

that your agreement there is not wide enough to cover the situation which you have in view, that it contemplates a notice being given only when the vessel is in port, and when the suspicion arises by virtue of the load that the vessel has on it in port, or is taking aboard, and has not in contemplation the character of the vessel at all.

ADMIRAL BISHOP: That provision in the Cuban treaty could undoubtedly be strengthened along the line you suggest. I did not venture to suggest that, because it having been incorporated in the Cuban treaty and worked with great success I started with that; it could readily be stiffened up even further.

THE CHAIRMAN: That is, it might provide for the character of a vessel.

COMMANDER ROOT: As a matter of fact the Cuban Government has taken judicial notice of the reputation of these vessels. They have not been compelled to do that, but they have done it of their own motion.

MR. VAUGHAN: The practice in that sector has been to clear the vessel for a point in Mexico or Honduras, and then go over along the Florida coast or over to New Orleans or Galveston vicinity, and discharge their cargo, and then they go back and enter at Havana in distress, or else proceed to Tampico or Vera Cruz, and then enter there and pick up another cargo and peddle it out on the return voyage to Havana; and that has been the practice there.

MR. ROBERT: May I ask one question here: What evidence can you give us that you are doing the best you can under existing conditions to protect yourselves? Let me put a proposition to you, you are suggesting we should do something