE OF NATIONS.

Geneva, 21st January 1921.

Dear Bonner,

The enclosed papers arrived here on January 21st.

I am sending it on to you, as I do not know Colonel Broome's address in Copenhagen.

Yours sincerely,

[Signature]

Captain Bonner,
16, Curzon Street,
LONDON.W.1.
LEAGUE OF NATIONS.

With the
Compliments of the Secretary-General.

Genève.

Jan 24 1921.
FOLLOWING JUST RECEIVED FROM NEW-YORK DESPATCHED
JANUARY 21st. BEGINS URGENT FOR HANSEN PLEASE CABLE
FIGURES ACTUAL AMOUNT RAISED BY YOU AND BY OTHER
PERVIOUS INFORMATION IN TIME FOR CREATING AMERICAN
RAPATRITION COMMITTEE CALLED FOR JANUARY TWENTYFOUR
SIGNED LEWIS STRAUSS ENDS.

DRUMMOND.
URGENT FOR HANSEN PLEASE CABLE FIGURES ACTUAL AMOUNT RAISED BY YOU AND ANY OTHER PERTINENT INFORMATION IN TIME FOR MEETING AMERICAN REPATRIATION COMMITTEE CALLED FOR JANUARY TWENTYFOURTH - LEWIS STRAUSS -
Telegram 24/1 1921

Grüße

Minister des Äußeren

Budapest

Berufnahmend Ihr Telegram Strep Bedauere sehr mitteilen müssen dass keine Sonderstellung fur Ungarischen Österreichischen 
Malischen Kriegsgefangenen Vladivostok zugestanden werden 
kann Strep Sowas ist nie während meiner Unterhandlungen mit 
amerikanischen Repräsentationskomite von irgendwelcher Seite 
angedeutet worden Strep Princip sollte immer volle Gleichstellung 
aller Nationalitäten sein Strep Als in Vladivostok ohne mein 
Wissen mit früheren Schiffen anders arrangiert war habe ich 
Zustimmung gegeben vorausgesetzt dass dies mit nächsten Schiffen 
rechtifiziert wird und dies muss jetzt durchgeführt werden Strep 
Bis herens leid dass sich nicht möglich ist ihnen entgegenkommen

Fridtjof Nansen
Translation of Telegram.

24th January 1921.

Graz
Minister of Foreign Affairs
Budapest.

Reference to your wire stop regret much having to say that no advantages can be granted to the Hungarian Austrian and Galizian Prisoners of War Vladivostock. stop such a thing has never been suggested from any side during my negotiations with American Repatriations committee stop princip should always be full equality for all nationalities stop as in Vladivostock without my knowledge different arrangements were made with former ships I agreed to it provided that it was altered in the following ships and this must now be carried out stop very sorry impossible for me to oblige you.

Fridtjof Nansen
Abschrift.

Telegramm.

Kriszentrale Berlin


Fünfzigtausend und vierzigtausend deutsche
Oesterreicher und Rumänen auf gemeinsam gecharterten Dampfern
belegung 1800 sitzen februar bis triest kapfrate
176 je punkt wem für jährliche abstande zugelassene Ligaschiffe für
viertausend wieder an den dafür ligadampfer 1800 mann februar
angekündigt punkt japaner abtransportieren 1050 türken februar
punkt dafür übrige viertausend gefangene en abswechseln mit
keine transportmöglichkeit angekündigt habe eigene charterung
zum gleichen preise wie völkerbund vorgenommen

gerber
Translation of Telegram.

Copy.

Vrifazentrale Berlin

Vladivostock 24th January 1921.

Your 850 repatriate 450 Germans Austrians Roumanians in this place by a steamer "Gujarat" chartered in common capacity 1600 seventh February to Trieste rate per head 175 Yen stop two League-stemmers advised end of the year to carry 4000 were cancelled therefore League-steamer 1800 men February advised stop Japanese repatriating 1050 Turks February stop therefo no possibility advised at present for repatriating the 4000 prisoners still left have done own chartering at the same price as the League of Nations.

Gerber
Telegram 17/2 1921

Kriegsgefangenenamt

Wien

Ihr Telegram 2434 Stop Wenn Vladivostok von Kriegsgefangenen evacuirt ist glaube ich nicht dass Völkerbund selbständige Vertretung dort haben wird

Hansen
4th March 1921.

Nansen
Lyseker
Christiania

Arrangements made to charter steamer Peiko to leave Vladivostock about end of March carrying about 2000 to

writing you fully on position stop Conference with Hamilton Lodge Frick suggests you send wire to interested governments in following sense stop Last ship to be chartered by me for repatriation prisoners from Vladivostoc

will leave about end of March stop my representative there will then be withdrawn and it will be necessary for individual governments to arrange repatriation of any small parties who may arrive in Vladivostok from the interior after end of March stop Soviet Government is undertaking to repatriate through European Russia prisoners dispersed in Omsk district said to be about 20000

Bonner

Vladivostok
PARIS PLM 4825-23-6-20555 =
LODGE NATILEAGUE LONDON = PRIONS FAIRE RESERVER PAR
MESSAGERIES SUR PEIHO BONNE CABINE POAT EG LI QUITTANT
VLADIVOSTOK AVEC REPRESENTATION COMPLETE NANSEN GIOR
= FRICK INTERCROIXROUGE =
Société Franco-Anglaise d'Affrètement

PARIS, 17th March 1921

A.S. Bonner Esq.,
League of Nations,
Trafalgar House,
London

Dear Sirs,

We beg to inform you we have been advised that the S.S. "DOCTEUR PIERRE BENOIT" has just left VLADIVOSTOK on the 12th. inst. for SAÏGON.

Yours faithfully

Société Franco-Anglaise d'Affrètement

LL

Vlad Mise
Dear Captain Bonner,

I enclose copy of a note which has been received from the Foreign Office via the Cabinet Secretariat.

You will see that the Foreign Office want to have further information on the subject of the repatriation of Prisoners of War from the interior to Vladivostok - referred to on page 6 of the Report by the Secretary-General to the Council at its last meeting, dated February 17th.

I suggest that you should find out the man who is interested in this matter at the Foreign office, and have an informal chat with him. Then, if there is any special information which you can supply officially, it would be best, I think, to send it here so that the Secretary-General can forward it officially through the proper channels.

Yours sincerely,

Ernst H. Lloyd

Captain Bonner,
League of Nations,
Trafalgar House,
Waterloo Place,
London, S.W.
OFFICES OF THE CABINET,
2, WHITEHALL GARDENS,
S.W. I.

38/1/3;

11676

The Secretary to the Cabinet presents his compliments to the Secretary-General of the League of Nations, and in forwarding herewith a copy of a letter, dated the 16th inst., from the Foreign Office, and League paper No. 31/41/14, referred to therein, requests that he will be good enough to furnish the desired information.

17th March 1921.
The Under Secretary of State for Foreign Affairs presents his compliments to the Secretary of the Cabinet, and begs leave to draw Sir Maurice Hankey's attention to page 6 of the enclosed report which has been received from the League of Nations on the subject of repatriation of prisoners of war from the interior of Siberia to Vladivostok.

2. Sir Eyre Crowe would be grateful if Sir Maurice Hankey would request the League of Nations to supply further information with regard to these arrangements.

FOREIGN OFFICE.

March 16th, 1931.
Trafalgar House  
Waterloo Pl.  
London S.W.1.  
7th April 1921.

Dear Lloyd,

Thank you for your letter of 22nd March.

I have seen the man at the Foreign Office, as you suggested, and found out and given them the information they required.

As the point was raised officially through the Cabinet Office I think a reply should go from the Secretary General and I enclose a draft letter together with copies of relevant papers for retention in Geneva.

Yours sincerely,

S.M.Lloyd, HBq.
League of Nations, Geneva.
The Secretary General of the League of Nations presents his compliments to the Secretary of the Cabinet and begs to acknowledge receipt of communication No. 38/1/2 of the 17th of March forwarding copy of letter from H.M. Under Secretary of State for Foreign Affairs dated March 16th, on the subject of the transportation of prisoners of war from the interior of Siberia to Vladivostock for repatriation.

In response to the request for further information the Secretary General begs to refer to his letter of the 15th October addressed to the Secretary of the Cabinet - copy of which is attached for easy reference - and begs to state that, as no further news was received from Dr. Hansen's representatives in Vladivostock concerning this question and as it was known that several train loads of prisoners had actually come through, it was presumed that satisfactory agreement had been arrived at with the Chinese Eastern Railroad authorities and that no call would be made upon the funds at Dr. Hansen's disposal to pay the cost of this transportation.
A note to this effect was, therefore, included in the Secretary General's report to the Council dated 17th of February (League Document 21/41/14).

It is understood from Dr. Hansen that since the date of this report he has concluded an agreement with the Soviet authorities whereby approximately 20,000 prisoners from the Omsk district, the majority of whom were to have been repatriated through Vladivostok, will now be moved westwards through Moscow to the Baltic where they will be repatriated over the services organised there by Dr. Hansen.

This will considerably reduce the number of prisoners for whom it was anticipated transport would be required and even should any claim be received from the Railroad authorities it cannot now reach the figure originally estimated by Dr. Hansen.

No particulars of numbers so carried are available but it is further understood from Dr. Hansen that he would be unable to meet any claim for rail transportation from the funds at his disposal which have now been exhausted by the chartering of ships to convey the prisoners from Vladivostok.
Sir Fred Drummond would be grateful if the substance of that letter could be conveyed to the Foreign Office.
Transuman House
Waterloo St.
London S.W.I.

SUMMARY OF EVENTS IN CONNECTION WITH
TRANSPORT OF PRISONERS OF WAR FROM
INTERIOR OF SIBERIA TO VLADIVOSTOK
VIA GERMAN EASTERN RAILWAY.

(1) 8th October 1920. First intimation received from American
Representative, Vladivostok, that railway
was asking for cost of transport.
(42/7966/5949)

(2) 12th October 1920. Dr. Hansen wrote to Secretary General detail­
ing position and asking for suggestions.
(42/7482/5949)

(3) 13th October 1920. British Foreign Office forwards report
received from Peking on subject and asks if
League of Nations disposes of funds to meet
costs of transportation.

(4) 16th October 1920. Secretary General's reply to above stating
that it will not be possible for these
expenses to be paid by Dr. Hansen from funds
at his disposal and suggesting that countries
represented on Inter-Allied Commission of
Control be requested to give free transport
to prisoners of war.
(42/7447/5949)

(5) No reply received to letter to British Foreign Office and
no further news received from Vladivostok.

As prisoners have actually come through from the interior
and no claim has been received for the cost of their trans­
port it was presumed that satisfactory agreement had been come
to and that no payment would have to be made from Dr. Hansen's
funds.

In any case only a comparatively small sum will be required
if any claim is made subsequently, e.g. owing to a recent
agreement concluded with the Soviet Authorities, approximately
80,000 prisoners from the Omsk district - the majority of whom were originally to be repatriated through Vladivostok - will now be moved westwards through Moscow and will be carried over the Baltic routes.

In consequence of this agreement the prisoners actually in Vladivostok will all be repatriated by the last steamer chartered by Dr. Hansen which is due to leave there about the first week of April.

Dr. Hansen's representatives will be withdrawn from Vladivostok on the departure of this steamer and no more repatriation from this district will be undertaken by him.

Any isolated parties who may arrive from the interior in the future will be dealt with by the various national Red Cross Societies who will still retain representatives in Vladivostok.
Document No. 7258.

Telegram to Dr. Nansen from Olda, Paris, October 1st.

Chinese Eastern railroad refuses permit movement trains with first assignment prisoners proceed without payment. Total number men expected from Soviet territory thirty thousand, railway cost about twenty dollars per man, representatives Austrian, German, Hungarian will meet Stevens Harbin twenty eighth. Endeavour arrange credit pay requirements railroads should they fail will notify you.

Dear Sir Eric Drummond,

I am writing to you to lay before you a certain difficulty which has arisen in connection with the repatriation of prisoners of war from Vladivostock.

You will no doubt remember that in a previous Report to the Council I estimated that there were between 30/35,000 prisoners in Eastern Siberia who must ultimately be repatriated by shipping to Europe from Vladivostock. This is a most exceedingly costly business, and as a result progress has hitherto been very slow, but working in close cooperation with the American Red Cross and the American Repatriation Committee, I have so far been able to charter two vessels for this work, with a joint capacity of 2,500.

In addition, the American Repatriation Committee have themselves chartered two vessels with a capacity of over 3,500. These vessels are all due to sail from Vladivostock by the middle of December at latest.

Hoping that it might be possible to secure still further ships for this work I sent instructions to Siberia to the Agents of the International Committee of the Red Cross requesting them to bring as many prisoners as possible, up to 20,000, from the interior of Siberia to Vladivostock. When Dr. Montandon, the Agents' Delegate of the International Committee of the Red Cross in Siberia, acting in accordance with my suggestion endeavoured to bring through to Vladivostock the first trainload of prisoners, consisting principally of 700 invalids, this train was held up at a place called Handschourie by the Inter-Allied Commission of Control, which I understand has been for a year and a half
operating the section of the Siberian Railway between
Mandohouri and Kherrhin. The Inter-Allied Commission
intimated to Dr. Montandon that the train would not be
allowed to proceed until the fares were paid and also
that no further trains would be permitted to pass through
unless they received adequate guarantees beforehand that
the fares would be paid. The rate of payment which they
demanded for transport over their section of the railway
was 20 gold dollars per head; or, for 30,000 prisoners a
total of 600,000 dollars.

You will recognize what a very great difficulty
this has placed me in. If no solution is found it may very
well occur that my ships will arrive in Vladivostok and
that there will not be any prisoners for them to transport
back to Europe. On the other hand, it is at this moment
quite impossible for me to find 600,000 dollars, in addition
to the other expenditures which I have to meet out of the
funds placed at my disposal by the various Governments, and
by voluntary organizations which are assisting. I may say
at once that I see no prospect of raising this large sum of
money in the near future, and that if I did secure so much
money I should probably be compelled by considerations of
general policy to apply it to exploiting still further my
Baltic routes, by which I can repatriate prisoners in great
numbers at a very much lower cost per head.

I do not understand clearly what is the position
of this Inter-allied Commission, or on behalf of whom they
are acting. It appears clear that they cannot be acting for
any of the Allied Governments in the sense that any of the
Allied Governments receives revenue from the quotas made on
the railway which they operate. I believe the view they themselves take is that they are acting on behalf of whatever regular and recognised Government may come into power in that part of Eastern Siberia. But in any case it seems to me a most unexpected attitude for them to take - that they cannot allow the transport of these prisoners without payment at a time when the Soviet authorities are transporting far greater numbers of prisoners for far greater distances, in all parts of Russia, free of charge.

I shall be grateful to you if you can give me any suggestions as to steps which may be taken to secure a solution of this matter. I trust, in any case, that I shall not be compelled to report to the Assembly that my work of repatriating prisoners through Vladivostock has been brought to a standstill, owing to the attitude adopted by the Allied Commission of Control.

Yours sincerely,

(Sgd.) Fritjof Hansen.
Office of the Cabinet,
2, Whitehall Gardens,
London S.W.1.

12th October 1920.

Sir,

I am directed to forward to you a copy of a letter which has been addressed to the Secretary to the Cabinet by the Under Secretary of State for Foreign Affairs, relative to the incidence of expenses incurred in the repatriation of Austrian and Hungarian prisoners of war to Vladivostok from the interior of Siberia.

I am to request that you will be so good as to furnish me with your views on this subject, for communication to the Under Secretary of State for Foreign Affairs.

I am, Sir,
Your obedient Servant,

(Sgd.) Gerald Spicer,
Assistant Secretary.

The Secretary General,
League of Nations.
Document No. 7447.

COPY OF COMPLIMENT FROM THE FOREIGN
OFFICE TO THE CABINET.

Foreign Office, S.W.1.

October 8th 1920.

The Under Secretary of State for Foreign Affairs
presented his compliments to the Secretary of the Cabinet,
and begs to inform him that H.M. Majesty's Charge d'Affaires
at Peking has reported that the Chinese Eastern Railway
has been requested to make the necessary arrangements to
carry thirty thousand Austrian and Hungarian prisoners of
War to Vladivostock from the interior of Siberia. An
agreement has been arrived at with the Inter-Allied
Committee, which is in control of this railway, by which these
prisoners shall be carried at the same rates as those which
were fixed for the transportation of Allied troops.

The expenses of carrying the prisoners across the
Trans-Siberian Railway will amount to about three hundred
and fifty thousand gold dollars, and the question of the
source from which this payment shall be obtained has been
referred to Vienna by the Authorities who are arranging
for the repatriation of the prisoners, and also to Washington,
but no reply has yet been received. The prisoners are now be­
ing concentrated in Tsing-tau and for removal to Manchuria,
and the Allied Technical Board of the Chinese Eastern Railway
demand that the payment of the bill from a definite source
shall be guaranteed as soon as possible.

The expenses of the repatriation of these prisoners
should undoubtedly fall on the Russian Government, but as
no authority exists, the Governments of Austria and Hungary

...
must presumably be held responsible, unless the Council of the League of Nations disposes of funds which can be used for this purpose.

Lord Hardinge would be grateful if Sir M. Hankey would communicate the information contained in this letter to the Secretary General of the League of Nations, and request Sir Eric Drummond to be good enough to furnish his views on this subject at an early date.
COPY OF LETTER FROM THE SECRETARY GENERAL ON LEAGUE OF NATIONS, TO THE BRITISH CABINET.

16 Curzon Street, W.
16th October 1920.

Sir,

I have to acknowledge receipt of your letter (35/B/4) of the 18th October, with enclosure, on the subject of the repatriation of prisoners of war in Siberia, and beg to inform you that this matter has already been brought to my attention through a communication received from Dr. Fridtjof Nansen, copy of which is attached.

The difference in the estimate of cost of transport as given by Dr. Nansen - 500,000 dollars - and by the Chargé d'Affaires at Peking - 350,000 dollars - is understood to be due to the results of a conference held between the Chinese Eastern Railroad Inter-Allied Committee of Control and representatives of the various Red Cross Societies working in Siberia, whereas Dr. Nansen's figures were made up from the first rate of 20 dollars per head demanded by the Railroad before coming to any arrangement with the Red Cross representatives.

I understand from Dr. Nansen that it will not be possible for him to provide even this sum of 350,000 dollars from the funds which were at his disposal for repatriation from Vladivostock, and in the circumstances the only suggestion that I can make to meet the present difficulty is that representatives of the various countries forming the Committee of Control should be instructed through their respective Governments that free transport should be accorded to these prisoners. The Soviet Authorities have already
granted free transport over the portion of the Trans-
Siberian Railway under their control.

It was my intention on receipt of Mr. Hanson's
letter to place the proposal outlined above before the
other Governments represented on the Inter-Allied Committee
of Control, but in view of your letter I should be glad
before doing so to know whether it appears acceptable to
F.X. Government.

I should be grateful if the substance of this letter
could be forwarded to the Under Secretary of State for
Foreign Affairs.

Yours, Sir,

Your obedient Servant,
(Sgd.) Eric Drummond.

The Secretary,
Office of the Cabinet,
Belgrave Gardens,
S.W.1.
Dear Sir,

We understand that from time to time tonnage is still being required for the carriage of War Prisoners from Vladivostock to Europe and that there is a possibility of some being required in June and July.

We should be much obliged if opportunities could be given us to quote for the carriage of the above at any time.

Yours truly,

[Signature]

Alfred Holt & Co
Trafalgar House  
Waterloo Pl.  
London S.W.1.  
1st June 1921.

Dear Sirs,

With reference to your letter P/GAB of the 27th of May addressed to Colonel Broome I have to inform you that the organization of the League of Nations for the repatriation of prisoners of war ceased activities in Vladivostock early in April last as all prisoners available were carried by that date.

Should work in this connection be resumed at any future date I shall have pleasure in communicating with you with regard to quotation for transport.

Yours truly,

Messrs. Alfred Holt & Co.,  
India Buildings,  
Water Street,  
Liverpool.
Trafalgar House,  
Waterloo Place,  
S.W.I.  
10th, July 1922

Dear Mr. Hamilton,

I have looked up the papers in connection with the old question of the Chinese Eastern Railroad and find that even at its worst the claim, if any is ever received, cannot amount to anything very serious.

The first intimation of trouble was contained in a cable to Mr. Nansen from Dr. Lovacza head of the Hungarian Red Cross in Vladivostock, dated 28th, Sept 1920.

This cable stated that about 32,000 men were to be moved from the interior of Siberia to Vladivostock and that the Railway authorities were asking for 600,000 dollars for transportation.

This information was confirmed by Col. Olde of the American Red Cross Paries by a telegram dated Oct. 1st. 1920 quoting a cable received by them from Major Lively, their Vladivostock representative.

Major Lively said that the C.R.R. were refusing to allow the movement of troops without payment of 20 dollars per head for the 30,000 men to be carried and asked if this amount could be guaranteed from Government funds. Further he stated that representatives of the Austrian, German and Hungarian Red Cross were meeting the Railway authorities on the 28th. Sept to endeavour to arrange credit and that he would notify Paris in the event of failure.

We replied that it was not possible to guarantee this money from Government funds and suggested that Americor gave him authority to guarantee from the American Funds.

On October 7th. 1920 Mr. Nansen wrote that it
was a mistake to suppose that no fewer than 30,000 men were to be repatriated by this route. He had heard of the proposals arrangements of Montandon the G.I.A.G. representative to evacuate this number and not understanding where the money for ships and the ships were coming from he arranged at the conference in Leningrad with the Russians, which took place at the end of September, for the number to be reduced to 26,000 men at the outside, stating at the same time that, in his opinion, Montandon was going too far inland and arranging to send eastward to Vladivostock men who could be as easily sent westward to Moscow and dealt with from there by the more economical Baltic routes.

Dr. Hansen's report to the Council of the League which met in Brussels about this time, mentioned the possibility of his being called upon to find this sum of 600,000 dollars.

On the 11th, Oct., 1920 we received from the British Cabinet copy of a despatch received from H.I. Charge d'Affaires Peking stating that the Chinese Eastern Railroad had been requested to make the necessary arrangements to carry 26,000 men from the interior to Vladivostock and that an agreement had been made with the Inter-Allied Committee in control of the railway that the cost per head should be the same as that charged for allied troops. This arrangement would work out at a total cost of about 860,000 gold dollars.

The Cabinet wanted to know the views of the Secretary General on this subject and also if the League disposed of funds to guarantee this amount.

The reply to the Cabinet from the Secretary General stated that Dr. Hansen had already drawn his attention to this claim and although the total amount was less than that given originally by Dr. Hansen - a difference which was presumed to
be the result of an arrangement between the Railway and the representatives of the various Red Cross Societies in Vladivostock. Dr. Hansen had stated that he was unable to find even this smaller sum of £50,000 out of all the money at his disposal had already been used for the chartering of ships.

It was suggested by the S.C. that the different Governments represented on the Allied Committee of Control should be approached and asked to agree to free transport for these men in the same way as the Soviet authorities were granting free transport in other parts of Russia.

The letter asked for the views of the British Govt. on this suggestion.

No reply was received to this letter and this was the last actual action taken at this time.

As nothing more was heard of the matter a note was put in our Report to the Council dated 17th Feb., 1917, to the effect that "it was hoped that the difficulties outlined in the last report concerning rail transportation from the Interior had now been overcome, so that any further funds received by Dr. Hansen can be applied directly to the chartering of ships".

This report dated Feb. 17th you will remember was the long one giving full details of the financial position.

Shortly after the report was made out information was received from Dr. Trigg that arrangements had been made with the Soviet to carry about 80,000 men from Siberia to Moscow and it was taken that this figure referred to the men who were originally to go via Vladivostock under the Kontkan arrangement, and it was in view of this new arrangement that the decision was come to close down Vladivostock at the end of March 1917.

The British Foreign Office asked us for further details concerning the remark in our report to the Council and we informed
Mr. Hamilton (4.)

They of this new arrangement and also said that as we had had no further news since October 1920 we presumed that some satisfactory arrangement had been come to with the railway and that no call would be made upon Mr. Hansen's fund to pay the cost of transportation. It was further pointed out that in any case it would not be possible to meet any claim as all Mr. Hansen's funds had been spent in the chartering of ships.

This took the matter as far as the end of March 1921 since when no further action has been taken and no further news received.

I hope I have not made too long a story of this but whilst on the point I thought it better to try and clear the situation once and for all and I think we can now be quite satisfied that even if the matter is ever raised again the amount can only be very small - we only have actual information of one train, the first with 700 men, coming through - and a further perusal of the correspondence brings out the point that we have all along pointed out the impossibility of Mr. Hansen's fund bearing the cost.

Yours sincerely,