

Geneva, May 11th, 1928.

LEAGUE OF NATIONS.

7
**REQUESTS OF THE GOVERNMENTS OF CZECHOSLOVAKIA, ROUMANIA
AND THE KINGDOM OF THE SERBS, CROATS AND SLOVENES**

**FOR THE CONSIDERATION BY THE COUNCIL OF THE INCIDENT WHICH
OCCURRED ON JANUARY 1st, 1928, AT THE SZENT-GOTTHARD RAILWAY-STATION
ON THE AUSTRO-HUNGARIAN FRONTIER.**

REPORT TO THE COUNCIL BY THE COMMITTEE OF THREE

I. At its session in March last, the Council considered the requests submitted by the Czechoslovak, Roumanian and Serb-Croat-Slovene Governments concerning the incident which occurred on January 1st, 1928, at the Szent-Gotthard railway-station on the Austro-Hungarian frontier. The Hungarian Government had been notified by the Secretary-General on February 2nd, 1928, that these requests had been placed on the agenda of the Council. In its resolution of March 7th, 1928, the Council, after hearing certain statements from its President — which are to be found in the Minutes — and having remarked that the documents submitted to it were voluminous and could not be immediately examined by the Council, appointed a Committee, consisting of the representatives of the Netherlands, Chile and Finland, to examine the documents and statements submitted to the Council in regard to this matter. On March 10th, 1928, the Committee submitted the following preliminary report to the Council:

“By its resolution of March 7th, 1928, the Council appointed the representatives of the Netherlands, Chile and Finland to form a Committee entrusted with the examination of the documents and statements submitted to the Council in regard to this matter. The Committee was asked to make a report at a later meeting of the Council, and was authorised to request the assistance of any experts in the various League organisations that it considered necessary to call upon.

“The members of the Committee have examined, either individually or together, in the course of several long meetings, the information submitted to the Council. They are of opinion that this incident is worthy of the Council's close attention and consider that it is indispensable that all suitable measures should be taken to elucidate the incident as fully as possible. They have come to the conclusion that, in order to submit the report requested by the Council, it will be necessary to obtain further information on various points. Amongst others, it is necessary to ask the Hungarian Government for information which it could hardly furnish immediately.

“The Committee will, if necessary, use the powers conferred upon it by the Council resolution to consult technical experts chosen from among the League organisations, who might be sent to the spot if the Committee finds that desirable for the execution of its task.

“The Committee will consider at later meetings the information thus collected. It proposes to communicate its report to the Council before the June session.

“The Committee, during its preliminary discussions, has also considered the question of conservatory measures to be taken in cases similar to that on which it is engaged and reserves the right to revert to this question in its report to the Council.

“The Committee requests the Council to approve the procedure indicated in the present preliminary report.”

This preliminary report was approved by the Council.

As regards the question of conservatory measures, the Committee is submitting a special report to the Council.

II. The Committee met after the Council meeting on March 10th, and agreed upon the terms of a letter which was to be sent to the representatives of the Hungarian Government requesting certain supplementary information. To this letter, which was

forwarded on March 12th, 1928, the Hungarian Government replied in a letter dated March 31st. This correspondence is attached to the present report (Annex 1).

At the same meeting, the Committee discussed the desirability of obtaining the assistance of some technical experts and the nature of the duties which they should be asked to perform. In pursuance of the decision taken on this occasion, the Chairman of the Committee requested the Secretary-General, in a letter dated March 21st, 1928 (Annex 2), to invite the President of the Permanent Advisory Commission for Military, Naval and Air Questions to submit to the Committee the names of two experts in the manufacture of machine-guns and similar weapons; these experts, after having studied the documents, were to proceed to Szent-Gotthard to compile an inventory and a detailed description of the material in question, and to submit a report to the Committee on this matter. In another letter of the same date (Annex 3), the Chairman of the Committee requested the Secretary-General to invite the Chairman of the Transit Committee to submit the names of two other experts, one of whom was to be an expert in international railway traffic and the other an expert in forwarding formalities. One of these experts was to be qualified to give the Committee information on the application of Customs regulations to such traffic.

The following gentlemen were appointed for these purposes :

M. KJELLMAN (Swede), a former Director of the Arms Factory at Stockholm, and Mr. SKERMAN (British), Technical Supervisor at the British Army Depot at Enfield, as experts in the manufacture of machine-guns and similar weapons; M. KALFF (Netherlands), General Manager of the Netherlands Railways, and M. WERZINGER (Swiss), Chairman of the Board of Danzas & Co., forwarding agents of Basle, as experts in international railway traffic, Customs and forwarding formalities. The Committee takes this opportunity of expressing its cordial thanks to these gentlemen for their valuable assistance.

III. In pursuance of the Committee's instructions, the experts in the manufacture of machine-guns went to Szent-Gotthard, after studying the documents and getting into touch with the officials of the Secretariat at Geneva. The report which they have submitted to the Committee in regard to their investigations at Szent-Gotthard is attached (Annex 4). The most essential part of their report is comprised in the following extract :

" We certify that the parts found were all bona-fide Schwartzlose machine-gun parts and accessories.

" We certify also that the said parts did not comprise the whole of the parts necessary to build up complete machine-guns. The following additional main parts, apart from minor details, would have been necessary for that purpose :

- " (a) Barrel (Water-jacket) and Breech Casings, *i.e.*, the main framework of the gun.
- " (b) Breech Blocks.
- " (c) Firing Pins.
- " (d) Firing-pin Blocks.
- " (e) Sears.
- " (f) Triggers.
- " (g) Return or Main Springs.
- " (h) Breech-casing Covers.

" It would appear, from the condition of the items found, that they were war material made before and during the war. Many of the parts appeared to be in very good condition. This applies more especially to material other than cartridge belts, but worn parts also were intermixed. Further, in some instances, parts of earlier pattern than those which comprise the bulk were found. Some of the parts would not, in our opinion, be of great value from the standpoint of maintenance of guns, *e.g.*, the relatively large quantities of complete feed shafts, cranks with crank handles, glands and mounting pivots. The parts which we consider would be required as spare under normal conditions were either not present or present only in small quantities, *e.g.*, barrels, of which several would normally be required as spare per gun, return springs, firing pins and various minor details.

" The series numbers, where found to be stamped on the parts, were not consecutive, but varied between about 3000 and 40000, which would tend to indicate that the material had not been made as a special consignment. The presence of the Austro-Hungarian Government and date marks found on a number of the parts further strengthens our view that the material was as stated in the foregoing.

" In our opinion, an honest endeavour has been made to destroy the material, but the facilities at Szent-Gotthard were not such as would be available at an arsenal, and the operation without doubt proved somewhat difficult and extensive. We were informed that ten blacksmiths and a number of local peasants were engaged in the execution of the work and, in these circumstances and under the conditions prevailing at the time, a few parts here and there were not properly destroyed; we look upon this as unintentional. It would have been possible, however, to have burnt the cartridge belts, which would have been a more satisfactory means of destruction."

In addition to the report, the Committee of the Council was also furnished with some specimens of the machine-gun parts and some photographs taken during the visit of the experts.

The two other experts, after examining the documents — in particular, the original way-bills submitted to the Committee — held a meeting at Basle on April 27th, 1928, in order to be in a position to reply to any questions which the members of the Committee might put to them at the next meeting. They also considered certain explanations which Mr. Hiam, a member of the Transit Section of the Secretariat, had obtained on the spot at their request.

IV. The Committee of the Council met at The Hague on May 3rd, 1928. The four experts came to The Hague at the same time in order to be at the disposal of the Committee. The Hungarian Government had been notified in advance of the date and place of this meeting, and had been further informed by the Chairman of the Committee that he would be grateful if it would appoint a representative to be at the disposal of the Committee with a view to the transmission to the Hungarian Government of any requests for additional information which might be required. The Committee was informed that General Tánczos, the representative of the Hungarian Government, was at The Hague, accompanied by three experts.

V. M. Kjellman and Mr. Skerman took their places at the table with the Committee. In reply to questions by the Committee, these experts confirmed their report and its two annexes in every respect, especially in regard to the following points: The difference between the total weight given in the earlier documents and the weight as ascertained by the experts is to be accounted for in the manner explained in their report. The experts have no reason to believe that any of the material was removed after the inventory appearing in the procès-verbal signed on February 22nd, 1928, was compiled. The material may be regarded as destroyed to an extent which would make its employment as war material practically impossible. Some of the parts of which a great number were found are of such a nature that a machine-gun seldom requires more than one set, owing to the small amount of wear to which they are subject; whereas there was only a relatively small number of other parts, such as barrels, of which several are required for every machine-gun. A very slight acquaintance with war material was sufficient to enable the character of these parts to be detected when the two cases containing the chests of ammunition belts and belt-filling appliances were opened at random on January 1st, 1928.

VI. The Committee then proceeded to examine the documents with the assistance of the two experts on railway and Customs questions. The various incidents were taken in succession as they occurred and the experts were asked if they had observations to make in regard to any point. It does not seem necessary to go into all the details of this long technical discussion. It will suffice to summarise its results in the following statement, which represents the views of the experts.

1. The experts consider that the despatch of the five wagons to Slovensko-Nove-Mesto was perfectly in order from a railway and tariff point of view. These wagons left Verona by *petite vitesse* on December 27th, in transit through Austria, and arrived at Szent-Gotthard on January 1st — a perfectly normal period for the movement of fully loaded wagons.

2. The way-bills and other transport documents were handed over to the Hungarian authorities by the Austrian authorities before the arrival of the wagons. The Hungarian authorities affixed their seals to the wagons. Later on the same day — January 1st, 1928 — the Austrian Customs officials broke the seals and inspected the contents of the wagons by "sampling" at random. The experts consider that, as no detailed regulations had been agreed upon between the Austrian and Hungarian railway and Customs authorities, the steps by which the Hungarian officials proceeded to take final possession of the five wagons cannot be regarded as irregular. On the other hand, the action of the Austrian Customs officials in carrying out an inspection of the consignment after the wagons had been handed over and the Hungarian seals affixed was unusual.

3. The Administration of the Hungarian railways wrote to the Administration of the Austrian railways on January 7th, 1928, proposing a joint enquiry to determine the details of the incident on January 1st. The Administration of the Austrian railways agreed to this proposal on January 9th, and subsequently suggested January 17th as the date for the joint enquiry. After this enquiry, the Hungarian authorities placed the five wagons at the disposal of the Austrian railway authorities, who refused, in a note dated January 21st, 1928, to receive them back. On January 23rd, the station-master at Szent-Gotthard requested the station-master at Verona to notify the consignor, who did not, however, come forward. The experts consider that the dispute between the Austrian and Hungarian railways as to their respective powers in the matter made it impossible to warn the consignor that the wagons had been held up. It was only after this dispute had been settled on January 17th and the Austrian railways had refused to receive the wagons that it became the duty of the Hungarian railways, under the international regulations, to proceed with the necessary formalities, that is to say, to inform the consignor through the despatching station that the five wagons had been held up at the Szent-Gotthard station.

4. On the expiration of the time-limit laid down by the railway regulations in force, the Hungarian authorities proceeded to sell by auction the material in the five wagons. The experts explained that this procedure was in accordance with the regulations in force.

5. In the opinion of the experts, the words inserted by the consignor at Verona, in the space reserved in the way-bill for instructions as to Customs and octroi, to the effect that the wagons were in transit for Warsaw (Poland), in no way commits the railway authorities, and was no doubt inserted in order to show the country of destination, though it constitutes no certain evidence as to the final destination of the goods. The consignor is at all times entitled to give instructions, through the despatching station, to interrupt the transport and to dispose of the goods.

6. The depositions of the firm of Berkovics Brothers at Slovensko-Nove-Mesto, as quoted in the document submitted by the Hungarian Government, appear not unreasonable, especially in this particular case, since it does sometimes happen that wagons are despatched to the address of a forwarding agency without the latter being informed, the consignors intending to send instructions to the forwarding agency later on, when it suits their convenience, as to the manner in which the wagons are to be dealt with.

7. The experts on railway and Customs questions, like the experts on the manufacture of machine-guns, consider that the discrepancies observed between the weights are within normal limits.

VII. The Committee continued its deliberations at The Hague on May 4th, 1928. It discussed the whole of the facts set forth in the documents at its disposal, including the statements of the experts. It then invited General Tanczos to attend the proceedings, together with his experts. The Committee expressed its thanks to the representative of the Hungarian Government for the facilities afforded to the two experts on machine-gun manufacture on the occasion of their visit to Szent-Gotthard, and also for the additional information given in the letter dated March 31st, 1928, from the permanent delegate of Hungary at Geneva. The Committee said that, for the moment, there were very few points on which it required information from the Hungarian Government. It thought that it would be of interest to know rather more exactly than appears from the documents why the Hungarian authorities, having taken the view at the beginning of January 1928 that the wagons had been handed over to the Hungarian officials, had subsequently revised that opinion and had been prepared to place the wagons at the disposal of the Austrian authorities.

General Tanczos said, in reply to this question, that, in the absence of any precise agreement between the Austrian and Hungarian authorities as to the working of their respective services in the joint railway station, the attitude of the station-master at Szent-Gotthard on January 1st, 1928, had been perfectly correct according to the usual practice. Nevertheless, as an act of courtesy to the Austrian authorities, and in view of the fact that the latter had not yet carried out their inspection by "sampling" at random, the higher Hungarian authorities thought it right to offer to return the wagons to Austria.

As regards the mention of the firm of "Berkovics Bros., Slovensko-Nove-Mesto", which appears on the way-bills — a point on which the Committee asked for explanations — General Tanczos said that the name of Berkovics was fairly common in that district, that the Slovensko-Nove-Mesto station was in Czechoslovak territory and that the Hungarian authorities had no reason to suppose that Berkovics Bros. was a Hungarian firm. It was only when the newspapers had given great publicity to the Szent-Gotthard incident that M. Berkovics came, on his own initiative, to the Hungarian authorities to explain his position and to safeguard himself against any misunderstandings which might have adversely affected his commercial standing.

In reply to a question by the Committee regarding the measures which the Hungarian authorities had taken to throw light on the Szent-Gotthard incident, General Tanczos stated that they had done everything in their power. He explained that the Hungarian Government, after having decided on January 7th to propose to the Austrian authorities that a meeting should be held to settle the dispute which had arisen on the first of that month between the Austrian and Hungarian authorities, had considered that it was not entitled to undertake a judicial enquiry or to send a notification to the consignor of the five wagons before the dispute between the Austrian and Hungarian authorities had been settled. As soon as this was done, the Hungarian authorities immediately took the necessary steps, in conformity with the regulations, to notify the consignor of the goods at Verona and to deal with them in conformity with the laws and regulations in force.

General Tanczos explained that the reason why the Hungarian Government had sent a reply on January 5th, 1928, to the note from the Czechoslovak Legation at Budapest, dated the 3rd of that month, was that the Hungarian Government was at that time under the impression that Berkovics Bros. was a Czechoslovak firm established at Slovensko-Nove-Mesto, and that, accordingly, the Czechoslovak Government was interested in the affair.

Finally, General Tanczos communicated to the Committee a request from the present owners of the material, inspected at Szent-Gotthard by the experts of the Committee, to be allowed to take possession of the material. The Committee considered, however, that, as the Council was to examine this question at its session in June next, it was desirable that the material should remain where it was for the time being.

VIII. The Committee continued its deliberations on May 5th and 7th, 1928, when the affair was minutely examined and discussed in every aspect. The Committee feels bound to express its deep regret at finding itself confronted with an attempt to effect the clandestine transport of war material. Although the consignment in question may not have been of great military importance, the Committee cannot omit to point out the grave dangers to good understanding and mutual confidence between nations which is involved by any clandestine traffic in arms. The incident affords striking evidence of the immense importance for the establishment of mutual confidence between States, and consequently for the consolidation of peace, of an early ratification of the Convention on the Control of Trade in Arms concluded under the auspices of the League of Nations.

As regards the Hungarian Government in particular, the unlawful presence of war material in its territories would appear to acquire special importance from the fact that, in regard to the trade in arms, the Hungarian Government is under obligations arising from the Treaty of Trianon. It may be pointed out that the request for the insertion of this matter in the agenda of the Council was actually made with reference to the Rules in force for the Exercise of the Right of Investigation by the League of Nations, as provided in Article 143 of that Treaty.

The Hungarian Government has considered the incident in question exclusively from the standpoint of railway and Customs regulations. The Hungarian authorities complied with the provisions of those regulations. The Hungarian Government does not appear ever to have thought it necessary to consider the question of the final destination of this war material. It believed that it was sufficiently complying with its obligations under the Treaty of Trianon by ordering the material in question to be rendered unserviceable as war material — which was done. The final destination of the material is not apparent from the information which the Committee has been able to obtain, acting within the limits of its powers. On the other hand, that information furnishes no evidence that this material was intended to remain in Hungarian territory.

ANNEX 1.

LETTER, DATED MARCH 12th, 1928, FROM THE DIRECTOR OF THE DISARMAMENT SECTION TO THE PERMANENT DELEGATE OF THE ROYAL HUNGARIAN GOVERNMENT ACCREDITED TO THE LEAGUE OF NATIONS, AND REPLY TO THAT LETTER, DATED MARCH 31st, 1928.

[Translation.]

Geneva, March 12th, 1928.

Sir,

I have the honour to forward herewith a copy of the Preliminary Report of the Committee of the Council, dated March 10th, which was adopted by the Council on the same date. This report relates to the incident which occurred on January 1st, 1928, at the Szent-Gotthard railway station on the Austro-Hungarian frontier.

In accordance with instructions received from the Committee of the Council, I have the honour to request that you will be so good as to furnish me, for the use of the Committee, with information which would enable it to form as clear an opinion as possible on the following points :

1. Annex 2 of the account of the incident submitted by the Hungarian delegation (document C.97.1928.IX) shows that the Royal Hungarian Ministry of National Defence requested the Ministry of Finance, as early as January 4th, 1928, to institute an enquiry in pursuance of the laws governing consignments containing contraband war material, but the documents so far submitted to the Council do not show what the results of this enquiry have been or whether the Hungarian Government has succeeded in discovering the parties for whom the contents of the five wagons were intended.

It would be desirable that the documents produced at the enquiry be communicated.

2. It is important to know whether, apart from the possible despatch of war material by the route indicated in the way-bills communicated to the Council by the representative of the Hungarian Government, consignments of parts of machines (not declared as war material), accompanied by way-bills more or less similar to those relating to the present case, have been recently despatched by the same route.

3. According to Appendix IX of the Hungarian account of the incident, a record was drawn up of the proceedings at the enquiry carried out at Rátót on January 18th, but the full text is not included in the file. It would be useful to know exactly what action was taken by the Hungarian Customs officers on this occasion, and whether they opened all the cases and listed the contents.

At first sight, it would seem that, when rolling-stock is to remain on a siding for some considerable time, as in the case of these wagons, the comparatively large station of Szent-Gotthard would be more suitable than Rátót station. It would be interesting to know whether there are any precedents for using the siding at Rátót.

4. The inventory of the war material in question, as set forth in the report of February 22nd, 1928 (Appendix XXIV of the Documents), does not specify the pattern or patterns of the machine-guns, or the condition of the parts (*i.e.*, whether new or old), or the numbers on the parts. Information on this point would be desirable.

What are the exact marks on the cases in which the machine-gun parts were packed ? And why were all these cases destroyed, as the report of February 22nd, 1928, would seem to show ?

5. Why did the Hungarian railway authorities wait till January 23rd before informing the consignor of the stopping of the consignment as ordered by the Ministry of National Defence on January 4th, 1928 ?

The Committee, which may possibly have further requests for information to make to the Hungarian Government after fuller consideration of this matter, would be glad to receive, through me, a reply to the present letter at the earliest possible moment.

(Signed) Erik COLBAN,
Director of the Disarmament Section.

His Excellency M. DE HEVESY,
Minister Resident, Permanent Delegate of the Royal Hungarian
Government to the League of Nations.

[Translation.]

No. 506/1928.

Geneva, March 31st, 1928.

Sir,

In reply to the five questions contained in your letter of March 12th last, I have the honour to communicate the following particulars for the use of the Committee of the Council.

1/a. The note sent on January 4th, 1928, by the Royal Hungarian Ministry of National Defence to the Royal Ministry of Finance, under reference No. 98/Elns/B, did not call for any special action, as the Hungarian financial authorities had already taken the necessary steps at the proper time and on their own initiative.

In particular, the Szent-Gotthard General Customs Office was of opinion — though wrongly, as the Austro-Hungarian enquiry of January 17th subsequently showed (see Appendix VIII in document C. 97. 1928. IX. submitted to the Council of the League of Nations) — that goods train 5872, which arrived at Szent-Gotthard at 2.42 p.m. on January 1st last, had been passed over to the Hungarian railways by the Austrian railways. This meant that the goods in the train were to be regarded as having crossed the Hungarian Customs frontier and as having, in consequence, come under the control of the Hungarian Customs authorities. The aforesaid Office thus viewed the importation of the war material found in the five wagons of this goods train as an attempt at contraband traffic in prohibited goods within the meaning of Articles 151 and 164 of the Law relating to Customs duties (Law No. XIX of 1924) (see Appendix 5 attached).

The Customs Office consequently placed the consignment under seal and drew up an indictment against persons unknown, which it forwarded to its superior authorities, the Central Customs Administration. This document was registered under No. I. 179 on January 7th (Appendix 1 attached).

No action could be taken, however, on the indictment until the disputed question of determining in which Customs territory the goods were lying had been settled.

On the evidence contained in the record of proceedings of the enquiry carried out at Szent-Gotthard on January 17th by representatives of the Austrian and Hungarian Customs and railway authorities (Appendix VIII of document C. 97. 1928. IX), it was duly established that the consignment in question, not having been duly and legally handed over to the Hungarian authorities by the Austrian authorities, could not be regarded as having entered Hungarian Customs territory, so that, under Sections 1 and 2 of Law No. XIX of 1924, the powers of the Hungarian Customs Administration did not extend to this consignment (see Appendix 5 attached). The fact that, on January 21st, the Austrian authorities refused to take back the consignment (see document C. 97. 1928. IX, Appendix XII) in no way changed the legal position.

Having no competence in the matter, the Central Customs Administration thus had to stop the proceedings instituted against persons unknown on the basis of the above-mentioned indictment, which was entered on the Register of Revenue Offences under No. 1/1928. The Szent-Gotthard General Customs Office was informed of this fact in a note dated February 2nd, under reference No. 15.722/III, 1928 (Appendix 4 attached).

The seals affixed to the consignment had already been removed when an offer to send it back was made to the Austrian authorities, who, however, refused this offer (Appendices 2 and 3 attached).

1/b. According to the way-bills, the consignment was sent to Messrs. Berkovics Bros., forwarding agents at Slovensko-Nove-Mesto. The Hungarian authorities at Szent-Gotthard and Budapest had no reason to suppose that this firm was not on Czechoslovak territory. This supposition seemed to be corroborated by the fact that the Legation of the Czechoslovak Republic at Budapest sent a note to the Hungarian Ministry of Foreign Affairs on January 3rd, under reference No. 229/1928, asking for information on the details of the said consignment (Appendix 6 attached).

It was with this idea in mind, and with the object of facilitating investigations, that the Ministry of Foreign Affairs supplied the said Legation with detailed information as to the consignment in question, in a note No. 50.490/4.1928, dated January 5th (Appendix 7 attached).

The Hungarian Government was expecting the Czechoslovak authorities to elucidate this side of the question, for which it regarded them as alone competent.

In the meanwhile, M. Erno Berkovics, the proprietor of the aforesaid forwarding agency, appeared before the competent Hungarian authorities, who prepared a summary of his evidence on January 21st (document C. 97. 1928. IX, Annexes 9/a, 9/b, etc.).

From this evidence, it appears that M. Berkovics had no knowledge whatever of the transaction, a fact which need cause no surprise as the firm in question were forwarding agents. (Reference should be made to the explanations on the subject which are given in Annex 9/b of document C. 97. 1928. IX.) There was hence no reason to take proceedings against M. Berkovics.

2. The Hungarian Railway Administration had the relevant documents examined as from July 1st, 1927. Its investigations show that no consignments similar to the one under discussion, despatched by the same route and declared as machine parts, have passed through Szent-Gotthard station. The documents could be placed at the disposal of the Committee of the Council.

3. The text of the record of proceedings drawn up at Rátót on January 18th is attached as Appendix 8.

The action taken by the Hungarian Customs officials is set forth in that document. It is correct that Szent-Gotthard station is larger than that of Rátót. The latter is at a distance of 15 kilometers from the former, and Szent-Gotthard is also a more suitable station for placing these wagons on a siding. Up till then it was not customary for wagons to be run out to Rátót sidings.

In this case this action was not taken for technical reasons. But it should be borne in mind that the violent attitude of the Austrian officials when the incident occurred had greatly irritated the population of Szent-Gotthard. It was therefore decided to send the wagons on to Rátót in order to obviate undesirable consequences, possibly even serious disorder.

After the joint enquiry of January 17th, when the Government offered to hand the wagons over to the Austrian authorities, they were taken back to Szent-Gotthard. The material has been there ever since.

4. The component parts of the machine-guns are of the "Schwartzlose 7/12" pattern. The manufacturer's mark is "Waffenfabrik Steyr".

The parts are stamped with the mark of a double-headed eagle.

All the material has already been in use. Most of it is worn, some of it consists of discarded parts, and only from 5 to 10 per cent can be considered in thoroughly good condition.

The numbers on the parts run, generally speaking, between 3000 and 30000.

The marks on the cases are set forth in Appendix 9 attached. These cases were not destroyed, but were merely damaged owing to the hasty unpacking of the war material intended for destruction.

The passage on page 4, Appendix XXIV of document C. 97.1928. IX: "and the rest of the material can only be used for fuel", does not relate to the large packing-cases, but to the small ammunition-belt boxes.

The large cases were sold by auction to M. Coloman Malasics, restaurant proprietor at Szent-Gotthard, and are warehoused in the station of that town (Appendices XL and XLIV of document C. 97.1928. IX).

In view of the fact that the question of the competence of the States was not settled until January 17th, neither of the two parties was able to take action before that date.

The right to dispose of the consignment only reverted to the Hungarian railways after the Austrian authorities had refused to take it back. This refusal was communicated in writing to the station-master of Szent-Gotthard on January 21st. The report of the latter on the subject reached the Railway Administration on January 23rd. On the same day, the Administration gave orders for the consignor to be immediately informed that the consignment had been stopped; the Szent-Gotthard station-master accordingly sent a communication to the station-master of Verona the same day (Appendix XIV of document C. 97.1928. IX). Similar communications were also sent subsequently (Appendices XIV/a and ad XXIII of document C. 97.1928. IX).

As the above particulars will show, the Hungarian Railway Administration did its utmost to inform the consignor, and acted as soon as its competence in the matter had been clearly established.

* * *

The Hungarian Government hopes that the above supplementary information will throw light on all the details of the Szent-Gotthard incident. The Government remains, nevertheless, at the Committee's disposal should the latter deem it necessary to ask for further information.

(Signed) Paul DE HEVESY,
Minister Resident.

M. Erik COLBAN,
Director of the Disarmament Section
of the Secretariat
of the League of Nations.

Appendix 1.

[Translation.]

Szent-Gotthard Royal Hungarian General Customs Office,
Hungary, L.S.

Comitat : vas.

INDICTMENT

Drawn up at Szent-Gotthard, on January 1st, 1928, at 4.35 p.m., in the offices of the Royal Hungarian General Customs.

Present :

For the Authorities : Joseph CZETKOVICS, Foreman on the State Railways; John BICZI, Warehouseman.

For the parties : No one.

For the Revenue Department : Charles Soós, Inspector; Ottó DUDONITS, Customs Officer; Francis BABOS, Financial Supervisor; Francis GÖMBÖS, Station-master on the State Railways; Andrew KISFALUDY, Storekeeper on the State Railways; Stephen KIRÁLY, Police Constable, acting for the Inspector.

Ground of arrest or legal proceedings: Importation into Hungary of five wagons of contraband war material accompanied by a false declaration.

No.....

Persons empowered to carry out the arrest or to institute legal proceedings :
As above.

Action taken by said persons :
See below.

Detailed account of the circumstances connected with the arrest or legal proceedings :

After the Austrian goods train No. 5873, which arrived on the 1st inst. at 2.42 p.m., had been handed over to the Hungarian authorities, the attention of the Hungarian Customs officers was aroused by the fact that, in one of the wagons already sealed by the Hungarian Customs, the Austrian Customs officers were proceeding to open cases after removing the Hungarian seal. The Hungarian officers proceeded to the spot, where they gathered, from the statements made in German by persons who had collected round the wagon, that the five wagons contained war material. The Hungarian Customs officers communicated this information at once to the chief Customs officer and station-master, who immediately proceeded to the spot and prevented the Austrian officers from sending back the consignment — which was already collected together — as was their intention.

The five wagons were run into a siding, where the Hungarian Customs officers and railway officials ascertained that the wagons contained machine-gun parts and equipment.

The consignment having been declared in the way-bills as "unassembled machine parts", the present indictment had to be drawn up, in view, first, of the false declaration, and, secondly, of the circumstance that this was an attempt to pass contraband goods in transit, without a transit permit and by means of a false declaration.

The numbers of the five wagons carrying the consignment are : F. S. Italia 133292, 158675, 159776, 159983, 157249.

Signor : Commercio Universale in Ferramento ed Ordigni, S.A., Verona.

Consignee : Berkovics Bros., Novo-Mesto, Slovakia.

The consignment consists, in all, of 591 cases with an aggregate weight of 64,270 kilogrammes.

State whether a representative of the authorities or of the commune, or any other person ranking as such, was present as a witness at the time of the seizure :

See above.

Goods seized :

Five wagons of war material weighing, in all, 64,270 kilogrammes.

State where the articles in question have been placed :

For reasons of safety they have been placed, until further orders, at Rátót, under Customs seal.

Action taken with regard to the person arrested :

Statement by the party as to whether the facts have been correctly represented, or objections of the party to the facts reported as a whole :

Further remarks by the person effecting the seizure or the person arrested :

A telegraphic report relating to the present case has been sent, under reference No. 8, to the Royal Hungarian Ministry of National Defence and to the Royal Hungarian Central Customs Administration; a report has also been sent to the Royal Hungarian Central Customs Administration.

Signature of the witness for the authorities :

CZETKOVICS, József, m.p.
BICZI, János, m.p.

Signature of the party or parties :

Signatures of the persons effecting the seizure :

Soós, Károly, m.p.,
Inspector.
Ottó DUDONTIS, m.p.,
Customs Officer,
Francis BABOS, m.p.,
Financial Supervisor.
Francis GÖMBÖS, m.p.,
Station-master on the State Railways.
Andrew KISFALUDY, m.p.,
Storekeeper on the State Railways.
Stephen KIRÁLY, m.p.,
Police Constable, acting for the Inspector.

Signatures of other persons :

Appendix 2.

[Translation.]

Central Customs Administration.

No. 8558. 128.

1. - ü.-ö.

To the Ministry of Finance.

On January 17th, 1928, a joint meeting with the Austrian railway and Customs authorities was held at Szent-Gotthard, on the proposal of the Royal Hungarian State Railways, to enquire into the question of the five wagons containing machine-gun parts which arrived at Szent-Gotthard on January 1st, 1928, on their way from Italy to Poland.

The Central Customs Administration has the honour to submit the original of the record of proceedings drawn up at the enquiry into the circumstances of the arrival and stopping of this consignment,¹ together with an original of the report prepared on January 18th, and setting forth the results of the random test examination of the consignment carried out by the Hungarian authorities.²

In accordance with the verbal instructions given by you when the above-mentioned documents were handed in direct, the Szent-Gotthard Royal Hungarian Customs Office removed the seals on January 20th from the said consignment, and placed it at the disposal of the Royal Hungarian State Railways in order that it might be handed over to the Austrian Customs authorities; for, as ascertained at the enquiry on the spot, the consignment had not been legally handed over by the Austrian Customs authorities, as shown by the fact that the test examinations, which the Austrian authorities deemed necessary, had not yet been carried out.

The Central Customs Administration informed the Royal Hungarian State Railway Administration in its letter No. 2973 of January 21st, of which a copy is annexed,³ that the seals had been removed and that the consignment had been placed at the disposal of the Royal Hungarian State Railways.

Budapest, January 27th, 1928.

For the Director of Customs :

(Signed) [Illegible],

Member of the Customs Board.

Appendix 3.

[Translation.]

Royal Hungarian Ministry of Finance.

No. 16/743/1928. XII. f6.

To the Royal Hungarian Central Customs Administration,
Budapest.

I approve the measures taken by your Administration, which, as stated in your report No. 8558 of January 27th, 1928 — in view of the fact that the enquiry held on January 17th, 1928, by a joint commission, consisting of representatives of the Hungarian and Austrian railway and Customs authorities, had shown that the five wagons containing

¹ See Appendix VIII of document C. 97. 1928. IX.

² See Appendix 8 attached.

³ See Appendix X of document C. 97. 1928. IX.

war material had not been actually handed over to the Hungarian authorities by the Austrian Customs authorities — ordered the seals on the said wagons to be removed and the wagons placed at the disposal of the State Railways, to be handed over to the Austrian Customs authorities. These wagons, containing parts of machine-guns, had arrived on January 1st, 1928, at the Szent-Gotthard station from Italy, consigned to Poland. As they were not accompanied by a transit permit issued by the Royal Hungarian Ministry of National Defence, they were stopped by the Szent-Gotthard Royal Hungarian General Customs Office.

The annexes to your report are returned herewith.

Budapest, February 1st, 1928.

(Signed) BUD, m. p.

[Translation.]

Royal Hungarian Central Customs Administration.

15.722/III.

For office use.

The official report of the enquiry held on the spot on January 17th, 1928, with the assistance of the Austrian railway and Customs authorities, shows that the goods (war material) ex five wagons, referred to in the annexed indictment, cannot be rightly regarded as having been "handed over" to the Royal Hungarian State Railways, since this handing over was not actually effected, but was purely formal. Consequently, the consignment was not placed at the disposal of the Royal Hungarian State Railways, the Austrian Railways having the right to dispose of the goods.

It appears from the foregoing that the consignment containing prohibited goods cannot be deemed to have "entered" Hungarian territory, and, accordingly, in virtue of Sections 1 and 2 of Law No. XIX of 1924, the Hungarian Customs authorities are not competent to deal with this consignment.¹

Although the articles in question represent prohibited goods, the import or export of which, in view of the existing prohibition, is regarded as smuggling under Section 164 of the Customs Law — even the attempt to smuggle such goods constitutes a penal offence — the indictment should be cancelled in the present case owing to the absence of any ground for action, since the Hungarian Customs authorities were not competent to deal with the goods at the time and there could thus be no question of a revenue offence.

Appendix 4.

[Translation.]

Royal Hungarian Central Customs Administration.

No. 15.722. III. 1928.

To the Szent-Gotthard Royal Hungarian General Customs Office.

The Royal Hungarian Central Customs Administration begs to inform you that the proceedings against *some person unknown*, begun in virtue of the indictment drawn up on January 1st, 1928, and entered, under No. 1/1928, in the Revenue Offences Register, have been stopped.

Budapest, February 2nd, 1928.

[Signature illegible]. m. p.

Appendix 5.

[Translation.]

NEW CUSTOMS LAW (Law No. XIX, 1924).

§1. Customs administration.

The State has the right to collect Customs duties on the goods exchanged between the Hungarian State and other States. The administration of the Customs consists in the

¹ See Appendix 5 attached.

exercise of this exclusive State right. In order to ensure the observance of the Customs regulations, goods traffic with other countries is only allowed provided the Customs authorities or the Customs officials can be notified of the proposed consignment.

§2. *Customs territory.*

The territory over which the jurisdiction of the Hungarian Customs extends forms the Hungarian Customs territory. It is bounded by the Customs boundary, which as a general rule coincides with the State frontier. Where the State frontier is formed by stagnant or running water, the Ministry has power to alter the Customs boundary. With this one exception, State frontiers may not be disregarded in fixing the Customs boundaries, *i.e.*, land may not be included in the Customs territory nor may part of the State territory be excluded from the Customs territory or included in foreign Customs territory, except by means of a special law. That part of a foreign territory adjoining the Hungarian Customs territory forms the common Customs territory. The part of the Customs territory excluded or adjoining foreign Customs territory constitutes the frontier zone.

§22. *Seizure and custody of merchandise and articles.*

The seizure of merchandise or articles, either in connection with a Customs claim (§37) or in the course of criminal proceedings arising out of an infringement of the Customs regulations, may only be ordered by the Customs office, its superior authorities or by the department of the Customs Administration dealing with penal matters.

It is the duty of the official or Customs agent acting in the matter to take provisional charge of the goods, if there are material grounds for suspecting that a Customs claim should be made. In the case of an infringement of the Customs regulations, it is their duty to take charge of the goods in question and of the articles used for transport or for packing or intended to conceal the commission of the offence, since these articles may serve as evidence when criminal proceedings are instituted by the Customs authorities. This provisional custody shall continue until the receipt of instructions from the authorities competent, in accordance with paragraph 1, to order the goods to be seized. The official acting in the matter is required to notify the competent authority immediately, requesting him to order the merchandise or articles in provisional custody to be seized.

In this matter of seizure and provisional custody, it is sufficient for the official acting in the matter to forbid the actual owner or his representative to dispose of the merchandise or articles. This procedure must only be resorted to if official surveillance would involve difficulties or unduly high charges.

A report must be drawn up in regard to this provisional custody, specifying the merchandise and articles in question. At the request of the owner or his representative, a copy of this report must be sent him. When documents are seized, care must be taken to ensure that their contents do not come to the knowledge of unauthorised persons.

§151. *Attempted offences.*

Attempted smuggling (§§164 and 165) and attempts to defraud the Customs are also punishable. The penalty laid down for the act itself also applies to attempted offences.

The penalty for an attempt to defraud the Customs must be based on the extent of the loss to the Customs or the profit which would have been made at their expense had the act been accomplished.

Further, the general provisions of Chapter IV of Law No. V, 1878, also apply to attempted offences.

§164. *Smuggling of prohibited goods.*

The following are liable to a term of imprisonment not exceeding one year and to a fine varying from twice to eight times the value of the goods :

(a) Persons conveying across the Customs boundary in either direction goods — whether dutiable or exempt from duty — the import or transit of which is prohibited by failing to present them for clearance to the Customs office or Customs officials, or by means of a false declaration or fraudulent act to the prejudice of the Customs office or Customs officials ;

(b) Persons putting on the market goods — whether dutiable or exempt from duty — the import of which is prohibited, but which have been allowed to enter the Customs territory in connection with legal proceedings or for warehousing or purposes of registration.

(c) Persons to whom a permit has been granted, in the form of a "return" or "registration" card, to export prohibited goods — whether dutiable or exempt from duty — and who wilfully fail to have the goods returned to the Customs territory within the stipulated time-limit ; or who wilfully fail to bring in goods to replace those which were allowed to be exported, according to the conditions of the permit (§88).

In addition to the imposition of the fine, the goods shall be confiscated, whether they belong to the offender or to a third party.

Persons who, at the request of the Customs authority, bring back the goods in question into the Customs territory within an extended time-limit, or who bring in goods to replace the original consignment, shall not be punishable under paragraph (c) above.

Appendix 6.

Czechoslovak Legation, Budapest.

To the Hungarian Ministry for Foreign Affairs,
Budapest.

VERBAL NOTE.

The newspapers of the capital reproduced the official Austrian information concerning the transport into Hungarian territory of five wagons loaded with war material.

This information states that the said five wagons were loaded with 591 cases and, according to the way-bills, contained unassembled parts of machines. The despatching station was given as Verona, the destination being the station of Slovenske-Nove-Mesto, in Czechoslovakia.

The random examination carried out by the Austrian Customs authorities at Szent-Gotthard revealed the fact that the cases contained war material, namely, component parts of machine-guns, and that consequently the declaration of the contents of the cases given in the way-bills was false. As the consignment was not accompanied by an Austrian transit permit, the Austrian Customs authorities demanded that it should be sent back into Austrian territory. The Hungarian authorities refused to comply with this demand and, according to other information, seized the wagons.

The Czechoslovak Legation, acting on instructions from its Government, has the honour to request the Ministry to communicate the results of the enquiry opened regarding this incident and to inform the Legation more particularly of the particulars given in the way-bills concerning the consignor of the war material, the place (station) of consignment and destination, and the consignee.

Budapest, January 3rd, 1928.

[Stamp].

Appendix 7.

Royal Hungarian Ministry for Foreign Affairs.

50. 490/4-1928.

VERBAL NOTE.

To the Czechoslovak Legation,
Budapest.

In reply to Verbal Note No. 229 of the 3rd inst., the Royal Hungarian Ministry for Foreign Affairs has the honour to inform the Czechoslovak Legation that, according to the evidence established by the Hungarian authorities, the consignment mentioned in the aforesaid Note was addressed to the firm of Berkovics Brothers, Nove-Mesto. The "Remarks" column in the way-bill accompanying the shipment shows that it was to be forwarded, without unloading, to Warsaw.

The consignment was despatched by the Italian firm "Commercio Universale di Ferramento ed Ordigni, S.A.", Verona.

According to the report of the competent authorities, the consignment contained war material but was not accompanied by a transit permit from the Hungarian Government; it was therefore stopped by the Hungarian Customs authorities, in conformity with the laws and regulations in force.

Budapest, January 5th, 1928.

Appendix 8.

[Translation.]

REPORT.

Drawn up on January 18th, 1928, at the station-master's office, State Railways, Rátót, in accordance with an order given by telephone on the evening of January 17th, 1928, by the Royal Hungarian Ministry of Finance.

Subject: Establishment by random examination of the contents of the five (5) wagons which arrived from Italy and were seized by the Royal Hungarian General Customs Office at Szent-Gotthard.

Present:

For the State Railways Administration: Ferenc TAMÁS, Inspector of Railways.

For the Railways Technical Administration, Szombathely: Stephen PRÁGAY, Superintendent of Railways.

For the Royal Hungarian Central Customs Administration : Lewis DOLNAY, Chief Financial Adviser, replacing the Central Customs Director ; Julius SCHLOSSER, Customs Inspector.

The Commission, after carrying out an external examination and removing the seals enumerated below, proceeded to determine the contents of the wagons by random examination, and established the following facts :

I. Wagon F.S. Italia F.C. No. 133292 was sealed :

On one of the side doors :

with one (1) lead seal, State Railways, Szent-Gotthard No. 15/16,
with one (1) lead seal, Customs, Szent-Gotthard No. 1 ;

On the other door :

with one (1) lead seal, Customs, Szent-Gotthard No. 1,
with one (1) lead seal, Verona, Italian Railways,
with one (1) lead seal, Verona, Customs.

Of the 135 cases mentioned in the way-bills as being in the wagon, the following were examined :

- (1) One case No. M.D. 30097. Contents : machine-gun belts and small cases ;
- (2) One case No. L.P. 30023. Contents : apparatus for filling machine-gun belts.

II. Wagon F.c. 158675 was sealed :

On one of the side doors :

with one (1) lead seal, State Railways, Szent-Gotthard, 12/12,
with one (1) lead seal, Customs, Szent-Gotthard No. 1.

On the other side door :

with one (1) lead seal, Italian Customs,
with one (1) lead seal, Hungarian Customs,
with one (1) lead seal No. 27, Italian Railways,
with one (1) lead seal No. 28, Italian Railways.

Of the 70 cases mentioned in the way-bills as being in the wagon, the following were examined :

- (1) One case No. M.D. 30096. Contents : machine-gun belts and small cases ;
- (2) One case No. M.D. 30098. Contents : machine-gun belts and small cases.

III. Wagon No. F. 159776 was sealed :

On one of the side doors :

with one (1) lead seal No. 13/13, Szent-Gotthard Railways,
with one (1) lead seal, Customs, Szent-Gotthard No. 1.

On the other side door :

with one (1) lead seal, Italian Customs,
with one (1) lead seal, Customs, Szent-Gotthard,
with one (1) lead seal No. 39,
with one (1) lead seal No. 40, Italian Railways.

Of the 88 cases mentioned in the way-bills as being in the wagon, the following were examined :

- (1) One case No. L.P. 30018. Contents : apparatus for filling machine-gun belts.

IV. Wagon No. F.c. 159983 was sealed :

On one of the side doors :

with one (1) lead seal, Italian Customs,
with one (1) lead seal, Hungarian Customs No. 1, Szent-Gotthard,
with one (1) lead seal, Italian Customs, affixed to the latch,
with one (1) lead seal No. 31, Italian Railways,
with one (1) lead seal No. 32, Italian Railways.

On the other side door :

with one (1) lead seal, Hungarian Customs No. 1, Szent-Gotthard,
with two (2) lead seals, Italian Customs,
with one (1) lead seal No. 29, Italian Railways,
with one (1) lead seal No. 30, Italian Railways.

According to the way-bills, the wagon contains 220 cases.

V. Wagon No. F.c. 157249 was sealed :

On one of the side doors :

with one (1) lead seal, Italian Customs,
with one (1) lead seal, Hungarian Customs No. 1, Szent-Gotthard,
with one (1) lead seal No. 35, Italian Railways,
with one (1) lead seal, Italian Customs.

On the other side door :

with two (2) lead seals, Italian Customs,
with one (1) lead seal, Hungarian Customs No. 1, Szent-Gotthard,
with one (1) lead seal No. 34, Italian Railways,
with one (1) lead seal No. 36, Italian Railways.

According to the way-bills, the wagon contains 78 cases.

All the cases in all five wagons are sealed with a private lead seal bearing the marks
B A C E ◊

The open side doors, that is five (5) side doors, were sealed with lead seals, Hungarian Customs No. 1, Szent-Gotthard, and further :

Wagon No.	133292	with lead seal No.	38,
"	"	158675	" " " " 37,
"	"	159776	" " " " 33,
"	"	159983	" " " " 31,
"	"	157249	" " " " 28, Railway, Rátót station.

In conclusion, the Commission notes that, should it be necessary to determine the exact contents of all the cases, this measure could not be carried out at Rátót, owing to the lack of a suitable goods yard and the necessary labour and implements for unpacking the goods.

The report was read aloud and signed.

Date as above.

(Signed) Ferenc TAMÁS,

Inspector of Railways, for the
Administration of the I.F.O.

(Signed) Lewis DOLNAY,

Chief Financial Advisor, replacing
the Central Customs Director.

(Signed) Stephen PRÁGAY,

Superintendent of Railways,
for the Railways Technical
Administration, Szombathely.

(Signed) Julius SCHLOSSER,

Customs Inspector.

Appendix 9.

EXTRACT FROM UNLOADING LEDGER.

Machine-gun parts contained in the five wagons stopped at Szent-Gotthard station.

Totals :

Wagon No.	133292	Italy	F.S. - Fc.	135 cases
"	"	158675	" F.S. "	70 "
"	"	159776	" F. "	88 "
"	"	157249	" Fc "	78 "
"	"	159983	" Fc "	220 "

Total : 591 cases

Szent-Gotthard.

(Signed) GÖMBÖS, m.p.
Station-master.

(Signed) Dr. BODO,
For the Royal Hungarian State
Railways Administration
(F. IV).

[Translation.]

Wagon No. 133292 Italy - F.S. - Fe.

Mark.	No.	Mark.	No.	Mark.	No.
of cases:					
A.O.	30055	A.O.	30025	A.O.	30047
A.O.	30098	A.O.	30013	A.O.	30093
L.P.	30001	A.O.	30043	E.E.	30001
A.O.	30057	A.O.	30021	A.O.	30105
A.O.	30001	A.O.	30006	E.E.	30004
A.O.	30019	E.E.	30005	A.O.	30037
A.O.	30034	A.O.	30069	A.O.	30078
L.P.	30012	A.O.	30051	A.O.	30015
L.P.	30013	A.O.	30075	E.E.	30007
E.E.	30008	A.O.	30070	A.O.	30029
L.P.	30027	E.E.	30010	E.E.	30006
A.O.	30074	M.D.	30138	E.E.	30009
M.D.	30097	M.D.	30041	A.O.	30102
M.D.	30053	A.O.	30020	A.O.	30036
L.P.	30011	A.O.	30022	A.O.	30077
A.O.	30002	A.O.	30003	A.O.	30103
M.D.	30050	A.O.	30084	A.O.	30080
L.P.	30022	A.O.	30100	A.O.	30101
A.O.	30031	M.D.	30058	L.P.	30002
A.O.	30026	L.P.	30009	A.O.	30076
A.O.	30052	A.O.	30007	L.P.	30017
A.O.	30106	A.O.	30059	L.P.	30003
A.O.	30104	A.O.	30097	L.P.	30023
A.O.	30060	A.O.	30091	L.P.	30019
A.O.	30063	A.O.	30067	L.P.	30042
A.O.	30024	A.O.	30095	E.E.	30003
A.O.	30082	A.O.	30068	A.O.	30004
A.O.	30005	A.O.	30086	A.O.	30090
A.O.	30044	A.O.	30045	A.O.	30003
A.O.	30048	A.O.	30092	A.O.	30054
A.O.	30083	A.O.	30028	A.O.	30089
A.O.	30027	A.O.	30008	E.E.	30002
A.O.	30040	A.O.	30038	A.O.	30094
A.O.	30042	A.O.	30071	A.O.	30087
A.O.	30081	A.O.	30017	A.O.	30050
A.O.	30010	A.O.	30053	A.O.	30085
A.O.	30088	A.O.	30049	A.O.	30079
A.O.	30005	A.O.	30058	A.O.	30009
A.O.	30061	A.O.	30041	A.O.	30011
A.O.	30096	A.O.	30032	A.O.	30035
A.O.	30046	A.O.	30056	A.O.	30014
A.O.	30064	A.O.	30099	A.O.	30018
A.O.	30062	A.O.	30066	A.O.	30073
A.O.	30072	A.O.	30030	A.O.	30016
A.O.	30039	A.O.	30012	A.O.	30023

Total :

Bearing mark	A.O.	— 106 cases
"	L.P.	— 13 "
"	E.E.	— 10 "
"	M.D.	— 6 "
Total		135 cases

Szent-Gotthard.

(Signed) GÖMBÖS, m.p.
Station-master.

(Signed) Dr. BODÓ,
For the Royal Hungarian State
Railways Administration
(F. IV).

[Translation.]

Wagon No. 158675 Italy F.S. — Fo.

Mark.	No.	Mark.	No.	Mark.	No.
of cases.					
M.D.	30098	M.D.	30039	M.D.	30069
M.D.	30096	M.D.	30055	M.D.	30020
H.D.	30050	M.D.	30073	M.D.	30116
M.D.	30137	M.D.	30070	M.D.	30148
M.D.	30065	M.D.	30006	M.D.	30004
M.D.	30033	M.D.	30036	M.D.	30026
M.D.	30109	M.D.	30037	M.D.	30021
M.D.	30095	M.D.	30012	M.D.	30038
M.D.	30147	M.D.	30106	M.D.	30044
M.D.	30099	M.D.	30077	M.D.	30072
H.D.	30012	M.D.	30030	M.D.	30056
H.D.	30007	M.D.	30040	M.D.	30052
H.D.	30041	M.D.	30083	M.D.	30049
M.D.	30102	M.D.	30082	M.D.	30085
M.D.	30031	M.D.	30068	M.D.	30078
M.D.	30024	M.D.	30093	M.D.	30090
M.D.	30023	M.D.	30043	M.D.	30062
M.D.	30007	M.D.	30067	M.D.	30075
M.D.	30111	M.D.	30061	M.D.	30081
M.D.	30022	M.D.	30071	M.D.	30011
M.D.	30015	M.D.	30066	M.D.	30146
M.D.	30118	M.D.	30136	M.D.	30051
M.D.	30048	M.D.	30010	M.D.	30084
M.D.	30042				

Total :

Bearing mark	M.D.	— 66 cases
”	”	H.D. — 4 ”
		Total 70 cases

Szent-Gotthard.

(Signed) GÖMBÖS,
Station-master.

(Signed) Dr. BODO, m.p.
For the Royal Hungarian State
Railways Administration
(F. IV).

[Translation.]

Wagon No. 159776 Italy F.S. — F.

Mark.	No.	Mark.	No.	Mark.	No.
of cases.					
L.P.	30016	H.D.	30009	L.P.	30040
H.D.	30005	H.D.	30038	H.D.	30020
H.D.	30049	H.D.	30059	H.D.	30048
H.D.	30023	H.D.	30055	H.D.	30013
L.P.	30021	H.D.	30056	H.D.	30027
L.P.	30037	H.D.	30040	H.D.	30026
H.D.	30030	L.P.	30018	H.D.	30046
L.P.	30044	H.D.	30018	H.D.	30057
L.P.	30039	H.D.	30006	H.D.	30014
L.P.	30032	H.D.	30016	H.D.	30045
L.P.	30026	L.P.	30007	H.D.	30058
L.P.	30038	L.P.	30006	L.P.	30041
L.P.	30014	H.D.	30011	L.P.	30033
L.P.	30024	H.D.	30042	L.P.	30028
L.P.	30045	H.D.	30037	H.D.	30044
L.P.	30010	L.P.	30004	H.D.	30024
L.P.	30229	H.D.	30010	H.D.	30022
L.P.	30035	H.D.	30008	H.D.	30025
L.P.	30025	H.D.	30033	L.P.	30034
L.P.	30043	L.P.	30030	L.P.	30005

Wagon No. 159776 Italy F.S. — F. (continued).

Mark.	No.	Mark.	No.	Mark.	No.
of cases.					
H.D.	30051	L.P.	30021	H.D.	30054
H.D.	30047	H.D.	30017	H.D.	30015
H.D.	30019	L.P.	30008	L.P.	30036
H.D.	30035	H.D.	30021	H.D.	30052
H.D.	30001	H.D.	30029	L.P.	30015
L.P.	30020	H.D.	30052	H.D.	30003
H.D.	30004	H.D.	30028	H.D.	30033
H.D.	30060	H.D.	30002	H.D.	30004
H.D.	30043	H.D.	30039	H.D.	30053
H.D.	30031				
Total:					
Bearing mark H.D. — 56 cases.					
" " L.P. — 32 "					
Total 88 cases.					

Szent-Gotthard.

(Signed) GÖMBÖS, m.p.
Station-master.

(Signed) Dr. BODO, m.p.
For the Royal Hungarian State
Railways Administration
(F. IV).

[Translation.]

Wagon No. 157249 Italy F.S. — Fe.

Mark.	No.	Mark.	No.	Mark.	No.
of cases.					
M.D.	30121	M.D.	30089	M.D.	30103
M.D.	30116	M.D.	30140	M.D.	30125
M.D.	30143	M.D.	30009	M.D.	30016
M.D.	30110	M.D.	30005	M.D.	30003
M.D.	30119	M.D.	30145	M.D.	30101
M.D.	30079	M.D.	30126	M.D.	30127
M.D.	30134	M.D.	30142	M.D.	30001
M.D.	30107	M.D.	30113	M.D.	30013
M.D.	30013	M.D.	30032	M.D.	30019
M.D.	30054	M.D.	30124	M.D.	30064
M.D.	30080	M.D.	30091	M.D.	30063
M.D.	30074	M.D.	30017	M.D.	30149
M.D.	30120	M.D.	30057	M.D.	30104
M.D.	30130	M.D.	30112	M.D.	30008
M.D.	30060	M.D.	30087	M.D.	30025
M.D.	30076	M.D.	30045	M.D.	30034
M.D.	30087	M.D.	30105	M.D.	30030
M.D.	30129	M.D.	30131	M.D.	30135
M.D.	30144	M.D.	30132	M.D.	30088
M.D.	30141	M.D.	30128	M.D.	30017
M.D.	30150	M.D.	30139	M.D.	30029
M.D.	30133	M.D.	30092	M.D.	30123
M.D.	30122	M.D.	30028	M.D.	30018
M.D.	30114	M.D.	30059	M.D.	30046
M.D.	30100	M.D.	40094	M.D.	30027
M.D.	30002	M.D.	30047		

Total:

Bearing mark M.D. — 78 cases.

Szent-Gotthard.

(Signed) GÖMBÖS, m.p.
Station-master.

(Signed) Dr. BODO, m.p.
For the Royal Hungarian State
Railways Administration
(F. IV).

[Translation.]

Wagon No. 139983 Italy F.S. — Fo.

Mark.	No.	Mark.	No.	Mark.	No.
of cases.					
E.Z.	30102	E.Z.	30097	E.Z.	30078
E.Z.	30046	E.Z.	30070	E.Z.	30181
E.Z.	30099	E.Z.	30077	E.Z.	30016
E.Z.	30052	E.Z.	30142	E.Z.	30067
E.Z.	30008	E.Z.	30088	E.Z.	30041
E.Z.	30107	E.Z.	30169	E.Z.	30179
E.Z.	30054	E.Z.	30092	E.Z.	30057
E.Z.	30074	E.Z.	30037	E.Z.	30006
E.Z.	30158	E.Z.	30118	E.Z.	30090
E.Z.	30038	E.Z.	30086	E.Z.	30042
E.Z.	30072	E.Z.	30109	E.Z.	30110
E.Z.	30160	E.Z.	30124	E.Z.	30208
E.Z.	30081	E.Z.	30186	E.Z.	30123
E.Z.	30020	E.Z.	30019	E.Z.	30065
E.Z.	30062	E.Z.	30187	E.Z.	30173
E.Z.	30133	E.Z.	30045	E.Z.	30131
E.Z.	30012	E.Z.	30061	E.Z.	30192
E.Z.	30093	E.Z.	30161	E.Z.	30001
E.Z.	30129	E.Z.	30011	E.Z.	30136
E.Z.	30202	E.Z.	30087	E.Z.	30021
E.Z.	30135	E.Z.	30095	E.Z.	30026
E.Z.	30048	E.Z.	30200	E.Z.	30146
E.Z.	30209	E.Z.	30203	E.Z.	30063
E.Z.	30172	E.Z.	30104	E.Z.	30115
E.Z.	30111	E.Z.	30214	E.Z.	30053
E.Z.	30164	E.Z.	30170	E.Z.	30049
E.Z.	30184	E.Z.	30035	E.Z.	30113
E.Z.	30182	E.Z.	30047	E.Z.	30105
E.Z.	30015	E.Z.	30096	E.Z.	30191
E.Z.	30017	E.Z.	30216	E.Z.	30174
E.Z.	30098	E.Z.	30205	E.Z.	30193
E.Z.	30084	E.Z.	30040	E.Z.	30079
E.Z.	30155	E.Z.	30220	E.Z.	30132
E.Z.	30089	E.Z.	30150	E.Z.	30211
E.Z.	30034	E.Z.	30122	E.Z.	30151
E.Z.	30207	E.Z.	30134	E.Z.	30075
E.Z.	30010	E.Z.	30201	E.Z.	30080
E.Z.	30022	E.Z.	30190	E.Z.	30194
E.Z.	30180	E.Z.	30140	E.Z.	30148
E.Z.	30091	E.Z.	30137	E.Z.	30218
E.Z.	30123	E.Z.	30056	E.Z.	30126
E.Z.	30028	E.Z.	30157	E.Z.	30163
E.Z.	30032	E.Z.	30108	E.Z.	30195
E.Z.	30027	E.Z.	30071	E.Z.	30044
E.Z.	30117	E.Z.	30033	E.Z.	30025
E.Z.	30083	E.Z.	30030	E.Z.	30014
E.Z.	30114	E.Z.	30069	E.Z.	30162
E.Z.	30060	E.Z.	30161	E.Z.	30002
E.Z.	30050	E.Z.	30177	E.Z.	30171
E.Z.	30212	E.Z.	30183	E.Z.	30166
E.Z.	20125	E.Z.	30094	E.Z.	30176
E.Z.	30154	E.Z.	30029	E.Z.	30149
E.Z.	30139	E.Z.	30058	E.Z.	30178
E.Z.	30206	E.Z.	30145	E.Z.	30051
E.Z.	30121	E.Z.	30012	E.Z.	30036
E.Z.	30101	E.Z.	30175	E.Z.	30106
E.Z.	30141	E.Z.	30005	E.Z.	30196
E.Z.	30130	E.Z.	30188	E.Z.	30189
E.Z.	30159	E.Z.	30082	E.Z.	30198
E.Z.	30143	E.Z.	30103	E.Z.	30165
E.Z.	30018	E.Z.	30116	E.Z.	30213
E.Z.	30066	E.Z.	30204	E.Z.	30168
E.Z.	30127	E.Z.	30009	E.Z.	30031
E.Z.	30073	E.Z.	30217	E.Z.	30024
E.Z.	30076	E.Z.	30102	E.Z.	30185
E.Z.	30197	E.Z.	30152	E.Z.	30043
E.Z.	30064	E.Z.	30138	E.Z.	30156

Wagon No. 139983 Italy F.S. — Fc. (continued).

Mark.	No.	Mark.	No.	Mark.	No.
of cases.					
E.Z.	30085	E.Z.	30069	E.Z.	30013
E.Z.	30153	E.Z.	30023	E.Z.	30147
E.Z.	30100	E.Z.	30119	E.Z.	30219
E.Z.	30007	E.Z.	30210	E.Z.	30051
E.Z.	30039	E.Z.	30055	E.Z.	30199
E.Z.	30141	E.Z.	30167		
E.Z.	30004	E.Z.	30003		

Total :

Szent-Gotthard. 220 cases bearing mark E.Z.

(Signed) GÖMBÖS, m.p.
Station-master.

(Signed) Dr. BODO, m.p.
For the Royal Hungarian State
Railways Administration
(F. IV).

ANNEX 2.

LETTER FROM THE CHAIRMAN OF THE COMMITTEE TO THE SECRETARY-
GENERAL REGARDING THE APPOINTMENT OF TWO EXPERTS
ON THE MANUFACTURE OF MACHINE-GUNS

The Hague, March 21st, 1928.

When the Council, on the 10th inst., adopted the Preliminary Report of the Committee of Three to the Council on the Szent-Gotthard incident, it authorised the Committee to consult technical experts, selected from among the organs of the League of Nations, who might, if the circumstances required, be sent to the spot.

Availing myself of this permission, I have the honour to request that you will be good enough to ask the President of the Permanent Advisory Commission for Military, Naval and Air Questions to submit, through you, the names of two experts on the manufacture of machine-guns or similar arms. These experts would be required, immediately on their appointment by the Committee, to proceed to Geneva to study the documents. They would then go to Szent-Gotthard to draw up an inventory and a detailed description of what is left of the machine-gun parts contained in the five railway wagons seized on January 1st, 1928. They would have to note any points which might enlighten the Committee in regard to the nature and present condition of the material in question. They would as early as possible submit a detailed written report on their work to the Committee. The Committee might subsequently request them to attend a meeting which it proposes to hold in April next.

(Signed) BEELAERTS VAN BLOKLAND.

ANNEX 3.

LETTER FROM THE PRESIDENT OF THE COMMITTEE TO THE SECRETARY-
GENERAL REGARDING THE APPOINTMENT OF TWO EXPERTS IN INTER-
NATIONAL RAILWAY TRAFFIC AND "FORWARDING" FORMALITIES

The Hague, March 21st, 1928.

When the Council, on the 10th inst., adopted the Preliminary Report of the Committee of Three to the Council on the Szent-Gotthard incident, it authorised the Committee to consult technical experts, selected from among the organs of the League of Nations, who might, if the circumstances required, be sent to the spot.

Availing myself of this permission, I have the honour to request that you will be good enough to ask the Chairman of the Advisory Committee on Transit to submit, through you, to the Committee the names of two experts, viz., one expert in international railway traffic and one expert in "forwarding" formalities. One of these experts should also be qualified to give the Committee information regarding the application of Customs

regulations to the above-mentioned traffic. These experts will be required, immediately on their appointment by the Committee, to proceed to Geneva to study the documents. They will then place themselves at the disposal of the Committee, which will request their attendance at a meeting proposed to be held in April next. It is possible that the Committee may require the experts to submit a written technical report before the date of that meeting.

(Signed) BEELAERTS VAN BLOKLAND.

ANNEX 4.

REPORT OF THE EXPERTS IN THE MANUFACTURE OF MACHINE-GUNS

April 25th, 1928.

We, Rudolf KJELLMAN and Oscar SKERMAN, Technical Experts appointed by the Committee of the Council of the League of Nations to inspect the material in the five wagons Nos. G. 129944, G. 136827, Gh. 170877, G. 101352, and G. 130013 at the railway-station of Szent-Gotthard, Hungary, submit herewith our report on that inspection.

The inspection was carried out by us with the assistance of representatives of the Secretariat and in the presence of representatives of the Hungarian Government, on April 16th, 17th and 18th, 1928.

Statement A gives particulars of the weights of the wagons, the contents found therein, and the dates of the breaking of the seals, etc.

Statement B gives particulars of the contents found.

We certify that the parts found were all bona-fide Schwartzlose machine-gun parts and accessories.

We certify also that the said parts did not comprise the whole of the parts necessary to build up complete machine-guns. The following additional main parts, apart from minor details, would have been necessary for that purpose :

- (a) Barrel (Water-jacket) and Breech Casings, *i.e.*, the main framework of the gun.
- (b) Breech Blocks.
- (c) Firing Pins.
- (d) Firing-pin Blocks.
- (e) Sears.
- (f) Triggers.
- (g) Return or Main Springs.
- (h) Breech-casing Covers.

It would appear, from the condition of the items found, that they were war material made before and during the war. Many of the parts appeared to be in very good condition. This applies more especially to material other than cartridge belts, but worn parts also were intermixed. Further, in some instances, parts of earlier pattern than those which comprise the bulk were found. Some of the parts would not, in our opinion, be of great value from the standpoint of maintenance of guns, *e.g.*, the relatively large quantities of complete feed shafts (Item 4), cranks with crank handles (Item 5), glands (Item 12) and mounting pivots (Item 13). The parts which we consider would be required as spare under normal conditions were either not present or present only in small quantities, *e.g.*, barrels, of which several would normally be required as spare per gun, return springs, firing pins and various minor details.

The series numbers, where found to be stamped on the parts, were not consecutive, but varied between about 3000 and 40000, which would tend to indicate that the material had not been made as a special consignment. The presence of the Austro-Hungarian Government and date marks found on a number of the parts further strengthens our view that the material was as stated in the foregoing.

In our opinion, an honest endeavour has been made to destroy the material, but the facilities at Szent-Gotthard were not such as would be available at an arsenal, and the operation without doubt proved somewhat difficult and extensive. We were informed that ten blacksmiths and a number of local peasants were engaged in the execution of the work and, in these circumstances and under the conditions prevailing at the time, a few parts here and there were not properly destroyed; we look upon this as unintentional. It would have been possible, however, to have burnt the cartridge belts, which would have been a more satisfactory means of destruction.

Finally, we desire to express our appreciation of the manner in which the Hungarian officials assisted us in our investigation.

Geneva, April 25th, 1928.

(Signed) Oscar SKERMAN.
Rudolf KJELLMAN.

LIST OF THE FIVE WAGONS, Nos. G. 129944, G. 136827, Gh. 170877, G. 101352 and G. 130012, WITH TARE, GROSS AND NET WEIGHTS AND CONTENTS, AS FOUND BY US, RUDOLF KJELLMAN AND OSCAR SKERMAN, EXPERTS APPOINTED BY THE COMMITTEE OF THE COUNCIL ON THE LEAGUE OF NATIONS, AT THE RAILWAY-STATION OF SZENT-GOTTHARD, HUNGARY.

Note. — The item numbers entered against the contents correspond with those in the report drawn up in Szent-Gotthard on February 18th, 1928, by the Hungarian authorities, and contained in Appendix XXIV of League document C.97.1928.IX.

Number of wagon	Weights in kilogrammes			Contents		Remarks
	Tare	Gross	Net	Item	Description	
G. 129944	7,550	20,600	13,050	2 7 16 22 24(a)	Barrels. Flash Eliminators. Shoulder Pieces. Shields. Armour for Water-jacket.	<p>The seals of this wagon were broken by the Hungarian Public Notary on April 18th, 1928, in our presence and in the presence of the representatives of the Secretariat and the representatives of the Hungarian Government.</p> <p>The contents were loose and were not stacked in regular order.</p>
G. 136827	7,480	18,100	10,620	3 4 5 6 8 9 10 11 12 13 14 15 17 18 19 24(b)	Feed Shafts (or Wheels). Feed Shafts complete with Cam Clutch. Crank Handles. Crank Links. Belt-filling Machines (each combined with box). Trigger Bars. Return Spring Rear Caps. Rear Sights. Glands for Water-jackets. Mounting Pivots. Crank Handles. Return Spring Front Caps. Rear End Caps (without fittings). Feed Shaft Casings. Feed Shaft Casing Covers. Clamp for Armour for Water-jacket.	<p>The seals of this wagon were broken by the Hungarian Public Notary on April 17th, 1928, in our presence and in the presence of the representatives of the Secretariat and the representatives of the Hungarian Government.</p> <p>The contents were loose and, apart from Items 8, 11, 12, 13, 18 and 19, were mixed up together in one mass.</p>
Gh. 170877	9,320	21,300	11,980	21	Cartridge Belts, long and short (for 250 and 100 cartridges respectively).	<p>The seals of the three wagons shown in column 1 were broken by the Hungarian Public Notary on April 16th, 1928, in our presence and in the presence of the representatives of the Secretariat and the representatives of the Hungarian Government.</p> <p>The belts in wagon Gh. 170877 (which was much larger than the other four wagons but of lighter construction) were mixed in one mass; some were folded, but the majority were in various lengths as a result of cutting up.</p>
G. 101352	7,740	12,200	4,460	20 and 23	Belt Boxes (large and small).	<p>The belt boxes which, according to the description given in Appendix XXIV of League document C.97.1928.IX., were presumably separated originally (the large in one wagon and the small in another wagon), were found mixed up together in these two wagons.</p>
G. 130012	9,090	14,500	5,410			
	41,180	86,700	45,520			

Number of wagon	Tare	Gross	Net
G. 129944	7,550	20,600	13,050
G. 136827	7,480	18,100	10,620
Gh. 170877	9,320	21,300	11,980
G. 101352	7,740	12,200	4,460
G. 130012	9,090	14,500	5,410
	41,180	86,700	45,520

Kilogrammes
Total net weight of the five wagons 45,520

Packing Cases.

These were found by us to be stored in two locations: (1) the station general goods-shed; and (2) a storehouse situated about 150 metres from (1) and close to the five wagons.

The marks of the cases, quantity of each mark of case and weight per case, based on the actual weight taken by us of a sample of each type, as detailed in the Remarks Column of accompanying Statement B. gives, by deduction, a total weight for the 591 cases 14,053

To this total must be added a percentage for packing material which had to be provided in the cases for the purpose of protecting the machine-gun parts and accessories from damage during transit. We understood from the Hungarian representatives who were present when the parts were unpacked from the cases that sawdust was mainly employed and that it was burnt. It was estimated by us that the weight of the packing would probably amount to not less than 5 per cent of the total weight of the cases 702

Further, we consider that a small percentage can be added for losses in the destruction of the machine-gun parts due to small pieces of metal and wood flying off, say 0.5 per cent of the net weight of the machine-gun parts and accessories; 0.5 per cent of 45,520 kilogrammes 228

Grand Total . . . 60,503

The grand total falls short of the total of 64,869 kilogrammes quoted in Appendix XXIV of League document C.97.1928.IX. by 4,366 kilogrammes, but, having in view the fact that the material was transferred from the original wagons to the wagons in which the material was found by us, possibly also errors in the tare weight of the wagons, scales, etc., we are of the opinion that the apparent discrepancy of approximately 6½ per cent of the total should not be taken as of serious moment.

Geneva, April 25th, 1928.

(Signed) OSGAR SKERMAN.
Rudolf KJELLMAN.

LIST OF THE SCHWARTZLOSE MACHINE-GUN PARTS AND ACCESSORIES FOUND BY US, RUDOLF KJELLMAN AND OSCAR SKERMAN, EXPERTS APPOINTED BY THE COMMITTEE OF THE COUNCIL OF THE LEAGUE OF NATIONS, IN THE FIVE WAGONS, Nos. G. 129944, G. 136827, Gh. 170877, G. 101352 AND G. 130012, AT THE RAILWAY-STATION OF SZENT-GOTTHARD, HUNGARY.

Note. — The item numbers hereunder correspond with those in the report drawn up in Szent-Gotthard on February 18th, 1928, by the Hungarian Authorities and contained in Appendix XXIV of League document C.97.1928.IX.

Item	Number of wagon	Description of parts	Quantity stated to be present in the aforementioned report	Quantity found	Remarks																												
1	In all	Packing Cases	591	Not counted, but the quantity seen was sufficient to satisfy us that there was no reason to cast doubt upon the figure given.	<p>As far as could be ascertained, the markings on the cases corresponded in each instance to a particular size of case. According to information given by the Hungarian Government in its letter dated March 31st, 1928, the markings and quantities were as follows:</p> <table border="0"> <tr><td>E. E.</td><td>10 cases</td></tr> <tr><td>E. Z.</td><td>220 "</td></tr> <tr><td>M. D.</td><td>150 "</td></tr> <tr><td>H. D.</td><td>60 "</td></tr> <tr><td>L. P.</td><td>45 "</td></tr> <tr><td>A. O.</td><td>106 "</td></tr> <tr><td colspan="2"><hr/></td></tr> <tr><td colspan="2">591 cases</td></tr> </table> <p>A sample of each type of case with lid was weighted, viz.:</p> <table border="0"> <tr><td>E. E.</td><td>13.— kilogrammes</td></tr> <tr><td>E. Z.</td><td>19.— "</td></tr> <tr><td>M. D.</td><td>33.50 "</td></tr> <tr><td>H. D.</td><td>28.20 "</td></tr> <tr><td>L. P.</td><td>30.50 "</td></tr> <tr><td>A. O.</td><td>15.60 "</td></tr> </table> <p>The cases were all new and of strong and first-class construction, and apparently were specially made for this consignment of material. The cases inspected did not bear any marks other than those indicated by the Hungarian Government.</p>	E. E.	10 cases	E. Z.	220 "	M. D.	150 "	H. D.	60 "	L. P.	45 "	A. O.	106 "	<hr/>		591 cases		E. E.	13.— kilogrammes	E. Z.	19.— "	M. D.	33.50 "	H. D.	28.20 "	L. P.	30.50 "	A. O.	15.60 "
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L. P.	30.50 "																																
A. O.	15.60 "																																
2	G. 129944	Barrels	282	374	<p>Destroyed by severe bending. They were chambered and bored for the Austro-Hungarian cartridge, the calibre being 0.315 inch, or 8 mm. They were stamped with a series number and with the Austro-Hungarian Government stamp. In some cases the series number had been cancelled and another number substituted. This is an indication that such barrels had been transferred from one gun to another.</p>																												
3	G. 136827	Feed Shafts (or Wheels)	275	See footnote	<p>Checked by weight based on the weight of a unit quantity. They were destroyed by oxy-acetylene process at vital points. The majority of these parts were stamped with a series number, some also with the letter "R" in addition, this letter presumably indicating reserve or spare.</p>																												

Item	Number of wagon	Description of parts	Quantity stated to be present in the aforementioned report	Quantity found	Remarks
4	G. 136827	Feed Shafts complete with Cam Clutch	2,647	See footnote	The remarks at Item 3 apply also to this item, except that 1,200 were counted before it was decided, owing to the great difficulty experienced in separating the parts, to check by weight. The remaining 1,447 were included in the weight check.
5	G. 136827	Cranks with Crank Handles	2,207	See footnote	The remarks at Item 3 apply also to this item, excepting that these were destroyed by breakage.
6	G. 136827	Crank Links	809	See footnote	The remarks at Item 3 apply also to this item, excepting that these were destroyed by breakage.
7	G. 129944	Flash Eliminators	789	625	Destroyed by severe distortion. They were not marked.
8	G. 136827	Belt filling Machines. (Each combined with box)	400	415	<p>These machines were not well destroyed; many were badly damaged by hammer; approximately 10 per cent were only slightly damaged; the boxes of these had been smashed in, presumably with a view to effecting destruction more quickly, but the method was not successful.</p> <p>The machines varied in pattern, but the majority were identical with the sample retained by us for exhibition. They all operated in the same manner and were for the same ammunition.</p> <p>From information obtained from the Hungarian technical expert present, the machines were made at the Government Works at Budapest. They were stamped with a date-mark of the war period (e.g., 1917) and with the Austro-Hungarian Government stamp.</p> <p>These machines are not essential for the employment of machine-guns in action.</p>
9	G. 136827	Trigger Bars	504	See footnote	Destroyed by severe bending and breakage. They were not marked.
10	G. 136827	Return Spring Rear Caps	320	See footnote	Majority undamaged. This is a simple part to manufacture and of small importance. They were not marked.
11	G. 136827	Rear Sights	45	Some in pieces. Number approximately correct	Badly damaged and parts broken. They were not marked.

Item	Number of wagon	Description of parts	Quantity stated to be present in the aforementioned report	Quantity found	Remarks
12	G. 136827	Glands for Water-jackets	1,975	1,600 approximately. Checked by weight	Screw threads and collars damaged. These parts are simple to manufacture. They were not marked.
13	G. 136827	Mounting Pivots	1,897	900 approximately. Checked by weight	Destroyed either by distortion or fracture. This part forms the means of connecting the main joint of the gun to the mounting. They are fairly simple to manufacture. The parts were not marked.
14	G. 136827	Crank Handles	325	See footnote	Destroyed either by severe distortion or fracture. They were marked similarly to Item 3.
15	G. 136827	Return Spring Front Caps	390	See footnote	Destroyed either by severe distortion or fracture. They were not marked.
16	G. 129944	Shoulder Pieces	365	395	Destroyed either by severe distortion or fracture. These were marked "Wn" (Vienna), the year of manufacture (e.g., 18) and with the Austro-Hungarian Government stamp, also with a series number.
17	G. 136827	Rear End Cap (without fittings)	30	See footnote	Destroyed either by distortion or fracture. They were not marked.
18 and 19	G. 136827	Feed Shaft Casing Feed Shaft Casing Cover	692 179 — 871	Approximately 800	Destroyed either by distortion or fracture. Many of these parts were broken into pieces; in consequence, it was impracticable to count the parts separately. No marks were discernible.
20 and 23	G. 130012; G. 101352	Belt Boxes (large and small)	4,961 2,750 — 7,711	Approximately correct as checked by weight	Destroyed by smashing one side in. These boxes appeared to be generally of cheap war-time production. The wood-work was of poor quality and finish, and the majority of the boxes were unpainted. The metal fittings were untreated; some of the catches were made from steel sheet and some were malleable iron castings; the latter were marked: ° "PAT ANG B. D." which presumably can be interpreted as patented in England and France.

Item	Number of wagon	Description of parts	Quantity stated to be present in the aforementioned report	Quantity found	Remarks
21	Gh. 170877	Cartridge Belts : (long and short) For 250 and 100 cartridges respectively	16,092	Approximately correct by weight	<p>The majority of these were destroyed by cutting them through. Approximately 10 per cent were undamaged.</p> <p>They were a mixed lot — some unfit for use, some worn and some new prior to cutting. The majority had tinued iron strips in lieu of brass strips, and were obviously of war-time production. Apparently, the belts of better quality were of pre-war or early war-time manufacture; these were fitted with brass strips and the leather tab at each end was stamped "Wn" (Vienna), the year of manufacture (e. g., 13) and the Austro-Hungarian Government stamp. A few belts, apparently for the German Bergmann machine-gun, were found. The proportion of the better quality belts was approximately 25 per cent.</p>
22	G. 129944	Shields	439	436	Destroyed by cutting into two pieces by the oxy-acetylene process. These were large gun shields arranged for assembly to the clamp which secures the water-jacket armour (see Item 24). They had been painted. No marks were discernible.
24	G. 129944 G. 136827	(a) Armour for Water-jacket (b) Clamp for above	90	100	Damaged by distortion. No marks were discernible.

Items 3, 4, 5, 6, 9, 10, 14, 15 and 17.

These parts were so mixed up in one mass that it was found impracticable to count them in detail. We therefore decided to take the weight of a certain number of each part contained in the mass to form a unit which could be employed for the purpose of obtaining an approximate representation of the quantities stated to be present when the weight of the mass was known. The weight of the mass was then taken in quantities convenient for handling, examination of the parts being made during the transfer in small quantities from the mass to the weighing-machine. The result obtained showed that the weight of the mass exceeded the weight required by about 400 kilogrammes. As a set-off against this discrepancy, there was a deficiency in quantity of Items 12 and 13, which, by weight, represents approximately the same amount. It would appear that the quantities were mixed up somewhat in the count carried out by the Hungarian staff (Appendix XXIV to document C.97.1928.IX), but the surplus of one kind counteracts the deficiency of another.

Geneva, April 25th, 1928.

(Signed) Oscar SKERMAN.
Rudolf KJELLMAN.