

C. 581. 1927 I.
[F 448.]

ANNEX 1008.

FREE CITY OF DANZIG · DANZIG MUNICIPAL LOAN¹

LETTER FROM THE PRESIDENT OF THE DANZIG SENATE TO THE SECRETARY-GENERAL
OF THE LEAGUE, SUBMITTED TO THE COUNCIL ON DECEMBER 9TH, 1927.

Danzig, November 17th, 1927

[Translation from the German.]

On August 15th, 1927 the Senate of the Free City of Danzig requested the Council of the League of Nations to agree to the balance of the Danzig Municipal 7% Loan (1925), floated under the auspices of the League, being used for other purposes. This balance became available owing to the repayment into the account of the trustee, Mr. C. E. ter Meulen, of the advance made to the Danzig Harbour and Waterways Board. At the last Council session, in September 1927 this application was partially approved (resolution of September 2nd, 1927 document C. 46th Session. P V.2.(r)). With regard to part of the Danzig proposal, however, no decision has yet been reached, because the representatives of the Free City of Danzig expressed the wish in the Financial Committee of the League that the decision concerning this part of the proposal should be again postponed, in order that the Senate might be able to consider whether certain changes could be made in the proposal.

I have the honour to inform you that the Senate of the Free City of Danzig desires that a decision should be reached at the forthcoming Council session regarding the outstanding portion of its proposal as now modified. I would therefore request you to place this question on the agenda of the Council session of December, 1927. Further particulars of the amendments to the original proposal decided upon by the Senate and the municipality will be forwarded without delay.

(Signed) SAHM.

C. 581. 1927. I.
[F 448.]

ANNEX 1008 a.

FREE CITY OF DANZIG · DANZIG MUNICIPAL LOAN.

SECOND LETTER FROM PRESIDENT OF THE DANZIG SENATE TO THE SECRETARY-GENERAL
OF THE LEAGUE, SUBMITTED TO THE COUNCIL ON DECEMBER 9TH, 1927.

Danzig, November 22nd, 1927.

[Translation from the German.]

In continuation of my letter of November 17th, 1927 the Senate of the Free City of Danzig requests the Council of the League of Nations to consent to the remainder of the 1925 7% Danzig Municipality Loan, amounting to £159,701 3s. 2d. being used as follows:

	£	s.	d.
(a) Construction of the main road from Danzig to the suburb of Neufahrwasser	40,000		
(b) Linking up of the sewerage of Danzig-Neufahrwasser with the sewage filter-bed at Saspe	20,000		
(c) Enlargement of the municipal slaughter-house and stockyard	20,000		
(d) Promotion of building of dwelling houses	79,701	3	2

The considerations in support of the different schemes are attached hereto.

(Signed) SAHM.

CONSIDERATIONS IN SUPPORT OF (a), CONCERNING THE CONSTRUCTION OF THE MAIN ROAD FROM DANZIG TO THE SUBURB OF DANZIG-NEUFAHRWASSER.

It will be seen from the attached plan² that the Broschkischerweg is the only road connecting Danzig with its important harbour of Neufahrwasser. At present this road reaches the Vistula immediately behind the ground on which is situated the Schichau Wharf, and it follows the river

See document C.404.1927.I.[F.419] and Minutes of the meetings of the Council held on September 2nd and September 15th, 1927, *Official Journal*, October 1927, pages 1102 and 1135.
Kept in the Secretariat.

all the way to Neufahrwasser. The very heavy traffic along this road is a serious impediment to the use of the Vistula bank for purposes of transhipping cargoes, while the road traffic is also considerably hampered by transhipment and shunting operations. The Broschkischerweg, in fact, is crossed several times by railway lines at level crossings. As the traffic on the railway is very heavy it frequently happens that the electric tramway and all other traffic is held up on the road for a considerable time while trains are shunting.

In order to remedy this impossible situation, it is proposed to construct a new road from Danzig to Neufahrwasser. The necessary levelling operations have, as far as possible, already been carried out.

This new road is shown on the plan as the Paul Beneke Road, and it has the following advantages:

1. The whole stretch of river bank along the Broschkischerweg can be used more fully for purposes of transhipment. This will relieve the free zone and shorten the distances to be covered in each direction by goods to be transhipped.
2. The number of lines of the Vistula railway can be increased, which will add to the capacity of the quay.
3. Railway communication can be established with the Holm, which will thus be opened up to traffic.
4. There will be quicker communication between the port of Neufahrwasser and the city of Danzig.

As all these advantages primarily benefit port traffic, the Danzig Harbour Board is especially interested in the construction of the new road, and has repeatedly made representations on this matter to the municipality of Danzig. It has given proof of its interest by declaring in the attached letter its willingness to contribute 300,000 gulden towards the cost of construction.

At the same time the road is of the utmost importance to the Danzig municipality and particularly to the suburb of Neufahrwasser, because communication between Danzig and Neufahrwasser will be made quicker and will no longer be hindered by the traffic of the port.

As regards the financial return on the money it may be pointed out that the area is included in the scheme for the general improvement of the Port of Danzig. As the latter is administered by the Harbour Board as a commercial undertaking, the economic return on that part of the harbour improvement which the Danzig Municipality would effect by the construction of the road is assured by the profits on the working of the Port of Danzig as a whole, which are not only anticipated but are actually shown in the accounts of the Harbour Board. The interest of the Harbour Board in the question is proved by the fact that it is willing to contribute 300,000 gulden towards this work, although, as a general rule, the duty of constructing roads rests with the communes. This is proof of the value which the Harbour Board sets upon the execution of this new work.

The total cost, including the price of such additional land as is still required, is estimated at about 1,300,000 gulden. As the Harbour Board is prepared to pay 300,000 gulden, the sum of 1,000,000 gulden, or £40,000, would have to be found out of the proceeds of the loan.

**LETTER FROM THE PRESIDENT OF THE DANZIG HARBOUR AND WATERWAYS BOARD
TO THE DANZIG SENATE.**

Danzig, November 2nd, 1927.

[*Translation.*]

With reference to the conversation of this morning between our commercial director, M. Nagorski, and Herr Oberbaurat Virus, I have the honour to inform you, on behalf of the Harbour Board, that, owing to our interest in the construction of a new road between Danzig and Neufahrwasser, to replace for main traffic the Broschkischerweg, which will then be fully available for the regular traffic of the port, we are in principle prepared to contribute towards the building of the road in question a sum amounting in all to 300,000 gulden.

This agreement is subject to the express condition that the whole of the road will be completed as quickly as is technically possible.

With regard to the methods of paying these 300,000 gulden, we shall have the honour to discuss the matter further with you.

(Signed) DE LOES,
President of the Harbour Board.

CONSIDERATIONS IN SUPPORT OF (b), CONCERNING THE LINKING-UP OF THE SEWERAGE OF DANZIG-NEUFAHRWASSER WITH THE SEWAGE FILTER-BED AT SASPE.

At present the wastewater from the suburb of Danzig-Neufahrwasser is drained on to the sewage fields at the mouth of the Vistula. When the new harbour basin is completed, most of this sewage land will be required for the purposes of the port, so that the waste water from Danzig-Neufahrwasser will have to be conducted elsewhere.

Up to the present, this waste water has been carried from the left bank of the Vistula to the right by means of a pipe; this crosses the channel along which the new harbour basin is now being constructed out of the funds provided by the Harbour Board loan, which in principle has received the sanction of the League of Nations. For this reason, the Harbour Board has agreed to bear the expense of transferring the sewage to other land. Technically the transfer would be possible, but it would fail to meet the drainage requirements of Neufahrwasser and of the new port, since the creation of new sewage fields on the right bank of the Vistula and near to the proposed port installations would, for reasons of space, be almost impossible and at any rate be exceedingly questionable from the point of view of traffic and public health, for these new fields would be in the immediate vicinity of the harbour basin, now in course of construction, and would have to be again removed if the harbour were enlarged. It is therefore proposed to link up the sewerage of Danzig-Neufahrwasser with the sewage filter-bed now being constructed at Saspe.

The great advantage of this solution would be that the free zone in the port, together with a large area of land which is shortly to be built over, could be linked up with the sewage system. On the attached plan areas which could thus be linked up are shown in red.

According to the enclosed estimate, the cost of this scheme would amount to about 800,000 gulden. As the Harbour Board has contracted to pay to the Danzig municipality 300,000 gulden as compensation for the loss of the sewage fields, about 500,000 gulden will have to be met out of the proceeds of the loan.

The service of interest on and amortisation of the cost of construction is secured by the imposition of drainage rates, which in the municipality of Danzig are levied as part of the ground tax.

ESTIMATE FOR THE LINKING-UP OF THE SEWERAGE OF NEUFAHRWASSER WITH THE SEWAGE FILTER-BED AT SASPE.

	Gulden
1. About 1,700 ms. run, main collecting pipe of 600 mms. clear width, from the pumping station at Neufahrwasser to the point of junction with the Brösen collector, per m. run, 230 gulden	391,000
2. About 280 ms. run, stoneware pipe of 600 mms. clear width with concrete covering, from the point of junction as far as the pumping station of Brosen. For Neufahrwasser there will be the difference to pay between the Brösen collector of 500 mms. clear width and the collector of 600 mms. clear width, viz.. 230 — 200 = 30 gulden, therefore, per m. run, 30 gulden	8,400
3. Proportionate cost of the pumping station at Brösen. Total cost 325,000 gulden, ration $\frac{5}{3}$ of the population, share of Neufahrwasser $\frac{325,000 \times 3}{8} =$	122,000
4. 1,500 ms. run, pressure pipe from the pumping station at Brösen to the filter-bed at Saspe, 300 mms. clear width, per m. run, 110 gulden, 165,000 gulden, $\frac{5}{3}$ share = $\frac{165,000 \times 3}{8} =$	62,000
5. Share in the filter-bed at Saspe (First project, 1935, for 14,000 inhabitants), per head of the population, 9 gulden	126,000
6. Share in the cost of the drainage canal of the filter-bed at Saspe	75,000
7. Unforeseen expenditure, management of building operations, etc.	25,600
	<hr/> Total
	810,000

CONSIDERATIONS IN SUPPORT OF (c), CONCERNING THE EXPENDITURE OF £20,000 ON THE
ENLARGEMENT OF THE MUNICIPAL SLAUGHTER-HOUSE AND STOCKYARD.

The Danzig slaughter-house and stockyard is the property of the municipality of Danzig, and is an independent enterprise conducted on commercial lines with an autonomous budget. Its profitable working is guaranteed by the monopoly of slaughter granted to the slaughter-house and stockyard. It was built between 1892 and 1894, considerably added to in subsequent years, and its installations now cover an area of about 70,000 square meters. These consist of five large groups of buildings, of which the principal are the administrative premises and market halls, the huge stockyards, rows of slaughter-houses, the refrigerating-house with three floors and the slaughter-house for diseased animals.

The increase of consumption in consequence of the growth of the population and the export of meat has recently necessitated an extension and renovation of the existing premises, and for reasons of economy and public health this work could no longer be postponed. The population of the municipality which in 1913 was about 168,000, has now increased to about 231,000. The consumption of meat has risen from about 8.8 million kilos in 1913 to about 15.1 million kilos in 1926, and it will presumably continue to grow. Some of the buildings have already been completed and are now in use. The execution of several smaller sections is under consideration.

The new buildings and the alterations already carried out consist of the following:

- | | |
|---|--|
| 1. New first-stage refrigerating shed for pork.
2. New first-stage refrigerating shed for beef.
3. New rooms for the treatment of meat
4. New rooms for cold storage
5. New rooms for pickling meat for export.
6. New artificial ice factory with a capacity of 1,000 quintals a day.
7. New refrigerating machines:

(a) Double compressor, about 600 calories per hour.
(b) Air cooler, 60,000 cubic metres of air per hour.
(c) Spray condensers, about 1 million calories per hour.
(d) Synchronised and asynchronised electro-motor, 300 HP.,

8. New underground circular water system,
9. New transformer stations; power engines; lighting of all new buildings.
10. New streets and sewerage system. | 900 sq. metres } with
600 sq. metres } transport
900 sq. metres } lines;
1,000 sq. metres;
600 sq. metres; |
|---|--|

The total cost of this work is about 1,500,000 gulden and, except for an unsecured bank credit from the Banking House of R. Damme of Danzig, which must be repaid on December 31st, 1927 has been met out of the funds of the slaughter-house.

Another new building will have to be rapidly constructed for the accommodation of the motor lorries which carry the meat away from the slaughter-house. The replacement of horse-drawn by motor vehicles, which has in recent times taken place in Danzig, as everywhere else, has left the transport facilities behind the times, and hinders the economic exploitation of the whole enterprise. Again, a new establishment for the utilisation of offal is urgently needed, and will contribute in no small measure to increase the profits of the slaughter-house. On the attached plan new premises which have already been completed by means of the above-mentioned bank credit and out of the funds of the slaughter-house, are shown in red, while the new covered shed with skylights for about 150 motors and other meat-vans, and also the factory for the utilisation of offal, are shown in green. The motor shed will cost 75,000 gulden, the offal factory 30,000 gulden, making a total of about 100,000 gulden or £4,000.

The whole premises are valued for purposes of fire insurance at 3,274,500 gulden. The present charges consist of the bank credit of 400,000 gulden already mentioned and about 100,000 gulden which remain to be paid in redemption of mark bonds from former loans. Accordingly the sum of £20,000 out of the municipal loan of 1925 does not unduly tax the financial resources of the slaughter-house and stockyard.

Permission is requested to use the sum asked for as follows:

	£
(a) Repayment of the above-mentioned bank credit	16,000
(b) Erection of the proposed buildings	4,000
Total	£20,000

The expenditure of these sums is necessitated by the growth of the population and increased consumption, and is in the interests of the sound economic development of the Danzig municipality. Enclosed are a plan and the report for the year 1926¹

CONSIDERATIONS IN SUPPORT OF (d) CONCERNING THE USE OF £79,701 3s. 2d. FOR THE BUILDING OF HOUSES.

According to the programme for the use of the 6½% State (Tobacco Monopoly) Loan of the Free City of Danzig, the sum of 11,000,000 gulden is set aside for loans to communes and communal associations for the building of houses. Owing, however, to the fact that part of this amount may be used and will in fact be required for the interest on and amortisation of the yield of the loan, in so far as this yield is transferred to the Reparation Commission and the Conference of Ambassadors, the amount available out of the loan for the building of houses is actually reduced to about 8,000,000 gulden. Of this, 5,000,000 gulden have already been allocated to the Danzig municipality in view of its large population and the great housing shortage in the city and the whole of this amount will be required for the construction of flats before the end of the year. The housing shortage at Danzig will hereby be notably lessened, but before the deficiency is fully made up further large sums will have to be spent. Accordingly the Danzig municipality requests authorisation to use for the building of houses the sum of about 2,000,000 gulden out of the 7% Danzig Municipality Loan.

The use of loan funds for this purpose is in the interests of the Danzig municipality since it promotes the sound economic development of the town.

The productive nature of the expenditure is guaranteed and has already been recognised, in that the programme for the use of the State Loan provided for the expenditure of 8,000,000 to 11,000,000 gulden for this purpose. If this sum appears large, it may be pointed out that 2,000,000 gulden is still below the figure which it would have been permissible to spend over and above the 8,000,000 gulden available out of the State Loan, if the difference between 11,000,000 and 8,000,000 gulden had not been required for the service of the loan.

The sum of £79,701 3s. 2d., or roughly 2,000,000 gulden, will be devoted exclusively to the building of flats within the territory of the municipality of Danzig; the latter will either have these flats built out of these funds or will grant building loans to corporations and private contractors. The money will be called for in accordance with No. 18 of the Agreement of February 19th, 1925, that is to say against vouchers showing the expenditure actually incurred.

C.C.E.I.

ANNEX 1009.

ECONOMIC ORGANISATION OF THE LEAGUE OF NATIONS

**LIST OF MEMBERS OF THE CONSULTATIVE COMMITTEE, APPROVED BY THE COUNCIL
ON DECEMBER 9TH, 1927**

Président.

Son Exc. M. Georges THEUNIS,
(Belgique) ministre d'Etat.

Vice-Présidents.

M. LOUCHEUR,
(France) député, ancien ministre.
M. COLIJN,
(Pays-Bas) ancien premier ministre des Pays-Bas, ancien ministre des Finances.
Sir Atul Chandra CHATTERJEE, K.C.I.E., High Commissioner for India in London.
(Inde)

Membres

Sir Arthur BALFOUR, K.B.E., (Grande-Bretagne)	Chairman of the Committee on Trade and Industry
M. E. BELLONI, (Italie)	industriel, député au Parlement, Podestà de Milan.
M. BENNI, (Italie)	député, président de la Confédération générale fasciste de l'industrie.
Professeur BERNIS, (Espagne)	secrétaire général du Conseil national de Banque.