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AMERICAN CONSULAR BULLETIN

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JULY, 1923

The Trade Conferences

Two Spring Conferences Held in the Interests of Trade Promotion and Attended by State Department Officials and Consular Officers

1. NATIONAL FOREIGN TRADE COUNCIL, NEW ORLEANS

A FEATURE of the Tenth Annual Convention of the National Foreign Trade Council at New Orleans from May 2 to 5, 1923, was, as the daily press would announce, the attendance of seven stalwart delegates from the Department of State.

Our consular delegation was headed by Chief Hengstler and included Consuls General Weddell and Norton and Consuls Southard, Munro and Huddle.

Doctor A. N. Young, economic adviser in the Department, was also actively in attendance.

With the exception of Norton, who went down a few days ahead and fulfilled the requirements as advance agent, and of Weddell, who journeyed from St. Louis, the delegation shared the Washington Pullman picked up by the New York special over the Southern Railway on Monday evening, April 30, carrying most of the delegates from New York, Philadelphia, Boston and Pittsburgh.

Next morning, at about the time we got into North Carolina, the Chief had made an inspection of the train in getting to and from the diner and announced his conviction that the trip would be a most regular and successful one, as he had discovered old Joralemon, the said Joralemon having been among the Pullman cars present on every one of the various successful train journeys which the Chief remembered having taken!

We were held up at Gulfport, Miss., about four hours in the second morning out to wait until the tracks beyond Pass Christian had been cleared of a

piledriver and related railway equipment, which had lost its equilibrium during a storm the night before. Judging from the decidedly moderate cost of a good breakfast at a Gulfport restaurant, that would be an ideal Consular station, where it would take even more nerve than is said now sometimes to be exhibited to press for a post allowance on account of living expenses.

Notwithstanding the delay, we reached New Orleans in ample time for the Foreign Service Training luncheon under the leadership of Prof. Glen Swigett, at which Mr. Hengstler made a few extemporaneous remarks, and for the opening session of the Convention at half past two at the Hotel Grunewald.

The Department was well represented at all of the interesting and instructive sessions, and the members of our group attended in a body the Trade Adviser meeting held Thursday evening under the leadership of Mr. E. A. Le Roy, Jr., Secretary of the Trade Advisers Service for the purpose of bringing the several hundred delegates to the convention into contact with the various foreign trade experts and representatives of the Departments of State and Commerce who had been designated as official Trade Advisers for the session. A very lively interest was taken in this meeting by prominent manufacturers and exporters, and we were called upon to discuss and aid in solving many problems. C. Lyon Chandler, a former consular officer known to many of us and now of the Corn Exchange Bank, Philadelphia, was in his usual excellent form as official introducer and he provided sufficient and continu-



ous contacts to keep all consular officers fully occupied throughout the evening.

Among the some hundreds of subjects which we seriously discussed and upon which we advised, the following few are mentioned as suggesting the variety and extensive geographical areas covered: Chilean market for American textiles and agricultural machinery, Mexican and Cuban credit conditions, French market for American paper, German shipping and Hamburg port railway facilities, the Palestine market for American plows, Egyptian cotton production, the probable demand in Abyssinia for worm medicine, Indian jute production and the Indian market for American office equipment, Australian wool production and the market there for sheep dip, the market in South Africa for windmills, and upon credit insurance, training for foreign service, dissemination of consular trade information by the Bureau of Foreign and Domestic Commerce, etc., etc.

Much was accomplished in making known the functions and possibilities of the Consular Service in the further extension of American foreign trade and the protection of that already extended.

The Chief talked to the radio at Tulane University about the Consular Service, and the radio in turn broadcasted his message pretty well over the United States. The Chief mightily infrequently talks for publication, but when he does he says something. Weddell, from Calcutta, was in fine form and he delighted as well as instructed those who heard his speech at the luncheon of the American Manufacturers' Export Association.

We didn't forget to do a little propaganda work in between times on behalf of the BULLETIN in general, and in particular of its value as an advertising medium.

Incidentally, and necessarily as garnishment to our more serious work, we had pompano and shrimp gumbo and similar epicurean delights at Antoine's, Galatoire's, the Louisiane and other places of equal significance to those who know New Orleans and its gustatory delights. The lean and hungry of our delegation dominated in the ratio of four to three, but there were, of course, other diversions of appeal to the consular inclination and imagination. This paragraph might be expanded by Consul Pepys, who made so admirable a beginning in the May issue of the BULLETIN. The writer is not so qualified.

On Saturday, the 5th of May, we were among the guests of the Board of Commissioners of the Port of New Orleans for a trip up the Mississippi to witness the opening of the canal connecting the Mississippi River with Lake Pontchartrain.

The opening of this canal transforms into waterfront property and facilities suitable for purposes of commerce and industry great tracts of interior lands and opens Pontchartrain to sea-going vessels. It represents an epochal step in the development of New Orleans as one of the great ports of the world and is, accordingly, of particular interest to the Consular Service.

Expressions of satisfaction over our participation in this convention were heard from many of the delegates and officials of the Foreign Trade Council, including President James A. Farrell and Secretary O. K. Davis.

We were ourselves much pleased with the results of our participation and felt upon our return to Washington on Monday, the 7th of May, that a great deal can be accomplished in the closer contacts between American manufacturers and exporters and the Consular Service through regular Consular representation at these annual Conventions of the Foreign Trade Council which bring together many of the more active leaders in the extension of our trade and commerce abroad.

2. CHAMBER OF COMMERCE CONVENTION, NEW YORK

The Eleventh Annual Meeting of the Chamber of Commerce of the United States, held at New York, May 8 to 11, 1923, was attended by Herbert C. Hengstler, Chief of the Consular Bureau, Dr. Arthur N. Young, Economic Adviser, Consul General Edward J. Norton, Consul Addison E. Southard and Consul Lowell C. Pinkerton, as delegates of the Department of State.

A highly interesting and varied program covering such matters as Civic Development, Domestic Distribution, Fabricated Production, Finance, Transportation and Communication, Foreign Commerce and Insurance was discussed during the conference at the different group luncheon meetings held at the Waldorf-Astoria Hotel, and other questions were considered at the general sessions which took place at the Hippodrome Theater. Several prominent speakers of international reputation addressed the delegates.

There was in attendance a large number of business men, representing all sections of the United States, who not only had the satisfaction of meeting and hearing men of experience and ability from every field of industry, but also the pleasure of receiving the lavish and unbounded hospitality of the New York General Reception Committee, under the chairmanship of Mr. A. C. Bedford, and the Ladies' Entertainment Committee, headed by Mrs. William Fellowes Morgan.

The ladies and gentlemen attending the meeting

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The Asphalt Lakes of Trinidad and Venezuela

By Henry D. Baker, Consul at Trinidad

(This is the first of two articles prepared by Consul Baker on the asphalt lakes. The second will appear in an early issue of the BULLETIN.—Ed.)

WHENEVER one drives or motors along asphalt pavements and considers how enormous must be their total mileage in the United States alone, it is difficult to realize that the most important sources of asphalt supply are from two lakes—one in Trinidad, hardly a lake but a pond of only 115 acres, and one in Venezuela of about 1,000 acres.

These two lakes combined would hardly more than equal one of the fair-sized parks of our American cities. We could hardly believe that Central Park, in New York, if it were an asphalt lake, could for many years supply road material for the vast system of paved arteries of travel within and between most of our important towns and cities, without leaving an almost bottomless pit underneath, unless it were resupplied with such material through some subterranean force erupting it as Mount Vesuvius can erupt its lava and ashes.

And yet these two lakes in Trinidad and Venezuela, far from being bottomless pits, experience very slight lowering of their levels; moreover, far from showing any spectacular gushing movement from within, or any wild, grim or turbulent manifestations of nature, they look, at least, superficially in a state of perfect rest, and usually dis-

appoint visitors who expect to see something exciting or awe-inspiring. One visitor to the Trinidad lake remarked: "I can see nothing about it much different from the asphalt paved avenue in front of my own house at home."

The very fact, however, that these lakes with such limited areas can meet a world-wide demand for asphalt, with very little noticeable effect on their levels, and although apparently mostly solid and unspectacular in appearance can, nevertheless, within the course of a very few days fill in through powerful and mysterious movements from within whatever large tonnage is dug out for the objects of commerce, explains why though superficially uninteresting, nevertheless, they rank among the marvelous wonders of the world.

The Trinidad and Venezuela asphalt lakes, the latter locally known as the Bermudez lake, have distinct characteristics. The Trinidad lake, although covering only about one-tenth the area of that in Venezuela, is of far greater depth and productive capacity. On the other hand, its asphalt product contains only about 40 per cent

bitumen as against 66 per cent of the Bermudez lake. The Trinidad lake asphalt occurs as an emulsion of water, bitumen, mineral and organic



Photo from Henry D. Baker
Digging asphalt at Trinidad lake



Photo from Henry D. Baker
Loading chunks of asphalt into cars at Trinidad lake



matter, the water content being constant at 28 per cent. The Bermudez asphalt contains water, but it is present as a mixture and not as an emulsion, and the amount of mineral and organic matter is much less than at the Trinidad lake. The Trinidad asphalt has a favored use in pavements, but the Bermudez asphalt can apparently be the better utilized for the various manufactured materials and compounds where the largest percentage of bitumen is desired.

The Trinidad lake is fairly uniform throughout, and everywhere can be dug out readily in big lumps with pickaxes. The Bermudez lake, on the other hand, varies from an asphalt product in some places so hard that it has to be blasted out, to a product in other places so soft that it can be pulled out like seaweed from the water in which it is immersed.

The Curious Phenomenon of the Trinidad Lake

The famous asphalt lake of Trinidad is located in a bowl-like depression of about 112 acres, and 135 feet above sea level, and distant at the centre, about three-quarters of a mile from the village of La Brea in the southwestern part of Trinidad on the Gulf of Paria, which separates this island from Venezuela.

This lake, superficially, is merely an expanse of uninteresting looking black pitch, formed into mound-shaped masses with water in intervening crevices, and a good deal of rank grass and weeds scattered over it in different parts. It can be readily walked over without the slightest risk, but, especially after heavy rains, it is sometimes difficult to cross over the labyrinthic water channels.

It is only when there is a study of the statistics of production from the small area of about 112 acres of asphalt and when it is realized that the lake, although apparently solid, is in continuous complex motion, and every hole dug fills up as surely as if it were all a liquid mass, that visitors can begin to marvel at this extraordinary phenomenon of nature.

For about 40 years asphalt has been steadily removed from this lake at the rate of many thousands of tons a year, and yet during that time the level has not sunk over about 15 feet. The production is at present over 100,000 tons per year, and yet probably no one now living would ever live to see the day when the lake would be nearing the end of its production. About three years ago an effort was made to sound its depth, but after drilling to a low record of about 150 feet, the tubes became twisted, broken and lost in the asphalt, but over a year afterwards, and even

up to now, the broken fragments are found coming to the surface in entirely different parts of the lake.

"Mother of the Lake"

In all this lake there is only one really soft spot where it is dangerous to stand too long. This particular place is called the "Mother of the Lake," and any object here may sink into the asphalt. It can be walked over but, like getting onto a subway train in New York, the injunction must be "step lively."

Nearby there is another place, noted during the last year or so for producing in the diggings the bones of animals and even human beings. Where these originally came from or in what period of time is a mystery, and specimens have lately been sent to museums in America for examination. In the opinion of local geologists, the specimens are not prehistoric, but of comparatively modern times.

Freakish Actions of Asphalt

The asphalt tends to move in masses which never entirely connect up, and the open spaces separating them fill with water. If drains are dug into the asphalt, within several days the steady pressure from within the lake has refilled them with asphalt. On the other hand, it is quite useless to attempt filling with asphalt the places where water occurs, for it is soon drawn underneath and absorbed into the various complex, slowly moving currents which make this lake such an extraordinary natural phenomenon.

About three years ago a fire occurred at the refinery at the edge of the lake, and hundreds of tons of melted refined asphalt got poured into the various water pools and crevices, but within a very short time afterwards this all sank out of sight, traces of it reappearing later in different parts of the lake. So far as possible, but very incompletely, rain water is electrically pumped off from a sump about eight feet deep and into which drains are dug from the pits left temporarily in the asphalt diggings, but within two or three days such drains all close in flush to the surface, except as they may be constantly redug.

Curious and Useful Fishes of the Lake

The practical difficulties in the way of draining the asphalt lake of water accumulations, together with the black color of the pitch with its peculiar attraction for mosquitoes, tend to make its areas a prolific breeding place for all the leading varieties of mosquitoes, and especially for the malaria-producing *anopheles*. Providentially, however, in-

habiting the water crevices and holes are numbers of tiny fish which eagerly dine on the larvae of mosquitoes, and thus keep the evil within reasonable check.

These little fish have extraordinary powers of leaping long distances from one water pool into another, and of living a considerable time out of water. If one of them is put into a glass of water and the contents left unchanged for some time without refreshing, it will be noticed sticking to the side of the glass out of the water and living that way for several hours.

Industrial Operations at the Trinidad Lake

The composition of the asphalt from this Trinidad lake is of remarkable uniformity, no matter from which portion of the lake it is taken. After being dug out in large clumps, it is conveyed in small cars on rails loosely laid over the lake to a place where it is weighed, and then it is automatically raised to an overhead cable tramway, supported by towers, and in a long stream of buckets steadily moves down the hill and along the jetty abutting out into the water until it reaches the steamer waiting to be loaded. After dumping the asphalt into the hold of the vessel, the empty buckets return over the cableway to get a fresh load. When steamers are loading asphalt, the endless movements of the buckets with their contents fresh from the lake and empty buckets going back, day and night, is a fascinating sight to watch. In addition to the crude asphalt with its

water content shipped in bulk, there is a considerable amount also of asphalt boiled down to rid it of water and then shipped in barrels, this form being more immediately serviceable in making pavements.

Wide Market for Trinidad Asphalt

Trinidad asphalt now goes not only to the United States—its best market—but to the leading countries of Europe, South America, Asia and Africa. It is being used considerably to restore roads in the war-devastated districts of France and Belgium.

In a typical asphalt pavement like Fifth Avenue, New York, only a small percentage of the total material over which the traffic goes is from the lakes of Trinidad or Venezuela. The real use of the imported asphalt is only for making the asphalt mastic as cement which binds together the far greater volume of sand and gravel making up the pavement. The lake asphalt must first be cleared of water, and then mixed hot with oil, about 25 per cent of its bulk in thin oil and 40 per cent in thick oil, and after being thoroughly fluxed, and gaseous constituents evaporated, there is then available the mastic, which, mixed with sand and



Photo from Henry D. Baker
*American Consular Agency, Brighton. Mr. de
Verteuil, Consular Agent, and Mrs. de Verteuil
on top of stairway*

pulverized rock or gravel, may constitute from 9 to 12 per cent of the entire substance of the pavement.

Attractive Living Conditions at Trinidad Lake

The asphalt lake at Trinidad is operated on a lease from the Government of that colony by a

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Consular Experiences

THE Consulate of the United States, in my day, was located in Washington Buildings (a shabby and smoke-stained edifice of four stories high, thus illustriously named in honor of our national establishment), at the lower corner of Brunswick Street, contiguous to the Goree Arcade, and in the neighborhood of some of the oldest docks. This was by no means a polite or elegant portion of England's great commercial city, nor were the apartments of the American official so splendid as to indicate the assumption of much consular pomp on his part. A narrow and ill-lighted staircase gave access to an equally narrow and ill-lighted passageway on the first floor, at the extremity of which, surmounting a door-frame, appeared an exceedingly stiff pictorial representation of the Goose and Gridiron, according to the English idea of those ever-to-be-honored symbols. The staircase and passageway were often thronged of a morning with a set of beggarly and piratical-looking scoundrels (I do no wrong to our own countrymen in styling them so, for not one in twenty was a genuine American), purporting to belong to our mercantile marine, and chiefly composed of Liverpool Blackballers and the scum of every maritime nation on earth; such being the seamen by whose assistance we then disputed the navigation of the world with England. These specimens of a most unfortunate class of people were shipwrecked crews in quest of bed, board and clothing; invalids asking permits for the hospital; bruised and bloody wretches complaining of ill-treatment by their officers; drunkards, desperadoes, vagabonds and cheats, perplexingly intermingled with an uncertain proportion of reasonably honest men. All of them (save here and there a poor devil of a kidnapped landsman in his shore-going rags) wore red flannel shirts, in which they had sweltered or shivered throughout the voyage, and all required consular assistance in one form or another.

Any respectful visitor, if he could make up his mind to elbow a passage among these sea-monsters, was admitted into an outer office, where he found more of the same species, explaining their respective wants or grievances to the Vice-Consul and clerks, while their shipmates awaited their turn outside the door. Passing through this exterior court, the stranger was ushered into an inner privacy, where sat the Consul himself, ready to give personal attention to such peculiarly

difficult and more important cases as might demand the exercise of (what we will courteously suppose to be) his own higher judicial or administrative sagacity.

It was an apartment of very moderate size, painted in imitation of oak, and duskily lighted by two windows looking across a by-street at the rough brick side of an immense cotton warehouse, a plainer and uglier structure than ever was built in America. On the walls of the room hung a large map of the United States (as they were twenty years ago, but seem little likely to be, twenty years hence), and a similar one of Great Britain, with its territory so provokingly compact that we may expect it to sink sooner than sunder. Further adornments were some rude engravings of our naval victories in the war of 1812, together with the Tennessee State House, and a Hudson River steamer, and a colored, life-size lithograph of General Taylor, with an honest hideousness of aspect, occupying the place of honor above the mantelpiece. On the top of a bookcase stood a fierce and terrible bust of General Jackson, pilloried in a military collar which rose above his ears, and frowning forth immitigably at any Englishman who might happen to cross the threshold. I am afraid, however, that the truculence of the old general's expression was utterly thrown away on this stolid and obdurate race of men, for, when they occasionally inquired whom this work of art represented, I was mortified to find that the younger ones had never heard of the battle of New Orleans, and that their elders had either forgotten it altogether or contrived to disremember, and twist it wrong end foremost into something like an English victory. They have caught from the old Romans (whom they resemble in so many other characteristics) this excellent method of keeping the national glory intact by sweeping all defects and humiliations clean out of their memory. Nevertheless, my patriotism forbade me to take down either the bust or the pictures, both because it seemed no more than right that an American Consulate (being a little patch of our nationality embedded into the soil and institutions of England) should fairly represent the American taste in the fine arts, and because these decorations reminded me so delightfully of an old-fashioned American barber's shop.

One truly English object was a barometer hanging on the wall, generally indicating one or another degree of disagreeable weather, and so sel-



dom pointing to Fair, that I began to consider that portion of its circle as made superfluously. The deep chimney, with its grate of bituminous coal, was English, too, as was also the chill temperature that sometimes called for a fire at midsummer, and the foggy or smoky atmosphere which often, between November and March, compelled me to set the gas aflame at noonday. I am not aware of omitting anything important in the above descriptive inventory, unless it be some book-shelves filled with octavo volumes of the American Statutes, and a good many pigeon-holes stuffed with dusty communications from former Secretaries of State, and other official documents of similar value, constituting part of the archives of the Consulate, which I might have done my successor a favor by flinging into the coal grate. Yes, there was one other article demanding prominent notice: the consular copy of the New Testament, bound in black morocco, and greasy, I fear, with a daily succession of perjured kisses; at least, I can hardly hope that all the ten thousand oaths, administered by me between two breaths, to all sorts of people and on all manner of wordly business, were reckoned by the swearer as if taken at his soul's peril.

Such, in short, was the dusky and stifled chamber in which I spent wearily a considerable portion of more than four good years of my existence. At first, to be quite frank with the reader, I looked upon it as not altogether fit to be tenanted by the commercial representative of so great and prosperous a country as the United States then was; and I should speedily have transferred my headquarters to airier and loftier apartments except for the prudent consideration that my government would have left me thus to support its dignity at my own personal expense. Besides, a long line of distinguished predecessors, of whom the latest is now a gallant general under the Union banner, had found the locality good enough for them; it might certainly be tolerated, therefore, by an individual so little ambitious of external magnificence as myself. So I settled quietly down, striking some of my roots into such soil as I could find, adapting myself to circumstances, and with so much success that, though from first to last I hated the very sight of the little room, I should yet have felt a singular kind of reluctance in changing it for a better.

Hither, in the course of my incumbency, came a very great variety of visitors, principally Americans, but including almost every other nationality on earth, especially the distressed and downfallen ones, like those of Poland and Hungary. Italian bandits (for so they looked), proscribed conspira-

tors from Old Spain, Spanish-Americans, Cubans who professed to have stood by Lopez, and narrowly escaped his fate, scarred French soldiers of the Second Republic—in a word, all sufferers, or pretended ones, in the cause of liberty, all people homeless in the widest sense, those who never had a country, or had lost it, those whom their native land had impatiently flung off for planning a better system of things than they were born to—a multitude of these, and, doubtless, an equal number of jailbirds, outwardly of the same feather, sought the American Consulate, in the hopes of at least a bit of bread and, perhaps, to beg a passage to the blessed shores of Freedom. In most cases there was nothing, and in any case distressingly little, to be done for them; neither was I of a proselyting disposition, nor desired to make my Consulate a nucleus for the vagrant discontents of other lands. And yet it was a proud thought, a forcible appeal to the sympathies of an American, that these unfortunates claimed the privileges of citizenship in our Republic on the strength of the very same noble misdemeanors that had rendered them outlaws to their native despotisms. So I gave them what small help I could. Methinks the true patriots and martyr-spirits of the whole world should have been conscious of a pang near the heart, when a deadly blow was aimed at the vitality of a country which they have felt to be their own in the last resort.

As for my countrymen, I grew better acquainted with many of our national characteristics during those four years than in all my preceding life. Whether brought more strikingly out by the contrast with English manners, or that my Yankee friends assumed an extra peculiarity from a sense of defiant patriotism, so it was that their tones, sentiments and behavior, even their figures and cast of countenance, all seemed chiseled in sharper angles than ever I had imagined them to be at home. It impressed me with an odd idea of having somehow lost the property of my own person, when I occasionally heard one of them speaking of me as "my Consul!" They often came to the Consulate in parties of half a dozen or more, on no business whatever, but merely to subject their public servant to a rigid examination, and see how he was getting on with his duties. These interviews were rather formidable, being characterized by a certain stiffness which I felt to be sufficiently irksome at the moment, though it looks laughable enough in the retrospect. It is my firm belief that these fellow-citizens, possessing a native tendency to organization, generally halted outside of the door to elect a speaker, chairman, or moderator

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COMMERCIAL REPORTS AND OTHERS

Comments which have come to us from the field since the publication in the April issue of the BULLETIN of the article on "How Your Commercial Reports Are Graded" indicate that a few interpretative remarks would be in order.

We have been informed by some of our colleagues that according to the article in question only those commercial reports which directly and immediately effect the sale of a bill of American goods can be rated as excellent because, they say, only such reports are of "apparent actual trade promotion utility."

We find upon turning to the description of what may be excellent reports that "especially," *but not exclusively*, those reports "of apparent actual trade promotion utility" are so regarded! Descending the column to the last sentence of the description of the requirements for excellent reports we find that "any of the several classes of called-for or voluntary reports can meet the requirements for rating of EXCELLENT."

It is therefore evident that many kinds of reports can qualify for the highest rating given.

Commodity reports are, of course, often of more prompt trade promotion value. However, a report upon advertising methods is not a commodity report, nor does it directly effect the sale of a bill of American goods, but it helps American manufacturers and exporters in understanding foreign practices in that important aid to merchandising and thus has trade promotion utility. Reports upon harbor and port development, upon shipping and other allied subjects, help the American manufacturer and exporter to determine shipping and landing costs for goods exported, and give him much other information of value, and are thus of trade promotion value. The subject may be oil concessions and still be of apparent actual trade promotion utility in that it may lead to the export of that sometimes-termed commodity, capital; to the export of well-drilling or other machinery; of construction materials, or of other things which we do not ordinarily consider as export commodities but which are, nevertheless, included within that quite elastic subject of trade promotion.

And so we might name many other subjects, not of commodity descriptions, which have apparent trade promotion utility if prepared with the thought fixed in mind that the keynote of practically all commercial and economic work, and of much political work, is the promotion of international trade and commerce.

The foregoing will briefly demonstrate that the phrase "of apparent actual trade promotion utility" employed in the article in the April issue of the BULLETIN is capable of broad interpretation and was so intended.

It may also be mentioned that the article which we have been interpreting outlines the method of grading for only commercial and commercial-economic reports, as its title indicated. Some consular reports are classified as purely economic, some as politico-economic, and others as political. These, too, are graded but under different requirements and may, and often do, receive a rating of EXCELLENT. We may be able, at some time in the near future, to give you an outline of how these particular classes of reports are graded.

While further comments will be welcomed as they promote instructive discussion upon this important subject, it is again recalled that these articles on trade promotion are in nowise official in character.

PAST OR FUTURE

Another Helpful Suggestion for Trade Promotion

Correspondence received by the Department of Commerce indicates that the business community is taking an increasing interest in foreign trade, and as time passes the work of many American exporters is measuring up to constantly improving standards, which, of course, will have the effect of including business men to be more and more interested in work of the consular body.

One such manufacturer has recently written the Department of Commerce suggesting improvements in work that the Government is doing in promoting foreign trade, in which connection they wrote as follows:

"It appeals to us as a waste of time for Consuls and Commercial Attachés to inform us what *has been* done. We think that the exporting manufacturers of the country are interested in what *is* to take place, instead of past tense, and we are repeatedly getting the past tense particulars. For instance, "Commerce Reports" of April 30, page 306, we learn from one Commercial Attaché of the establishment of a factory for producing sulphate of ammonia, and it is stated that the machinery for the plant has already been ordered and shipped. Would it not be better if the attachés and consuls gave information in advance? The above is not written in a critical spirit, but merely as a suggestion for the benefit of all."

Zagreb, The Mystery Post

By Consul Alfred R. Thomson

THE new Consulate established on August 25, 1920, at Zagreb, Kingdom of the Serbs, Croats and Slovenes, has been surrounded with mystery, as the name Zagreb does not appear upon maps, except those of Serbian origin, nor does this name appear in any modern encyclopedia. The city is well known, however, under the name of Agram, capital of the former Austro-Hungarian provinces of Croatia and Slavonia. Prior to the annexation of these provinces to Hungary in 1342, the city was known as Zagreb, capital of the Slavic Kingdom of the Croats. Since the treaty of Versailles, these former Austrian possessions have been merged into a South Slav (Jugoslav) nation technically known as the Kingdom of the Serbs, Croats and Slovenes, and, by official decree from Belgrade, all Austrian names of cities have been discarded and the ancient Slavic names revived.

The Consular District of Zagreb includes the former Austro-Hungarian provinces of Slovenia, Croatia and Slavonia which were formerly covered by our Consulates at Budapest, Trieste and Fiume. This district has a very large naturalized American population, contributes the great bulk of American Yugoslav immigrants, and is the chief economic center of the newly formed Kingdom of the Serbs, Croats and Slovenes. The Consulate is located on the ground floor of the leading bank building, and is admirably adapted to alien visa work with a courtyard at the rear entrance where a hundred or more prospective immigrants assemble each morning but do not interfere with the front entrance of the office.

Zagreb is south of Vienna and half way between Belgrade and Trieste. It is one of the gateways between the Occident and Orient; and, as a railroad center, connects the Balkans and Turkey with Western and Central Europe. Austrian-made macadam roads lead out in all directions, even to mountain resorts 3,000 feet above sea level, and to many other places of rare natural beauty on the Adriatic coast. A favorite automobile tour is a six-hour trip over the famous Louisen road, built by Napoleon Bonaparte during the year 1801 and considered one of the most remarkable engineering feats of his era of conquest. This famous highway traverses the foothills of the Julian Alps mountain system, and its stone arch bridges and serpentine windings through beautiful mountain and valley scenery

with hilltops studded with occasional medieval feudal castles afford exceptional opportunities to the camera fiend.

The ancient section of Zagreb, built upon fortified hills, dates back to the seventh century. Some of the old churches are Venetian and some oriental in architecture. In the many turns of the stone stairways leading down from the ancient part of the modern city are shrines, against the high walls, made gay with offerings of flowers and candles, and always with one or more persons kneeling in prayer before them. The modern city resembles Vienna in the ornate style of its buildings of gray or tan all of uniform height. From the railroad station extends the principal boulevard, upon which the Consulate is located. It consists of ten or more squares of central parking, ornamented with flowers, fountains and statuary on either side of which are public buildings, hotels and apartment houses.

The principal park in the center of the city is known as Wilsonov Trg, named in honor of ex-President Wilson. The pre-war name of this park was Franz Joseph Park. The opera house or National Theatre is in the center of this park. The University of Yugoslavia (formerly known as Franz Josef Universitat) and the Yugoslav Academy of Sciences, are the two principal institutions of learning.

Zagreb night life is very gay, with music everywhere—in the hotels, restaurants, cafés, parks and the cabarets, of which there is a large number for a city of this size. The opera house, with its large orchestra of artists, is one of the chief places of interest. Opposite the opera house is a building corresponding to the Y. M. C. A. of American cities, to encourage athletics, where teachers train young men in correct muscular exercises. Another feature is a promenade on the main street, where the band plays afternoons, evenings and Sundays, and which is always crowded with people of many nationalities in their different styles of dress, and who stroll back and forth in an aimless sort of way.

In some of the cabarets, Russian refugees, wearing native costumes of brilliant hues, sing weird Slavic songs in minor keys. In these places where the audience stays until the "wee smae hours" sipping wine, one might imagine himself in the Tower of Babel from the number of lan-

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Us Consuls

By Elliott Verne Richardson, Berlin

I say we *are*—it's all very well for some affectionate friend whom we have entertained at great personal inconvenience to say we're *not*—we *are*; we're a funny lot. If you don't believe me, ask Mr. Carr; ask yourself; ask that poet on the banks of the St. Lawrence—that unsanctified other Lawrence who dared to parody R. Kipling; ask the fellow who thinks a promotion list, without his name to glorify it, is perfectly all right; ask John Doe, exponent of anonymity and the most overworked man in Washington; ask the fellow up by the Kattagat who likes his job and doesn't want a transfer; ask any of the stamp-collecting, tourist-loving, life-saving, trade-letter-writing member of the fraternity, and see what he'll tell you. I'll lay my prospects of a post allowance against the sum saved by any of them out of his annual stipend that I'm right—we're a funny lot; yes, a funny lot.

Now listen a minute. I've never been a V. C. *de carrière*, class 3, and am further handicapped by never having been confined in the Department for a full four-year term; but, even so, I've experienced many things since a rating of 80 and a bit—an extremely trifling bit—got me a place on the mailing list to receive gratis certain "Service and Regulatory Announcements" and other light fiction for which the Government Printer is chiefly to blame. It's been a wonderful time. I've had fever, club bills, disappointments, expectations, transfers, promotions, sea trips, inspections, instructions, introductions, assignments, details, vaccinations, commissions, exequaturs and other emotional experiences. So probably have all of us or most of us. I've been bothered by stenography, chirography, geography. Ditto, all of us. I've had to dodge a drunken sailor's sheath knife, appeals for charity, and a high-salaried job as a soda salesman in South America. I've refused "backsheesh," invitations to Y. M. C. A. banquets, a six-cylinder motor car and a very young dachshund. I've shaken hands with royalty, near royalty, missionaries, Mussulmans and Ministers of State. And I've fed—well, whom haven't I fed? Yes, it's been a wonderful time and, despite its wonderfulness, it has been hardly different from any other consul's wonderful time. As I said, we're a funny lot. To be able to do all these strange things and still feel fit to digest an exegesis of the Cable law proves it.

It might be more dignified to say we are "re-

markable." Using the word "funny" opens the door to controversy. Sometimes, though, we are really funny or feel so, as when a superheated professor, on the grand tour, tells us that a colleague—one of our own crowd, mind you—stole his silver-handled silk umbrella and tries to make us believe it; or when the Connecticut father of some peripatetic prodigal son has gorged both himself and the p. p. s. on fatted calf, thanks to our interest and interposition, and subsequently sends us a "thank you" post card; or when we have written our thirty-second reply to letters from "anxious mother" seeking her wandering boy and a little later receive from the Department an "instruction" covering a copy of that lady's letter complaining that her's to us have never been answered; or when a new baby arrives in our vice-consular section—why do babies seem to prefer vice-consuls for fathers?; or when no matter—the list of "whens" like these is too long. The great point is that we are fully justified in being or feeling funny. It is consul's luck to be given such varied opportunities for joy.

But about this consul's luck—queer thing that. It must be luck when Commerce's weekly yellow-back finds it necessary to print three of our own voluntary contributions in a single issue. It must be luck when we get through without a tragedy a day which began with the consular flag flying upside down at half staff just because our native messenger liked to see it that way. It must be luck when a single extract from the mate's log satisfies the requirements of a marine Extended Protest.

And we are lucky in little things, too. I have been particularly so, for in a box of official supplies I once found six boxes of puncture-proof typewriter foolscap. I'd been pricking "onion skin" with my Eagle E-10 for a matter of months. And then remember the day when we first learned that the post we had been longing for for years had been given to a chap who we knew didn't care one bit about it, and who we knew, too, was quite unsuited to its peculiar responsibilities! There have been other red-letter days besides this one and those of cardinal conspicuity on the Department's calendar, ordinarily sent out in single copy only of late, lucky days every one of them; the one on which we lent the C. G. at L. half our golf clubs and beat him four and three; the one

(Continued to page 215)

PLAZA DE ARMAS, HABANA

By Consul General Carlton Bailey Hurst

The Plaza de Armas, of Habana, is the administrative center of Habana and probably the most historic spot in the city. On one side is the old Spanish palace which was formerly the Governor's palace and is now the City Hall; on another side is the Senate building, until recently the residence also of the President of the Republic, and next to it is La Fuerza, a fort begun in 1538 to protect the city from attacks by pirates. The Temple, or Columbus Temple, faces the square and marks the site where the first mass was held in Cuba, in the year 1519, underneath a giant ceiba tree that was standing near the shore. This tree existed until 1754, when it was chopped down to make room for an obelisk placed to mark the spot, but another ceiba tree was planted a few feet away, and it stands inside of the small enclosure surrounding the Temple.

Looking out upon these monuments of the early days of America is the modern four-story office building into the second floor of which the American Consulate General moved its offices on the 1st of January, 1922. Since that time this building has developed into a center of American interests in Habana. The Embassy took over the third floor on April 1, 1923, while the offices of the Commercial Attaché, the American Chamber of Commerce and the American Red Cross are in the same building. Naturally every tourist who visits Habana is led to the Plaza de Armas, where such important landmarks in the history of the new world are clustered, and where with patriotic pride they see the Stars and Stripes waving over the official residence of their country's representatives in Habana.

THE LAUREATE OF GOLF

Lyrics of the Links, the Poetry, Sentiment and Humor of Golf, by Francis B. Keene, Consul General at Rome, has been published simultaneously by Cecil Palmer, London, and Appleton & Co., New York. The book is unique, for no one but Mr. Keene ever thought it worth while to cover the whole field of golf in verse. There are sixty-eight titles. Most of them were written before he entered the Consular Service twenty years ago, and the others during the past two years. There being hundreds of golf clubs all over the world, the little book will no doubt have a world circulation.



NECROLOGY

Antoine Thomas Gelat, First Interpreter and Dragoman of the American Consulate and Marshal of the Consular Court at Jerusalem, died there on April 23, 1923. He was born at Jerusalem on December 9, 1855, a member of a prominent Palestinian family of European origin founded at Bethlehem during the Crusades.

Mr. Gelat joined the staff of the Consulate on April 1, 1895, and at the time of his death had completed twenty-eight most loyal and active years of service. The principal officers under whom he served were Consuls Edward S. Wallace, Selah Merrill, Thomas R. Wallace, William Coffin, Otis A. Glazebrook, Oscar S. Heizer and Addison E. Southard.

His long and distinguished connection with the Consular Service had its zenith in his heroic and invaluable assistance to Consul Glazebrook in the protection of American citizens and others residing in Palestine during the World War. His notable activities in this connection brought upon him the great disfavor of the Government of which he was a subject, and he and his family were subsequently deported to Asia Minor. The hardships suffered from this deportation undermined the health of himself and the members of his family, caused the death of a favorite son and resulted in the loss of the savings of a lifetime which he had put by for his declining years.

He will ever be remembered by the officers under whom he served as an assistant of rare loyalty and efficiency and as a valued personal friend of outstanding nobility of character.

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The purposes of the Bulletin are (1) to serve as an exchange among American consular officers for personal news and for information and opinions respecting the proper discharge of their functions, and to keep them in touch with business and administrative developments which are of moment to them; and (2) to disseminate information respecting the work of the Consular Service among interested persons in the United States, including business men and others having interests abroad, and young men who may be considering the Consular Service as a career.

Propaganda and articles of a tendential nature, especially such as might be aimed to influence legislature, executive or administrative action with respect to the Consular Service, or the Department of State, are rigidly excluded from its columns.

Contributions should be addressed to the American Consular Bulletin, c/o Consular Bureau, Department of State, Washington, D. C.

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The American Consular Association is an unofficial and voluntary association embracing most of the members of the Consular Service of the United States. It was formed for the purpose of fostering esprit de corps among the members of the Consular Service, to strengthen Service spirit, and to establish a center around which might be grouped the united efforts of its members for the improvement of the Service.

COMPTROLLER'S DECISIONS

1. Extra Wages, Erroneously Collected

In discussing the action of the Auditor for the State and Other Departments in disallowing from a Consular officer's accounts an amount of extra wages which were erroneously collected from the master of a vessel, the Comptroller of the Treasury states that "the charge is necessary to the protection of the United States under section 26 of the act of June 26, 1884 (23 Stat., 59), which provides for the refundment, under the conditions of that section, of charges erroneously made; therefore, until it is made clear that no claim for refundment can be legally made, the charge must remain subject, however, under the usual practice of the accounting officers in these cases, to removal, if the Consul shall show that the masters or owners from whom he collected extra wages have failed or refused to claim refundment within the time allowed by law, or shall obtain from them, or any of them, a waiver of their respective claims.

2. Relief of Ill or Injured Seamen

Under date of March 17, 1923, the Comptroller General of the Treasury decided that if a seaman becomes ill or is injured while a member of the crew of a vessel and is placed in a hospital by the master of the vessel and is later discharged by the Consul on account of the illness or injury, expenses being incurred both prior and subsequent to the seaman's discharge, the Consular officer would not be authorized to pay from United States funds any part of the hospital bill. The Comptroller General says that the answer is in accord with decisions of the courts and the Comptroller of the Treasury to the effect that a vessel is liable for the expenses of care and treatment of a seaman becoming disabled in its service—The Osceola (189 U. S., 158); The Iroquois (194 U. S., 240)—and that such liability does not terminate with the discharge of the seaman. The W. L. White (25 Fed. Rep., 503); The Eva B. Hall (114 Fed. Rep., 755); The Troy (121 Fed. Rep., 901); McCarron v. Dominion Atlantic Railway Company (134 Fed. Rep., 762).

This decision was originally rendered under date of January 16, 1923, and covered other points regarding relief of seamen which have already been set forth in the BULLETIN, and was confirmed when the Department of State requested a review thereof.



ASSIGNMENTS

Consul General Stuart J. Fuller, Yokohama.
Consul General Dewitt C. Poole, Tientsin.

Consuls, Class V

S. Pinkney Tuck, Department.

Consuls, Class VI

Gaston Smith, Georgetown.
Chester W. Davis, Strasbourg.

Consul, Class VII

John R. Minter, Cape Town.

Vice Consuls de carrière

William L. Beaulac, Puerto Castilla.
Arthur H. Cawston, Johannesburg.
John E. Holler, Venice.
Thomas S. Horn, Tampico.
William L. Peck, Reval.

Vice Consuls and Interpreters

David C. Berger, Shanghai.
Flavius J. Chapman, Yunnanfu.

Non-Career Officers

Julian F. Harrington, Antwerp.
William C. Perkins, Warsaw.
L. Dale Pope, Sydney, N. S.
Harold L. Smith, Malaga.
Charles H. Stephan, Harbin.
Frederick S. Weaver, Prince Rupert.

Appointments—Vice Consuls

Maurice W. Altaffer, Stuttgart.
William L. Hurley, Warsaw.
James L. Park, Constantinople.
Hugh Watson, Liverpool.
John J. Bourenot (Consular Agent) Port
Hawkesbury.

Resignations

Robert H. Floyd, Consular Agent, Rio Grande,
Brazil.
A. F. Gutzmer, Consular Agent, Aux Cayes,
Haiti.

The Consulate at Vladivostok was closed on
May 16, 1923.

SERVICE WEDDINGS

ALEXANDROVA-MONROE. Miss Valentina Dmitrievna Alexandrova and Mr. Ernest Leslie Monroe were married by the Rev. Marin Alexandrovich Korovin on April 29, 1923, in the Russian Orthodox Church at Harbin. Mr. Monroe is Vice Consul at Harbin.

ELLISON-WATSON. Miss Eugenie Lilian Ellison and Consul Hugh H. Watson were united in marriage on April 23, 1923, at Lyons, France.

HOWARD-FRAZER. Mrs. Olivia L. Howard and Consul General at Large Robert Frazer, Jr., were married on May 17, 1923, at Paris, France.

STEEDMAN-WEDDELL. Mrs. Virginia Chase Steedman and Consul General Alexander Wilbourne Weddell were married on May 31, 1923, at the Cathedral of Saint John the Divine in New York City.

SEERS-JEWELL. Mrs. Jeannette Sherwood Seers and Consul John F. Jewell at Birmingham, were united in marriage on June 2, 1923, at Birkenhead.

The BULLETIN takes pleasure in announcing the following births, and congratulates the parents upon the happy events:

A son, George III, was born to Student Interpreter and Mrs. George Atcheson, Jr., on April 16, 1923, at Peking, China.

A daughter, Sylvia Elizabeth, was born to Consul and Mrs. H. H. Balch on March 14, 1923, at Adelaide, Australia.

A son, John Thorn, was born to Consul General and Mrs. Maxwell Blake on April 5, 1923, at Tangier, Morocco.

A son, Donald William, was born to Vice Consul and Mrs. Donald Thomas Jones on April 19, 1923, at Plymouth, England.

A son, John, was born to Vice Consul and Mrs. James V. Whitfield on May 30, 1923, at Wilmington, N. C. Mr. Whitfield is Vice Consul at Matanzas.



The following Consular officers called at the Department on leave or en route to new posts during the period from May 12 to June 12:

Alexander W. Weddell, Consul General at Calcutta.

Glaude I. Dawson, Consul General at Mexico City.

Frederick M. Ryder, Consul General at Vancouver.

Otis A. Glazebrook, Consul at Nice.

William P. Kent, Consul at Belfast.

Frank W. Mahin, Consul at Amsterdam.

Philip Holland, Consul at Basel.

Charles M. Hathaway, Jr., Consul at Dublin.

David J. D. Myers, Consul at Montevideo.

C. E. Guyant, Consul at Callao-Lima.

A. E. Carlton, Consul at Amoy.

H. M. Walcott, Consul at Bilbao.

Henry D. Baker, Consul at Trinidad.

Charles E. Allen, Consul at Damascus.

G. R. Taggart, Consul at London, Ontario.

Lester L. Schnare, Consul at Swatow.

Harold D. Finley, Vice Consul at Havre.

Robert D. Longyear, Vice Consul at Port au Prince.

J. Lee Murphy, Vice Consul at Paris.

H. Tobey Mooers, Vice Consul at Lisbon.

Raleigh A. Gibson, Vice Consul at Buenos Aires.

Samuel J. Fletcher, Vice Consul at La Guaira.

Conger Reynolds, Vice Consul at Halifax.

Harold McClelland, Vice Consul at Naples.

William A. Dunlap, Vice Consul at Melbourne.

J. Franklin Deming, Vice Consul at Venice.

Ralph A. Boernstein, Vice Consul at Rome.

James M. Hill, Vice Consul at Manchester.

M. W. Van Sickel, Vice Consul at Fiume.

Maurice W. Altafer, Vice Consul at Stuttgart.

During the month of May, 1923, there were 3,848 Trade Letters transmitted to the Department, as against 2,745 in April, 1923.

The Consulate General at Rio de Janeiro took first place in the number of Trade Letters submitted, having 116, followed by Habana, 81, Mexico City, 54, Guayaquil, 48, and Barcelona, 47.

During the period May 1 to 31, 1923, inclusive, 1,909 general and miscellaneous letters were received in the Department for transmission to the addressees in the United States. The Consulate at Riga forwarded 368, Habana 145, Prague 130 and Kovno 125.

BOOKS AND PROMISES

In the March issue of the BULLETIN offer was made to give assistance to consular officers who desired to inquire concerning books, new or old. Two inquiries have already been received and the BULLETIN's best efforts are reproduced below. The list of books recommended for preparation for the consular examination has been selected as carefully as possible, but is, of course, not of any official weight.

1. PREPARATION FOR THE CONSULAR SERVICE. INTERNATIONAL, COMMERCIAL AND MARITIME LAW:

The Principles of International Law. T. J. Lawrence, D. C. Heath & Co., Boston.

The Elements of International Law. George B. Davis, Harper & Brothers, New York.

Maritime Law. Albert Saunders, Effingham Wilson, London.

Commercial Law. Theophilus Parsons, S. S. Scranton & Co., Hartford.

POLITICAL AND COMMERCIAL GEOGRAPHY:

Political Geography. Rand, McNally & Co., or any text such as those used in preparatory schools.

Commercial Geography. Cyrus C. Adams, D. Appleton & Co., New York.

POLITICAL ECONOMY:

Principles of Economics. E. A. Seligman. Longmans, New York.

AMERICAN HISTORY, GOVERNMENTS AND INSTITUTIONS:

Albert Bushnell Hart, Longmans, New York.

R. L. Ashley, The Macmillan Co., New York.

MODERN HISTORY (SINCE 1850) OF EUROPE, SOUTH AMERICA AND THE FAR EAST:

History of Modern Europe. Ferdinand Schwill, Charles Scribner's Sons, New York.

History of South America. Charles E. Akers, E. P. Dutton & Co., New York.

History of the Far East. David Murray, G. P. Putnam's Sons, New York.

NATURAL INDUSTRIAL AND COMMERCIAL RESOURCES AND COMMERCE OF THE UNITED STATES:

Cyrus C. Adams, D. Appleton & Co., New York. William C. Webster, Ginn & Co., Boston.

ARITHMETIC:

Any arithmetic used in good commercial or preparatory schools.

MODERN LANGUAGES:

Otto's Grammars. Classical Series Diction-

aries, Hinds, Noble & Eldredge, New York.

2. SHIPPING AND RELATED AFFAIRS.

Principles of Ocean Transportation, by Johnson and Huebner, and *Ocean Shipping*, by Zimmerman, discuss the general problem of shipping from an American viewpoint.

British Shipping, by Kirkaldy, gives the British viewpoint of the shipping problem.

Ocean Traffic and Trade, by B. Olney Hough, deals mostly with the documents and mechanics of foreign shipments.

The American Merchant Marine, by W. L. Marvin, gives an historical background of American shipping.

Ocean Shipping, by Robert Edward Annin, deals with the practical problems of shipping.

The following books deal with the operation of ships and the handling of shipments:

Wharf Management, by MacElwee and Taylor.

Law of the Sea, by Canfield and Dalzell.

Marine Insurance, by S. S. Huebner.

Ocean Steamship Traffic Management, by G. G. Huebner.

ARCHEOLOGICAL DISCOVERIES NEAR BIZERTA

By George P. Waller, American Vice Consul,
Bizerta, Tunisia

ABOUT April 7, workmen digging just outside the walls of the French Naval Arsenal at Sidi-Abdallah, eight miles from Bizerta, came upon the grave of a priest dating from 400 to 500 A. D. Further digging disclosed fragments of a superb mosaic floor, and portions of an early Christian baptistry. Being apprised of this, the writer proceeded to Sidi-Abdallah, and through the courtesy of the naval authorities was enabled to make a careful investigation of the discoveries. The writer was the first American to view the ruins.

The marble slab which covered the grave of the priest referred to above is unfortunately broken in two places. It bears a perfectly legible Latin inscription indicating that the tomb is that of Quintus, a deacon of the second ecclesiastical region of Carthage. Ruins of a small chapel and baptistry are also visible. Portions of the mosaic floor show a design in heart shape picked out in blue against a red background. Two terra cotta plaques, one a lion in low relief, and the other the monogram of Our Lord, were also unearthed. Several Roman lamps and Greek coins, of the Emperors Constantine, Antoninus, Septimius Severus and Maxentius. An interesting Greek ring of the third century has also been found.



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"We certainly read everything in the BULLETIN and feel that we have visited in person every part of the world. There is always a 'grab' for each copy by everyone who has ever read one. I regard it as a feature in our national educational system."

Buffon said: "To write well is at once to think well, to feel rightly and to render properly; it is to have at the same time mind, soul and taste." The BULLETIN is a firm believer that there are more consular officers possessing these dynamic qualifications than the number of contributions from the field would indicate. "Mind, soul and taste"?—of course, you have all that; "Think well and feel rightly"?—obviously. There remains, then, only to "render properly," which is interpreted to mean more frequently with longer articles and more photographs! The BULLETIN has just barely passed its fourth birthday, and with its growth in number of pages, number of subscribers and amount of advertising, it has an ever increasing assimilative capacity. Please take note and "render properly."—Ed.

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THE ASPHALT LAKES OF TRINIDAD AND VENE- ZUELA

(Continued from page 197)

local subsidiary of the General Asphalt Company of Philadelphia, the local Government receiving revenues of over \$200,000 per year in royalties and export duties on asphalt exported. Adjoining the lake, and on rising ground overlooking both the lake and the Gulf of Paria, is the settlement known as Brighton, which includes the general offices, refinery, barrel factory and other works of the company, as well as bungalows, club-house and hotel for the operating staff, the whole covering an area of about 560 acres. The bungalows are all painted white and elevated on pillars a considerable distance above ground level, and windows and doors wire screened, thus giving residents good protection against mosquitoes. The houses are all most commodious and equipped with all sanitary and electric lighting facilities. At night the brilliant illuminations can be seen from a great distance. Adjoining one of the main buildings are two huge flagstuffs, one floating the Stars and Stripes of the United States, the other the Union Jack of Great Britain.

The company's staff at Brighton includes both Americans and Trinidadians, and both married and single. Occasionally they give big dances, which are attended by rank and fashion, youth and beauty from all Trinidad. Their attractive social life is in bright contrast to the sombre darkness of the pitchy material which gives them their living.

The ordinary labor employed at the lake has just recently been moved, for better sanitary control, to an entirely new village made to order by the company on another side of the lake. This new village can house nearly 2,000 persons, and is equipped with piped water supply, sewerage and electric lighting. It has been named "New Jersey" in honor of the State in the United States where Perth Amboy is located, containing most important plants for preparation of asphalt products.

Tourists coming to Trinidad find it very easy to reach the asphalt lake by motor car from Port of Spain, the leading town of Trinidad, which makes a pleasing drive of about 60 miles over interesting country. They can also go by train to the town of San Fernando, second in size in Trinidad, and distant about 48 miles, and the remaining distance either by motor car or boat. The last part of the road, as well as Brighton

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THE TRADE CONFERENCES

(Continued from page 194)

were guests of these committees on a trip to West Point on Friday, May 11. The steamer "Washington Irving" was chartered for the occasion, and all that could possibly contribute to the comfort and enjoyment of the visiting delegates had been most admirably provided for them. Through the courtesy of the Police Commissioner, the New York Police Band of one hundred pieces accompanied the party and furnished music during the trip to and from West Point.

An extensive program of drills and exercises at West Point had been arranged by the Superintendent of the United States Military Academy especially for the delegates to the meeting under authority granted by the Secretary of War.

A total of 2,280 reports was received during the month of May, 1923, as compared with 2,520 during the month of April, 1923.

One of our colleagues reports that at his post it has been so hot that the window blinds wouldn't roll and that water was made to boil merely by the application of a lighted match. The cup was considered won, but after the week June 18-23 in Washington it has been retained by unanimous acclaim at the Department. Unless there should be something worth while to report, no further entries will be accepted in this line during the present year.

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Several consular contributors to THE GEOGRAPHIC's pages have used this means of adding zest and income to leisure hours.



THE ASPHALT LAKES OF TRINIDAD AND VENEZUELA

(Continued from page 208)

itself, has been paved with asphalt from the lake with little or no effort to mix it with hard substances. Stopping one time with a friend at the Consular Agency at Brighton, our motor car was parked just outside, and when we returned it had sunk about a foot into the pavement. While my friend inside the car put on full speed, I pushed from behind, and while we got the car out, nevertheless one of its wheels so splashed me with pitch over face and clothes, that I had to go inside the agency to clean up, and during this delay the car started to sink again, but my friend, just in time, moved it out and kept it going until I could return.

The "Oil Shows" of Trinidad

The island of Trinidad is much like a crumpled concertina in its series of well-defined petroleum oil anticlines, and few oil countries in the world have a greater variety of striking "oil shows" to

attract attention of prospectors and promoters. The asphalt lake is itself a huge deposit, evidently, of petroleum from which the lighter constituents have mostly vanished, leaving a residuum which has become mixed with water, mineral and organic matter. In the vicinity of the lake are frequent seepage outcrops of asphalt, including what is known as "creeping asphalt" as well as cones of pitch which may develop like mushrooms within a few hours and expand under the pressure of gases until they burst. Not far away also are oil shales and sands, mud volcanoes, and other "oil shows" indicating the presence of petroleum. Adjacent to the lake are heavy oils which are exported to the United States for fluxing with the asphalt. In November, 1911, a small island, under influence of subterranean gaseous pressure, suddenly formed on the south side of Trinidad, not far from the asphalt lake. This addition to the British Empire disappeared, however, within several days, as suddenly as it had appeared.

Throughout the southern part of Trinidad drilling for oil has become an industry which is now considerably more important than mining for asphalt.

There have been much speculation and scien-



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tific argument over the origin and causes affecting the asphalt lakes both of Trinidad and Venezuela. The latest researches indicate that these lakes probably do not have any important reproducing or reinforcing influx of asphalt from outside their visible confines. Although there may be some outside pressure of oil or gases, yet it does not seem likely that they have any appreciable effect in forcing asphalt into the lake. It was thought at one time that drilling for oil in the nearby vicinity might adversely affect asphalt production from the lake by reducing driving pressure from within, but apparently there was nothing to such theory.

Generally speaking, the asphalt lakes of Trinidad and Venezuela contain fixed deposits, which though of vast volume, nevertheless are not reproducing, and with continued operations must eventually become exhausted. It is estimated that at the present average rate of digging out the asphalt the Trinidad lake can supply the world for another 400 years, but the Venezuela lake may be exhausted within 50 years.

The apparent reproduction in a hole dug out of the lake is evidently merely a shifting or replacing of material not perfectly solid and which, like

water, tends to seek its level. In fact, the holes are filled up according to the same natural laws, as when a temporary gap in water, caused by any kind of displacement, immediately fills up. The Trinidad lake during the last half century has sunk about 15 feet, and it has been estimated by local statisticians that such shrinkage corresponds approximately to the tonnage which it has yielded for export.

Curious Internal Motions Within Asphalt

Asphalt, however, is an extremely peculiar substance, and in its soft, crude form shows considerable internal molecular motion. But this would apply to soft asphalt placed in a tub, the same as to asphalt in these lakes, and the curious action can be noticed, for instance, by putting a small stick of wood near the middle of a tub full of asphalt, the stick gradually working to the surface. In ship cargoes precaution has to be taken that this quiet-looking substance does not twist away the bulkheads. While there no longer seems an encouraging hope that reproduction really goes on in these lakes, yet the deposits which they contain are sufficiently large to occasion no worry of coming scarcity, at least to the present generations.



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Siam	South Africa	Greece
India	Australasia	Jugoslavia

CONSULAR EXPERIENCES

(Continued from page 199)

and thus approached me with all the formalities of a deputation from the American people. After salutations on both sides—abrupt, awful and severe on their part, and deprecatory on mine—and the national ceremony of shaking hands being duly gone through with, the interview proceeded by a series of calm and well-considered questions or remarks from the spokesman (no other of the guests vouchsafing to utter a word), and diplomatic responses from the Consul, who sometimes found the investigation a little more searching than he liked. I flatter myself, however, that, by much practice, I attained considerable skill in this kind of intercourse, the art of which lies in passing off commonplaces for new and valuable truths, and talking trash and emptiness in such a way that a pretty acute auditor might mistake it for something solid. If there be any better method of dealing with such junctures, when talk is to be created out of nothing, and within the scope of several minds at once, so that you cannot apply yourself to your interlocutor's individuality, I have not learned it.

Sitting, as it were, in the gateway between the Old World and the New, where steamers and packets landed the greater part of our wandering countrymen, and received them again when their wanderings were done, I saw that no people on earth have such vagabond habits as ourselves. The Continental races never travel at all if they can help it; nor does an Englishman ever think of stirring abroad, unless he has the money to spare, or proposes to himself some definite advantage from the journey; but it seemed to me that nothing was more common than for a young American deliberately to spend all his resources in an aesthetic peregrination about Europe, returning with pockets nearly empty to begin the world in earnest. It happened, indeed, much oftener than was at all agreeable to myself, that their funds held out just enough to bring them to the door of my Consulate, where they entered as if with an undeniable right to its shelter and protection, and required at my hands to be sent home again. In my first simplicity—finding them gentlemanly in manners, passably educated, and only tempted a little beyond their means by a laudable desire of improving and refining themselves, or perhaps for the sake of getting better artistic instruction in music, painting, or sculpture than our country could supply—I sometimes took charge of them on my private responsibility, since our Government gives itself no trouble about its

stray children, except the seafaring class. But, after a few such experiments, discovering that none of these estimable and ingenuous young men, however trustworthy they might appear, ever dreamed of reimbursing the Consul, I deemed it expedient to take another course with them. Applying myself to some friendly shipmaster, I engaged homeward passages on their behalf, with the understanding that they were to make themselves serviceable on shipboard; and I remember several very pathetic appeals from painters and musicians, touching the damage which their artistic fingers were likely to incur from handling the ropes. But my observation of so many heavier troubles left me very little tenderness for their finger-ends. In time I grew to be reasonably hard-hearted, though it never was quite possible to leave a countryman with no shelter save an English poorhouse, when, as he invariably averred, he had only to set foot on his native soil to be possessed of ample funds. It was my ultimate conclusion, however, that American ingenuity may be pretty safely left to itself, and that one way or another, a Yankee vagabond is certain to turn up at his own threshold, if he has any, without help of a Consul, and perhaps be taught a lesson of foresight that may profit him hereafter.

* * * * *

(From "Our Old Home," by Nathaniel Hawthorne, Houghton Mifflin & Co., Boston, 1891.)

ZAGREB, THE MYSTERY POST

(Continued from page 201)

guages spoken. All educated people here speak at least three languages.

The partition of the former Austro-Hungarian Empire into sovereign states, and into territory annexed to other states, separated by Customs barriers, has produced notable economic changes, particularly in the decline of well-known economic centers and the rise of hitherto comparatively unknown commercial cities. The outstanding example is Zagreb. Zagreb is the center of the richest and most intensely cultivated agricultural section of the former Austro-Hungarian Empire, and of the Kingdom of the Serbs, Croats and Slovenes.



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HEAD WORK AT RIO DE JANEIRO

By Consul George T. Colman

Game of *Licunati*, or head-ball, as it was named by Theodore Roosevelt, being played by a group of twelve Pareci Indians at the Fluminense Football Club in Rio de Janeiro, Brazil, on November 26, 1922. The game is not only unique and native to them, but it is probable that it has never been

played by any other tribe or people. The ball is a light hollow rubber one of their own manufacture and it may be touched only by the top of the head. One wonders at the reckless speed and skill with which the players throw themselves headlong on the ground to return the ball, if it comes low down.

The Indians had a most arduous journey in coming to add their feature to the celebration of the Centennial of Brazilian Independence. Starting from Utiarity in the wilderness of the State of Matto Grosso, they were obliged to make the trip on foot for 100 leagues to Cuyaba, the capital of Matto Grosso, and then to continue on for more than three weeks by river and railroad to Rio de Janeiro.

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INTERESTING NEW BOOKS

The Economics of Marketing and Advertising, by W. D. Moriarty, Harper & Bros., New York.

War: Its Nature, Cause and Cure, by G. Lowes Dickinson, The Macmillan Co., New York.

Things Remembered, by Arthur Sherburne Hardy, Houghton Mifflin Co., Boston. A series of reminiscences of many lands, by an ex-Minister (American) to Spain, Switzerland, Greece and other countries.

These United States, A Symposium, edited by Ernest Gruening, Boni & Liveright, New York. A colorful collection of stories—essays, more properly—that holds the interest.

US CONSULS

(Continued from page 202)

when the garden party at Government House was called off on account of rain; the one when our pet stenographer told us she was going to get married next month; the one when the home mail brought us a "well done good and faithful servant"; the one when the landlord said he thought the consular premises ought to be painted at his expense. Lucky? Rather! Just suppose none of these glad things ever happened. Why we'd feel lost, forgotten, were it not for the annual suggestions tactfully concealed on Form 1040-A (rarely without the "A").

Despite all these words, it may still not be quite clear just why we are so funny. Personally, I believe that having our brightest and brainiest efforts "under consideration" has something to do with it. Of course, too great indulgence in letters written by American business men may help us toward the "funny house." Those chaps are

certainly inquisitive; they want to know everything. Sometimes they want to buy; sometimes to sell; sometimes merely to get the foreign postage stamps on our reply letters. I strongly suspect that the fellow who asked about the prospects for getting "Westphalian hams and umbrellas" out of the Ruhr was one of these last, not to mention the sad person who, on black-edged paper, craved the grim companionship of "several assorted human skeletons." What doesn't a consul have to dig up to hold his job? And the letters we write! No theme is too sacred, too tender, too comprehensive, too tragic, or too commonplace. Letters of condolence, letters of explanation (to the auditor), letters of evasion, letters of sympathy (to colleagues under stress of transfer orders), letters to relations (foreign, domestic and commercial). All these in our spare time. The back cover of the BULLETIN tells what we do the rest of the time. If "Ed" Lakin were not frowning a warning, I could say a lot more, but I think I have made my point. We're funny! Do you blame us? The wonder is that we're not funnier!

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Valparaiso, Chile

MALTA

By Mason Mitchell, Consul at Malta

In the very centre of the Mediterranean, amid the waves that bathe the classic shores of Italy on the one side and the savage coasts of Africa on the other, lies Malta with its adjacent isles. By its position it is the last landmark of Christianity, the country of that people which, stationed as it is between two diverse races on the borders of an always increasing civilization, seems by its native vigor and activity to be a constant protest against the indolence and inaction of the neighboring tribes of the desert.

Once so famous, its fortresses and warriors of old formed the vanguard of Christianity against the infidel.

Lord Beaconsfield has said: "Malta is certainly a most delightful station; its city, Valetta, equals in its noble architecture, even if it does not excel any capital in Europe." With its palatial edifices, its picturesque forts and magnificent churches, it offers to the view a most picturesque sight, and the panorama of the Grand Harbor, as seen from the Barracca Gardens, 300 feet in height, over-

looking the Grand Harbor and surrounding country, is one of the most magnificent sights in the world.

From September to April the climate is mild and dry, the temperature warm and the air pleasant. Invalids are able to take open-air exercise almost every day during the entire year. Consequently the island is an admirable winter resort. The season generally lasts from November to March. There is a fine opera house in which first-class Italian grand opera companies have their season from November until May, and the prices are much cheaper than are found on the continent of Europe.

The place is at once English, Italian and Oriental, while the houses with their curious latticed balconies and the women with their black *faldettas* or headresses, are strongly suggestive of the East.

The Maltese Islands are a self-governing unit of the British Empire, and are the seat of a large army and naval base of the Mediterranean. This ensures good sport, such as golf, polo, racing, yachting, and the usual social gaieties of a large garrison town. In addition the island contains

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much of the highest historical interest, as Phoenicians, Greeks and Romans have consecutively owned it; the Normans have left their mark on it, and there are remarkable prehistoric temples of world-wide fame, and of the utmost interest to the archaeologists. To the lover of history it is chiefly interesting as the last home of those warrior-monks, the Knights of St. John of Jerusalem and Knights of Malta, and their successful defense of this bulwark of Christendom against the Turkish hordes in the year 1565 A. D.

Weekly steamer service between Marseille, in France, and Malta was withdrawn during the war, but it has been resumed. There is daily railway service through Italy via Rome, Naples and Reggio, whence a train crosses on the ferryboat to the Straits of Messina to the city by that name, and thence on to Catania and Syracuse, where there is a tri-weekly service to Malta.

The Adria and Sicilia Steamship Lines have an excellent bi-monthly direct service to Malta from Naples, calling en route at Messina, Sicily, for five hours, giving an excellent opportunity to visit that historical place viewing the effects of the terrible earthquake in 1908, when 96,000 lives were lost.

COLUMBUS LIGHT MEMORIAL

By Charles Bridgham Hosmer, Santo Domingo

It is pleasing to record that the movement for the erection of Columbus Light has been given much impetus by the recent endorsement given the project by the Fifth Pan American Conference at Santiago de Chile. The feeling prevails at this capital that the endorsement presages the sure accomplishment of the plan to erect and maintain by suitable endowments a magnificent memorial light at Santo Domingo City, to commemorate the achievements of Christopher Columbus.

It is undeniable that these achievements centered about Santo Domingo City and that Columbus' hopes, joys and disappointments are linked to this city more than any other place. It is therefore eminently fitting that all the Americans should join in erecting and maintaining the proposed Columbus Light, without regard to one's convictions relative to the long-standing dispute whether Columbus' remains are at present in the Cathedral at Santo Domingo City or in the Cathedral at Seville, Spain. There are strong rea-

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sons in support of the Dominican contentions, and as the question will probably always remain an academic one, incapable of a settlement granted universal acceptance, the fact that Columbus Light will shelter the remains held by Dominicans and many students of the subject of all nationalities to be those of Columbus should in no way diminish the enthusiasm of nations or persons in contributing to this cause.

This undertaking was originally begun in 1914, but was relegated to temporary obscurity by the World War. About two years ago it was revived by Mr. William E. Pulliam, General Receiver of Customs at Santo Domingo, and largely through his untiring efforts appreciable progress has been made. Mr. Pulliam is now working on plans for a permanent organization to carry on the financing and construction of the light. Such an organization will at once have available drawings and plans for the light which already have been obtained, a wealth of historical data and convincing proof of the great practical value of the proposed Columbus Light to maritime interests, quite aside from its importance as a memorial.

The greatest impediment to Yankee success in a foreign land is this matter of homesickness. An Englishman is content with a visit to Piccadilly Circus once in two years. Once in two months the American abroad has a call from Broadway, the neighborhood ice cream resort, the golf club and "the old crowd," that no amount of beer, wine, Scotch and soda or gin and tonic will appease. * * * At any rate, our Yankee knows he will become rich in Para—if he sticks. He knew it before he arrived because I told him so.

His cogitation is largely upon information that he has gained from American Consul George H. Pickerill, who has lived so long in Para that he has forgotten living anywhere else. What he knows about North Brazil would fill a library, and this unpublished compendium of business lore he graciously puts at the disposal of the earnest fortune hunter from the States.—*George T. Bye, in "The World," N. Y.*

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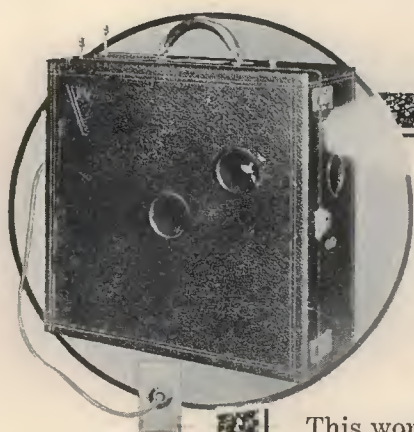
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THE DEPARTMENT OF STATE

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Protection of American interests
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Aid in obtaining cargoes
Acting as Agent for Shipping Board
Protection of interests of Board

Federal Reserve Board

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Exchange matters
Commodity reports

Panama Canal

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Health conditions nearby countries
Canal tolls and regulations

The American Citizen in General

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Answers to miscellaneous inquiries
Receipt and forwarding of mail
Advice and assistance to travelers, tourists and salesmen
Representation
Notarial acts
Protection of interests so far as laws and regulations permit
Welfare and whereabouts

American Consuls serve practically every branch of our Government, every business man and, either directly or indirectly, every private citizen.

This chart shows how information gathered by them is concentrated in the Department of State and then distributed to the various governmental agencies and to private concerns and individuals.

A Consul's more important duties are shown, but by no means all of them.