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The Free Port of Copenhagen.

London 1895.



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DENMARK.

COPENHAGEN.

*Mr. Scott to the Earl of Kimberley.*

My Lord,

*Copenhagen, December 8, 1894.*

I HAVE the honour to forward herewith a Report on the Free Port of Copenhagen, which has been drawn up by Mr. Corbett, Second Secretary to this Legation.

In this Report a full description is given of the facilities now offered to foreign trade in transit to the northern ports of Europe, and it is on the maintenance and extension of that trade that the future success of the undertaking in a great measure depends.

An agency entitled the "Copenhagen Free Port Transit Trading Agency" has already been established within the precincts of the Free Port to serve the interests of foreign firms who may wish to avail themselves of the new facilities. The manager of this Agency and the authorities of the Free Port Company are especially anxious to secure a wide advertisement in British India and the Colonies of the existence and advantages of the New Free Port of Copenhagen, and the information which Mr. Corbett has been at pains to collect from the most reliable sources will no doubt be useful in determining how far a new opening has been created for British trade in these parts of the world.

The enclosed Report is intended as a continuation and completion of that forwarded by Mr. MacDonell to the Marquis of Salisbury, on May 27, 1891 (published in the Miscellaneous Series of Reports on Subjects of General and Commercial Interest, 1891, No. 206).

I have, &c.

(Signed) CHARLES S. SCOTT.

*Report on the New Free Port of Copenhagen.*

## ABSTRACT of Contents.

	PAGE
General remarks: Advantages and aims of the Free Port .. ..	2
Cost: How raised and how to be repaid .. ..	4
Description of the port and its principal buildings .. ..	6
Table of Danish weights and measures .. ..	10
Appendices—	
I. Tariff of charges .. ..	11
II. Free Port regulations .. ..	25
III. Free Port Warrant Act (Section 2) .. ..	29
IV. Pro forma account for ship entering the Port of Copenhagen ..	30
V. Ministerial decree abolishing port dues in Denmark and substituting a uniform tax on goods .. ..	31

Its advantages.

The opening of the Free Port of Copenhagen on November 9, 1894, has placed at the disposal of international commerce a new harbour, admirably situated, at the mouth of the Baltic, and by its geographical position the natural *entrepôt* for the whole Scandinavian and Baltic trade. The new port is easy of access in all weathers, and is furnished with every appliance that scientific ingenuity has been able to devise. That a nation with a population of little over 2,000,000, and a budget of no more than 3,000,000*l.* sterling, should have attempted so important a venture is a credit alike to the energy and patriotism of the Danes.

Opinions differ as to the measure of success awaiting the undertaking, and it would require a knowledge far greater than mine accurately to estimate in what degree it will be of benefit to British commerce; but there can be no difference of opinion as to the example of pluck and enterprise which its establishment has given to the world, an example which, at a time when foreign competition is becoming increasingly keen, may well be laid to heart by other nations.

Reasons for its establishment.

Though much has been written to the contrary, it would be a mistake to look upon the Copenhagen Free Port as intended merely as a countermove on the part of Denmark to the creation by Germany of the Holstein Canal. The Danes are, doubtless, ready to profit by the example of commercial energy which has been set by Germany, but, while the new canal may well add to the prosperity of Hamburg, there is no reason, I think, to fear that it will have a detrimental effect on that of Denmark. Canals at best are but an unsatisfactory method of communication, and there is no reason that there should be any appreciable diminution, except in small German ships of the traffic round the Skaw. The canal dues and fees for pilotage will, in all reasonable probability, more than outbalance the saving of 10 hours which would be gained by a ship from Dover bound for a Baltic port—ships from ports north of Dover would, of course, profit still less, and in the case of the Scotch ports the passage round the north of Denmark is an actual saving of time.

Supposed dangers of

A good deal has been made of the dangers of the Skaw passage, but Her Majesty's Vice-Consul at Lemvig, Mr. Andersen, who is



well qualified to judge, and whose opinion I asked on the point, the Skaw writes—"The supposed danger of passing round the Skaw, and <sup>the Skaw</sup> <sup>passage.</sup> loss of life and property, is, in my opinion, supported by 36 years' experience, not greater than in any other part of the world under like conditions, but rather less."

Mr. Hansen, an influential merchant of Copenhagen, in a pamphlet written in recommendation of the New Free Port, discusses the matter fully and fairly. Writing of the relative advantages of the two routes, he says—"There can hardly be any question of comparing the passage through the Canal with that round the Skaw, there being open water all the way from the latter place to Copenhagen, with plenty of room for navigating any number of ships. In fact, narrow water is only found on the short way from Stubben, through the Holländer Deep and Drogden, on one side, and the Flint Channel on the other. The navigation of this comparatively narrow water, *i.e.*, between Copenhagen and Dragör, occupies altogether about one hour. If foreign ship-masters, who are not thoroughly acquainted with this Channel, would make it a rule to employ a pilot on the short passage from Copenhagen to Dragör, and *vice versa*, running aground would be of very rare occurrence. Accidents now happening are nearly always caused by captains ignorant of, or at least not sufficiently acquainted with, the Channel, who wish to save the comparatively slight expense of employing a pilot, and so get too near to the shallows, or who are not careful enough in foggy or misty weather. The pilotage of a steamer of about 1,000 tons register is for this passage only about 30 kroner (about 1*l.* 13*s.* 4*d.*) in summer, and 40 kroner (about 2*l.* 2*s.* 2*d.*) in winter, and owners are earnestly reminded of the disastrous economy of dissuading, or, as is often the case, prohibiting their captains from employing a pilot through the Drogden. Better lighted waters than those from Hanstholmen to Bornholm are hardly to be found in Europe . . . . The reason why strandings and taking the ground in Danish waters have considerably decreased of late in spite of the increased traffic is, no doubt, to be derived from the fact of the Cattogat and Sound being better lighted than formerly, and of superior pilotage. All the licensed pilots from Dragör and Elsinore are experienced and reliable men, in whose praise it may be said that ships under their command very rarely run aground."

On the whole, therefore, there seems to be no reason to suppose that any large number of ships will prefer the expensive passage through the canal and dangerous navigation at the mouth of the Elbe to the possibly longer, but certainly not more dangerous route of the Skaw, and vessels adopting the former route cannot but profit by the facilities afforded by the new port.

Its establishment is <sup>is</sup> considered as an attempt on the part <sup>Aims of the</sup> of Danes to keep abreast of the commercial march of the <sup>company.</sup> times. Copenhagen has hitherto been one of the most expensive ports in the world, but a considerable transit trade has always existed, though it was not to be expected that it could long survive (1882)



under the old conditions. With a new and commodious port, easy of access in all weathers, and very rarely blocked by ice, with quays and warehouses fitted with the latest and most perfected inventions, with harbour dues as low as any in the world, and above all, with a Free Port Company which professes itself determined to do all in its power to cheapen and facilitate commerce, the merchants of Copenhagen trust not only to retain their trade, but to gradually increase it. It is hoped that the real facilities afforded will induce more ships to visit the port, that colonial and American produce, which is now taken to Hamburg, may come direct to Copenhagen, and that large ships which would find a difficulty in entering the Baltic ports, especially in winter, may be glad to discharge their cargoes there with the certainty that they will be promptly and cheaply distributed. A steam ferry, which after July next will run between the free port and Malmö, will unite the former with the railway system of Scandinavia, and afford facilities for the transmission to Copenhagen of Swedish and Norwegian exports, especially wood and iron, in sufficient quantities to afford a return cargo for foreign ships.

These, I think, are the more reasonable expectations of the promoters of the port, and as they are willing to wait a year or two before their capital gives any very appreciable return, they ought not to be disappointed. The free port will not revolutionise the Baltic trade; at the most it will enable Denmark to retain her share of that trade, and, by degrees, perhaps, to develop it. The more ardent spirits expect that the precincts of the free port will be the scene of great commercial activity, that factories will rise within its boundaries, and that goods will be manufactured, treated and manipulated under the most favourable economic conditions. Of such developments I am bound to say that I see no signs at all. There is, I believe, some talk of establishing a cement factory within the free zone, but this project is still nebulous, and all others, as far as I know, purely imaginary.

Success  
dependent  
on good  
adminis-  
tration.

After all, the success of the free port depends primarily and chiefly—I might almost say, uniquely—on the manner in which it is administered. The geographical position of Copenhagen is so favourable that it must be a natural emporium of trade if merchants can rely upon prompt, simple, and reasonable treatment. Vexatious formalities, negligence, or delay would be fatal to success. It now depends on the Free Port Company to prove that they can not only launch, but also administer a great undertaking. On their tact, moderation, and reasonableness the success of the venture depends.

Cost—  
how met.

The works connected with the formation of the new port have been carried out by the Copenhagen Harbour Board at a cost of 575,000*l.* sterling under powers granted by the law of March 30, 1891. To meet this expenditure the Board has raised a loan at 4 per cent. of 8,000,000 kroners (about 450,000*l.* sterling) under



Government guarantee, to be paid-off in 60 years. The remainder, about 130,000*l.*, is partly contributed from the yearly revenue of the port, and the rest will be raised by loan, either in a bank or by harbour obligation, in the proportion of 55,000*l.* to 75,000*l.*

The buildings, warehouses, &c., with the exception of the central electric station and plant, have been erected by the Free Port Company, Limited, with a capital of 4,000,000 kroner (about 225,000*l.*). The total actual expense of the company up to the present moment would appear to have been about 250,000*l.*

The electric station has been built and fitted at the expense of the Berlin-Allgemeine-Electricitäts-Gesellschaft, and that society undertakes the whole management and distribution of electric power in return for such payments on the part of the Free Port Company as are calculated to enable the latter to pay off their debt, interest, and capital in 30 years, when they become owners of the building and plant.

A further sum of about 1,000,000 kroner can be claimed by the company from the Government for the necessary railway lines, cost of expropriation, &c.

It is said that the company intend shortly to enlarge their capital by 500,000 kroner.

The total cost of the enterprise so far may be calculated as from 20,000,000 kroner to 24,000,000 kroner (about 1,100,000*l.* to 1,300,000*l.*), in which is included 4,000,000 kroner for the Nordhavn, which was in existence before the Free Port Bill was passed.\*

The receipts of the company will consist in the rent of buildings and land, payments for the use of cranes, light, electric power, and labour. Of the net proceeds 5 per cent. will be devoted to the maintenance of the harbour, plant, &c. The surplus will be divided in equal proportions between the company and the Harbour Board until the former shall receive 4 per cent. on their capital. Should there be further profits they will be divided in the proportion of 1 to 4 between the company and the Harbour Board until the latter also receives 4 per cent. on their outlay. Receipts.

Within the boundaries of the free port no customs duties of any kind will be levied, and the customs officers will have no authority.

The following, according to Mr. Hansen, are the charges in the free port for a steamer of 1,000 registered tons inward bound with full cargo and outward bound with part cargo :— Charges for steamers.

\* The cost of the construction of the free harbour and the buildings connected with it appears to me, considering the amount and excellent quality of the work done, to be extremely low. Separate contracts were made by the company for each portion of the work, thus, I am told, minimizing the contractors' profits. The labour employed was almost exclusively Danish, the exception being in the case of skilled work connected with the buildings and plant which, as in the case of the electrical station, was confided to Germans. I cannot ascertain that any of the materials used, except the iron railings surrounding the port, came from England. Such articles as could not be produced by native firms were made in Germany. —V.E.H.C.

Description.	Amount.
	Kroner öre.
Quay money .. .. .	166 66
Pilotage (from outer roads to harbour, draft of water 20 feet) .. .. .	37 80
Pilotage (from harbour to outer roads, draft of water 18 feet) .. .. .	31 92
Ferrying (about) .. .. .	10 0
Total .. .. .	252 38
Equivalent in sterling .. .. .	14 <i>l.</i> 0 <i>s.</i> 5 <i>d.</i>

The tariff of charges for storage, portorage, &c., are given in detail in Appendix I. The general regulations will be found in Appendix II., and a translation of Article II. of the Danish Free Port Warrant Act (1894) in Appendix III. Appendix IV. gives a table showing the comparative charges before and after abolition (on the day of the opening of the free port) of the harbour dues in Denmark; and Appendix V. gives a translation of the text of the law dealing with the subject.

*Description of the Free Port and of the Buildings already erected therein.*

Description of  
the port.

The free port consists of 3 basins, the eastern one with a depth of 30 feet, the western of 26 feet, the smaller middle basin and the Nordhavn have a depth of 24 feet.

The breakwater at the entrance secures calm water in the port at all times. A further breakwater, erected between Trekroner and Lunetten, protects the roads outside the free port, and permits vessels to moor in security on the east side of Langelinie Quay, which itself forms an important extension of the customs harbour.

The entrance to the 30-foot basin lies opposite the fort of Trekroner and opens directly on the deep Korneløb Channel. It is flanked by two lights, one, to the left on entering, is a fixed red light, at the end of the Langelinie Quay; the other, further on to the right, is a revolving green, white, and red light, situated at the mouth of the steam ferry berth. These two lights further serve as leading lights to the entrance of the port itself. There are two smaller green lights, one at the south end of the breakwater, the other at the entrance to the Nordhavn. The channel past Trekroner is deep and well-lighted, and there is no appreciable tide, so that the new port is easily accessible in all weathers.

There is communication by carriage road and railroad between the free port and the old harbour. These roads run through the



old citadel, and being railed in on both sides form a portion of the free port precincts.

The whole area of the port is 150 acres, 90 of which are water and 60 land area. The length of the quays is 12,000 feet, the east mole being 3,000 feet, the west quay 2,000 feet, and the central mole 1,000 feet. The large basin at its south end has a breadth of 780 ft. The main entrance is 500 feet, and the 30-feet basin 350 feet broad. The Langelinie Quay is 3,000 feet long.

The quays surrounding the port are raised 7 feet above the normal water level. They are for the most part of solid granite, with mooring pillars at intervals of 50 ft.

To facilitate shifting of vessels, buoys are laid down in the south basin.

The free port is surrounded on the land side by a high iron railing. Where necessary this fence is doubled, with a space of 6 feet between the two railings. All the outlets are guarded by officers of the customs.

There is a channel for lighters at the extreme south end of the east basin, which enables them to pass between the free port and the old harbour without making the long detour round the Langelinie Quay.

The buildings are principally at the south end of the port, and especially at the south end of the east quay, where there are three large warehouses, and on the central mole, at the north end of which is the great silo storehouse, and a vast one-storied shed. Buildings.

There are several smaller buildings already completed; notably on the west side, the central electric station, and on the south the offices of the Administration and ship chandlers' stores.

It is intended to build a large warehouse for grain and fodder stuffs on the west quay; it has not, however, yet been commenced.

On the east mole a five-storied warehouse (Plate I) and a two-storied shed are built, at a distance of 40 feet from the edge of the quay. They are surrounded by a platform for the convenience of loading and unloading carts and railway trucks. Over the platform, and facing the eastern basin, is placed another broad platform at the height of the first story of both buildings. This elevated road runs along the whole length of both warehouse and shed, connecting them, and extending somewhat beyond them on the north side. The outer edge of this platform supports one side of the iron frames on which are placed movable electric cranes, and enables them to move uninterruptedly along a frontage of 900 feet. Warehouse I and shed I.

The cranes work rapidly and simply, conveying goods direct from the holds of ships to the lower or upper platforms, and vice versâ. They are calculated to lift a weight of 1,500 kilos., and several may be used simultaneously. Electric cranes.

The elevated platform is in direct communication, by means of lifts, with the cellars and all stories of warehouse I and shed I, and the basements of both are in direct communication with each other, and with the basement of the sheds along the Langelinie Quay, so that goods may be transferred underground between any Method of loading and unloading goods.



of these storehouses. The manner of working is as follows :—The crane lifts the goods up from the ship's hold to a little truck on the upper platform ; the truck is rolled to the nearest lift, which transfers it either to the desired story of the same building, or, if the goods are destined for one of the other buildings, to the basement, whence it is run on rails to its destination, and, if necessary, again raised. In case goods are to be stored in the first story of either building, the truck can, of course, be run thither direct along the elevated platform above mentioned. When ships are to be loaded a converse operation is performed.

Warehouses  
all fireproof.

The warehouses are all fireproof, being built on the Monier system of a double iron skeleton, covered with concrete, with a space between. The iron beams and girders are covered with concrete throughout.

Langelinie  
shed.

All the staircases and lifts have shafts of masonry.

The Langelinie shed, facing the inner road, communicates both inwards to the free port and outwards on to the quay, which forms part of the customs harbour. It may, therefore, be used for the storage of goods within or without the customs limits, with the simple formality of officially securing the door on the side on which egress is not required.

Heating.

As storage room may be leased for prolonged periods in all the warehouses, it may be well to mention that a central heating station has been established between warehouse I and shed I, so that store rooms can be warmed at the desire of the occupier. It is hardly necessary to point out the importance of this arrangement in the case of goods requiring an even temperature, such as wine.

Silo  
warehouse.

The upper story of shed I has a zigzag roof fitted with glass. The light is excellent, and it is hoped that it will be used by merchants for the re-packing and manipulation of goods.

Unquestionably the most important building in the free port is the Silo-Pakhus (Plates II, III, IV) at the end of the central mole. This structure, which is partly built on the American system, is surrounded by water on three sides. It is of imposing height, the lower roof being 85 feet from the ground ; the central roof is 125 feet, and the north turret 150 feet high. Its great height is necessitated by the system on which it is constructed, and which differs so greatly from ordinary warehouses that some details may not be uninteresting.

The building is divided into three vertical compartments. The two outer ones are ordinary warehouses, seven stories high, furnished with the usual entrances on each story, windlasses, &c., and facing the quays on both sides. The central part of the building consists of 36 silos, or narrow perpendicular compartments, running the whole height of the building, and at the top rising above the upper lofts. A passage running east and west divides these into groups of 18 on each side, and provides communication between the lofts, facing respectively to the east and west basins. Each silo is capable of receiving from 2,000 tönne to 2,500 tönne of corn (roughly from 7,500 bushels to 9,500 bushels).



At the bottom of each silo are large funnel-shaped openings, or spouts, through which the grain can be passed as required. The silos are not continued below the first floor, so that the ground floor, through the roof of which the above-mentioned spouts protrude, is left free for lofts, and for two railway lines passing through the whole length of the warehouse, and having an open platform between them.

The lower walls are of immense thickness, and strengthened by iron girders to enable them to support the enormous superincumbent weight. The basement is almost entirely taken up by machinery, by which the whole work of the warehouse is done.

Six tunnels on each side of the basement communicate with the quay by apertures in the latter through which grain may be shot, and conveyed by means of an endless strap to the centre of the warehouse. Thence it is carried to the top of the building, a distance of 125 feet, by powerful lifts, and the weight automatically registered. By its own weight the grain is then run through a system of inclined tunnels into the silo or loft in which it is to be stored. Each elevator is capable of raising 600 tönne (about 2,300 bushels per hour).

Method of  
loading and  
unloading  
grain.

The process of loading is even more simple. The grain is run from the loft or silo into trucks communicating with the nearest lift. It is then carried to the top of the storehouse, and run through an inclined tunnel to the outer wall of the building, whence crane-like iron conduits carry it over the hold of the ship, and by means of a flexible tube, pour it directly into the portion of the hold that it is destined to occupy. There are three of these conduits on either side of the warehouse.

All the elevators and other means of transport are driven by electricity, which is ready for use at all times.

On the central mole is a large shed intended for the storage of bulky and less delicate goods.

Large storage  
shed.

Railway lines run the whole length of the quays, and enable trucks to be loaded directly from all the warehouses and sheds in the free port. As soon as the railway arrangements are completed it will be possible to run these trucks straight on to the Danish railways, and by means of the steam-ferry on to the railways of Sweden. In a word, no means have been neglected to enable goods to be cleared simply, cheaply, and expeditiously.

Railways.

A row of small ship chandlers' shops at the south end of the free port will provide provisions and everything that ships ordinarily require. As the port is outside the customs boundary, sails, ropes, chains, &c., will be sold free of entrance duty.

Ship  
chandlers'  
stores.

Every effort will be made to facilitate the passage through the custom-house of goods destined for the interior of Denmark or the Continent. The railway which carries goods from the free port runs immediately in front of the custom-house, all the arrangements of which are designed to save unnecessary trouble and delay.

Custom-  
house.

Space has, I am told, already been rented in the free port for



industrial purposes, but I have not been able to obtain any exact information on this head.

Between the north and middle basins it is proposed to store coal, wood, and similar goods.

Electric  
lighting and  
motive power.

All the lighting and motive power required in the free port is supplied from the central electric station. Powerful electric lamps will be provided on the quays, arranged in such a manner that they can be carried into the holds of ships when it is required to load or unload at night.

Authorities  
consulted.

The foregoing description of the free port and its buildings has been drawn almost exclusively from an official article in the "Dansk Søfartstidende," and from my own observations on the spot. The Plates are from those given in a pamphlet entitled *Københavns Frihavnsanlæg*, by Herr Möller, superintendent of the building works connected with the port.

I am indebted to the editor of "Transport" for permission to make use of the map of the free port (a reduction of the official one), published in that periodical on November 9, and I have here and there been much assisted by the clear statements contained in the article which accompanied it.

My special thanks are due to Mr. Jensen, British Pro-Consul at Copenhagen, for invaluable assistance in the translations.

Much help on particular points has also been given me by Port-Captain Lüders, Herr Thielsen, managing director of the Free Port Company, and Mr. Johan Hansen of the firm of C. K. Hansen and Co.

To all the above I have to express my grateful thanks.

NOTE.—I have taken pains to be as accurate and clear as possible throughout this report, but I fear that my lack of special knowledge may at times have led me to employ words and terms (especially in the appendices) which may not be the proper technical expressions. If I have erred in this respect, I shall be very glad to afford any additional information in my power in cases where the information here given appears incomplete or insufficiently clear.—V.E.H.C.

TABLE OF DANISH WEIGHTS, MEASURES, AND MONEY USED IN THE APPENDICES  
TO THIS REPORT.

1 Danish lb.	..	..	=	1.1023 lbs. avoirdupois = $\frac{1}{2}$ kilogram.
1 Center ..	..	..		110.2312 lbs. avoirdupois = 50 kilograms.
1 Tønde (corn)	..	..		3.827 bushels = 1.3912 hectolitres.
1 Danish ell	..	..		.6864 yards = .6277 metre.
1 Kroner ..	..	..		100 öre = 1s. 1d.

## APPENDIX I.

## COPENHAGEN FREE PORT COMPANY.

*Scale of Payments.*I.—*Silo and Loft Warehouse (Central Mole).*

## A. Charges for storage.

## 1. Loose grain :—

a. In silos, 3 öre per 30 days per tönde.

b. In lofts, 5 öre per 30 days packed to a depth corresponding to 1 tönde per square foot. For storing grain packed to a lesser depth the cost is proportionately more.

## 2. Grain in sacks.

In lofts, 6 öre per 30 days per tönde.

N.B.—Under the term “grain” are included linseed and colza.

## B. Charges for portorage &amp;c. (in örer).

1. a. For loose grain discharged from ships and delivered as under :—

	To Ships' or Lighters' Side.	To Carts.	To Railway Trucks.	To the Loft.	To the Silo.	Passing through the Silo—			Direct via Store-house Weighing Machine to Ships or Lighters' Side.
						To Carts.*	To Railway Trucks.*	At Ships' or Lighters' Side.*	
Loose, per tönde	9	...	...	10	10	...	9	9	9
Per sack ...	9	10	12	...	...	10	12	9	...

## 1. b. For grain delivered from the lofts or silos :—

				From the Loft—			From the Silo—		
				To Carts.	To Railway Trucks.	To Ships' or Lighters' Side.	To Carts.	To Railway Trucks.	To Ships' or Lighters' Side.
Loose, per barrel	...	...	...	...	...	8	...	6	8
Per sack ...	...	...	...	8	10	8	8	10	8

\* *Vide* observations (9) and (10), page 13.



1. *c.* For grain per cartload conveyed to the storehouse and stored loose:—

	From Carts—		From Railway Trucks.	
	To the Loft—	To the Silo—	To the Loft—	To the Silo—
Per sack .. ..	6	6	8	8

1. *d.* For weighing grain without its leaving the storehouse.

	From the Loft—		From the Silo—	
	To the Loft—	To the Silo—	To the Loft—	To the Silo—
Loose (per barrel) ..	5	5	5	5

2. For grain arriving and stored in sacks vide II. "Packed Goods."

C. Preservation of loose grain:—

*a.* in silos }  $\frac{3}{4}$  öre per tönde for each time it is treated.  
*b.* in lofts }

D. Fire assurance premiums:—

These will be announced later.

### Observations on I.

Storage rent.

(1) Storage rent is calculated on the amount of grain stored at any time at the rate of one-thirtieth per diem of the sum fixed for 30 days. The days of receipt and delivery are both included.

(2) Tönde corresponds to:—

For—	Danish Lbs.	Kilograms.
Wheat .. ..	220	= 110
Rye .. ..	200	= 100
Barley .. ..		
Maize .. ..		
Linseed .. ..		
Colza .. ..	150	= 75
Oats .. ..		

(3) The silos as a rule receive only quantities of circa 2,000 barrels (as per above table) or multiples thereof.

(4) The company reserves to itself the right at its own expense to transfer the contents of partially filled silos to other unfilled silos which contain portions of similar goods belonging to the same parties, or to store it in lofts. In the latter case, after the expiration of the period fixed below (obs. 8) the storage rent will be that levied for lofts.

Charges for portorage, &c.

(5) The charges under B. 1. *a.* assume that the cargo is delivered by the crew of the ship into receptacles placed by the company on the gunwale or deck of the ship. The company will as a rule be willing to undertake the work of placing the cargo in these receptacles on payment of the fees for "work on board steamship" as given below (vide VII).

(6) The charges for delivery from or to ships' or lighters' side assume that the ship or lighter is lying in a position which, in the opinion of the company, is convenient for carrying out the work. Failing this, the extra expenses incurred for the transport of goods, in consequence of the inconvenient position of the ship, must be made good to the company, as per its account.

(7) In charges for portorage, &c., are included expenses of bringing railway trucks from or to the place where the railway company's freights begin or end. For consignments that do not completely fill a truck, an additional fee of 60 öre or 1 kroner is required according as a small or large truck is used.

(8) In the portorage charges are included charges for weighing (authorised).

(9) The charges under B. 1. *a.* that are marked with an asterisk provide for two weighings, one on delivery from the ship, (at the top of the warehouse elevator,) and one on the delivery from the warehouse. If only one weighing is required there is a reduction of 1 öre per tönne in the expenses.

(10) The charges under B. 1. *a.* that are marked with an asterisk allow:—

For consignments of—

2,000 tönne	..	..	..	..	2 × 24 hours
4,000 „	..	..	..	..	4 × 24 „
6,000 „	..	..	..	..	6 × 24 „
8,000 „	..	..	..	..	8 × 24 „
10,000 „	..	..	..	..	10 × 24 „
12,000 „	..	..	..	..	12 × 24 „
14,000 „	..	..	..	..	14 × 24 „
16,000 „	..	..	..	..	16 × 24 „
18,000 „	..	..	..	..	18 × 24 „
20,000 „	..	..	..	..	20 × 24 „

calculated from 6 A.M. of the day after storage. For portions of consignments remaining over after the lapse of the above-mentioned periods, storage and delivery charges are calculated at the other rates given under B. 1. *a.* and *b.*

(11) Charges for stowing and trimming grain in the ship or



lighter are not included in the above. As a general rule, such work will be carried out by the company at the following rates:—

				In Lighters.	In Ships.
				Öre.	Öre.
Loose grain .. ..	Per tönne ..			2	3
Grain in sacks .. ..	Per sack ..			3	4

(12) Ships or lighters that cannot receive goods as quickly as the company are ready to deliver them, must be prepared to give way to other ships or lighters.

(13) For work required to be done out of the regular working hours (6 A.M. to 7 P.M. on week days) charges are 50 per cent. higher than the above rates.

(14) Ships arriving under average are discharged according to special agreement.

(15) In the absence of other arrangements the company's charges must be paid by the person who appears in the company's books as owner of the goods. The duty on goods which are to be introduced within the custom's boundary may be settled by payment to the company at the same time as the latter's account.

(16) The company will only undertake under written agreement, the responsibility of the loading or unloading of ships and lighters within a given time.

(17) Expenses incident on customs' examination of goods must be paid to the company as per account.

(18) For work not included in the above tables payment is calculated according to the expense to which the company is put with the addition of 20 per cent.

(19) In charges for the preservation of goods is included one treatment by suction for the removal of dust, &c., which can only however, take place on demand.

(20) Choice of the method of preservation (moving by elevator or hand) is left to the company.

(21) Suction of grain cannot take place during discharge unless the sanction of responsible parties is actually produced to the satisfaction of the company, when notice will be given to the inspector of weighing.

## II.—Other Warehouses and Sheds.

A. Payments for storage (in örer per 100 Danish lbs. per 30 days):—

Description.						Amount.
						Öre.
Albumen	..	..	..	..	..	9
Ale	..	..	..	..	..	4
Almonds	..	..	..	..	..	5
Alvamarina	..	..	..	..	..	5
Alum	..	..	..	..	..	5
Anchovies	..	..	..	..	..	3
Anchors	..	..	..	..	..	2
Apothecaries' stuff	..	..	..	..	..	4
Apples, dried..	..	..	..	..	..	5
Arms	..	..	..	..	..	7
Artificial manure (odourless)	..	..	..	..	..	3
Asphalt	..	..	..	..	..	3
Barrels, casks..	..	..	..	..	..	15
Basket-work	..	..	..	..	..	9
Bast	..	..	..	..	..	8
Beer	..	..	..	..	..	4
Biscuit	..	..	..	..	..	8
Blacking	..	..	..	..	..	8
Bone	..	..	..	..	..	4
Boots	..	..	..	..	..	8
Bottles	..	..	..	..	..	6
Bran	..	..	..	..	..	4
Bristles	..	..	..	..	..	6
Butter..	..	..	..	..	..	5
Camphor	..	..	..	..	..	6
Candied peel	..	..	..	..	..	6
Candles	..	..	..	..	..	4
Canes	..	..	..	..	..	5
Carboline	..	..	..	..	..	4
Carding wool..	..	..	..	..	..	9
Cards, playing	..	..	..	..	..	7
Carpets	..	..	..	..	..	10
Cartonpierre	..	..	..	..	..	7
Casks, barrels	..	..	..	..	..	15
Cast-iron goods	..	..	..	..	..	5
Cement	..	..	..	..	..	3
Chalk	..	..	..	..	..	6
Champagne	..	..	..	..	..	4
Cheese..	..	..	..	..	..	7
Chicory root	..	..	..	..	..	6
Chlorate of lime	..	..	..	..	..	5
Chocolate	..	..	..	..	..	5
Cigars and cigarettes	..	..	..	..	..	15
Clay	..	..	..	..	..	6
Cocoa	..	..	..	..	..	3
Cocconut yarn	..	..	..	..	..	9
Codfish	..	..	..	..	..	7
„ (packed in cases)	..	..	..	..	..	4
Codliver oil	..	..	..	..	..	3
Coffee	..	..	..	..	..	3
Cognac	..	..	..	..	..	4
Colour extracts	..	..	..	..	..	6
Colours	..	..	..	..	..	5
Conducting cable	..	..	..	..	..	3



## Payments for storage, &amp;c.—continued.

Description.						Amount.
						Öre.
Cork .. .. .	..	..	..	..	..	14
Corn brandy ..	..	..	..	..	..	4
Cotton in bales	..	..	..	..	..	4
Cotton waste ..	..	..	..	..	..	4
Cotton yarn, twist	..	..	..	..	..	6
Currants .. ..	..	..	..	..	..	5
Cycles .. .. .	..	..	..	..	..	15
Dates .. .. .	..	..	..	..	..	5
Dextrine .. ..	..	..	..	..	..	3
Diividivi .. ..	..	..	..	..	..	7
Down .. .. .	..	..	..	..	..	11
Dried apples ..	..	..	..	..	..	5
Dried prunes ..	..	..	..	..	..	5
Dry goods .. ..	..	..	..	..	..	10
Dye-woods .. ..	..	..	..	..	..	3
Earth .. .. .	..	..	..	..	..	3
Earthenware ..	..	..	..	..	..	6
Eggs .. .. .	..	..	..	..	..	5
Fancy goods ..	..	..	..	..	..	9
Fibre .. .. .	..	..	..	..	..	6
Figs .. .. .	..	..	..	..	..	5
Fish, dried ..	..	..	..	..	..	7
" fresh ..	..	..	..	..	..	4
Flour .. .. .	..	..	..	..	..	3
Fodder-cakes ..	..	..	..	..	..	3
Fruit, fresh ..	..	..	..	..	..	8
Furniture .. ..	..	..	..	..	..	9
Glass, looking..	..	..	..	..	..	6
" window ..	..	..	..	..	..	6
Glassware .. ..	..	..	..	..	..	15
Gloves .. .. .	..	..	..	..	..	10
Glue .. .. .	..	..	..	..	..	8
Grapes .. .. .	..	..	..	..	..	5
Grease .. .. .	..	..	..	..	..	3
Gut .. .. .	..	..	..	..	..	7
Gutta-percha ..	..	..	..	..	..	5
Hardware .. ..	..	..	..	..	..	6
Hats .. .. .	..	..	..	..	..	15
Hemp .. .. .	..	..	..	..	..	4
Herrings .. ..	..	..	..	..	..	4
Hides, dressed	..	..	..	..	..	9
" raw .. ..	..	..	..	..	..	5
Hide parings ..	..	..	..	..	..	6
Honey .. .. .	..	..	..	..	..	6
Hops .. .. .	..	..	..	..	..	5
Horns .. .. .	..	..	..	..	..	9
Horsehair .. ..	..	..	..	..	..	9
Indigo .. .. .	..	..	..	..	..	11
Ink .. .. .	..	..	..	..	..	6
Instruments ..	..	..	..	..	..	9
Iron .. .. .	..	..	..	..	..	2
" pipes ..	..	..	..	..	..	3
" ware ..	..	..	..	..	..	3
" wire ..	..	..	..	..	..	4
Isinglass .. ..	..	..	..	..	..	8

## Payments for storage, &amp;c.—continued.

Description.						Amount.
						Öre.
Ivory nuts	..	..	..	..	..	4
" tusks	..	..	..	..	..	9
Jute	..	..	..	..	..	5
Leather	..	..	..	..	..	9
Linoleum	..	..	..	..	..	8
Litter, moss	..	..	..	..	..	3
Looking-glass	..	..	..	..	..	6
Machines, or parts of	..	..	..	..	..	14
Malt	..	..	..	..	..	4
Manure, artificial and odourless	..	..	..	..	..	3
Marble	..	..	..	..	..	2
Margarine	..	..	..	..	..	5
Matches	..	..	..	..	..	9
Mats	..	..	..	..	..	6
Meal	..	..	..	..	..	3
Meat	..	..	..	..	..	3
Metal	..	..	..	..	..	2
Metal pipes	..	..	..	..	..	3
Millstones	..	..	..	..	..	3
Minerals	..	..	..	..	..	2
Mineral waters	..	..	..	..	..	4
Mirrors	..	..	..	..	..	6
Moss litter	..	..	..	..	..	3
Mustard	..	..	..	..	..	4
Nuts	..	..	..	..	..	8
Oak bark	..	..	..	..	..	6
Oil	..	..	..	..	..	3
Ore	..	..	..	..	..	2
Oysters	..	..	..	..	..	4
Palm grain	..	..	..	..	..	4
Paper in rolls	..	..	..	..	..	4
" wall	..	..	..	..	..	8
" writing	..	..	..	..	..	6
Paraffin	..	..	..	..	..	4
Peas	..	..	..	..	..	3
Perfumery	..	..	..	..	..	6
Pianos	..	..	..	..	..	9
Piassava	..	..	..	..	..	9
Pins	..	..	..	..	..	2
Pipes, metal	..	..	..	..	..	3
Pitch	..	..	..	..	..	3
Playing cards	..	..	..	..	..	7
Porcelain	..	..	..	..	..	7
Pork	..	..	..	..	..	3
Potash	..	..	..	..	..	5
Potatoe-meal	..	..	..	..	..	5
Potatoes	..	..	..	..	..	3
Prunes	..	..	..	..	..	5
Pumice-stone	..	..	..	..	..	4
Punch	..	..	..	..	..	4
Pulp, wood	..	..	..	..	..	2
Rags	..	..	..	..	..	9
Rails	..	..	..	..	..	2



## Payments, &amp;c., for storage—continued.

Description.						Amount.
						Öre.
Raisins	..	..	..	..	..	5
Raw hides	..	..	..	..	..	5
Resin ..	..	..	..	..	..	3
Rice ..	..	..	..	..	..	3
Rice waste	..	..	..	..	..	3
Ropes ..	..	..	..	..	..	8
Rum ..	..	..	..	..	..	4
Sacks ..	..	..	..	..	..	8
Sago ..	..	..	..	..	..	5
Sail cloth	..	..	..	..	..	6
Salt ..	..	..	..	..	..	2
Saltpetre	..	..	..	..	..	2
Sardines	..	..	..	..	..	4
Seeds ..	..	..	..	..	..	4
Sewing-machines	..	..	..	..	..	14
Silk ..	..	..	..	..	..	14
Sirup ..	..	..	..	..	..	5
Skinners' wool	..	..	..	..	..	6
Slates ..	..	..	..	..	..	3
Soap ..	..	..	..	..	..	4
Soda ..	..	..	..	..	..	5
Spices ..	..	..	..	..	..	6
Spirits..	..	..	..	..	..	4
Sponges	..	..	..	..	..	15
Springs for beds	..	..	..	..	..	11
Starch..	..	..	..	..	..	3
Staves for barrels	..	..	..	..	..	8
Sugar ..	..	..	..	..	..	3
Sulphur	..	..	..	..	..	3
Tallow..	..	..	..	..	..	3
Tar ..	..	..	..	..	..	3
Tea ..	..	..	..	..	..	8
Tin ..	..	..	..	..	..	3
Tin goods	..	..	..	..	..	6
Tobacco	..	..	..	..	..	5
Tow ..	..	..	..	..	..	4
Varnish	..	..	..	..	..	9
Vinegar	..	..	..	..	..	4
Wall-paper	..	..	..	..	..	8
Wax ..	..	..	..	..	..	4
Whalebone	..	..	..	..	..	8
Window glass	..	..	..	..	..	6
Wine ..	..	..	..	..	..	4
Wire, iron	..	..	..	..	..	4
Wooden goods	..	..	..	..	..	9
Wood flock	..	..	..	..	..	5
„ pulp	..	..	..	..	..	2
Wool ..	..	..	..	..	..	9
„ skimmers'	..	..	..	..	..	6
Woollen yarn..	..	..	..	..	..	9
Yeast ..	..	..	..	..	..	3

NOTE.—For goods not specified in the above list the cost of storage is calculated on that of the class most nearly resembling them.

(2881)

B. Payments for portage, &c., in örer per 100 Danish lbs. (wood and coal cargoes excepted).

1. All packed goods, on the passage of which from the free port no customs examination is required :—

From—		From Warehouse, Shed, or Open Space, to—				From Ships' or Lighters' Side to—			



2. The charges under 1 apply also to portorage of iron, ores, and such other specially heavy unpacked goods on the passage of which from the free port no customs examination is required.
3. All other unpacked goods on the passage of which from the free port no customs examination is required:—

From Ships' or Lighters' Side to—					From Warehouse, Shed, or Open Space to—			From								
								Carts to—				Railway Trucks to—				
Warehouse or Shed.	Open Space.	Carts.	Railway Trucks.	Ships' or Lighters' Side.	Carts.	Railway Trucks.	Ships' or Lighters' Side.	Warehouse or Shed.	Open Space.	Railway Trucks.	Ships' or Lighters' Side.	Warehouse or Shed.	Open Space.	Carts.	Railway Trucks.	Ships' or Lighters' Side.
6	6	4	6	4	4	6	6	4	4	4	2	6	6	4	8	4

4. Goods which, on their passage from the free port (*i.e.*, into the customs' boundary), undergo any kind of examination at the hands of the customs' authorities :—

	From Ships' or Lighters' Side to the Free Port Custom-house, Examination there, and subsequent Delivery				From Warehouse, Shed, or Open Space, to the Free Port Custom-house, Examination there, and subsequent Delivery.				From Railway Trucks to the Free Port Custom-house, Examination there, and subsequent Delivery.				Examination at the Free Port Custom-house of Goods Delivered there by Agents other than the Company's, and Delivery by the Company.			
	To Carts.	To Railway Trucks.	To Ships' or Lighters' Side.		To Carts.	To Railway Trucks.	To Ships' or Lighters' Side.		To Carts.	To Railway Trucks.	To Ships' or Lighters' Side.		To Carts.	To Railway Trucks.	To Ships' or Lighters' Side.	
			With Attendance in the Free Port, or on the East Side of the East Mole.	With Attendance to Specially Arranged Compartments in the Langelinie Shed, Unloading there, and Delivery thence.			With Attendance in the Free Port, or on the East Side of the East Mole.	With Attendance to Specially Arranged Compartments in the Langelinie Shed, Unloading there, and Delivery thence.			With Attendance in the Free Port, or on the East side of the East Mole.	With Attendance to Specially Arranged Compartments in the Langelinie Shed, Unloading there, and Delivery thence.			With Attendance in the Free Port, or on the East Side of the East Mole.	With Attendance to Specially Arranged Compartments in the Langelinie Shed, Unloading there, and Delivery thence.
a. For goods whose examination takes place at the Free Port Custom-house and requires complete unpacking and repacking	27	28	33	36	30*	31*	36*	39*	25	26	31	34	24	25	30	33
b. For goods whose examination takes place at the Free Port Custom-house, but does not require complete unpacking and repacking ... ..	8	9	14	17	10	11	16	19	6	7	12	15	5	6	11	14
c. For goods which, in order to calculate the amount of duty payable, require to be weighed on truck weights, the rates given under 1, 2, and 3 apply, with an addition of 1 Øre per 100 Danish lbs. ... ..	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...

\* *Vide* observation (7), page 22.



- C. Rates for storing and portorage of wood and coal cargoes will be announced later; until then the rates are arranged by special agreement.
- D. Fire insurance premiums will be announced later.

### *Observations on II.*

#### *Storage Rent.*

(1) Storage rent is calculated on the weight stored (as a rule the gross weight). The rate per diem is one-thirtieth of that fixed for 30 days—days of storing and delivery both included—and is calculated in units of 100 Danish lbs., which is the minimum recognised.

(2) The rates for storage apply to goods whether stored under cover or in the open air at the responsibility of the company.

(3) For goods which after customs' examination remain lying in the free port custom-house for more than 24 hours a charge of 30 days' storage is made for each succeeding day, as per rates given under A for storage. After the lapse of 8 days the company has the right to remove the goods at the expense of the parties interested to another part of the free port at the regular rates.

#### *Portorage, &c.*

(4) Payments for portorage under rates B 1-3 are calculated in units of 100 Danish lbs., which is the minimum recognised. Goods coming under B 4 are charged according to weight under the regulations of the Copenhagen custom-house.

(5) The regulations given under I, observations 6, 7, 12-18, also apply to payments for portorage. Goods are always delivered at the ship's gunwale. Weighing dues are not included in charges for portorage.

(6) In charges for portorage, &c., are not included payments for work on board lighters (vide X).

(7) In the rates under B 4, marked with an asterisk, are included charges for the delivery of goods from the ship or lighter's side to the warehouse, shed, or other place, on the understanding that the customs' examination takes place before the lapse of the calendar month immediately following the unloading of the goods.

(8) For goods falling under rates B 4, of which the total weight at any customs' examination is under 100 Danish lbs., portorage is charged according to the rates of the Copenhagen custom-house.

(9) For goods falling under rates B 4, portorage and warehouse charges are levied by the customs authorities.

### *III. Yearly Rent of Warehouses, Sheds, &c., on the usual terms as to Notice to Quit.*

(1) Warehouse 1, on the east mole of the free port, 1/1 apartment (1,500 to 1,600 square ells) in the basement or second, third, or fourth loft, 1½ kroner per square ell per annum.

1/2 apartment (750 to 800 square ells) in the same,  $1\frac{3}{4}$  kroner per square ell per annum.

1/4 apartment (375 to 400 square ells) in the same, 2 kroner per square ell per annum.

Smaller spaces as circumstances allow,  $2\frac{1}{4}$  kroner per square ell per annum.

On the ground floor and first loft there will eventually be space to be let by agreement.

(2) Shed 1, on the east mole of the free port (two stories, the upper one being lighted from above), upper storey.

1/1 apartment (about 1,700 square ells)  $2\frac{1}{4}$  kroner per square ell per annum.

1/2 apartment (about 850 square ells)  $2\frac{1}{2}$  kroner per square ell per annum.

1/4 apartment (about 450 square ells)  $2\frac{3}{4}$  kroner per square ell per annum.

Small spaces as circumstances allow, 3 kroner per square ell per annum.

(3) Langelinie shed on the east mole of the free port :—

a. Basement  $1\frac{1}{2}$ –2 kroner per square ell per annum, according to the size of the apartment.

b. Upper story,  $2$ – $2\frac{1}{2}$  kroner per square ell per annum, according to size of the apartment.

In warehouse 1 and shed 1 there will be convenient arrangements for hoisting and lowering by means of electric lifts and windlasses (vide V). Both buildings immediately adjoin the railway and quay. By special agreement offices may be established in the lofts. Heating and electric light may also be had on payment of special fees (vide XI).

In the base of the Langelinie shed there will be convenient arrangements for hoisting and lowering to and from the upper story, which is furnished along its whole length with a platform at the height of the bottom of a cart. The railway runs along the west side of the shed. Here also heating and electric light is provided on payment of a special fee (vide XI).

(4) Open spaces, immediately adjoining the railway and quay, according to the size and situation,  $\frac{1}{4}$  kroner to  $\frac{1}{2}$  kroner per square foot per annum.

For the purpose of erecting buildings for industrial purposes (for which the permission of the Minister for Public Works is required), sites may be leased for a longer period.

#### IV. *Transshipment.*

For packed goods, which are announced for re-export by sea—such announcement being made not later than the arrival of the ship—within 8 days after unloading a fee is levied of 1 kroner 35 öre. This includes payments for portage to and from the warehouse and rent, but not fire insurance. If the ship on which the goods are



to be loaded occupies a berth which, in the opinion of the company, is inconvenient, the extra expense incurred in transshipment must be made good to the company as per its account. If goods remain more than 8 days before being re-shipped, the rates given under II A and B 1—3 are levied.

For unpacked goods the ordinary rates apply, even when the goods are announced for re-export.

#### V. *Lifts and Windlasses.*

Lifts and windlasses may be employed in turn by persons who have hired at a yearly rent (vide III); the company, however, reserves to itself a preferential right of use.

The charge is 1 öre per 100 Danish lbs. each time that a lift or windlass is used, either for hoisting or lowering. The amount is levied monthly according to the declared statement of the lessee, to be sent in at latest 8 days after the expiration of each month.

The lessee must, further, comply with the regulations for the use of lifts and windlasses, which will be announced later.

#### VI. *Local Railway Transport within the precincts of the Free Port and between the Free Port and the Copenhagen Custom-house.*

Charge for the above is 3 öre per 100 Danish lbs. for transport of 100 Danish cwts., or part thereof.

This payment includes use of a truck for a period of 20 hours.

If the truck is required for more than 20 hours the person using it must pay an additional fee of 2 kroner for each period of 24 hours, or portion thereof, even if the loading and unloading is carried out by the company at his expense.

#### VII. *Work on board Steamship (Loading and Discharging).*

The charge for the above is 25 to 100 öre per ton. It is understood that the company has the use of the winches and steam power of the ship without charge.

Work on board sailing ships is undertaken according to special agreement.

#### VIII. *Use of the Company's Cranes.*

The charge for the use of the company's cranes for raising goods directly from or to the holds of ships is  $\frac{3}{4}$  öre per 100 Danish lbs.

#### IX. *Rents of Open Spaces for Short Periods.*

The rate for the above is  $\frac{1}{4}$  öre per square foot per 24 hours. Measurement takes place on the 1st and 15th of each month, and the rent until the next measurement is fixed accordingly.

X. *Transport of Goods in Lighters in the Free Port, or between the Free Port and Customs Harbour.*

The above, as well as the stowing and laying out of goods on lighters, will for the present be carried out according to agreement in each particular case.

XI. *Electric Light, Motive Power, and Heating.*

The electric light is supplied to persons renting premises by the year (vide III) if the wires of the company are available, according to the regulations and at the rates for lighting of the Copenhagen Central Municipal Electric Station.

The cost of the meter is defrayed by the lessee, and is kept in order at his expense.

The use of electric light in small quantities, where the number of lamps and the time they burn can be calculated, can be arranged for at a fixed yearly rent by special agreement.

Electric motive power is supplied to persons renting premises by the year.

The payment is 3 öre per 100 volts, according to meter.

The cost of the meter is defrayed by the lessee, and it is kept in order at his expense.

Heating is provided for persons hiring premises at yearly rates, according to special agreement with the company.

## APPENDIX II.

### REGULATIONS FOR THE COPENHAGEN FREE PORT.

#### *General Remarks.*

Sec. 1. All work, transport included, in the free port, outside of the premises and places leased, is reserved to the Copenhagen Free Port Company, and carried out by its officials and workmen. The company is, therefore, entitled to prevent others from performing such work without its consent. The consent of the company, however, is not necessary for carrying out transport work—not including loading and discharging—within the precincts of the free port by means of hand-power, or on ordinary carts, &c.; nor is it required for the crew of a ship lying in the free port performing work appertaining to that ship.

Sec. 2. All work done by the company, and all storing of goods in the warehouses, sheds, or open places belonging to the company shall be paid for by the party interested, at rates fixed by the Ministry. In the said tariff shall also be laid down rules for hire, with the usual notices before quitting of open places and premises in the free port; other leases, including the lease of grounds for



factories are made by special arrangement with the company, subject to the sanction of the Ministry.

Sec. 3. For each article in respect to which the company is required to perform work (including transport), the party concerned shall, besides the necessary papers, such as bill of lading, &c., deliver a statement containing information as to kind, weight, measure, marks, number and place of destination of the goods; also a notice as to what work is required to be done, whether the company is required to insure the goods, if so, for what sum, and against what danger (see Sec. 6). These documents must be signed by the party giving the order, or by the party who, according to notices given to the company, is entitled to sign for him. Forms for these documents will be delivered at the office on payment of a fee.

Sec. 4. The company, if after inquiry it finds no reason to refuse the order, and if it has received the above-mentioned documents (for the delivery of which a receipt may be claimed), is bound to carry out the order as well and as quickly as possible.

Sec. 5. With respect to railway transport performed by the company, the regulations at the time ruling for the transport of goods by the State railways—not, however, the tariff and rate regulations—shall apply with such changes and alterations as are necessary.

For other transport performed by the company, the ordinary rules and regulations relating to transport overland or by sea shall apply. For the warehousing of goods the rules laid down in Secs. 15–25 below shall be valid.

Sec. 6. The company undertakes, at the request of the interested parties, as far as possible, to insure goods against fire and other damage in insurance companies, the names of which will at any time be given at the company's office.

The Free Port Company is not bound to undertake insurance for periods less than three months. The company is not subject to any responsibility for losses arising from insolvency of an insurance company, but such loss is distributed among all the parties interested in proportion to their shares in the whole amount of the indemnity obtained. The person expressing the desire to have his goods insured, thereby legally empowers the company to determine on his behalf the conditions of the insurance and eventually to make arrangements with other parties who have sustained damage and with the insurance companies themselves. The insurance shall be considered final as soon as the company has informed the interested party, in writing, that it is duly concluded. The amount of the insurance is only increased on application, addressed to the company.

Sec. 7. Where no other rules are laid down in these regulations the company can claim payment in advance for its work. It is especially to be noted that when the company, at the request of the interested party, goes to law respecting goods which have passed through the free port, it is entitled to claim, that the amount necessary to defray the expenses of the lawsuit be deposited with it.

Sec. 8. The company is entitled to issue the necessary regulations as to traffic in the free port, the lease of the buildings, &c., and also to take the necessary steps to maintain these regulations.

Sec. 9. The company shall keep the regulation registers of its transactions (see especially Sec. 12.)

Sec. 10. The company shall forbid all its officials, functionaries, and workmen to receive under any form presents or fees for the work performed in execution of their duty. It shall further see that its regulations in this respect are enforced.

*Regulations respecting the Hire of Premises for Commercial and Industrial Purposes, and of Open Spaces for Commercial Purposes.*

Sec. 11. Leases of premises and places for the above-mentioned purposes are made out in accordance with the specified form.

Sec. 12. Lessees shall keep registers of their goods deposited in the free port.

Lessees of premises for retail sale and industrial purposes, who by their lease are subject to certain restrictions in their trade in the free port, both as to articles of sale and mode of business, are bound to comply with the regulations which the company thinks necessary for the maintenance of these restrictions. It is especially to be noted that retail sellers may only sell those articles which they alone are allowed to supply to ships, on a written requisition from the owners or their agents. The requisition, on which shall be written a receipt for the goods, shall be kept as vouchers with the seller's books. The lessees may have work performed in hired premises and places by workmen engaged by them. These will receive a badge from the company. Every badge must be returned by the lessee when the holder ceases to work for him in the free port.

Sec. 13. Underletting of premises or places, or parts thereof, may not take place without the written sanction of the company.

Sec. 14. The lessees are bound not to use in their business other light or mechanical moving power than that supplied to them by the company at the regular rates.

*Regulations for Storage of Goods with the Company.*

Sec. 15. The company may refuse to receive goods for storage if there is sufficient reason for doing so.

Sec. 16. The company is entitled to re-weigh goods warehoused in order to ascertain the correctness of each declaration as to weight. If it is found that the weights are given too low, the fees of the company shall be calculated on the correct weight, and the party in question is then bound to repay the additional expenses incurred.

The company is also entitled to open cases in order to examine whether the contents have been correctly stated. If the contents



are as stated the company is liable for the damage caused by the opening, if not, such damage does not concern the company, and the party interested is held responsible for the expenses caused by the incorrect statement.

Sec. 17. The company shall, on demand of the proper party and on payment of the necessary stamp fees, issue on goods received either warehouse-notes and guarantee certificates, in accordance with the law of March 30, 1894, or certificates of receipt; these certificates shall be made out in accordance with the specified forms.

Sec. 18. On demand the company shall specify on the warehouse-note or guarantee certificates the amounts which, according to the books of the company, are due on the goods up to the said period.

Sec. 19. If a warehouse-note or a guarantee certificate has been issued for an article, these certificates may, if delivered back properly receipted, be exchanged for new ones on payment of a fee of 50 öre.

If a consignment of goods for which only one warehouse-note with accompanying guarantee certificate has been issued, is required to be exchanged for several certificates for different portions of the consignment, this can also be done on payment of a fee of 50 öre for each new warehouse-note and certificate, and on condition that the certificates already issued are returned properly receipted.

Sec. 20. The company is entitled, of its own initiative and at the expense of the owners, to take the necessary measures for preserving warehoused goods.

Sec. 21. If warehouse-notes or guarantee certificates have been issued for goods, the delivery thereof from the warehouse takes place in accordance with the rules laid down in the above-mentioned law of March 30, 1894. If a certificate of receipt has been issued, the delivery takes place on production of this certificate properly receipted, or in accordance with a certificate of delivery made out according to the specified form from the party who has warehoused the goods, or his substitute. Samples of the goods stored may, if a warehouse-note has been issued, only be had on the condition that they are written off the said note, and if a guarantee certificate has been issued, only if this certificate contain the necessary reservations in this respect.

Sec. 22. The storer is personally responsible for the warehouse charges. The interest accruing on the amount, which may be deposited in accordance with Sec. 8 of the law of March 30, 1894, accrues to the company. On demand the company shall make out an account of its claim for the goods stored.

Sec. 23. The company shall keep detailed registers of all transactions. It shall especially keep folios for the warehouse-notes and guarantee certificates issued, and on these shall be entered the text of the certificates, word for word, together with endorsements made after the issue, according to Sec. 7 of the law of March 30, 1894.



Sec. 24. If the claims of the company for warehousing, transport, preservation, and insurance of goods stored exceed three-quarters of the value of the goods, as fixed by competent valuers appointed by the Naval Commercial Court, or if the goods, or parts thereof, in the opinion of such experts are in danger of being spoilt, the company is entitled to sell the goods as a whole, or parts thereof, eight days after the last notice in the *Berlingske Tidende* has appeared. Public notice that the goods will be sold after the lapse of eight days from the last advertisement shall be given three times in the *Berlingske Tidende*. Such notice may also be posted at the Bourse, or the person interested may receive warning, in a registered letter, in case his private or office address is known to the company. If any sum is left after the claims have been settled the company will pay it to the owners.

Amounts not claimed within 10 years after the sale has taken place accrue to the company.

Sec. 25. The responsibility of the company is laid down in the law No. 34 of March 30, 1894, in cases in which warehouse-notes and guarantee certificates have been issued by it.

If the company has only issued certificates of receipt for the goods, the responsibility of the company is decided according to the ordinary rules of the law for deposits. If responsibility is incurred it, however, lapses if the damage done is of such a nature that it may be discovered by ordinary examination, unless the receiver of the goods, before he takes them away, sees that the damage is certified by the officials of the free port or by experts.

These regulations are valid until further notice.

(Signed) INGERSLEV.

Ministry of Public Works,  
October 30, 1894.

### APPENDIX III.

#### *Copenhagen Free Port Warrant Act\*, March 30, 1894.*

Art. 2. Any person who shall deposit, or have deposited, any goods with the company may demand a warehouse-note for the goods deposited, and may also, either at the same time or subsequently, demand a certificate. Any person who, subsequently to the issuing of a warehouse-note for any goods, shall apply for a certificate respecting the same goods, must produce to the company such warehouse-note, showing that he has a good title according to the provisions of Art. 3. Wherever a certificate is issued, the fact of its being issued shall be stated in writing on the warehouse-note.

\* I should like to have given a translation of the full text of the law, but have not done so in consequence of its length. Persons interested in the matter may obtain complete translations from which the above is taken from the authorities of the Free Port Company.—V. E. H. C.



Any such warehouse-note or certificate may be made out for delivery to a specified person, or to bearer generally.

Every warehouse-note and every certificate shall be dated and signed on behalf of the company, and shall state the depositor's name and occupation, his place of residence or place of business, the name, quantity, and marking of the goods deposited, the value of the goods as indicated at the depositing, and whether the goods are or will be insured by the company at the expense of the holders of the documents, as well as the date of depositing. Where a certificate is made out, the said statements shall be in the same words in the warehouse-note and the certificate.

#### APPENDIX IV.

PROFORMA Account Drawn up by Messrs. C. K. Hansen and Co. of Expenses for a Steamer of 850 net Register Tons, Discharging about 1,475 Tons of Coals, showing how the Expenses have been formerly and how they are now:—

	Amount.	
	Kroner	öre.
Former expenses—		
Inward ship dues, at 50 öre per ton .. .. .	425	0
Inward part dues, at 41½ öre per ton .. .. .	354	16
Quay money, at 16½ öre per ton (25 öre per ton at private wharf) .. .. .	141	66
Overtime to customs (about) .. .. .	36	0
Legal inward clearance (bound by charter) .. .. .	110	42
Outward part dues 8½ öre per ton .. .. .	70	83
Stamp, &c. .. .. .	6	66
Outward clearance (bound by charter) .. .. .	55	21
Pilotage inward, varying from 30 to 50 kroner according to draft .. .. .	40	0
Pilotage outward .. .. .	30	0
Tug steamer, when required .. .. .	72	0
Ferry boats and petties .. .. .	15	0
Total .. .. .	1,356	94
Equivalent in sterling (at 18 kroner to the £.) =	75£.	7s. 8d.
Present expenses after November 8—		
Quay money 16½ öre per ton (as above) .. .. .	141	66
Overtime to customs (about) .. .. .	36	0
Legal inward clearance (as above) .. .. .	110	42
Stamp, &c. .. .. .	6	66
Outward clearance (as above) .. .. .	55	21
Pilotages inward .. .. .	31	40
Pilotages outward .. .. .	28	60
Ferry boats and petties .. .. .	15	0
Total .. .. .	424	95
Equivalent in sterling (at 18 kroner to the £.) =	23£.	12s. 2d.

NOTE.—The account includes everything except labourage for discharging the cargo.

## APPENDIX V.

## MINISTERIAL REGULATION.

In conformity with Sec. 8 of the law No. 44 of March 31, 1891, respecting the establishment of a free port at Copenhagen, &c., the port dues, leviable under the law of March 31, 1864, respecting port dues of Copenhagen Harbour for ships outward bound, shall be abolished from and on the day the free port is opened for traffic.

Instead of the port dues to be levied by the Copenhagen Harbour under the said law of March 31, 1864, for foreign trading ships entering the port, a tax on goods, as altered by Sec. 8 of the law of March 31, 1891, shall from that period be paid to the harbour of Copenhagen, calculated at 30 öre per ton register, and in conformity with the regulations given below and with the table attached.

Sec. 1. The tax is levied on all goods entering the customs territory from the free port without regard to the manner in which they have entered the free port.

The goods may, however, with the sanction of the inspector of customs of the free port, be exempt from the tax if it is proved by customs certificates that they have not entered Copenhagen by sea from abroad.

Sec. 2. The tax is, furthermore, levied on all goods entering Copenhagen customs harbour by sea from abroad or overland from the free port by the closed line of railway connecting the free port and the custom-house.

Goods, however, which have been stored under the inspection of the customs authorities, and which within three days of their being warehoused are re-exported by sea to foreign countries, either direct or via a home port without warehousing taking place at such ports, shall be exempt from tax.

Sec. 3. Goods conveyed by post, travelling carriages and luggage brought by travellers, wearing apparel, tools, &c., insignificant quantities of goods, for instance, oilcloth, china, &c., brought in by the crews of ships lying in the free port or customs port, and ship's stores and ship's gear introduced direct from the said ships, and, finally, smaller quantities of goods which the crews of ships of war introduce for their own use are exempt from tax.

Sec. 4. As regards the levy of the tax, Iceland, the Faroe Islands, and the Danish West Indies are considered to be inland territories.

Sec. 5. In case the volume of an article is less than  $\frac{1}{10}$  register ton the tax is, however, levied for  $\frac{1}{10}$  register ton, so that at least 3 öre is levied on each declaration of goods.

(1882)



Sec. 6. Weights and measures for the calculation of the tax are fixed according to the bills of lading or according to an estimate when the customs officers deem it unnecessary to procure this information by measuring and weighing.

Sec. 7. The tax is levied in the case of dutiable goods and free goods in the office in which the declaration is registered, and remains as a voucher to the account.

Sec. 8. All declarations respecting duty-free goods which are treated by the customs officials and the harbour districts are filed in the office in the district in which the ship is discharging her cargo, notwithstanding that the ship might have been cleared inwards in another office.

Sec. 9. The tax on goods in bonded warehouses shall be paid into the office in the district of which the customs clearance takes place. If bonded goods are cleared at the custom-house the tax shall be paid into the cashier's office of the bonded warehouse.

Sec. 10. The tax on:—

- (a.) Goods stored in bonded warehouse.
- (b.) Goods which are sent by sea or overland to inland places.
- (c.) Goods which are sent overland to foreign countries.
- (d.) Goods which after having been stored in a Government or private transit warehouse or under customs inspection for a period of over 30 days are re-exported by sea to foreign countries, shall be paid in the office where the warehousing or export declaration is registered, if a certificate is registered in various offices, the tax shall be paid at the office where the last registration takes place.

Which is hereby made known to all people.

(Signed) INGERSLEV.

The Ministry of Public Works,  
October 31, 1894.

LONDON:

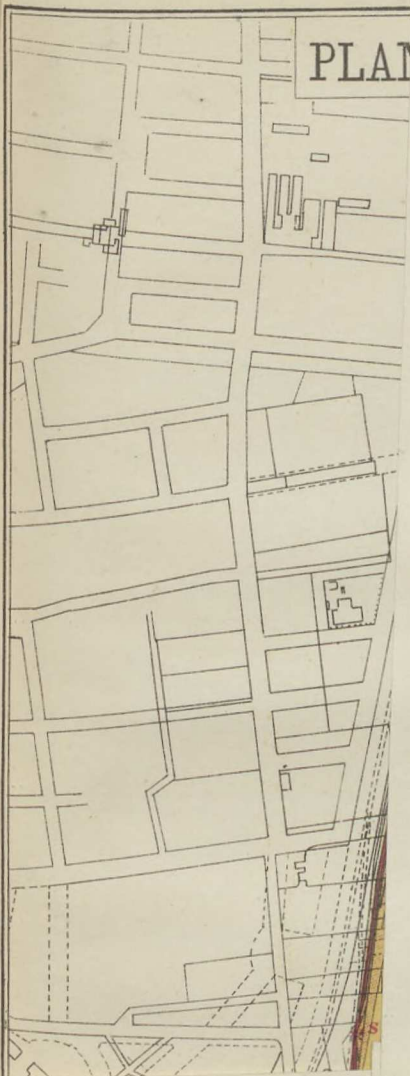
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Printers in Ordinary to Her Majesty.

(1250 1 | 95—H & S 1882)

PLAN





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The Ministry of Public Works,  
October 31, 1894.

LONDON:

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By HARRISON AND SONS,

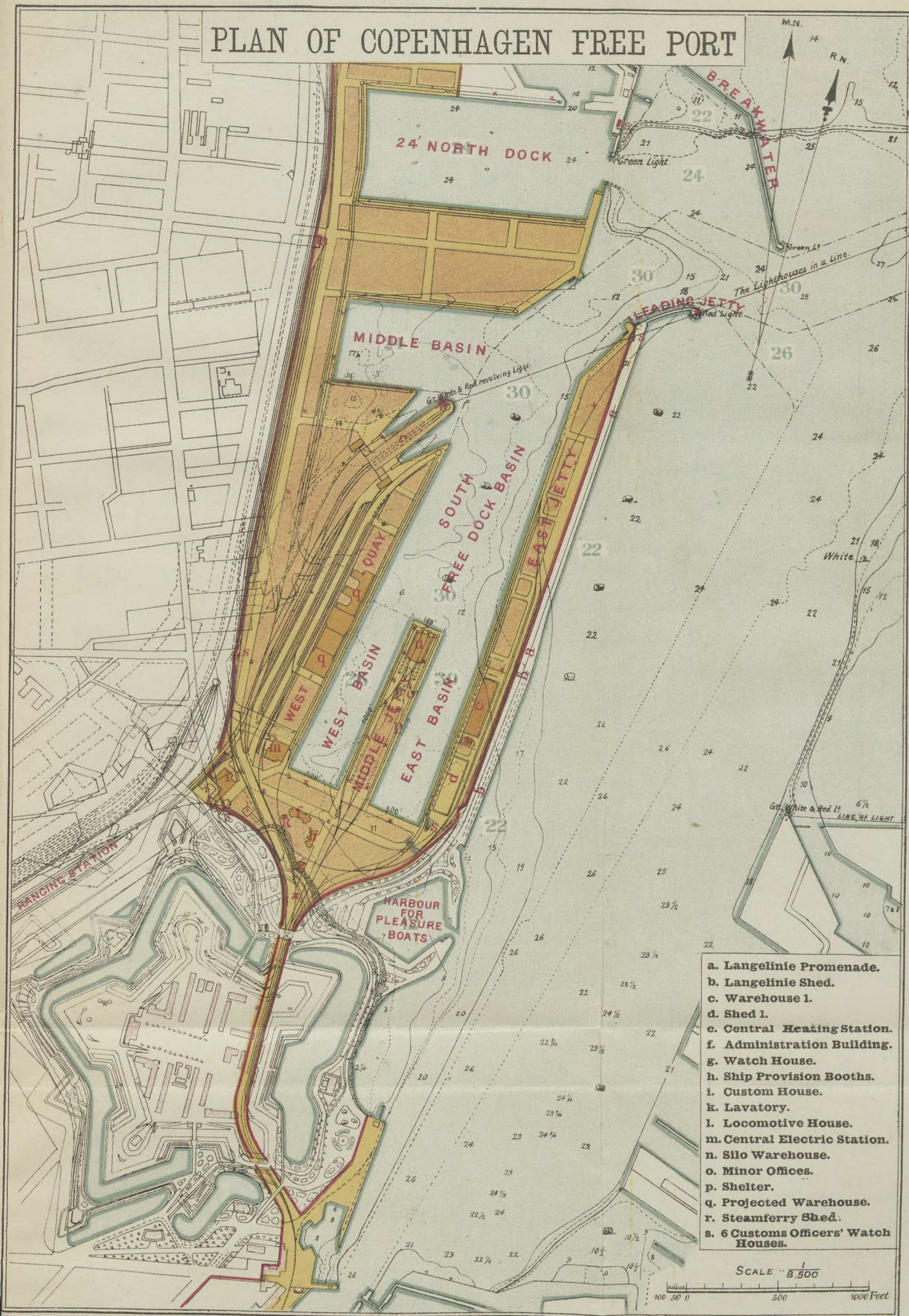
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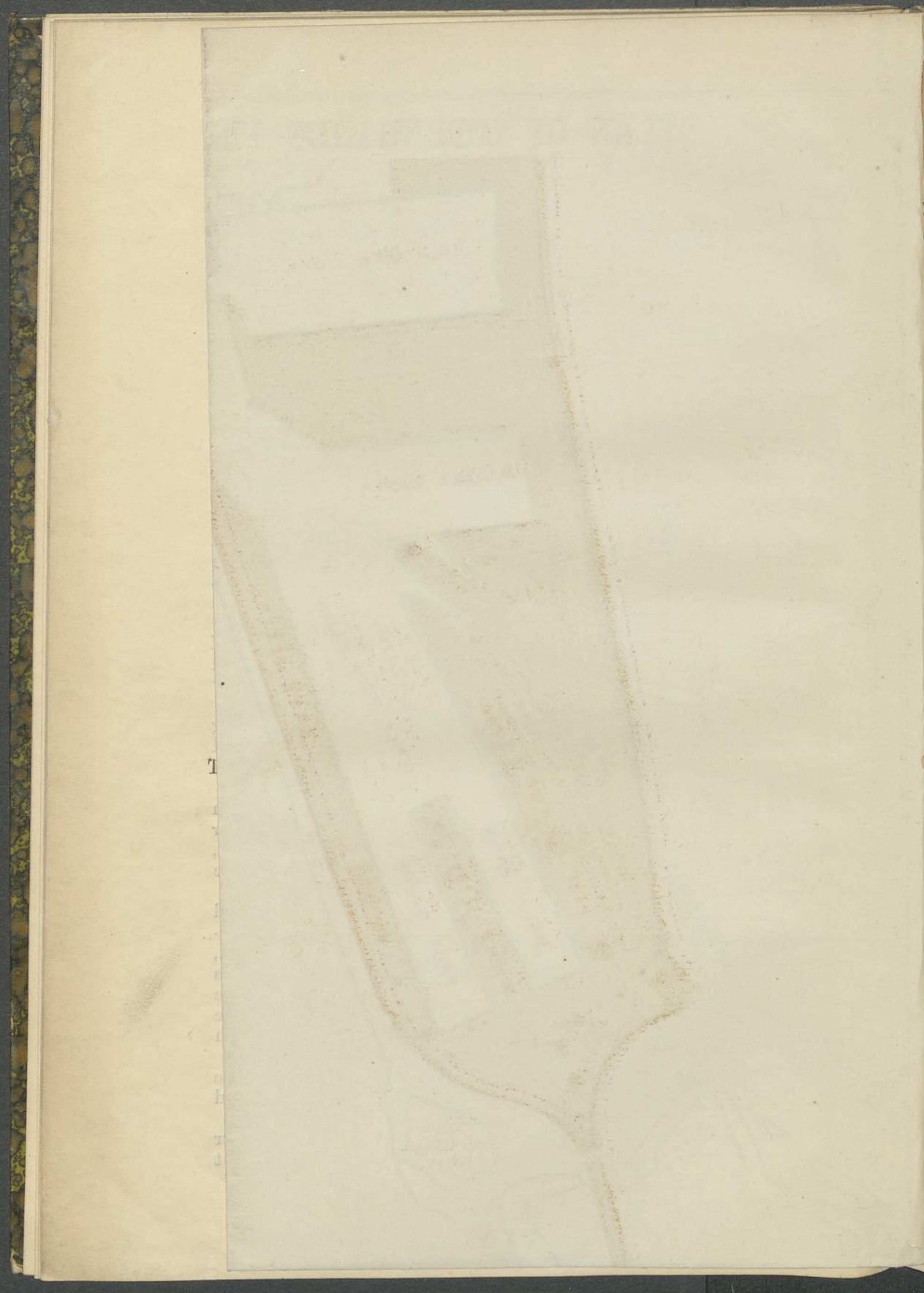
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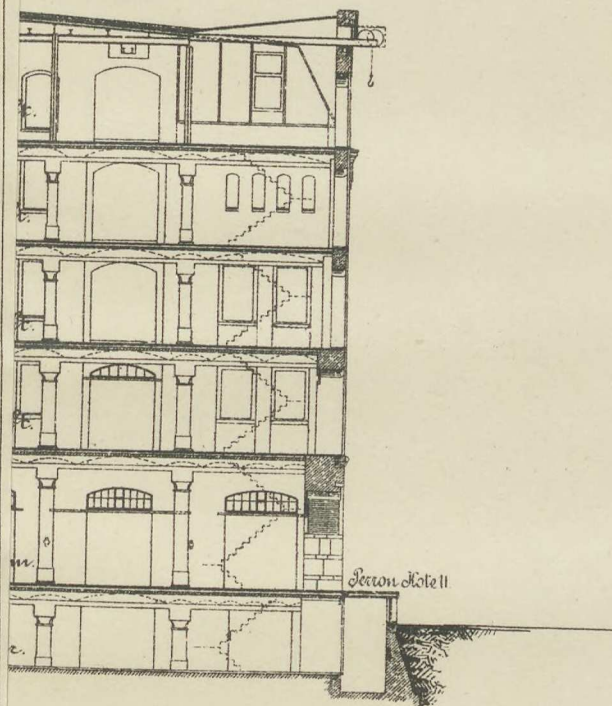


# PLAN OF COPENHAGEN FREE PORT









DRANES.





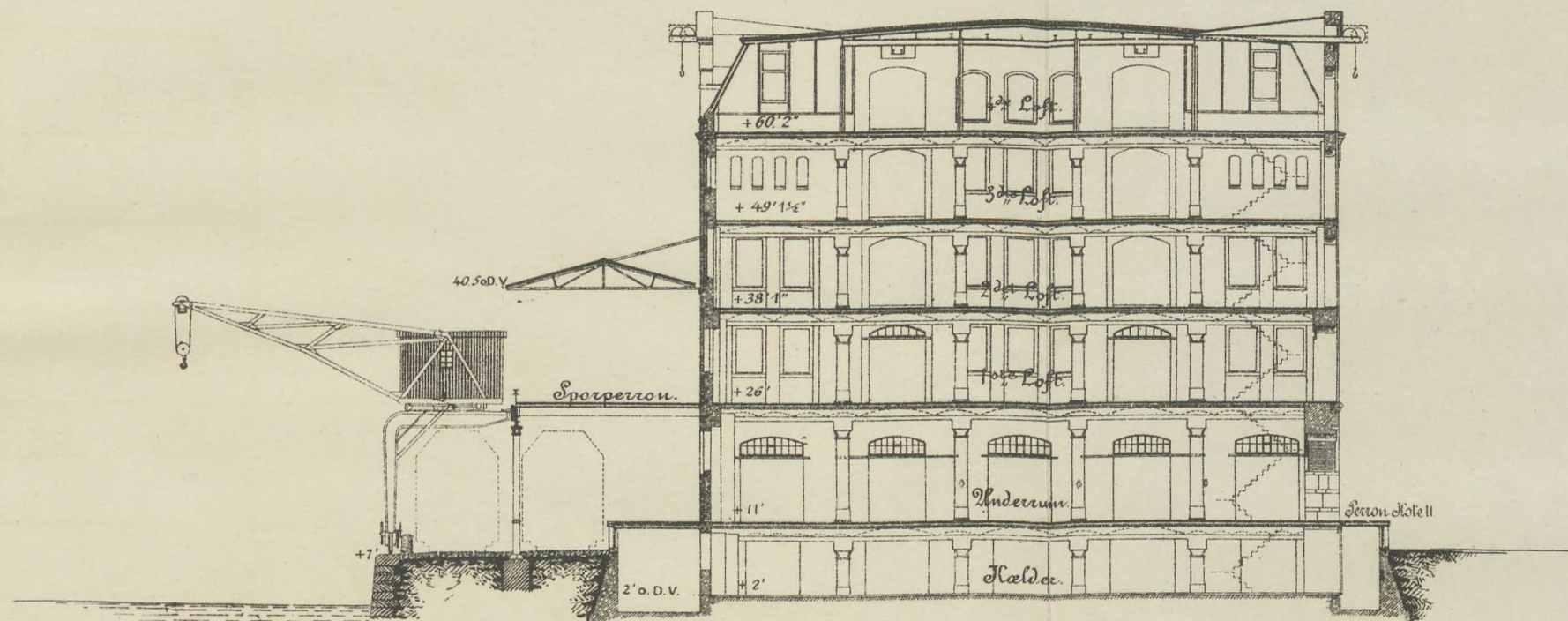


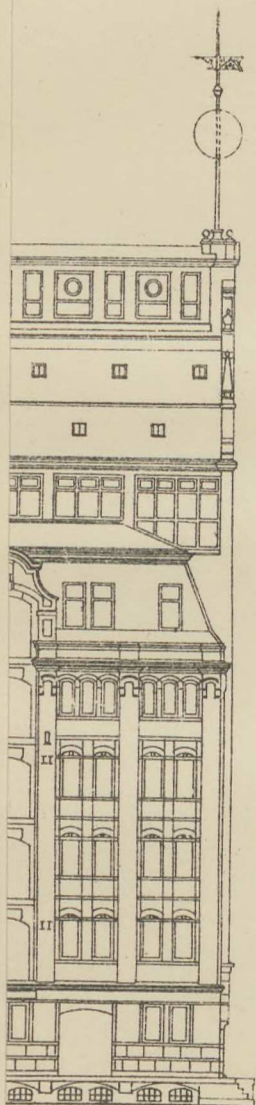
PLATE I. SECTION OF WAREHOUSE 1.  
SHOWING RAISED PLATFORM AND TRAVELLING CRANES.

(Reproduced by permission.)

*Sporperron* = Platform with rails  
*Underrum* = Ground floor  
*Kælder* = Basement











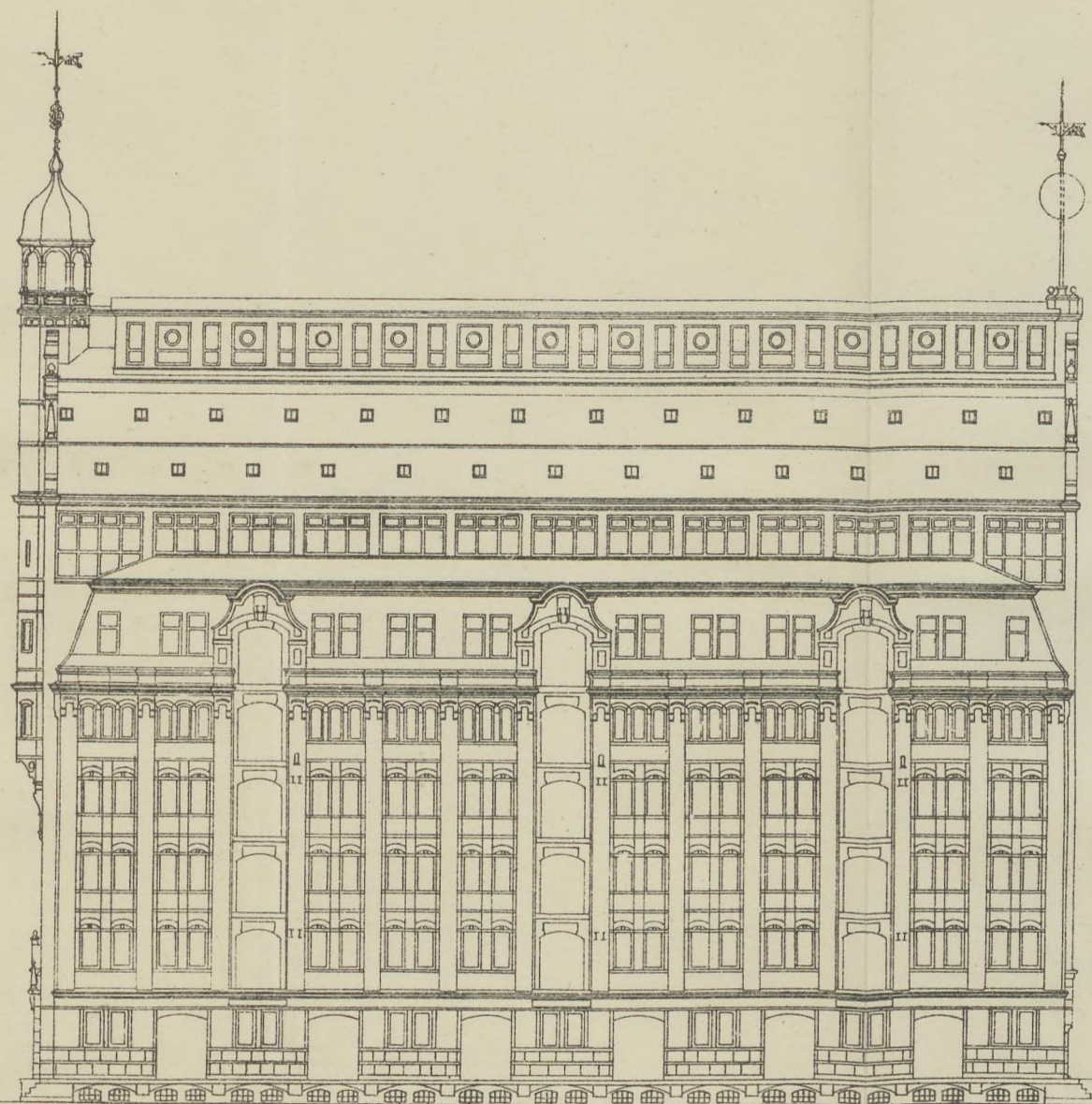


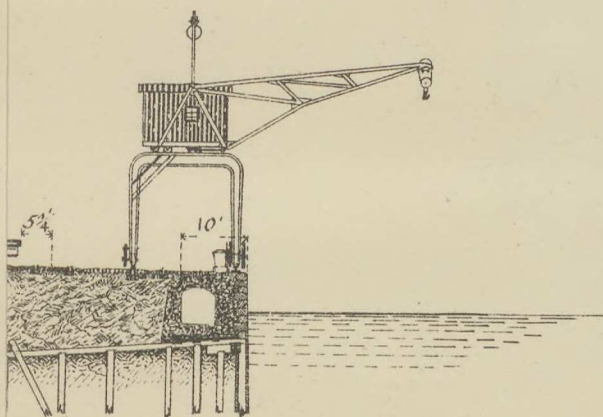
PLATE II. ELEVATION (SIDE) OF SILO WAREHOUSE.

*(Reproduced by permission.)*





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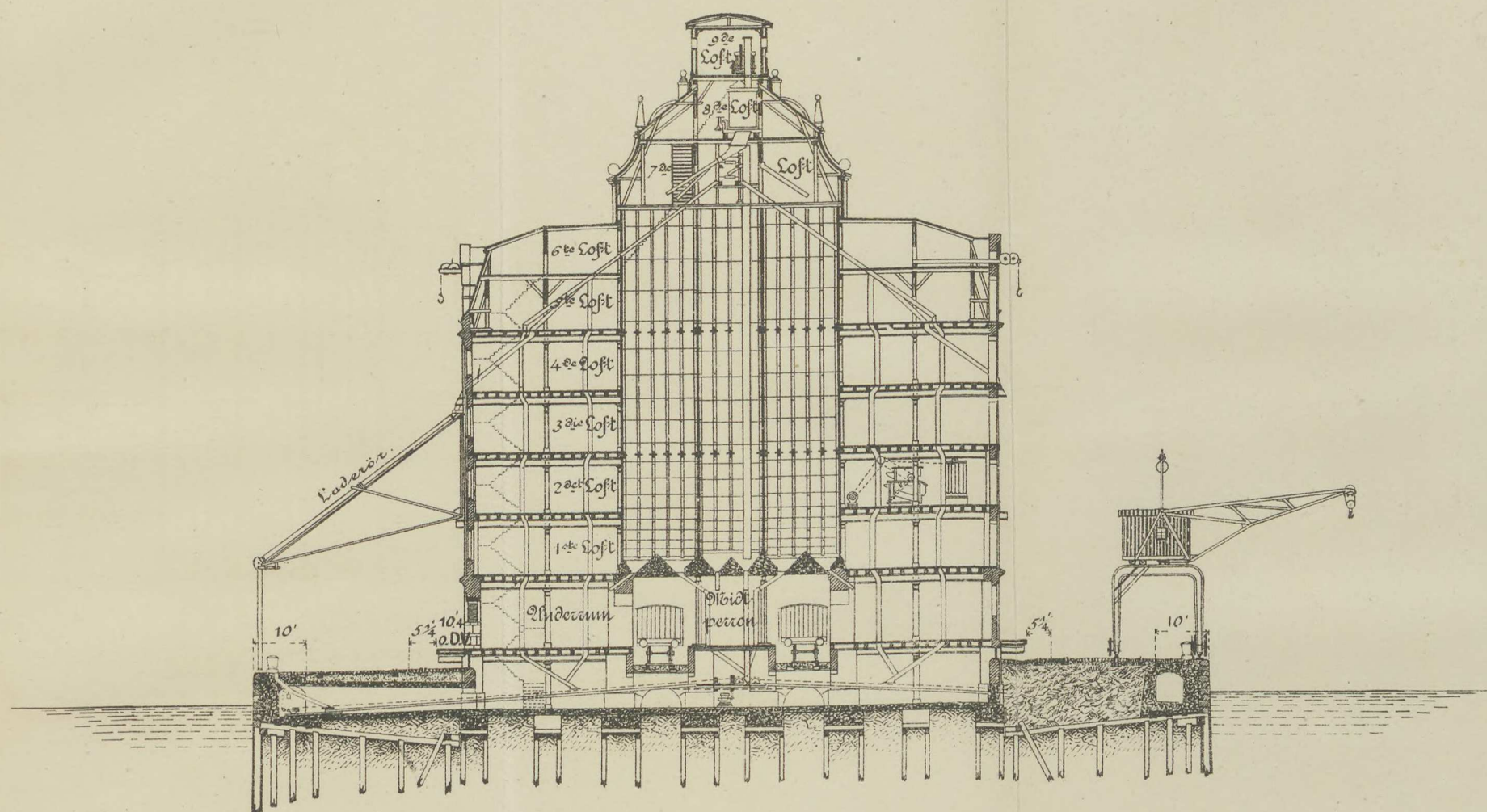


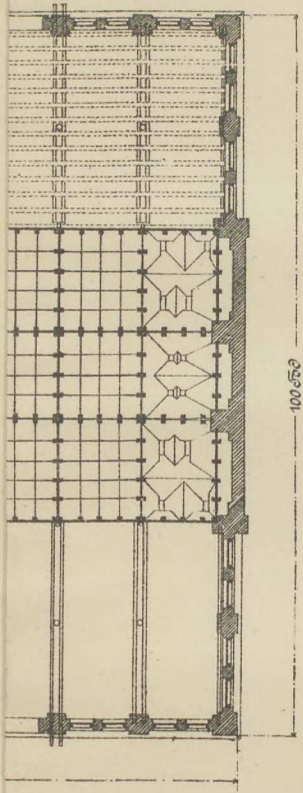
PLATE III. LATITUDINAL SECTIONS OF SILO WAREHOUSE,  
SHOWING METHOD OF DISCHARGING GRAIN.

(Reproduced by permission.)

Laderör = Feeding pipe  
Underrum = Ground floor  
Midtperron = Central platform







STORYS.





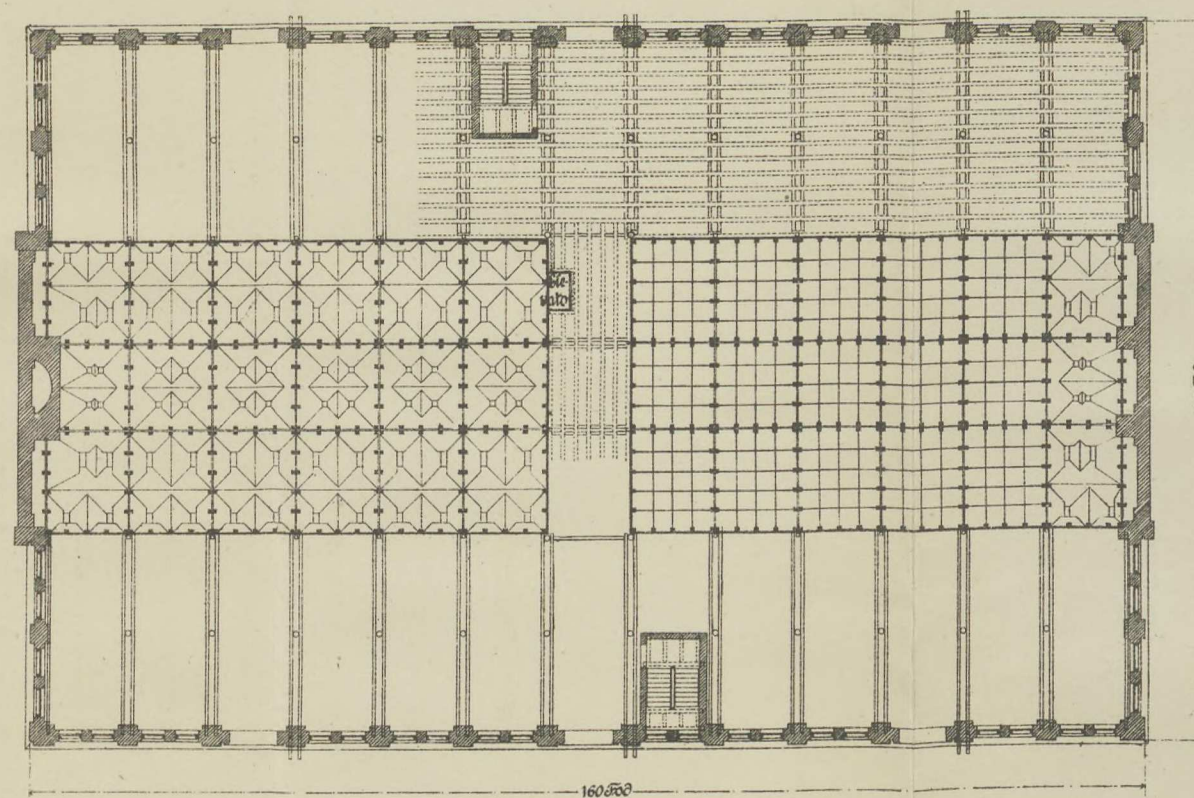


PLATE IV. PLAN OF SILO WAREHOUSE,  
SHOWING DISPOSITION OF SILOS ON FIRST AND HIGHER STORIES.  
(Reproduced by permission.)





