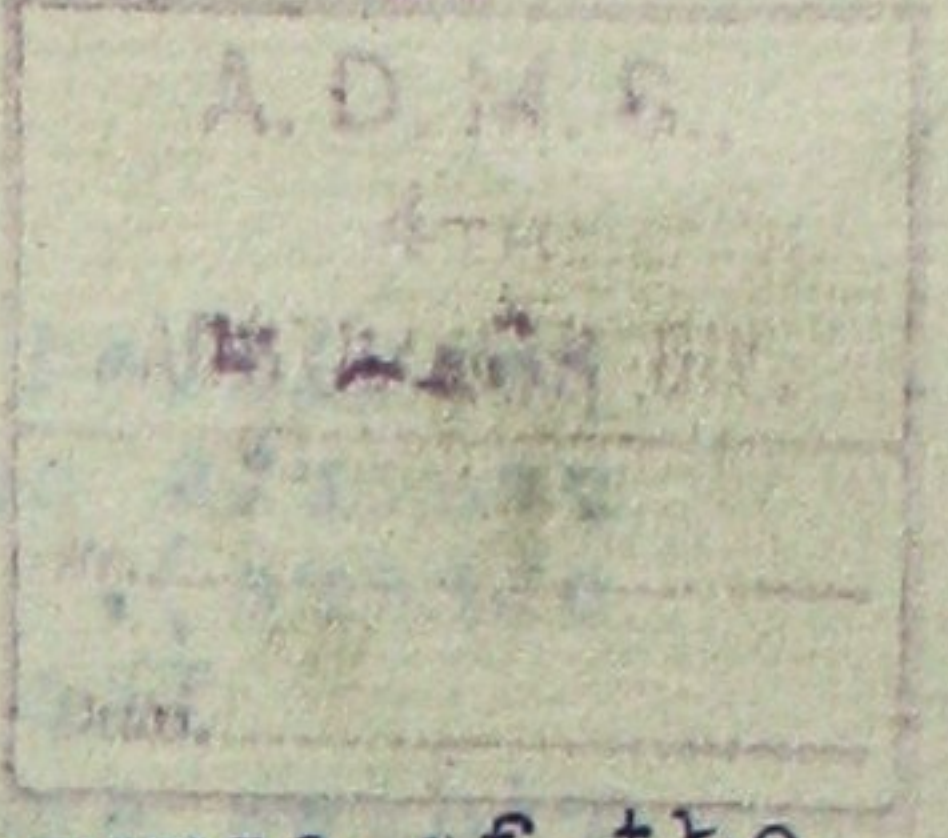


I. GENERAL DESCRIPTION OF THE COUNTRY.
LEFT BANK OF THE RHINE.



EIFEL.

Commencing from the south and working down the course of the Rhine, on the left bank, north of the MOSELLE is the EIFEL country. The soil is largely volcanic and consists of shale and clay. The country consists of rolling uplands, reaching by gentle slopes to a maximum height of about 700 m. It is cut up by many steep valleys and ravines.

It is well supplied with main roads, the general direction being from S.W. to N.E. following the general line of the hills and leading towards the Rhine valley. East and West routes are not plentiful, the most important being that from ST. VITH to COBLENZ via PRUM.

The secondary roads are poor, and unsuitable for heavy traffic owing to the boggy nature of the soil. Movement off the roads is difficult with the exception of the MAIFELD plains, N.W. of COBLENZ, where the slopes are gradual and the country is open.

Many scattered woods exist, but few are of any size. The Forest DAUN is about the largest. The trees found are mainly beech and pine.

The population is not dense, except on the east near the Rhine. Villages average 100 to 200 inhabitants, and isolated farms and dwellings are rare. The buildings are generally strongly built of stone but the poorer cottages are often of sun-dried bricks.

The country is mainly agricultural, cereals, corn and potatoes being grown. On the east the prosperity of the land is chiefly due to the exploitation of basaltic rocks, and is much more densely populated.

HOHE VENN and Rhine plains.

North of the EIFEL the country gradually falls to the plains of the Rhineland in the neighbourhood of COLOGNE, but on the west lies the region known as the "HOHE VENN", which extends across the Belgian frontier south of AIX-la-CHAPELLE and joins on to the uplands of the ARGONNE. In this area there are large tracts of boggy uplands and the ridges and hills are regular and bare. The country is desolate and has few trees or woods, consisting mainly of moors covered with heather, and is very cold in winter, when heavy falls of snow occur.

The HOHE VENN is only traversed by 5 large roads, 2 through HAUTES-FAGNES, the MALMEDY and WHISMES - EUPEN - VERVIERS road, the MONTMOIE - EUPEN road, and the MONTJOIE - AIX, WITZRAH - STOLBERG and ZULPICH - ESCHWEILER roads. Secondary roads are unsuitable for heavy traffic and are made with poor metal. Movement off the roads is dangerous, and impossible in winter when the ground is very boggy.

The population is not dense. Villages are compact, and isolated houses are rare. Buildings are generally well built of brick and slate roofs.

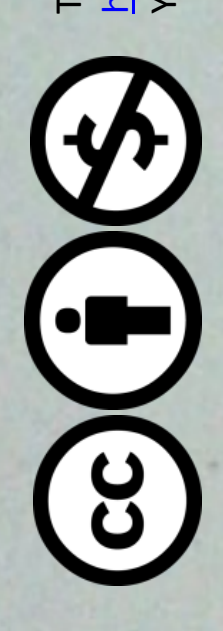
Rhine Plain.

East of the HOHE VENN, where the EIFEL country slopes down to the Rhine, the population becomes denser and the land more fertile.

The AAR River, flowing into the Rhine in an East and West direction cuts sharply through the high wooded plateau land South of the Rhineland plains and flows in a very fertile and densely

populated.

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populated valley. In this are many important pre-war tourist resorts and vineyards and mineral springs. (APOLLINARIS water among others).

The Rhineland plain itself is not absolutely flat, but small ridges and hills, rising to a height of 50 to 90 m., break it up.

Roads are plentiful. In the neighbourhood of COLOGNE, DUREN and JULICH and as far north as the approximate line RUHRORT - KEMFEN - VENLO the ground offers no serious obstacles and is chiefly cultivated. It can, in consequence, be crossed anywhere by all arms, except during wet weather when the clayey nature of the soil makes it impassable. North of KEMFEN numerous small canals and streams make movement off the roads difficult.

The population is large and was increasing rapidly before the war. The country is chiefly agricultural in the south and industrial in the north, e.g., AACHEN, GLADBACH, DUSSELDORF. Extensive coal-fields also begin in this country with deposits of mineral and iron ores. Villages are large and scattered with many isolated houses. The buildings are nearly always of brick with mud built barns.

RIGHT BANK OF THE RHINE.

WESTERWALD.

North of COBLENZ the "WESTERWALD" corresponds to the Eifel country: the soil is chiefly sandstone and clay. Rich mineral iron ores and coal are also found. The plateau is cut up by many valleys; these are however, as a rule neither very deep nor steep. This area is well supplied with main roads coming from the Rhine valley.

Further to the north between LIMBURG and Bonn, the Rhine valley is dominated by the SIEBENBURGE heights, a series of volcanic hills with steep sides covered with superb oak and beech woods. Vines also are found on the sunny slopes above the Rhine. The highest points reached are of an elevation of 400 to 460 m.

SAUERLAND.

North of the SIEBENBURGE comes the country known as the SAUERLAND. Here the higher plateau country falls gradually towards the north, being cut up by a large number of small valleys leading towards the Rhine.

The SIEG, the AGGER and the WUPPER rivers flow through a very broken country covered with small copses. The hills rise about 200 to 300 m. above the valleys. The extensive forests covering the southern portion of this area decrease as the ground falls to the north.

The road system is very good and complete. Movement off the roads would not be easy for large bodies of troops except near the valley of the SIEG, where the country is open and slopes gentle.

Population: The country is fairly thickly populated, particularly in the north, where the chief industrial centres exist and where it is densely populated.

Villages are compact in the SIEG Valley, but in the AGGER valley they are more scattered, and elsewhere many scattered single buildings are to be found all over the country. Buildings are almost invariably of brick with mud walled barns.

CLIMATE



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CLIMATE.

4.

The temperature and climate varies very much with the elevation. As an example, at Cologne the average temperature is 2.5 deg. (cent.) higher than neighbouring localities situated at about 400 metres height above sea level.

In the valley of the Rhine, 46 days of frost is the annual average and 133 on the high ground at and above the 400 metre level, where continuous frosts lasting a month or more are to be expected.

In the EIFEL and HOHEVENN where the altitude rises to 600 metres the climate is still more severe.

The rainfall is also much heavier and in the spring the contrast is very marked, the high ground being covered with snow and subject to thick fogs, while the valleys are full of flowers and budding fruit trees.

The prevailing wind is from the south-west and this wind also brings rain and snow on the EIFEL and HOHE VENN.

In the valleys, however, the direction of the wind is influenced by the configuration of the ground, and at COLOGNE south-easterly winds are more common than west winds.

A bitterly cold north wind (Moorrauch or Höhonrauch) sometimes blows in the spring and is dreaded on account of the blighting effect it has on budding fruit trees, etc.

In the spring, after a hard winter, a considerable amount of ice in large blocks comes down the Rhine and is a danger to shipping.

FORESTS.

The forests are mainly confined to the high ground and are very extensive in the HUNDSBRUCK and EIFEL.

In the district around COLOGNE about 30% of the country is wooded.

The forests are not all of great value. The State only owns a comparatively small proportion of the forests (e.g. 9% in the COBLENTZ province) and although those have been well looked after, the remainder has been managed on haphazard lines.

Latterly, pines have been largely planted in the EIFEL HOHE VENN and WESTERWALD.

The best forests are in the south in the HUNDSBRUCK. The majority of the trees are beeches, with oak and ash also in the lower and less exposed slopes, and on the higher ground pines and resinous trees.

/THE RHINE



THE RHINE FROM BONN TO DUSSELDORF.

At BONN the Rhine plains commence and the high ground on both banks recedes from the river and finally disappears altogether.

The course of the river becomes tortuous and many ancient loops, where the river formerly ran, are found. At these places the ground is wet and subject to floods.

Dimensions of the river are as follows:-

Place.	Fall per 1000 m.	Maximum Depth.		Breadth.	
		Normal.	Flood.	Normal.	Flood.
BONN	.	4.50 m.	13.10 m.	381 m.	710 m.
WESSERLING.	0.25 m.	3.0	12.20	397	506
COLOGNE.	0.22	4.50	12.80	305	681
HITTDORF.	0.18				
WARRINGEN.	0.20	4.50	12.50	362	760
HIMMELGEIST.	0.19	6.00	15.10	255	1380
HAMM.	0.09			315	708
DUSSELDORF.	0.14	9.8.	17.50	205	334

Ports.

The larger towns, e.g. COLOGNE and BONN, on the banks of the Rhine have been furnished with ports, comprising generally quays along the river bank, and one or more basins formed along the fore-shore of the river, or excavated in the adjacent low-lying land.

These basins, regulated in number and dimensions according to the importance of the port, are surrounded by quays which are equipped with cranes, sidings, and sheds or warehouses. The basins, besides serving, with the river quays, for the unloading and loading of vessels, provide a refuge for the vessels in the winter from floods and floating ice coming down the river, for which reason their open entrances are always placed at the down-stream end.

Traffic on the Rhine and at its ports.

The traffic along the Rhine is conducted by seagoing steamboats, by large barges towed in trains by tugs, and by sailing vessels. The smallest sea-going steamboat navigating the Rhine has a length of 117 feet, a beam of 20½ feet, a draught of 11½ feet, and a carrying capacity of 342 tons; and the largest is 233 feet long, 33 1/5 feet beam, 14 feet draught, and can carry 1770 tons. The tugs constitute two-thirds of all the steamboats navigating the Rhine; and the most powerful ones are between 1250 h.p. and 1400 h.p. About half of the Rhine fleet of barges and sailing vessels have been built of wood; but the tonnage of the iron vessels, which are the larger, amounts to four times that of the wooden vessels.

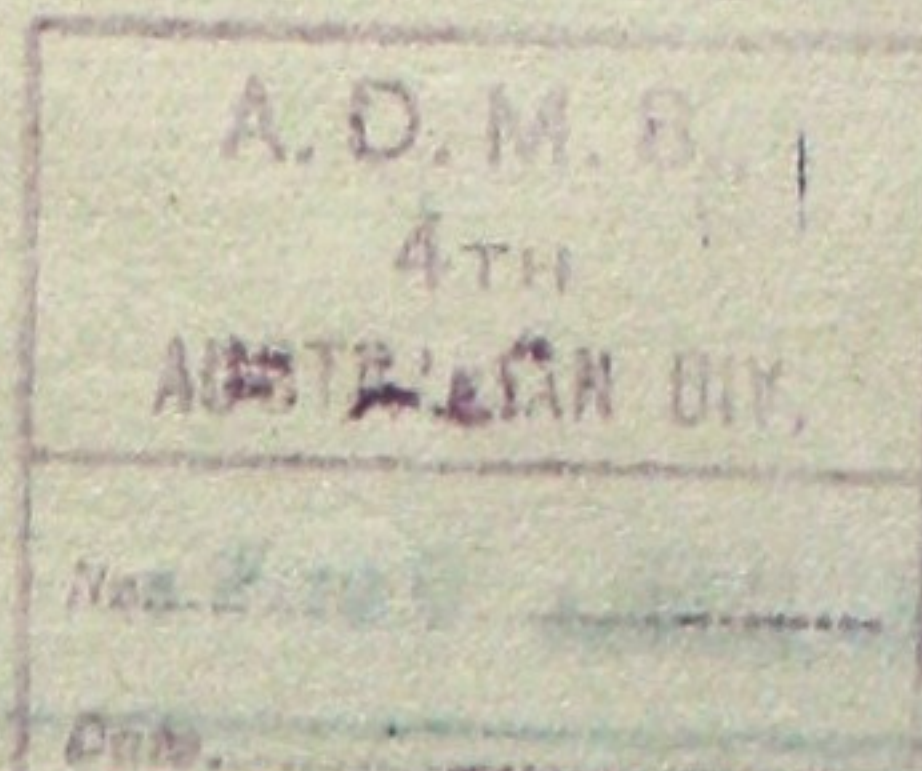
The flatbottomed average size barges towed on the Rhine have the following dimensions: length 265', beam 33', depth in hull 10' and a capacity of 1,200 tons.

Larger barges up to 328 feet long and 3241 tons cap. are also used.

Floods.

Floods take place in the winter and in the spring, January to March. In the winter, also during the frosts, accumulations of ice occur. The ice forms in the elbows of the twists of the river, where the depth is least, and sometimes accumulates sufficiently to form a dam, which may form a local flood on twisting.

BRIDGES.

BRIDGES.

Number & PLACE.	Carrying.	Type.	Navigable openings in feet, read'g from Left-R.	Remarks.
1. BONN.	BONN - BEUEL road.	Braced stool arch designed to carry a live load of 80 lbs per foot. The floor system is designed for heavier concen- trated loads.	Left. 289; 610 279 Right.	The width of the bridge varies from 14 m. (46') to 18 m (60') between rail- ings. The roadway in bridge proper is 7.15 m. with 3.42 m. foot- paths on each side. Bridge carries two sets of tramlines.
2. COLOGNE. (South)	South COLOGNE - BONNERTOR - KALK South Railway.	Main spans: tied braced arches. Shore spans: two hinged arches. Approaches: mas- onry arches.	131 508 295.	Clear width of bridge between main girders 27'. Carries two rail'y tracks, and the space be- tween the rails is decked. Two foot- ways each about 5' 6" wide.
3. COLOGNE.	COLOGNE - DEUTZ road.	Stiffened suspension bridge in nickel steel.	276: 579: 266.	This bridge was completed in 1914 to replace a pon- toon Br. which has now been removed. Width roadway 37' with two footways each 10' wide.
4. COLOGNE.	COLOGNE - DEUTZ railway & road bridge. (Hohen- zollern)	Braced arches.	353: 515: 312.	This consists of 3 adjacent structures on common piers. The 2 downstream bridges are rail'y (double-track) bridges, and the up stream bridge is a road bridge carry- ing two tramtracks and two footpaths. Width road bridge 27 ft. clear. Dis- tance centre to cen- tre of main girders of railway bridge is 9m. (29.5 ft.)
5. MULHEIM (Cologne North).	COLOGNE - MULHEIM road.	Pontoon Bridge.		Timber pontoons a- bout 55' long 17' wide, & 6' deep. There are 34 pon- toons braced in pairs. Total width of river about 1200 met.



DUSSELDORF. Cont.

Number & PLACE.	Carrying.	Type.	Navigable openings in feet Left to Right.	Remarks.
6. DUSSEL- DORF.	HAMM & DUS- SELDORF railway.	4 braced arch spans.	120: 340; 340; 213.	Approaches are on masonry arches. There are 2 bridges each carrying two rail'y tracks. Each bridge has two footways for pedestrians.
7. DUSSEL- DORF.	DUSSEL- DORF - GLADBACH road.	Arched steel bridge de- signed to carry a live load of 80 lbs. per sq. foot.	541: 567.	The bridge has 2 main spans & 4 steel arch approach spans. Width between railings 14.20 m. (46') width roadway 26.5 ft. width pathways 9.8 ft. Takes 2 light railway tracks.

FERRIES OVER THE RHINE.

BONN TO DUSSELDORF.

No.	Place.	Remarks.
1.	OBERCASSEL (R.B.) (South of Bonn).	2 Steam ferries manipulated by means of steel cables. Length 65 m. Capacity 6 waggons. Electric cranes are provided at each end. The crossing takes 5 minutes.
2.	MONDORF (R.B.)	Motor ferry boat service to GRAURHEINDORF.
3.	RHEIDT (R.B.)	Row boat ferry to WIDDIG.
4.	URFELD (L.B.)	Row boat ferry to NIDERCASSEL.
5.	WESSELING (L.B.)	2 motor ferry boats to LULSDORF.
6.	SURTH (L.B.)	Row boat ferry to LANGE.
7.	WEISS (L.B.)	Motor boat ferry to ZUNDORF.
8.	NIEHL (L.B.)	Ferry to STAMMHEIM by means of a cable across the river ("Flying bridge")
9.	LEVERKUSEN (R.B.)	Motor boat ferry.
10.	WIESDORF (R.B.)	2 motor ferries to MEERKENICH.
11.	KASSELBERG (L.B.)	Motor & row boat ferry to RHEINDORF.
12.	LANGEL (L.B.)	Row boat ferry to HITTDORF.
13.	WORRINGEN (L.B.)	Ferry to OEDSTEIN.
14 ¹ / ₂	MONNHEIM (R.B.)	Row boat ferry to PIWIPP.
15.	BAUMBERG (R.B.)	Row boat ferry.
16.	ZONS (L.B.)	Motor boat ferry.

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No.	Place.	Remarks.
17.	BENRATH (R.B.)	Row boat ferry.
18.	DUSSELDORF-REISHOLZ (R.B.)	Row boat ferry.
19.	UEDESHEIM (L.B.)	"Flying bridge" ferry to HIMMELGEIST.
20.	GRIMLINGSHAUSEN (L.B.)	"Flying bridge" ferry to WOLTERSWEHRTH.
21.	NEUSZ (L.B.)	"Flying bridge" ferry to HAMM.
	DUSSELDORF.	

1. The Rhine. The Rhine flows into the Rhenish (left bank). It has a tortuous course and is much silted in and overgrown, which makes access to the stream difficult. Dimensions near the source: width 4 meters, widening to 10 m. near its junction with the Rhenish; average depth 50 cm. Below GERMING there is a reservoir, capacity 45 million cu. m. of water. Length 12 km., depth 55.50 m. This is an artificial reservoir with gates 30.50 m. wide at the base and 5.50 m. at the top.

RIVER. Right Bank of the Rhine.

1. AGGER. Rises in WESTPHALIA and flows into the Rhine (R.B.); below GILBURG it has a narrow valley. Dimensions:

Place.	Width.	Depth.
GERMINGEN to AGGERHOFF	50 to 80 m.	50 cm.
AGGERHOFF to KILN	15 to 25 m.	50 cm.
GERMATH to HONRATH	50 to 60 m.	Below HONRATH 1 to 2 m.

The river is not subject to floods.

2. SING. Rises in WESTPHALIA and flows into the Rhine (R.B.) 2 km. below GILBURG. The AGGER and SING flow into it. The dimensions near GILBURG are: width 50 to 85 m., depth 1 m. to 1.5 m., and at its junction with the Rhine about 2 m. It is subject to floods after several days' rain.

3. RHEIN. Rises in the SAARLAND and flows in a general direction from S. to N.



RIVERS. Left Bank of the RHINE.

9.

1. The ERFEL.

Rises in the EIFEL and flows into the RHINE (left bank).

Above EUSKIRCHEN it follows a general N. and S. course in a valley 200 to 300 m. wide, the width of the stream being 5 to 8 m.

Below EUSKIRCHEN the stream enters the RHINE plain, flowing N.N.W., and the valley widens; the dimensions of the river are: width, 10 to 15 m.; depth 2 to 2.50 m.

It is dominated on the right bank as far as GROVENBROICH by the wooded ridge of "VILLE or VORGEBIRGE", which rises abruptly over the stream to a height of 40 to 50 m.

2. The ROER (or RUHR).

Rises in the ROER VENN at MONT RIGI. It flows in a valley with steep wooded sides. Below MONTJOIE it takes a N.N.E. direction with a winding course. It has a rocky bed and a swift current.

The stream enters the RHINE plain at KREUZAU (south of DUREN) and the valley opens out to 1,000 yards or more in width. At DUREN its breadth is about 40 m. and at JULICH 70 metres.

Many small channels run into it; these are overgrown, muddy and deep and are serious obstacles to movement. Willows and poplars usually line the banks of these channels.

The ROER is subject to floods; it is a tributary of the MEUSE (R.B.)

3. The URFT.

Rises in the EIFEL and flows into the ROER (left bank). It has a tortuous course and is much shut in and overgrown, which makes access to the stream difficult.

Dimensions near the source; width 4 metres, widening to 10 m. near its junction with the ROER; average depth 50 cms.

Below GEMUND there is a reservoir, capacity 45 million cub. m. of water. Length 12 km., depth 52.50 m. This is an artificial reservoir with dykes 50.50 m. wide at the base and 5.50 m. at the top.

RIVERS. Right Bank of the RHINE.

1. AGGER.

Rises in WESTPHALIA and flows into the SIEG (R.B.); below SIEGBURG it has a narrow valley. Dimensions :

Place.	Width.	Depth.
EGELKIRCHEN to AGGERHOF	30 to 50 m.	50 cms.
AGGERHOF to KLEK	15 to 25 m.	60 cms.
OVERATH to HONRATH	30 to 60 m.	Below HONRATH 1 to 2 m.

The river is not subject to floods.

2. SIEG.

Rises in WESTPHALIA and flows into the RHINE (R.B.) 2 kms. below BONN.

At SIEGBURG the AGGER and PLEIS flow into it.

Its dimensions near SIEGBURG are: width 60 to 85 m. Depth 1 m. to 1.5 m., and at its junction with the RHINE about 2 m.

It is subject to floods after several days' rain.

3. WUPFER.

Rises in the SAUERLAND and flows in a general direction from
to W.



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10.

to W. into the RHINE (P.B.).
Its valley is tortuous and enclosed.
In its lower reaches there are many manufactories and several
large reservoirs.
The WUPPER is navigable for small boats as far as BURG, at
which place it is about 200 m. wide.

TOWNS.

BONN. (pop. 58,000).

The town is situated on the left bank of the Rhine and has
works, potteries, brickyards and chemical works.
A bridge crosses the Rhine at BONN, connecting BONN to BEUEL
and POPPELSDORF.

This is a road bridge only, and carries 2 sets of tram lines.
Width of roadway 7.15 m. width 3.425 metro footpaths on either side.

COLOGNE. (pop. 516,527).

The largest town in Rhenish Prussia. It had a garrison of
3,000 and was classed as a first class fortress.

It owes its importance to the Rhine by which means all raw
materials are imported. It is a manufacturing centre of great
importance, the chief industries being collected in the suburbs along
the banks of the Rhine.

Important works are:

at NIPPES Electric cable manufactory;

at FORZ Glass manufactory, chemical works and cement
works, having extensive quays on the Rhine.

MULHEIM and DEUTZ (on the right bank of the Rhine).
Large boat building works, locksmiths, very
large machine and wagon manufactories, mills
and pottery works.

Coal and pig iron are imported from the RUHR valley.

The town has a large number of big hotels, a racecourse,
cycling, football grounds, etc.

Bridges. There are three bridges across the Rhine in COLOGNE
itself and one at MULHEIM.

DUREN (pop. 30,000).

The town is situated on the ROER river in a fertile plain.
It has manufactories of cloth, paper and iron, also copper works
and carpet factories.

SOLINGEN (pop. 40,843).

Situated on the right bank of the Rhine on the WUPPER river.

The town is a centre of large steel works. Manufactories of
swords, cutlery, scissors, razors, etc. Foundries, metal works
and brick yards also exist. It has also its own electricity, gas
and water works.



RAILWAYS.

The general trend of the main railways is from N.E. to S.W.
A double line of railway runs along each bank of the Rhine, which, flowing from S.E. to N.W., gives a main lateral communication.

North of AACHEN and COLOGNE, where the country becomes of great industrial importance, a network of double and single lines spreads over the whole of the Rhine plains.

South of this, where the country rises to the EIFEL, HUNDSBRUCK and WESTERWALD countries, the industries decrease and the ground becomes more difficult and in consequence the railway system is less elaborate.

In the EIFEL, however, lines have been built for strategic purposes.

The most important East and West routes are :-

- | | |
|------------------------------------|--------------------------------|
| (a) DUSSELDORF - GLADBACH - AACHEN | } Thence on to VISE and LIEGE. |
| (b) COLOGNE - DUREN - AACHEN | |

(c) The COLOGNE - EUSKIRCHEN - STALKYLL - WEISMES line which continues via MALMEDY into Belgium.

(d) The SINZIG - GEROLSTEIN - PRUM line, which joins up via ST VITH and GOUVY to the Belgian and French Systems.

(e) The COBLENZ - TRIER (or TREVES) - LUXEMBOURG line along the North bank of the MOSELLE, and further South the main lines joining MAINZ to METZ.

The chief lateral lines are :

(1) On the right bank of the Rhine DORTMUND - WIEDENAU - FRANKFURT.

(2) The double lines on both banks of the Rhine. These are joined by bridges across the Rhine at DUSSELDORF (2 bridges), COLOGNE (2 bridges) - BONN - ERFEL (this is a new bridge built during the war north of SINZIG) - ANDERNACH - ENGERS (new bridge built during the war) - COBLENZ - BINGEN and MAINZ.

(3) The DUSSELDORF - DUREN - EUSKIRCHEN - GEROLSTEIN - TRIER line.

(4) The AACHEN - WEISMES - GOUVY - LUXEMBOURG line.

The EIFEL country is crossed by a North and South single line, WITTLICH - DAUN - GEROLSTEIN and by a line to the Rhine from DAUN to COBLENZ.

North of GEROLSTEIN the railway connections in each direction have been made very good for strategic purposes.

New connections from BORN to VIELSALM and ST. VITH to GOUVY have been built during the war to improve the railway communications from Germany into Belgium.

LIGHT RAILWAYS.

On the left Bank of the Rhine the only light railways which exist are in the Rhine valley, chiefly in the neighbourhood of the large towns and are of no great importance.

On the right bank of the Rhine several light lines have been built, the most important being that from BONN to WALDBROEL.



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LAWS and ADMINISTRATION.

The German Empire consisted of of a federation of 26 States, and was governed by two houses of parliament (a) The BUNDESRATH representing the federated governments, (b) The REICHSTAG representing the German people.

Brief description of the Administrative Organisations of Prussia.

The executive power was exercised by the Emperor and 2 Houses of Parliament :

- (a) HERRENHAUS (House of Lords).
 - (b) HAUS der ABGEORDNETEN (House of Deputies).
- These exercise power through the following stages :-
- (1) The Province (Regierung).
 - (2) The Parish (Kreis).
 - (3) The Commune (Gemeinde).

- (1) There are 12 provinces subdivided into districts. They are run by an "Oberprasident" assisted by a provincial council.

The "Oberprasident" is a very high official, has the title of "Excellency" and was appointed by the Kaiser.

- (2) A Kreis may be of two kinds, (a) Rural, (b) Town.

(a) The Rural Kreis (Landkreis) consists of a group of Communes. It is run by a "Landrat" appointed by the Government and corresponding to a Prefet or a Sous-Prefet in France, with an elected council. The council has considerable powers in determining local rates and taxes. The taxes imposed are usually indirect, e.g., fees on the sale of land, licences to public houses etc.

- (b) Any town of 25,000 inhabitants or over constitutes a "Stadtkreis".

The powers of the "Landrat" are vested in the Oberburgemeister assisted by a Town Council.

- (3) The Commune may also be either (a) Rural. or (b) Town.

Generally a town of 10,000 inhabitants constitutes a Town Commune and is administered by a Burgermeister with a Town Council.

The rural communes also elect a council (Gemeinderat or Gemeindeversammlung) whose president is the "Gemeindevorsteher". Communes can levy taxes (within limits fixed by the State) on meat, flour and foodstuffs generally.

There are also feudal domains which do not come under the jurisdiction of the Communes but are administered directly by the Government.

In addition to the subdivisions detailed above, there is another known as the "Amtsbezirk" or "Canton". Small towns of less than 25,000 inhabitants are not large enough to be a Kreis, but of 10,000 inhabitants or more, may constitute a "Stadtburgemeistererei" or Town Canton.

But the Canton is generally a rural division and is run by an Amtverscher or Amtsmann (or Landburgemeister). This official exercises most of the powers nominally in the hands of the Communes and he also controls the local police. He is assisted by a committee formed from representatives of the rural communes.

POLICE.

The police was a State service, but special "Polizeidirektors" and (less important) "Polizeikommissars" were only appointed in the larger towns, e.g., at COLOGNE (2 presidents) - DUSSELDORF (3 commissioners). Elsewhere the powers of the police are controlled by the municipal councils and Burgermeisters.

In addition there is the Gendarmerie organized into brigades and patrolles.



THE POLICE

The German Empire was a federation of 25 states and was governed by a federal assembly (the Reichstag) and a federal government (the Reich Government) consisting of the Emperor and the Reichstag.

The Reichstag was elected by the people of the Empire.

The Reich Government was responsible to the Reichstag.

The Reichstag was divided into two chambers: the Reichstag proper and the Bundesversammlung.

The Reichstag proper was elected by the people of the Empire.

The Bundesversammlung was composed of the representatives of the 25 states.

The Reichstag was elected for a term of four years.

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