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AMERICAN CONSULAR BULLETIN

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TO FURTHER AMERICAN BUSINESS INTERESTS IN FOREIGN LANDS THROUGH THE CONSULAR SERVICE

VOL. 2

MARCH

No. 1



South and Central American Diplomats,
Guests of Manufacturers Aircraft Association.



Co-ordination of the Consular and the Diplomatic Services

By Hugh R. Wilson, Diplomatic Secretary, Class I

In his letter of January 21 to the Honorable Stephen G. Porter, Chairman of the Committee on Foreign Relations in the House of Representatives, Secretary Lansing stated: "It is greatly to be desired that our Diplomatic and Consular Services should be brought closer together and given an interchangeable character."

The writer, a member of the Diplomatic Service, welcomes the opportunity to express his satisfaction that the Secretary of State has recommended a policy which cannot fail to strengthen both Services, to contribute toward the more comprehensive training of members of both Services for eventual positions as Chiefs of Missions and as a means of bringing the Foreign Service of the United States more closely in harmony with the spirit of the times.

Writers and speakers have so often pointed out the profound changes that have been brought about in our foreign relations during the past few years that it is monotonous to venture further words on this subject. I will confine myself, therefore, to stating that while it is often declared that fundamental economic changes have commercialized our politics, it is even truer that these changes have politicalized (if the word may be permitted) our commercial questions. It is apparent then that the Consular and Diplomatic Services must work in more intimate coöperation than in the past, and that some form of interchangeability would contribute to a high degree to promote such coöperation.

With the changing spirit of our times and the growing interest of the country in our foreign affairs, it is prob-

able that the tendency in the future will be to select an ever-increasing proportion of men trained in the Foreign Service for positions as Ministers and Ambassadors. If Consuls General should be promoted to such positions under the present conditions they would have to enter their posts with no probability of previous diplomatic training. When some measure of interchangeability is established those consular officers who show qualifications which might later earn for them positions of Ministers or Ambassadors may be assigned for a period of time in a diplomatic mission, in order to be thoroughly equipped for the future diplomatic post to which their career is leading them.

It must be evident that officers in either Service may often develop qualities during their career which peculiarly fit them for the other Service. For the benefit of both Services, the Secretary of State should be able to utilize such talent to the greatest possible benefit of the Government.

Inasmuch as this article will be read by members of the American Foreign Service, it is needless to point out how many consular posts are really diplomatic in the character of the work which must be performed,—Consulates such as are situated in the capitals of self-governing colonies, as an example. It would be highly beneficial to our Service that the officers in charge of such posts should have some diplomatic training, and it might often be advisable that officers from the Diplomatic Division be commissioned for such posts as consular officers.

One of the greatest and most consistent, and I regret to say well-merited, reproaches brought against the Diplomatic Service is its aloofness from and failure to understand commercial questions. Whether political relations have become commercialized or commercial relations "politicalized," it is obvious that diplomatic officers must be able to understand readily all classes of commercial and economic questions which they may have to treat. Barring a business training preceding their entry into the Service, no better means of obtaining this knowledge

could be furnished than a period of service in an office of one of the Consuls General.

I believe 'it is, however, the conviction of most diplomatic and consular officers that while interchangeability is essential it should not be carried to such a point as to destroy the independent existence of the two Services. The spirit of pride in the two Services has been carefully fostered and it is a spirit which contributes to the efficient coöperation of all of its members.

Resignation of Consul-General Julius G. Lay

Probably the most serious loss which the Consular Service has suffered for many years is the resignation of Consul-General Julius G. Lay, effective March 1, 1920, to join the international banking firm of Speyer and Company, New York City, at a conspicuous salary.

Mr. Lay's career in the Service, extending over nearly 30 years, is familiar to all members of the Association. To say nothing of his service as Consul-General at Canton, Rio de Janeiro, and Cape Town, his distinguished work at Berlin during the three years immediately preceding our rupture with Germany gave him an especial eminence in the consular profession. Since his departure from Berlin he has built up in the Department of State, as Acting Foreign Trade Adviser, an economic office far more commensurate with the needs of the Department than had hitherto been in existence, organizing the work of a large number of highly-trained economists and perfecting an Economic Intelligence System which has permitted the commercial and financial problems of the country to be treated on a really broad and systematic basis.

A luncheon in his honor was given by the American Consular Association on February 27, which was attended not only by numerous consular officers in Washington, but by Acting Secretary of State Polk and a number of leading departmental officials. Honorable Wilbur J. Carr, Director of the Consular Service, presided.

The regret of the Association at Mr. Lay's resignation was expressed by Consul De Witt C. Pool, who spoke as follows:

"I am very happy to have been chosen to give expression, on behalf of the Consular Service, to the extraordinarily high regard in which Consul-General Lay is

held and our keen regret that he now finds it necessary to leave us. Our consolation is that he will be working along somewhat the same lines as we are and that we shall, no doubt, see much of him in the future.

"The Consular Service is very much beholden to Mr. Lay. He has given to it nearly thirty years of his life and best endeavor and made a very distinguished contribution to its tradition. I need not emphasize the importance of tradition to a Service such as ours. It is the very soul of a Service and the guide star of its future. It is compounded of the careers of the individuals, or of the more distinguished individuals who, at one time or another, have been part of the Service, and each man's career is his contribution to our tradition.

"Consul-General Lay's career deserves our very special attention. It has been marked, first of all, by technical proficiency, but this has been only the foundation of his equipment. He has added to the many tangible and intangible qualities which go to make up a man of the world, an agreeable gentleman and a lovable human being. It is in this that Consul-General Lay has shone and this, it seems to me, is the very distinguished contribution he has made to the tradition of the Consular Service. He has taught us that technical proficiency is only the first fundamental requirement and is insufficient in itself, unless graced by an agreeable bearing and vivified by a warm humanity. I do not think that a colleague could leave with us a finer tradition than this.

"Our gratitude and best wishes go with Mr. Lay, and we hope and expect that his retirement will not end those delightful personal relations which have meant so much to us all."



On behalf of the Diplomatic Service Mr. John Van A. MacMurray, the senior member of the Diplomatic Service in Washington paid a sincere tribute to Mr. Lay's abilities and personality; dwelling particularly upon his innumerable relationships and frequent coöperation with members of the diplomatic Service.

On behalf of the Department of State, Acting Secretary of State Polk spoke with the utmost cordiality and feeling. He mentioned especially Mr. Lay's success in dealing with diplomatic officers of foreign countries stationed in Washington during the war in connection with war-time commercial difficulties; and remarked that many important American business men who approached the Department in a spirit of irritation at trade restrictions and were sent away by Mr. Lay feeling that what they had contemplated would be not only unpatriotic but probably unprofitable (!). In addition, the Acting Secretary said:

"It has been the greatest comfort in the world to me, both as Under Secretary and Acting Secretary, to feel

that you were in charge of the Foreign Trade Adviser's office and directing that most important work. I had confidence in your sane judgment and your honesty of purpose. Your retirement from the Service is a serious matter, not only for the Department, but for the Service itself. I know, however, that you carry the best wishes, not only of myself, but of all those who had the good fortune to come in contact with you."

Mr. Lay in acknowledging the foregoing remarks expressed in a few felicitous phrases his sense of personal sorrow at quitting a Service which has meant so much to him, and gave a thoughtful exposition of the future improvements needed by the Service.

Mr. Carr in conclusion paid an earnest tribute to Mr. Lay's character both as a man and as an officer, and concluded with a statement that, "in no position which he has held has Mr. Lay ever failed to acquit himself in the most satisfactory manner."

Major Evan Rowland Jones A Unique Consular Career

Through the courtesy of Consul-General Robert P. Skinner, of London, the following report of the death of former Consul Evan Rowland Jones has been received:

"Major Evan Rowland Jones, who died in London on January 16, 1920, in his 80th year, was for many years American Consul at Newcastle on Tyne and later at Cardiff. He was born in September, 1840, at Tregaron, Cardiganshire, Wales, and emigrated to the United States at the age of 15. In 1860 he organized, it is reported, the Welsh citizens of Milwaukee into the Lincoln Anti-Slavery Society, and served during the war, first in the 5th Wisconsin Infantry as private, then on the non-commissioned staff, and later as second lieutenant, captain and finally brevet-major. In 1864-65 he filled the office of Judge-Advocate of a Brigade Court Martial, and after the war was assigned to a post in the Department of State of Wisconsin at Madison.

"In 1869 President Grant appointed him American Consul at Newcastle on Tyne, where he remained until 1884.

"In 1884 Major Jones was transferred to Cardiff, where he was American Consul until 1892, when he resigned from the consular corps and became Liberal candidate for parliament for Carmarthen Boroughs, was elected, and retained the seat until the overthrow of Lord Rosebery's government in 1895.

"In 1883 a group of Newcastle shipowners founded the journal "The Shipping World," of which Major Jones was editor from its inception until the date of his death, and sole managing-director from 1893. His wide knowledge of shipping and economic matters was always at the disposal of his former colleagues in the American consular service in England as well as to incumbents who held office after he had resigned from the service. With Bret Harte, American Consul at Glasgow for many years, and William F. Grinnell, American Consul at Bradford and later at Manchester, Major Jones was one of those whose experience, gained over many years of office, was always reliable, valuable and at the ready disposal of others entitled to seek it."



Chambers of Commerce In Foreign Countries

(Continued from February Issue.)

"These lists are manifestly incomplete. Not only are certain countries, as France, entirely omitted, but the lists from a number of the countries which are included are not complete. Active American chambers of commerce which are not here listed have been established in a number of cities in various parts of the world, including London, Paris, Berlin, Mexico City, Buenos Aires and Constantinople."

ITALY

PALERMO

Camera di Commercio e Industria di Palermo,
Comm. Emmanuele Graziana, Pres., Via Cartari, 18.

GIRGENTI

Camera di Commercio e Industria di Girgenti, Comm.
Ignazio Caramazza Gangitono, Pres.

TRAPANI

Camera di Comercio e Industria della Provincia di
Trapani, Sig. Salvatore Ricevuto, Vice Pres.

TURIN

Camera di Comercio e Industria.

NOVARA

Camera di Comercio.

ALESSANDRIA

Camera di Comercio e Industria.

BIELLA

Camera di Comercio e Industria.

LEGHORN

Chamber of Commerce, Province of Leghorn.

PISA

Chamber of Commerce, Province of Pisa.

LUCCA

Chamber of Commerce, Province of Lucca.

SIENA

Chamber of Commerce, Province of Siena.

CARRARA

Chamber of Commerce, Province of Massa Carrara.

JAPAN

YOKOHAMA

Yokohama Chamber of Commerce, No. 5 Honcho
Ichome.

TOKYO

Japan Foreign Trade Association, No. 7 Sojuro-cho
Kyobashi-Ku.

MEXICO

COAHUYLA

Camara Nacional de Comercio, Apartado No. 104,
Torreon.

MEXICO

Confederacion de Camaras de Comercio de los Esta-
dos Unidos Mexicanos, Fernando Leal Novelo, Pres.

THE NETHERLANDS

AMSTERDAM

American Export Chamber of Commerce, Eelco M.
Vis, Secy., Raadhuisstraat 15.
Kamer van Koophandel en Fabrieken, A. J. Moll,
Schnitzler, Secy., Beurs.

APELDOORN

Kamer van Koophandel en Fabrieken.

ARNHEM

Kamer van Koophandel en Fabrieken.

CULEMBORG

Kamer van Koophandel en Fabrieken.

DOESBURG

Kamer van Koophandel en Fabrieken.

HARDERWYK

Kamer van Koophandel en Fabrieken.

NEEDE

Kamer van Koophandel en Fabrieken.

NYKERK

Kamer van Koophandel en Fabrieken.

NYMEGEN

Kamer van Koophandel en Fabrieken.

TIEL

Kamer van Koophandel en Fabrieken.

WAGENINGEN

Kamer van Koophandel en Fabrieken.

WINTERSWYK

Kamer van Koophandel en Fabrieken.

ZUTPHEN

Kamer van Koophandel en Fabrieken.

ALKMAAR

Kamer van Koophandel en Fabrieken.

HAARLEM

Kamer van Koophandel en Fabrieken.

DEN HELDER

Kamer van Koophandel en Fabrieken.

HILVERSUM

Kamer van Koophandel en Fabrieken.

HOORN

Kamer van Koophandel en Fabrieken.

HUIZEN

Kamer van Koophandel en Fabrieken.

NAARDEN-BUSSUM

Kamer van Koophandel en Fabrieken.

PURMEREND

Kamer van Koophandel en Fabrieken.

VELSEN

Kamer van Koophandel en Fabrieken.

ZAANDAM

Kamer van Koophandel en Fabrieken.

AMERSFOORT

Kamer van Koophandel en Fabrieken.

UTRECHT

Kamer van Koophandel en Fabrieken.

DOKKUM

Kamer van Koophandel en Fabrieken.

FRANEKER

Kamer van Koophandel en Fabrieken.

GORREDYK

Kamer van Koophandel en Fabrieken.



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HARLINGEN

Kamer van Koophandel en Fabrieken.

LEEWARDEN

Kamer van Koophandel en Fabrieken.

SCHOTERLAND

Kamer van Koophandel en Fabrieken.

SNEEK

Kamer van Koophandel en Fabrieken.

ALMELO

Kamer van Koophandel en Fabrieken.

AVEREEST

Kamer van Koophandel en Fabrieken.

BORNE

Kamer van Koophandel en Fabrieken.

DELDEN

Kamer van Koophandel en Fabrieken.

DEVENTER

Kamer van Koophandel en Fabrieken.

ENSCHDEDE

Kamer van Koophandel en Fabrieken.

HENGEL

Kamer van Koophandel en Fabrieken.

OLDENZAAL

Kamer van Koophandel en Fabrieken.

ZWOLLE

Kamer van Koophandel en Fabrieken.

CRONINGEN

Kamer van Koophandel en Fabrieken.

DELFTZYL

Kamer van Koophandel en Fabrieken.

WINSCHOTEN

Kamer van Koophandel en Fabrieken.

ASSEN

Kamer van Koophandel en Fabrieken.

COEVORDEN

Kamer van Koophandel en Fabrieken.

MEPPEL

Kamer van Koophandel en Fabrieken.

PANAMA

PANAMA

Panama Association of Commerce.

COLON

Colon Board of Commerce, J. J. Enderton, Pres.

PERSIA

TEHERAN

Chamber of Commerce.

PERU

LIMA

Camara de Comercio de Lima, Sr. Pedro D. Gallagher, Pres.

TRUJILLO

Camara de Comercio, Agricultura e Industrias del Departamento de Trujillo, Alfredo A. Pinillos, Pres.

PIURA

Camara de Comercio de Piura, Sr. E. Pollitt, Pres.

JUNIN

Camara de Comercio de Junin, Antonio Biasevich, Pres.

PORTUGAL

LISBON

Commercial Association.

SERBIA

SKOLPJE

Chamber of Commerce.

SCOTLAND

DUNDEE

Chamber of Commerce, T. H. H. Walker, Pres., No. 3 Bank Street.

GLASGOW

The Chamber of Commerce and Manufacturers in the City of Glasgow, James W. Murray, Pres., 7 West George Street.

SIBERIA

VLADIVOSTOK

Vladivostok Chamber of Commerce, Alexander Fedorovitch Radov, Secy.

Russo-American Committee for the Far East, Gregory Gregorievitch Gregorieff, Secy.

ARCHANGEL—RUSSIA

The Department of Foreign Trade of the Temporary Government of the Northern Region.

The Chief Supply Committee of the Northern Region.

The Cooperative Association of Archangel.

The Russian-American Committee.

SOUTH AFRICA

CAPE TOWN

Cape Town Chamber of Commerce, 35 St. George's Street.

South African Manufacturers' Assn., 68 Shortmarket Street.

CAPE PROVINCE

Kimberley Chamber of Commerce, Gowie's Chambers, Kimberley, Cape Province.

Mossel Bay Chamber of Commerce, Mossel Bay, Cape Province.

Worcester Chamber of Commerce, Worcester, Cape Province.

Aliwal North Chamber of Commerce, Aliwal North, Cape Province.

JOHANNESBURG

Johannesburg Chamber of Commerce.

SPAIN

BARCELONA

Camara de Comercio y Navigacion de Barcelona, (Director of Commercial Service, Hon. Francisco Carles), Casa Lonja del Mar.

Fomento del Trabajo Nacional, Plaza de Sta. Ana 4.

ZARAGOZA

Camara de Comercio y Navigacion.

SABADELL

Camara de Comercio y Navigacion.

TARRASA

Camara de Comercio y Navigacion.

REUS

Camara de Comercio y Navigacion.

LERIDA

Camara de Comercio y Navigacion.

GERONA

Camara de Comercio y Navigacion.

RUESCA

Camara de Comercio y Navigacion.

FIGUERAS

Camara de Comercio y Navigacion.

MATARO

Camara de Comercio y Navigacion.

BADALONA

Camara de Comercio y Navigacion.



STRAITS SETTLEMENTS

PENANG

Chamber of Commerce.
Chinese Chamber of Commerce.
Penang Muslin Merchants' Society.

SINGAPORE

Chamber of Commerce.

SUMATRA

MEDAN

Chamber of Commerce (De Handelsverseniging to Madan).

SWITZERLAND

GENEVA

Chamber of Commerce.

LAUSANNE

Chamber of Commerce.

BASEL

Chamber of Commerce.

URUGUAY

MONTEVIDEO

Camara de Comercio.
Union Industrial Uruguaya.
Asociacion Rural del Uruguay.
Federacion Rural.
Camara Mercantil de Productos del Pais.
Liga de Defensa Comercial.
British Chamber of Commerce in Uruguay.
Contro de Almaceneros Minoristas.
Camara Italiana di Comercio.
Camara Oficial Espanola de Comercio.
Chambre de Commerce Francaise de Montevideo.

VENEZUELA

MARACAIBO

Camara de Comercio de Maracaibo, Juan Patte, Jr.,
President, Calle del Registro No. 33.

CARACAS

Camara de Comercio de Caracas, Vicente, Lecuna,
Pres., Torre a Veroes No. 6.
South Wales News, January 17, 1920.

Automobile Makers Threatened With Trademark Piracy

The election time slogan "Don't forget to register" is always in season for American Manufacturers wishing to protect their trademarks abroad. So long as present trademark laws exist in certain countries, manufacturers here will have to anticipate their desires to enter those markets and do their trademark registration early. Otherwise some enterprising firm or individual may do it for them in his own name compelling them to meet his terms before carrying on export trade there. Trademark piracy is becoming altogether too popular a form of blackmail and even when it is defeated it is troublesome and expensive.

The latest attempt of the kind is that of Manuel de Silva Carmo, of Oporto, Portugal, who is reported to have applied for the registration of some forty American motor car trademarks in that country with the privilege of having it include the others of the thirteen countries which were parties to the Berne Convention. Fortunately it was discovered before the expiration of the six months before the issuing of the registration so that there is still time for protests to be filed, and the National Automobile Chamber of Commerce has retained attorneys for the purpose in New York and also in Portugal. To double check the arrangement, however, the N. A. C. C. has appealed to the Department of State to take diplomatic action, as in the instance a few

years ago in Brazil when Isnard & Co., of Rio de Janeiro, registered thirty automobile accessory trademarks, but were persuaded that it would be advisable to relinquish them.

The two cases are quite parallel because of their wholesale nature making it tenable for the Government to take the ground that it constitutes a violation of commercial treaties by interfering with international commerce, even though the offenders are entirely within their rights under the local laws. While these laws and similar ones obtain in nearly all Latin countries, are objectionable from our point of view, they are not without their excuse, the argument being that if American or other foreign manufacturers are not sufficiently interested to exploit their goods in these countries the natives should not be deprived from using the trademarks on the same or similar goods.

While the N. A. C. C. has repeatedly warned manufacturers of the necessity of protecting themselves in all markets that they are likely to wish to enter, it is taking still more active measures to impress its members of the need of haste in the matter, and contemplates the establishment of a Trademark Bureau to handle the legal transactions involved in securing registrations for members.

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BELGIAN CONSULAR REFORMS

*Excerpt from Report from Consulate General at
Brussels, Dated November 10, 1919.*

CONSULAR REFORM.

THE commission constituted last July by royal decree to examine proposed changes in the Belgian consular system is finishing its work. All that it has yet to do is to consider the means of increasing the work of the official information bureau (commercial) of the Commercial Museum. The commission among other things recommends the creation of a committee of business men and officials to give the Department of Foreign Affairs authoritative advice on measures concerning the status of agents and the operation of the service. This committee, it is recommended, should meet at regular intervals but shall have only a consulting role. It would, nevertheless, in a way have control over governmental action.

The commission recommends, as a trial, the appointment in several capitals of officials who would be a part of diplomatic missions and would be charged specially to see that important economic interests shall not be neglected. These commercial attaches should be chosen from among the high grade Consuls General, and exceptionally, among the legation counsellors.

Candidates for consular careers shall, as in the past, have licentiate diplomas in commercial and con-

sular science, but admission should be by competition of candidates previously approved by the Minister. Before going to a foreign country, young men admitted to the service should have a year's experience in an important commercial or industrial enterprise.

The chiefs of diplomatic missions should not be chosen exclusively from among the counsellors of the legation. The consuls general should have the privilege of being named ministers as in the case of counsellors of Legations of Embassies. They should be placed on the same footing as diplomatic ministers.

The consuls or consuls-general, heads of posts, should be able to move about freely throughout their jurisdiction in order to maintain close contact with honorary consuls who have to study thoroughly economic conditions in their district.

The addition to regular consulates of a subaltern personnel is necessary. To this end, the commission recommends the creation of a corps of chancellors. These employees would be recruited by competition between the holders of certificates of semi-higher studies and future prospects would be sufficient to assure their maintenance in the service. Advancement and pecuniary or honorary awards should be given by choice, preferably through the length of service. The consulting committee should see that this choice is not based on conditions other than merit. Minor consular agents should not be appointed until after an inquiry at the place where it is proposed to name such, by a regular consul.

ERRATUM

At the bottom of page three and following on page four in the article which appeared in the November issue of the Consular Bulletin concerning the preparation of passport applications, an error occurred. The second sentence under III should correctly read as follows:

"Since the statement of facts to be established concerning any applicant differs according to the ground on which his claim to citizenship is based, it is very important that the correct form of application be used."



A Good Way to Handle Receipts or Vouchers.

By Consul W. E. Chapman.

A very few days after I began to perform the duties of an officer in charge of a post, I found myself accumulating receipts for telegrams, printing, ink, lighting service, and other things. Of course these receipts were taken in duplicate whenever practicable and when not practicable a memorandum duplicate was made for retained file when originals were sent forward with the quarterly accounts.

Long before the end of the first accounting period had approached I realized that there should be devised some systematic way of handling these papers so that when the accounts were to be made up there would be no confusion in classifying the contingent expense receipts in accord with the arrangement of the several items on Form 90, and sat about endeavors to meet the requirements.

The result was that I put into a binder two sheets of wrapping paper cut to proper size, one sheet marked "Original" and the other "Duplicate," for each item on Form 90, with a few extra sheets at the back of the book. Then I took a copy of Form 90 and numbered each item on it, beginning with the item of messengers, janitors, etc., which was given No. 1. The item of traveling expenses was given No. 2, and so on down the list, consecutively. This done this particular copy of Form 90 was trimmed down so that it could be pasted in the front of the book as an index. The sheets following this were then headed and numbered accordingly, that is two sheets were given the number 1. One of these to carry the original and the other the duplicate for payments to messengers and janitors. The next two sheets were given the number 2 for original and duplicate traveling expense receipts. Of course each sheet is headed "Original" or "Duplicate" as the case may be.

Naturally only one side of the sheet is numbered and headed. This leaves a single separate space in the book appropriate for each class of original

and each class of duplicate receipts, with the duplicates following next after the originals, and all arranged in the book in the order in which the amounts represented by the receipts are required to be entered on Form 90 when the accounts are made up. This makes it very easy to handle both the originals and the duplicates without the slightest confusion.

It is remarkable the facility that is afforded by this simple improvised device. Not only is the index handy in locating the proper place in the book for a particular receipt, but also in determining the classification of a particular expenditure, and placing the receipt immediately in the class in the binder in which it belongs.

Instead of throwing the receipts into a heap and waiting until the end of the accounting period to arrange them I determine the arrangement as the payments are made and put the vouchers in their respective places and they remain in the same order throughout the work of preparing the accounts, forwarding the originals and filing the duplicates.

For each and every quarter the binder is worth double what it costs in time and materials to make it. It occupies very little space in the office safe, and it is certain that officers who do not have a way as good as this for systematically handling their money receipts, would find such a device a considerable relief to them.

In my judgment it would be an excellent economy and a step in the interest of efficiency, for the Department to have something of this character manufactured for the use of the service. Its construction would be simple and the work and materials required would not be expensive.

I have recently forwarded to the Department a similar binder, with the request that it be held available for the examination of consular officers visiting at Washington.



WHEN THE MASTER BRINGS HIS SHIP'S PAPERS.

By CONSUL LORIN A. LATHROP (Nassau).

"Good morning, Captain. That's right—register, articles, crew list. Are there any names on the articles of men not on the ship and not accounted for?"

"Glad you mentioned that, Consul. John Doe deserted at the last minute."

Oath to desertion is prepared then and there.

"And there's another, Consul, failed to join, and not marked on the articles."

"Run your eye down the articles and see if you can spot him."

"That's him. Coal Passer"

Consul runs line through the name and writes "Failed to join. We'll look into this later."

"Now your papers are right, Captain. Are you noting a protest?"

"Yes."

Protest is noted.

"You speak of heavy weather, Captain, and green water over the decks. Did any get to Cargo?"

"Very likely."

"You will probably extend, then."

"Surely, Consul."

"Give me the names now, of the men who will join with you in the protest. Send your Mate's log up this afternoon and have all the protesters here at three o'clock Wednesday afternoon."

Consul jots down names.

"Any trouble on board, Captain?"

"Yes, Consul. There's a kicker in the fire room who has upset his whole watch. I treated him well, too. I took him on as night watchman in port and when we signed on I dated his engagement back a month, so he got fireman's pay for watchman's work."

"Watchman, from 6 p. m. to 6 a. m., I suppose, Captain?"

The Master nods.

"And now he's claiming overtime?"

"Yes," responds the Master, "but I'll never"....

Hold hard, Captain. He is legally right. You worked him more than 9 hours a day in port. He can claim 3 hours a day for 30 days when he's paid off."

The Master explodes violently. Then: "Suppose I hadn't afterwards shipped that man?"

"I daresay he would have taken the wages agreed on and you would have heard nothing of overtime. But he's on the articles as fireman."

"What rate overtime will he get?"

"What the rules say for firemen."

"But he was only a watchman."

"Yes, but your papers say he was fireman. And you violated the law when you put a fireman at deck work."

"A ship master has to be a lawyer nowadays," says the Master with bitter emphasis.

"Not such a lot of law as you think," the Consul consoles.

"You will never make this mistake again. The laws are neither long nor involved. You could study them beforehand, you know, and not leave experience to teach you."

"That fellow—his name is Stoker—will say he's got the best of me now and there'll be no holding him. Look here, Consul, I make a complaint right now against that man for insubordination."

"Did you log it?"

"No, but I told him I would."

"But you didn't, and so you can't support your case."

"I'm no bookkeeper. I'm a ship master."

"But a ship master nowadays must keep his records right. A Shipping Commissioner's office or a Consulate is a kind of court and if you go into court without getting up your case you can't blame the judge, can you, if justice doesn't always result?"

BELGIAN CONSULAR SERVICE TO BE REORGANIZED

A Belgian commission on consular reform, composed of business men and others, which has been studying the Consular Service with a view to recommending improvements, will have the satisfaction of knowing that many of its suggestions have been approved, for it is announced that royal decree soon will be published, reorganizing the service of Consuls of career in accordance with the recommendations made.

NECROLOGY.

Major Evan Rowland Jones.

Veteran American-Welshman.

Our London correspondent says:—I regret to announce the death of Major Evan Rowland Jones, at one time United States Consul at Cardiff. Major Jones, who died at 43, The Pryors, Hampstead, attained the rank of Brevet Major in the U. S. Army during the Civil War, and sat as M. P. for the Carmarthen Boroughs from 1892-1895.

Major Jones was born at Tregaron in September, 1840.

In 1869 General Grant appointed him United States Consul at Newcastle-upon-Tyne, where he remained for 14 years.

He was promoted Consul at Cardiff, a position he held until elected to the British Parliament as member for the Carmarthen Boroughs, which he represented from 1892 to 1895.

FELIX WILLOUGHBY SMITH, Consul of Class 7, died at Battle Creek, Michigan, January 11, 1920, and was interred in Congressional Cemetery, Washington, D. C., January 23, 1920.

WILLIAM BRUCE WALLACE, Vice-Consul de Carriere, died February 21, 1920, at Atlantic, Iowa, of pneumonia. He had been assigned to Jerusalem recently.

Dr. FRANK M. BRUNDAGE, Ex-Consul, died February 22, 1920, at Scranton, Pa., aged sixty-nine years. He had been Consul at Aix-la-Chapelle, Germany, having entered the Consular Service in 1897 and retired in 1905.

HOW TO KEEP BLANK FORMS

By Consul G. C. Woodward.

As a number of very useful office suggestions have appeared in the American Consular Bulletin, I beg to submit the following:

Instead of using the regular form filing drawers it has been found much more convenient, and economical as regards space, to keep the supply of forms in cap size folders, filed in the same manner as correspondence, the folders being arranged in numerical order with each showing an endorsement on the upper margin as to the number and name of the form it contains.

It will be found that the entire stock of forms can be kept in two or three cap size correspondence filing drawers. In the case of the few forms, such as 190, 168, 124, etc., too large to file in this manner, or where the supply on hand is too great, such as invoice forms, a sample form is folded and kept in the appropriate folder with memorandum showing where the supply is kept. Such forms are kept in the regular form filing drawers.

Report on the Foreign Service

An interesting report on the American foreign service has been published by the National Civil Service Reform League. The report, which is of real interest to all consular and diplomatic officers, was prepared by the League's Committee on the Foreign Service. Dr. Ellery C. Stowell, who is chairman of this committee, was formerly Associate Professor of International Law at the University of Pennsylvania and subsequently at Columbia University, and is the author of "Le Consul" and "Consular Cases and Opinions," a volume which is to be found in most consular offices, as well as other publications on international affairs.

The recommendations of the Committee are as follows:

1. That the entrance examinations to the foreign service be improved and placed more strictly on a merit basis—specifically:
 - (a) That the age limit for entering the service be reduced so as not to exceed thirty years.

- (b) That the examinations be held at a fixed date (preferably at the end of the academic year), with such supplementary examinations as may be necessary.
- (c) That the examinations in both branches of the service be open to any citizen of the United States without designation by the President or recommendation by Senators or Representatives.
- (d) That the written examinations be held by the Civil Service Commission in the principal cities where civil service examinations are held.
- (e) That the written examination set each year be published with the ratings of the candidates who are successful in these written examinations.
- (f) That those candidates who are successful in passing the written examination with a certain

- approved rating be certified by a local examiner to receive transportation to Washington for the purpose of taking the oral examination.
- (g) That candidates who pass the oral examination be given a period of trial and instruction at the Department of State, before nomination for appointment.
2. That there be an adequate increase of salaries in the foreign service, and that further improvement be made:
 - (a) Through the adoption of an adequate retirement or pension system.
 - (b) Through the establishment of scientifically-ascertained post allowances published annually.
 3. That embassies, legations, and consulates be purchased in the principal cities.
 4. That the rule, known as the State Quota, according to which appointments in the foreign service are distributed among the States in proportion to the number of inhabitants, be abolished.
 5. That political considerations be entirely eliminated and that the merit principle be applied to appointments and promotions in the foreign service, and in particular:
 - (a) That the President be urged to fill the post of Minister by the promotion of capable officers in the foreign service and that when a vacancy occurs the Secretary of State be required to submit to the President for his consideration the names of secretaries and consuls who merit promotion.
 - (b) That ministers be appointed to that grade and not to a specific post.
 - (c) That the President be urged, in so far as practicable, to promote ministers to embassies when vacant.
 - (d) That examinations be held every year for those who wish to be transferred from the consular to the diplomatic service or vice versa and that from the candidates successful in passing the tests a certain number be transferred.
 - (e) That the promotions of consuls be from grade to grade, with a reasonable period of service in each grade.
 - (f) That the existing rule, permitting the appointment to the foreign service without examination of certain employes of the Department of State, be restricted to employes who have entered the Department after examination, or have served therein not less than five years.
 6. That the President and other appointing officers be urged to select the representatives of international conferences more largely from the foreign service and from the experts in the employ of the Government.
 7. That the Americanization of the consular service be completed by the appointment of salaried vice-consuls, after examination, to act in the place of foreigners now serving as consular agents and consular clerks, with the expectation that they may obtain promotion to the higher grades of the service. And, further, that all other consular clerks be appointed through examinations held by the Civil Service Commission in all parts of the country where civil service examinations are held.
 8. That the foreign service be reclassified:
 - (a) That the grade of Consul-General should come as a promotion from that of Consul, eliminating the present anomalous situation when many of our consuls-general receive salaries smaller than certain important consuls.
 - (b) That the grade of "counselor" be established to correspond with the foreign service of other countries.
 - (c) That a class of "consular trade assistants" be organized.
 - (d) That the foreign agents of other departments be co-ordinated with those under the Department of State.
 9. That the Department of State publish a Foreign Service Annual.
 10. That the organization and personnel of the State Department be perfected and more adequate compensation provided.
 11. That the relations between the various departments, boards, and commissions concerned in the supervision or control of our foreign affairs be carefully defined. Such definition is most needful to determine the respective functions of the Department of State and the Department of Commerce in regard to the gathering and disseminating of commercial information.
 12. That Congress be urged to enact a law to cover the above recommendations in so far as possible, and that the President be urged to issue executive orders to supplement and complete such legislation.



These recommendations were reached after mature deliberation and interviews with the principal officers of this Department and the Department of Commerce, with the members of the Committees on Foreign Affairs of both Houses of Congress, representative consular officers and officers of commercial and other organizations interested in the foreign service. They are discussed seriatim in the report, which is supplemented by numerous illuminative annexes, including letters from men formerly connected with the foreign service and excerpts from published articles and hearings before congressional committees and discussions on the floor of Congress.

The following quotation from the report with reference to the spheres of activity of the Department of State and the Department of Commerce may prove of interest:

"* * * Probably the most rational manner to settle this difference will be found through the restriction of the sphere of the foreign agents of the Department of Commerce to that of 'commodity experts.' The 'commodity expert' is one who is a technical expert thoroughly familiar with some particular industry or line of manufacture.

"Now that a generous appropriation has been made to permit the Department of State to employ suitable men as consular trade assistants it would seem that

the general gathering of commercial information in foreign countries should be left to the supervision of the Department of State, perhaps with the co-operation of certain officials in the Department of Commerce, who would be authorized to make investigations, reports, and suggestions, * * *. When this arrangement shall have been more completely worked out the special commodity experts who may be sent abroad by the Department of Commerce, will depend very largely upon the local consular trade assistants to facilitate their special investigations, and to help them in the preparation of their special reports. With the great expansion of international commerce the number of these highly technical experts, who will travel abroad and report upon conditions, is likely to be largely increased. At the same time, the delicacy of international trade conditions will require that the supervision of the State Department over the gathering and publication of all trade reports abroad should be retained. There is an important field of usefulness for each department."

The publication covers 322 pages and may be obtained from the National Civil Service Reform League, 8 West Fortieth Street, New York. The price is understood to be \$1.00, but the writer of this announcement is informed that the League will be glad upon request to forward copies to consular officers desiring them.

The Aeroplane for Pleasure and Commerce

By B. Burke

Judging from the crowds that were in constant attendance at the Second Annual Aeronautical Show held at the 71st Regiment Armory, New York, March 6th to 13th inclusive, under the auspices of the Manufacturers Air Craft Association, it was evident that the past year has seen the greatest advance yet made in the use of the airplane, both for pleasure and commercial purposes.

The war did a great service in the refinement of details of airplane construction, which will undoubtedly be of permanent value. The requirements for peace, however, are very different. In the military machine, high speed is a prime consideration, but in the machine of commerce, safety is of first importance even if speed must be sacrificed to obtain it.

It was, indeed, a representative crowd that attended—members of the Diplomatic Service, Army and Navy

Officers, International delegates, business men and women, people prominent in society—in fact, men, women and even children in all walks of life.

Among some of the first-night visitors of note were: Air Commodore L. E. O. Charlton, British Air Attaché; Capt. D. Le Vergne, French Air Attaché; Lt.-Col. A. Guidoni, Italian Air Attaché; Capt. F. C. Higgins, representing Canadian Air Board; Brig.-Gen. Wm. Mitchell, Chief of Training and Operations of U. S. Air Service; Major-General Chas. T. Menoher, Div. U. S. Air Service; Commander A. C. Read, of the N. C. 4; Lt.-Com. P. N. L. Bellinger, of the N. C. 3.

Twenty or more airplane and lighter-than-air craft were exhibited, the particular attractions being: The Curtiss Eagle, an aerial eight-passenger limousine, multi-motored, the noise of the motor being deadened so that



passengers may enjoy a flight much the same as if riding in an observation car without the wheels touching the ground. For almost an hour visitors would stand in line just to get a close glimpse of the inner workings of this luxurious passenger carrying craft, with unbreakable windows. In the type on display, the interior was fitted with plush seats running along the sides with a narrow aisle between.

The Dayton-Wright Aerial Coupe, while being equipped for fewer passengers, was even more elaborate in its fittings and equally as efficient, the comforts of the interior may well be called the last word in cabin finishing.

The Aeromarine Flying Boat, the handsomest thing ever seen in this line, will indeed fill a demand for a perfect vehicle of flight with absolute protection against the weather, heated against the cold of high altitudes, lighted for night flying, ventilated if weather becomes too warm, cigar lighters, and even flower vases!

The Pony Blimp fully inflated, exhibited by the Goodyear Tire and Rubber Co., is the most recent development in lighter-than-air craft. Crowds of visitors flocked to see this little ship, probably the smallest practical dirigible ever constructed, carrying only two people, having a speed of more than 40 miles an hour, and enough fuel for a ten-hours' continuous flight. An important innovation is the ability of this little ship to land either on land or water, and its adaptability by means of a special anchoring harness to be safely secured in a small field instead of having to return to the hangar at night. This model has been designed for the sportsman, for forest and coast patrol, wheat and oil field survey, aerial mail carrying and for use in aerial photography, map making, navy observations and artillery spotting.

The Thos. Morse Transcontinental Air Mail Plane was also entered, as well as the Glenn L. Martin Co. models of big aerial transports of the type that has scored marked success on the New York to Chicago

mail route. Some very interesting statistics revealed by the U. S. Aerial Mail Service show that the airplane is a safe, dependable and profitable commercial vehicle. In the operation of the aerial mail for the eighteen months, covering over 400,000 miles of flying, only four serious accidents have occurred and not a single plane has fallen from the sky.

Other interesting features were the balloon basket, in which Ralph H. Upson won the national balloon race in 1919, and the unique exhibition of moving pictures showing dirigibles in flight which attracted the attention of many.

The crowds in daily attendance that well paid the enormous expense of conducting this show would indicate that universal aerial travel is not far distant. The nation is now almost as one in its desire to see aerial transportation develop, which may be considered in the same position as the automobile industry twenty years ago. At first the public was skeptical, then came confidence and finally unshakable confidence. It will probably be the same with the airplanes and air ships—they will finally make continents neighbors, will spread civilization and make more accessible nature's resources. The world may indeed become smaller through accessibility but bigger in opportunity.

The activities of our manufacturers indicates a great American influence in flying operations, particularly in South America. Five types of American machines have now been placed with government or private interests in Brazil, Bolivia, Argentine and Chile, although the British, French and Italians have been endeavoring to establish preeminence as manufacturers of aircraft for Latin America. Until recently American machines were not allowed to land on Brazilian Flying Fields, which are in French hands, and it was Orton Hoover, the American representative who succeeded in getting a field for demonstration and who convinced the Brazilians of the excellence of American aircraft construction.

A complete list of the exhibitors follows:

Curtiss Aeroplane & Motor Corporation
Aeromarine Plane & Motor Corporation
Dayton Wright Airplane Company
Glenn L. Martin Company
L. W. F. Engineering Corporation
Thomas-Morse Aircraft Corporation
West Virginia Aircraft Corporation
Goodyear Tire & Rubber Company
Accessories
Wright-Aeronautical Corporation
Hall-Scott Motor Company
Gallaudet Aircraft Corporation

Packard Motor Car Company
John A. Roebling Sons Company
Liberty Starters Corporation
American Propeller & Mfg. Company
Cleveland Aviation Club
Fairchild Aerial Camera Corporation
Aetna Life Insurance Company
Pioneer Instrument Company
Lawrence Aero Engine Corporation
Valentine & Company
Brewster-Goldsmith Company
Stewart Hartshorn Company
Stinson Aviation Company



Standard Oil Company of New York
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