

## AMERICANS DO IMPORTANT WORK

### Small Group on Reparations Commission in France Responsible for Complete and Accurate Financial Records.

Paris, July 27—While the United States Government has limited its activities in the reparations embroglio to an official observer, and, since the Versailles Treaty has watched the problem as it became more intricate day by day, there has been a little group of Americans here for the past four years who have taken anything but a minor part in the vast work of the reparations commission.

This unheralded little group constitutes the staff of accountants with the commission, and is headed by George P. Auld, formerly an officer of the United States Navy, who holds the post of Accountant General. He is responsible directly to the commission for the completeness and accuracy of all financial records having to do with the receipt and disbursement of money and commodities handed over by Germany.

The position of Mr. Auld with the commission is entirely individual, as he has no connection with the United States or any other government. His staff of about 20 Americans comes under the same classification.

The task of the accountancy department is one of the most difficult of its daily and monthly balances. It must deal with ships, livestock, abandoned war material, rolling-stock, coal and coke, dyestuffs, and a score of other commodities, as well as the actual cash payments of German gold marks. When the balance sheet has been tallied, it is necessary to render the totals in marks, pounds, francs, lire and dollars. The commodity valuations have been made in nearly all the currencies of Europe, as well as in dollars.

When currency payments are made, they are immediately converted to gold through the dollar rate, with roughly four marks equaling one dollar. The accountancy department receives the New York exchange rate for 20 or 25 countries by cable each day, and with these rates as a basis, daily, weekly and monthly parities between the various currencies are established. At the end of each month a complete report is made, showing the amount Germany has paid to date, and how it has been distributed among the Allies.

Much of this work is done by the American staff. One computes the value of coal from the Ruhr; another determines the worth of live-stock in francs, dollars and pounds; another reduces locomotives to marks and then to lire, while another one quotes ducks, geese and chickens in dollars, guilders and crowns.

At the end of 1922, the accountancy department under Mr. Auld had whipped the miles of figures into an intelligible report, showing that Germany had turned over to the Allies a grand total of \$1,982,000,000. Of this sum \$454,000,000 was in cash; \$889,000,000 in commodities, and \$639,000,000 in state properties of ceded territories.

The ships she had parted with totaled two and a half million gross tons, valued at \$177,000,000. Of rolling-stock she had delivered 4,552 locomotives and 127,000 wagons, worth \$207,000,000. The livestock included 529,000 head, exclusive of poultry. This was given a valuation of \$40,000,000. The coal, coke and lignite delivered exceeded 48 million tons, worth \$237,000,000, the dyestuffs totaled 23,000 tons, valued at \$15,000,000, and the miscellaneous commodities, to numerous to classify, were determined to be worth \$134,000,000.

The selection of Mr. Auld to head the important accountancy bureau of the reparations commission was made after he had spent several months in Paris as assistant financial advisor to the Peace Commission. Although only 42 years of age, he had served a number of years in the United States Navy, and was given

the task of organizing the cost and financial control maintained by the Navy Department in about 100 large industrial plants doing work for the Government before the armistice. When asked to take a post with the reparations commission, he resigned from the Navy to accept.

The inter-allied accountancy organization now has bureaus in Berlin, Essen, Weisbaden, Budapest and Upper Silesia. The Paris staff consists of about 100 persons, made up of Americans, French, English, Italian and Belgians.

The commodities section is headed by W. L. Quillan of Hoboes, N. Y., formerly of the U. S. Army Liquidation Board in Paris. The bureau at Essen and Weisbaden are in charge of E. W. Erne, formerly in the accountancy department of the Pennsylvania railroad. The branch set up at Berlin to handle the task of re-valuating German war material sold for reparations was until recently directed by Captain Oliver K. Badgley of New York.

Another American with the commission is Royall Tyler of Boston, in charge of the personnel department under the general secretary. He also acts as advisor to the commission when matters arise concerning the art treasures of the late Austro-Hungarian monarchy, upon which the reparations commission has first lien. Mr. Tyler's chief assistant in the personnel department is I. J. Nochary of New Orleans.

Heading the dyestuffs bureau of the commission is Reginald Norris of Oregon, who has superintended the sale of some 3,000 tons of German dyestuffs to the American Textile Alliance on the commission's account. Guy E. Greer of Kentucky is second

in the important coal bureau of the commission, the chief of which is an Italian.

## Add Six Miles to Detroit's Docks

### Ford Interests Develop Lazy Stream Into a Real American River

Detroit, July 27—The River Rouge, site of the great blast furnaces of the Ford Motor Company, has been initiated to deep draft vessels. For years a lazy twisting stream, the river has been developed as an artery of the Detroit river at the behest of the Ford interests.

To permit the great ore carriers of the lakes to bring their cargoes direct to the blast furnaces, the river has been reconstructed. Instead of the twisting stream of former years a new River Rouge has been created. From the mouth of the Detroit river to the Ford turning basin the stream is three miles long, almost two miles shorter than the old course. Its width at the mouth is 400 feet, and the average width along the dock lines is 300 feet, with a bottom width of 200 feet. The depth at low water is 21 feet.

A new canal, 3,000 feet long, was cut through the entire subdivision of property, avoiding an "S" turn where the river joins the basin.

Some 15 industries in addition to the Ford blast furnaces are operating along the banks of the Rouge, and with the improvement just completed six miles of docking facilities

have been added to Detroit's waterfront. Heretofore the industries located at the Rouge have attracted an annual cargo tonnage of 2,000,000. The Ford plant alone expects to bring in 2,000,000 tons during 1923.

The total cost of the new Rouge, including bridges, dredging, and right-of-way is estimated at \$10,000,000.

## CANADIANS LEARN TO SAVE THEIR MONEY

Ottawa, July 27—Savings accounts in banks throughout Canada showed an increase of \$9,333,259 in the year ending May 1, according to figures compiled by the government bureau of statistics.

On the basis of population savings

accounts amounted to \$146 for every man, woman and child in the Dominion. Total savings on May 1, the statistics show, amounted to \$1,317,855,790 compared with \$1,308,522,531 a year ago.

The increase in savings, it is pointed out, is due to the return of prosperity and stabilization of business conditions throughout the Dominion.

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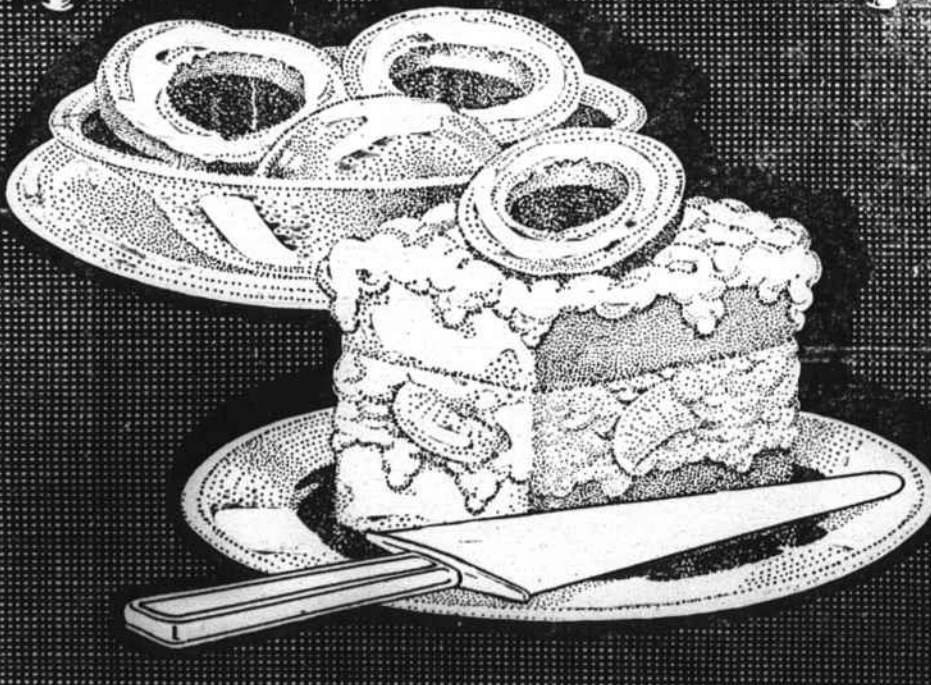
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