

THE AMERICAN FOREIGN SERVICE JOURNAL



CONSULATE AT JERUSALEM *Photo from O. S. Heizer*

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THE AMERICAN FOREIGN SERVICE JOURNAL

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OCTOBER, 1925

The Mutiny On The Frank N. Thayer

THE following story of the mutiny on the Frank N. Thayer, the murder of five of the crew and the wounding of the Captain and four of his men by two crazed "Indians," the burning of the vessel and the arrival of the survivors at St. Helena, is taken verbatim from a despatch to the Department sent by Consul James A. MacKnight, Number 21, dated January 18, 1886. The St. Helena office was opened in 1831 and closed in 1908.

CONSULATE OF THE UNITED STATES

St. Helena, January 18, 1886.

HON. JAMES D. PORTER,
*Assistant Secretary of State,
Washington, D. C.*

SIR: It is my painful duty to report for your information a sad calamity that has befallen an American ship and a portion of her crew at sea between this Island and the Cape of Good Hope.

I have been engaged with the investigation of the case since Monday morning, the 11th inst., when the survivors arrived here in an open boat, and I shall endeavor to state the facts as briefly as possible here.

The Frank N. Thayer of Boston, Rob't R. Clarke of Jamaica, Long Island, Captain, was a splendid ship of 1592 tons burden, and was built at Newburyport, Mass., in 1878. She had taken an American cargo to the East, and took a return cargo of hemp at Manila, from which port she sailed for New York on November 1st last past.

On the day he sailed from Manila, the Captain shipped two of the native Indians to fill up vacancies in his crew. The voyage was prosperous, and devoid of untoward or unhappy event until Saturday night, January 2nd at Midnight,

when in Lat. 25° S. 0° 40' W. at the change of the watch, the two Indians fell upon the mates, E. Holmes, of Bath, Maine, and W. Davis of Brooklyn, N. Y. and stabbed them fatally. One then hurried to the Cabin to serve the Captain in like manner, but having been aroused by a cry of "Captain Clarke, Captain Clarke," made by the Second mate as he fell dead at the door of the fore cabin, he was on his way to the deck without suspicion of danger, (thus escaping from being murdered in his bed) and was met at the top of the after-companionway and stabbed by one of the Indians. He fought the assassins as best he could in his defenseless state, but his bare feet slipped in the blood which covered the steps, and as he fell the Indian plunged his knife into his left side and fled up the steps leaving him for dead.

The Captain, though his wounds are such as prove fatal to ordinary men, rallied almost immediately and provided himself with a revolver. He then returned to the after companion way and called to the man at the wheel (Malone) to shut the upper door. "I can't, sir," said Malone. "Why not?" asked the Captain. "There's somebody behind the door, sir." "Who it is?" again demanded Captain Clarke, rapidly losing strength by the bleeding from his wounds. "I can't tell," replied Malone.

From this the Captain concluded that Malone was in the conspiracy, whatever it was, (for he was bewildered as to the cause or purpose of the outbreak, and ignorant as to who were parties to it,) and at once shut and locked the inside doors of the cabin.

Going through the fore cabin to close the doors leading to the half deck, he found his second mate lying dead at the door of the cabin. His



heart sank and his perplexity increased, for he knew that both mates must be dead or they would come to his assistance.

Almost fainting from loss of blood, by a superhuman effort he preserved consciousness, and was determined to fight till death to protect his wife and little girl, who had been aroused from their sleep to find him in that awful plight.

Mrs. Clarke, utterly dismayed by the unthought of horror that confronted her, hastened to do what she could for the Captain, while the little daughter, paralyzed with fear, clung to her in speechless terror. They were alone in the cabin, for at the sight of blood the Chinese steward, Ah Lam, had fled and locked himself in his room. The Captain sat in a reclining position in a corner, to enable himself to command the doors and windows with his revolver, while his wife endeavored to staunch the flow of blood from his wounds.

He was blinded by that from the gashes on his head, which consist of several awful stabs on top of his head, one ear nearly cut off, a cut which extends across the nose and both cheeks, starting just below the left eye, and the worst one on the right temple, which severed the artery, and extends from about the center of the eyebrow to the ear, laying the skull bare in that region. From

the stab in his left side the lower lobe of the lung protruded several inches, but with great nerve and presence of mind, Mrs. Clarke pressed it back and bandaged it securely.

Meanwhile, other scenes in the tragedy were being enacted. The first mate had staggered into the forecabin and fallen on the floor in a dying condition. The men there went to his relief, and he told them that he had been cut to pieces by one of the Indians; that he and the second mate were sitting on the after hatch talking when the two Indians came up, one saying that he was sick, and as he spoke these words they both began stabbing them with knives in each hand. At this some of the men started out arming themselves with capstan bars, in search of the assassins, but one or both of the Indians were lying in wait for them, and quickly cleared the decks by stabbing four of the party, namely: M. Staal, J. Neilson, A. Olsen, and C. Smidt, who escaped to the forecabin and are now here in hospital. The Indians then slew Malone at the wheel, and pitched him overboard; brought the Carpenter, E. Booth, out of his room, (which was on deck near the cook house,) and served him likewise,—and, having barricaded the forecabin doors so that nobody could get out, they returned to the attack on the cabin.

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BOUND FOR THE CAPE

Underwood and Underwood

A type of the old sailing ships that called at St. Helena

The First Half-Century of the Consulate at Hamburg

By J. K. HUDDLE, *Consul, Department*

(Continued from Last Issue)

Transportation and Communications in 1846

IN 1845 and 1846 Hamburg made a drive to be the European port of entry for the newly established line of American mail steam packet ships. It will be recalled that the American Congress had subsidized a line of steamships to compete with the growing British steam carrying trade. Hamburg offered the same privileges that were granted by London and Liverpool to this trade, and emphasized its port facilities and moderate dues. Mr. Cuthbert was heartily in favor of the project. His description of communications and mail transportation facilities from Hamburg to the interior nearly one hundred years ago is worthy of preservation.

"In addition to the Letter posts," he writes on January 23, 1846, "which were at least two per day . . . the Prussian post office sends an express post immediately after the arrival of the English mail with the letters for Prussia and

Russia, and four mails per week per wagon post (Schnellpost) by which I forward everything for the Prussian, Russian and Austrian Legations, except the Dispatches and letters. The railroad from hence to Berlin is to be ready in October, and to Hanover will no doubt be finished in all the next year. By the first it is expected that letters can be in Berlin in about 10 hours and in St. Petersburg, via Stettin per Steampacket, in two and a half to three days. The railroad from Berlin via Breslau to the Austrian frontier where it is to join the Austrian railroad to Vienna is to be opened next summer, and the one from Dresden to Austria in the early part of next year."

Cuthbert's Only Mistakes

The correspondence of this worthy man shows but two errors of procedure on his part. One



Photo "Hapag"

BUILDING WHERE THE PRESENT HAMBURG CONSULATE GENERAL IS LOCATED



occurred in the use of invoice forms which had been legislated out of existence twenty years previously, and for which he was earnestly reprimanded by an outraged Department. He plaintively excuses himself by commenting that he had received the forms from London, with explanations covering their use. His second error was in the case of one Reverend I. G. Oncken.

It appears that Reverend Oncken, a Baptist missionary, offended the clergy of the established church of the State of Hamburg, and among other nefarious charges accused them of being destitute of all religion. For which their wrath was visited upon him and he was cast into prison. Mr. Cuthbert in due time received horrified letters in protest from the Board of Foreign Missions of the Baptist Church in the United States, and also instructions from the Secretary of State to render all practicable assistance to the Reverend Mr. Oncken. In his characteristic fashion he took up the cudgels in behalf of the unfortunate missionary, and came as near offending the staid and proper officials of Hamburg as he had ever done. He almost had angry words with the dignified Syndic, Sieveking, his good personal friend. Meantime he was repeatedly urged by both Washington and the private persons interested in the case. Finally it developed that the Reverend Mr. Oncken was born in Bremen, was a citizen of Bremen, and had never been in the United States, whereupon Mr. Cuthbert withdrew as gracefully as was possible under the circumstances and sent due explanations to the Department. His efforts for religious freedom seem to have had some effect, however, and he succinctly sums up the situation when he closes his despatch with the following words of wisdom, "Mr. Oncken will not, I think, be again troubled if he acts with common prudence."

Taxing the Minister's English Cheese

Cuthbert showed similar promptitude and decisiveness when he went to the assistance of a colleague, Colonel Todd, newly appointed Minister to St. Petersburg. It seems that Colonel Todd was compelled to pay a consumption tax on an English cheese, which apparently formed a part of the Minister's diet while he was en route to his post through Germany. The record does not indicate the amount of cheese consumed by the diplomat, nor is it set forth that he actually consumed an entire English cheese. The Consul was not worried because of the amount of the tax, which it seems was small, but he strenuously

questioned the principle of the action, and protested strongly against the assessment of a cheese tax upon a traveling Minister of the United States.

Again Mr. Cuthbert showed his firmness when "he drew a bill on the American bankers in London for about seventy-five pounds sterling . . . purchased in Leipsig . . . which bill he signed as had been his practice for the last 20 years and delivered it to the person to whom he had to make payment before it was sent to the stamp office. On being presented at the Stamp Office they said they must keep the Bill and fine him. . . ."

The draft was ultimately honored, but Mr. Cuthbert was informed that if he again put his name to a bill before it was stamped the fine would be levied. Whereupon he fumed, and after calling the attention of the Syndic of Hamburg to his position as the "Official Agent of the United States Government," he expressed the hope that "none such messages will be sent him hereafter."

The Spoils System

A letter from a colleague in the diplomatic corps in Austria stationed at Vienna dated February 16, 1841, affords an instructive glimpse of the Spoils System. "Pray what are your prospects with the new Administration?" asked his correspondent. "I am told that there is to be a general removal of all those employed under the two last Presidents. Whether General Harrison will do that for which his party blamed Jackson so much remains to be seen though I suppose that every new President must nowadays remove a host of persons from office to satisfy his most strenuous partisans. Your chance of remaining at Hamburg is I should think a good one whilst mine to remain here is to say the least very doubtful."

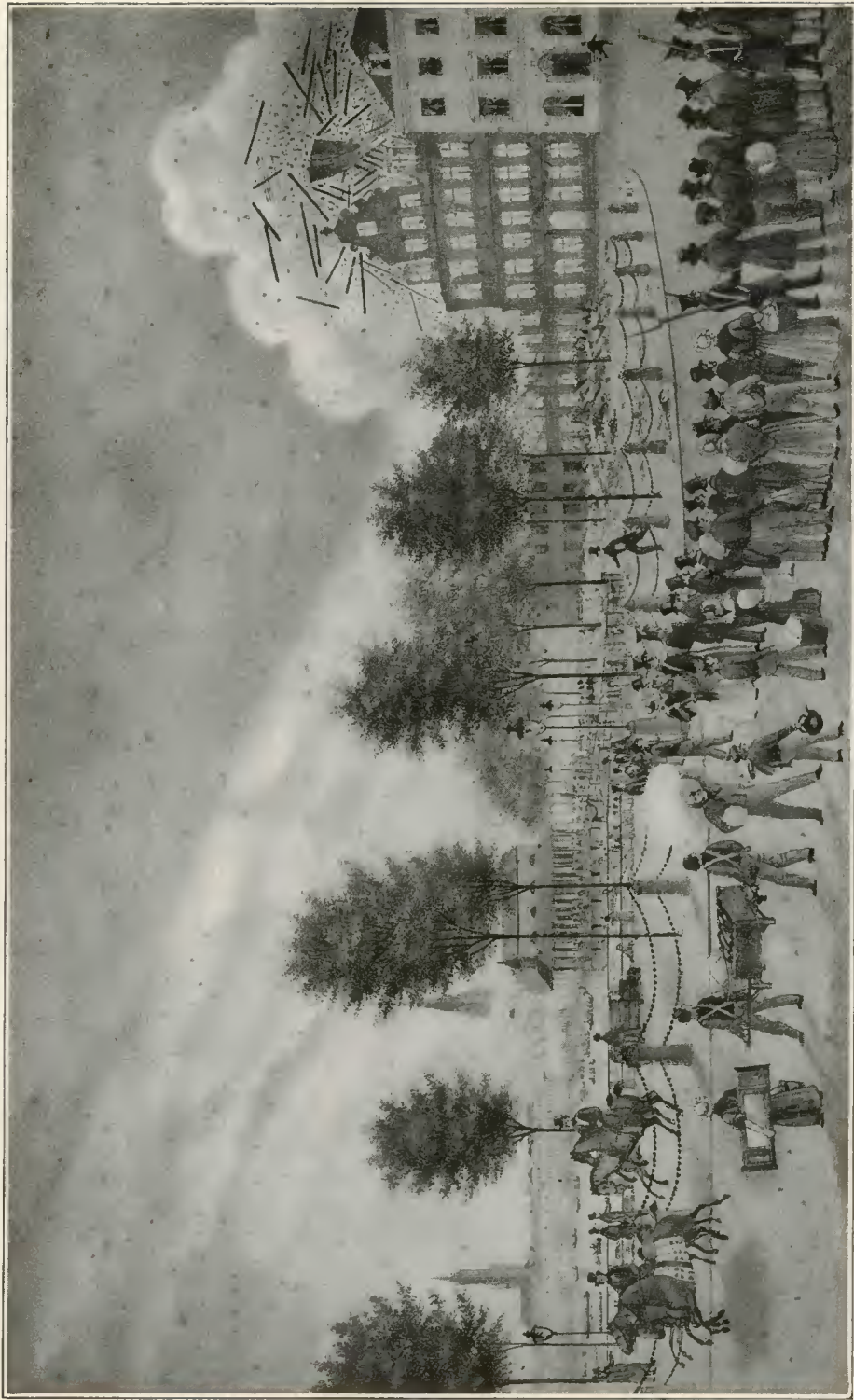
Mr. Cuthbert's idea of his chances is not of record. But it is a tribute to his general usefulness and success to note that he remained and that he calmly held his office, one of the desirable European posts, throughout those troublous times, to the date of his death.

Proposal to Populate Texas With Prussian Convicts

Perhaps his most noteworthy achievement was the prevention of the deportation to Texas of ten convicts from the province of Mecklenburg.

In October, 1846, the honest ire of the aging Cuthbert was aroused by a project of the Prus-

(Continued on page 351)



THE GREAT HAMBURG FIRE IN 1842

From an Old Engraving

Discrimination Against American Shipping

By H. C. HAWKINS, *Vice Consul, Department*

DISCRIMINATIONS against American shipping abroad are comparatively few, considering that every American ship engaged in foreign trades carries on half its business in a foreign jurisdiction and that the area of exposure to discrimination is very large. A few months ago the Department sent out a special instruction to Foreign Service officers all over the world requiring detailed reports of the discriminations practiced against American shipping. The replies already received indicate that, generally speaking, American shipping is quite free from unfair discriminatory treatment.

On the other hand the importance of the Department's function in protecting American shipping interests from foreign discrimination should not be lost sight of. The character of the shipping industry is such that it is especially vulnerable to discriminatory treatment. This is so first, because of the large area of exposure, and second because of the highly competitive character of the industry. The tramp business is probably one of the few remaining examples of wholly unfettered competition. Because of this competition shipping companies as a general rule must operate on a very narrow margin of profit in comparison with land industries, and a very small difference in the charges or conditions under which American vessels might be compelled to operate by the discriminatory action of a foreign government might be sufficient to throw the business into the hands of competitors and so to deprive American capital and labor of a source of employment.

Forms Which Discrimination Against American Shipping May Take

Mention may be made of some of the more important forms which discrimination may take.

Tonnage Dues. A foreign country may subject American vessels entering its ports to higher tonnage dues than its own vessels, or those of some other foreign country or countries, are required to pay. A tonnage tax is a tax on a vessel for its use of the port. It is usually levied on the net tonnage. The tonnage dues imposed by the United States on vessels entering this

country from Canada, West Indies, Mexico, Central America, the Northern coast of South America and certain other nearby places are two cents per net ton, and six cents per net ton on vessels entering the United States from all other foreign countries. This tax applies equally to all vessels engaged in foreign trade, American as well as foreign.

Pilotage. American vessels may be subject to discriminatory pilotage rates or, where pilotage is compulsory, the vessels of the foreign country may be exempt from the compulsory use of pilots while American ships are not.

Import Duties. Another common form of discrimination which has been practiced by various countries at one time or another (including the United States) is the imposition of higher import or export duties on goods carried in foreign vessels than are payable if the goods are transported in vessels of the country practicing the discrimination. The obvious intent of such a measure is to make it financially desirable for shippers to use vessels of their own nationality in preference to foreign ships.

Preferential Rail Rates. Lower rail rates between interior points and the seaboard are sometimes imposed on export or import goods carried in the vessels of the country applying this form of discrimination than apply when goods are brought to or shipped from the country in foreign vessels. This form of discrimination was practiced in Germany before the war, and was contemplated by the United States in section 28 of the Merchant Marine Act, a section which, however, has never been, and quite possibly never will be, applied by this country.

Dockage Charges. American vessels may be assessed higher charges for tying up at piers than are payable by the vessels of the country in which this form of discrimination is applied.

Use of Port Facilities. Foreign vessels may be denied as favorable berthing or anchorage facilities as national vessels enjoy, which may result in higher charges for loading or discharging foreign vessels because of the necessity of transporting the goods to and from poorly located

piers. Unfavorable treatment in the matter of port facilities may result in excessive lighterage charges to and from remote anchorages for cargo shipped on American vessels, all of which may give the vessels of the country imposing this sort of discrimination competitive advantages.

These are a few of the commoner forms of discrimination whereby a country may seek to benefit its own vessels at the expense of foreign or to give special advantage to the vessels of some particular foreign country or countries. They do not exhaust the list of discriminations which have been or may conceivably be practiced. Discrimination may take any form which ingenuity can devise. The point for the Foreign Service officer to keep in mind is that any form of discrimination which in effect may place American shipping at a competitive disadvantage with any other vessels should be reported.

Protection of American Shipping From Discriminatory Treatment

It is a function of the Department of State and the Foreign Service Officer to protect American shipping from unfair discriminations in foreign countries. The Department's primary object under the existing policy is to *prevent* discrimination by including in treaties with foreign countries provision for reciprocal national treatment of shipping. This means merely that each contracting party agrees to treat the shipping of the other in its ports on a footing of equality with its own. The reciprocal national treatment clauses of the pending German treaty, which is to serve as a model for other commercial treaties, are as follows:

ARTICLE VII. PARAGRAPH 5

All the articles which are or may be legally imported from foreign countries into ports of the United States, in United States vessels, may likewise be im-

(Continued on page 349)



FISHING BOATS AT SUNRISE
Puerto Cabello, Venezuela

From Mrs. W. P. Garrety

New Embassy Building At Mexico City

ANOTHER step in the acquisition by the United States Government of adequate government owned buildings for the use of its representatives abroad was taken when the new building for the chancery of the American Embassy at Mexico City was finished at the corner of Calles Niza and Londres. Some years ago Mr. George T. Summerlin, then Chargé d'Affaires, was authorized to expend \$150,000, appropriated by Congress in June, 1914, for an Embassy building.

The property, however, cost only \$100,000 and the Department of State authorized the Embassy in 1923 to employ a competent architect in Mexico City to prepare plans and specifications for an additional building to house the offices of the Embassy so that Londres 102 might be exclusively a residence for the Ambassador. Accordingly, after consideration of the problem involved, Mr. J. E. Campbell, an American citizen, was selected. Mr. Campbell has many important buildings to his credit in Mexico where he has practiced for twenty-five years. Mr. Campbell is not only a member of the American Institute of Architects, but also a graduate of the Mexican Beaux Arts.

In October, 1924, a contract was signed on behalf of the United States Government by Mr. H. F. Arthur Schoenfeld, the then Chargé d'Affaires ad interim, with Mr. Campbell, to perform the work under the direction of Mr. H. Dorsey Newson, Second Secretary of the Embassy, who is named in the contract as Supervising Architect and Special Representative of the Department of State.

The present building is of monolithic construction of brick and stucco and reinforced concrete with an entrance feature, cornices and colonnade of Cantera stone. The problem has been particularly well solved by the architect as it follows the general design of the old building at Londres 102, duplicating the colonnade on the garden side so that the entire grouping forms a harmonious and dignified headquarters for the representative of the United States in Mexico, and for the transaction of the business of the American Government.

The new building is two stories in height and contains on the ground floor the necessary offices for the staff of the Embassy, including an office

offices for the Counselor, Secretaries, Military Attachés, rooms for files, code work and waiting room for the Ambassador, and stenographers, as well as a reinforced concrete strong room which is fire and burglar proof, for the protection of the archives and records of the Embassy which date from 1825 and give a chronological history of the relations between the United States and Mexico since that time, together with much other interesting official correspondence exchanged between the two governments.

On the second floor provision is made for a law library, offices, and apartments for the bachelor Secretaries of the staff.

Under the Deficiency Appropriation Bill of 1925, Congress, at the urgent request of Ambassador Sheffield and of the President, made an additional appropriation of \$20,000 which was to be applied to the remodelling and decoration of the old Embassy building at Londres 102, so that it might be a fitting residence for the Ambassador and also an additional appropriation of \$14,250 for furnishing the same building. Authorization was also granted to construct a surrounding wall, to lay out a dignified garden between the two buildings, and to construct a porter's lodge on the Insurgentes side of the property. An iron gateway is being erected on Calle Niza as a private entrance for the Ambassador's automobile. It is hoped that the entire compound may be completely finished and the old building ready for the Ambassador's occupancy during the course of the Autumn.

It is only at a comparatively recent date that the United States Government has seriously gone about the matter of providing government owned buildings for the use of its Ambassadors and Ministers abroad. As one of the steps in the planning of the Foreign Service on a representative and democratic basis, as far back as June, 1785, Thomas Jefferson, who was in Paris on a diplomatic mission, wrote home speaking of the necessity for using his private means in official expenditures for the government and remarked: "I find that, by a rigid economy, bordering, however, on meanness, I can save, perhaps, five hundred livres a month, at least in the summer. The residue goes for expenses, so much of course and of necessity, that I cannot avoid them, with-

out abandoning all respect for my public character. Yet I will pray you to touch this string, which I know to be a tender one, with Congress, with the utmost delicacy. I had rather be ruined in my fortune than in their esteem. If they allow me half a year's salary as an outfit, I can get through my debts in time. If they raise the salary to what it was (2,500 pounds), or even pay our house rent and taxes, I can live with more decency."

One of the first indications that the Senate was interested in this question was in 1851 when a resolution was passed in which the Secretary of State was directed to communicate to the Senate information concerning diplomatic salaries with particular consideration for expenses of residence.

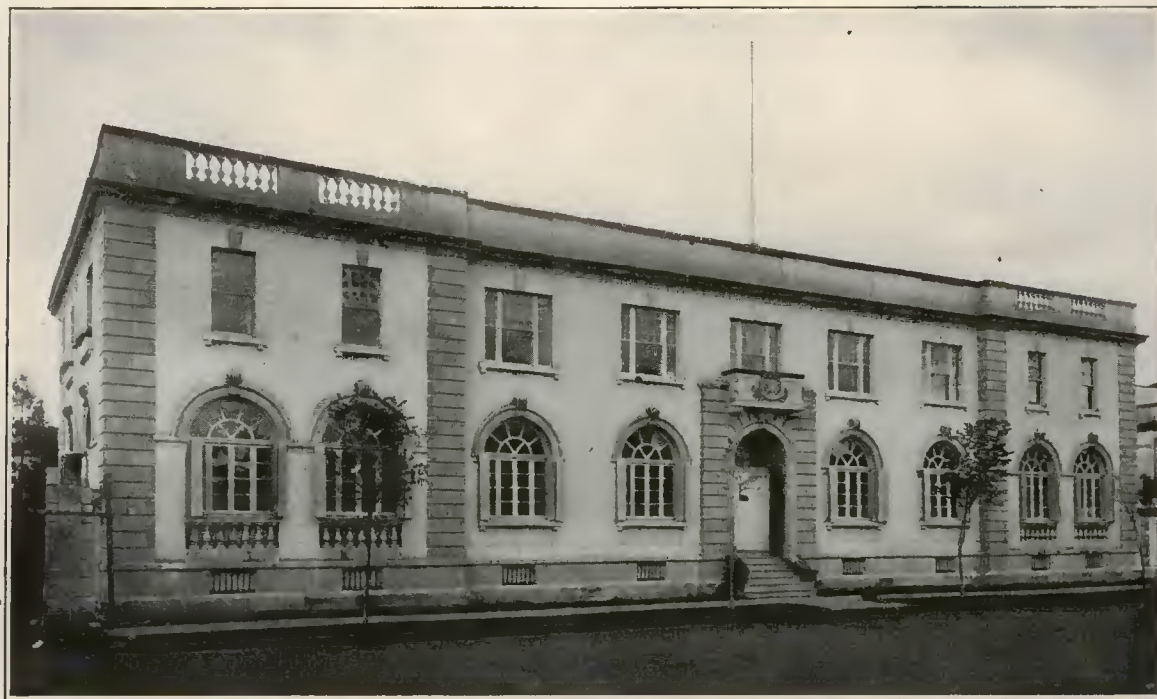
At the present time the United States owns eight Embassy buildings, six Legations, totaling fourteen, and our business men look forward to the time when they may see an American flag flying over a government owned Embassy or Legation in every foreign capitol of the world.

In February, 1911, a very important act known as the "Lowden Act" from the name of the author, which authorized the Secretary of State to acquire in foreign countries such sites and buildings as may be appropriated for by Con-

gress for the use of the diplomatic and consular establishments of the United States.

The United States government owns Embassies located at Paris, London, Rio de Janeiro, Santiago, Mexico City, Havana, Constantinople and Tokyo, and Legations in San Jose, Christiania, Salvador, Peking and Bangkok, and has just recently acquired the beautiful palace at Prague, which the last Minister to Czechoslovakia, Richard Crane, purchased when he first went to that city as he was unable to find other quarters which could be regarded as appropriate for the use of the representative of the United States. One of the most recent acquisitions was the London Embassy which Congress authorized the Department to accept in 1922 from Mr. J. Pierpont Morgan and which is located at 13 and 14 Princes Gate, London.

From the recent legislation and awakened interest in the country in the subject of Uncle Sam owning homes for his foreign representatives, it may be expected that the United States before long will be among the foremost of the nations who have realized that their representatives abroad must be provided with a proper and dignified setting in which to discharge the duty of interpreting their country's policies.



"La Rochester"

NEW EMBASSY BUILDING AT MEXICO CITY

Nairobi Celebrities

By MRS. A. M. WARREN, *Nairobi*

NAIROBI: how often at home the word brings up visions of an attractive capital in the mountain of Kenya, a city, yet one whose inhabitants live in constant dread of possible raids by lions or leopards, whose street cleaning department is the non-union howling hyena. To the casual glance, however, Nairobi must appear to be a small town composed of two streets lined with corrugated iron shops, with here and there a two-story building interspersed, giving a rather incongruous appearance to the whole.

Travellers rarely stay in Nairobi long enough to achieve the stage where they can ignore the clouds of dust and look with sympathy on the streets which are just beginning to attempt to look modern. And yet, were they to linger longer than a few days, they would begin to notice some of the characters and objects which make Nairobi unique, neither East nor West, old nor modern nor even truly African.

Indians walk about the streets, some in European, others in their native dress. Parsee women with their gaily colored and spangled saris are seen leading similarly garbed small children to and from schools. Hundreds of natives wander everywhere. Some coming in from the tribal reserves still have their hair plastered and rolled

in red clay, with a single dirty blanket for a garment. The women are picturesquely dressed in a raw-hide blanket with armlets and anklets of brass or bright beads and huge wire circles in their ears. Others have been in the towns long enough to imitate the "White Bwanas," and they resemble our own negroes of the South. Not a few native boys are in uniform, showing that they are in the employ of a business firm of the town.

Of these acclaimed by many as being the most dignified and most prominent, are the American Consulate ricksha boys—Kathandu, Mahuru and Wagathura, all natives of the tribe of Wakikuyu. There are many more ricksha boys in town, some drawing public vehicles, others private ones, but none can hold the admiring eye as these three who work for the Bwana Americani, which is the nearest they can come to saying Uncle Sam. In their smart khaki uniforms banded in navy blue with a brass plate on their belts in front and ostrich feathers in their caps, their appearance is far superior to any other native in the community. They hold themselves erect and seem to take pride in looking immaculate.

Taken collectively they are, of course, merely three intelligent native boys, all the sons of prominent elders of their tribe, yet, individually, each has his particular traits and talents which easily distinguished one from the other.

Kathandu is the head boy and upon him falls the privilege of hoisting and lowering the American flag each day. He it is who goes to the "Postie" for the mail and who delivers letters about the town. His is an unsurmountable dignity and as he walks down the center of the street, he catches many an admiring eye. He also possesses a most beautiful speaking voice, deep, low with charming intonations. We have known Consulate visitors to make conversation in order to hear him speak.

Mahuru is a good-looking native with a sense of humor. He is tireless in his efforts to keep the Consulate spotless and the brass bindings of the ricksha always bright. He is also invaluable in guiding



From Mrs. A. M. Warren

THE CONSULATE AT NAIROBI



American visitors about the town, and in choosing luscious pineapples he has never been known to make an unfortunate selection.

Wagathura is the last one but by no means the least interesting. His name means "Chosen One," and his father is an elder of the Supreme Council of Kinanjui, the Paramount Chief of the Wakikuyus. He has quantities of friends who speak most deferentially to him when he passes along the streets. If he happens to be riding in the Consul's car, he does not speak to them, but bows in a dignified and lordly way. It was Wagathura who, when the Consulate was changed to a newer and better building, sent word to his relations in the reserve that he had moved to a "meridadi" (beautiful) building on Government Road. Within a week some thirty natives arrived to see the new office, walking about one hundred fifty miles from the reserve to Nairobi for this purpose. One morning each visitor was allowed to tip-toe up the steps to the entrance, preceded by the proud Wagathura, and gaze at the new quarters.

Although he is not the head boy, yet he invariably acts as spokesman for the other two and his decisions are accepted as final by them. Homely in the extreme even as natives go, yet he is artistic. In his leisure time after the office has been closed, he does bead work, and makes gorgeous belts, headdresses, wristlets, cigarette cases and other curious articles for his native friends. He plans his own designs and color combinations, and frequently he is stopped in the streets and questioned and praised for his work.

Kathandu, Mahuru and Wagathura, only three Kikuyu native boys, but the chief pride and distinction that places them above their two million black-skinned relations is the sign of the eagle on their uniforms, and the broad-cast knowledge that they are the messengers of Uncle Sam and not "George King."

FIRST GRADUATION FOREIGN SERVICE SCHOOL

The work of the first class of the Foreign Service School was completed on Sept. 1, 1925.

On issuing their assignments to them, the Under Secretary of State, Mr. Joseph C. Grew, addressed them in part as follows:

"I do not know whether this should be called class day or commencement day, but I am sure it is a very important day in your careers because I am going to have the privilege of reading your assignments in the Foreign Service.

"I want to say now that we are immensely gratified by the results of this first Foreign Service School. The examinations which were given yesterday and today were neither very extensive nor very thorough but they show us conclusively that you have made the most of the few months in this School.

"I want to take this opportunity to pay high tribute to Mr. Dawson for the work that he has done in carrying out this first experiment in the Foreign Service School of the Department of State. I think he deserves the highest congratulations for the successful way in which it has been carried out.

"In regard to these assignments— We are assigning now all of the class to posts in the field with the exception of three members who for the time being we should like to continue in the Department of State.

(Continued on page 341)



From Mrs. A. M. Warren

THE CONSULAR RICKSHA BOYS

The King's Saint's Day

By A. W. FERRIN, *Consul, Madrid*

EVERYONE in Spain is named after a Saint, from the King to the cowherd, and the King celebrates his Saint's Day with all the ceremony his circumstances permit. Royal Saints require royal honor, and this year the day of Alfonso has been, for special reasons, observed with peculiar pomp. In fact, the day was really four days, for the festivities began on January 22d and continued through the 25th, the actual "Santo" with a fervor that left the Spanish capital in a state from which only a week of uninterrupted sleep could restore it to normality.

From all Spain came delegations of mayors and municipal councillors, with cohorts of constituents, who marched and countermarched, dined, wine and danced, and listened to oratory for hours with rapt attention. Big-hatted alcaldes from Andalucia, tight-panted councillors from Cuenca, peasant aldermen from Sorian pueblos, Segovian and Salamancan shepherds, edelweiss gatherers from the Pyrenees, Navarrese who still swear by King Henry's plume and sing of Roland and

Roncevalles, silk-tiled, frock-coated barons of business from Barcelona; all sorts and conditions of men, the friends of Alfonso, flocked to Madrid, from the big and little cities, from towns and hamlets, farms and hills, to wish him a happy return of the day and incidentally enjoy the greatest holiday Spain has had since the first birthday of the present King.

The Ayuntamiento of Madrid paid most of the expenses, and it got its money's worth of advertising, for the tales that will be told round rural firesides the rest of this winter, and many winters after, of metropolitan marvels, will make Madrid more than ever the mecca of provincials. Plenty of the pilgrims had never been outside their villages before, and they showed their astonishment at what they saw as visibly and audibly as the Madrileños their admiration of the antique attire of the visitors. Spaniards in the cities now, alas, dress like English and Americans, but in the back blocks are old timers who stick to the styles of their ancestors, and they came to Madrid that way, wearing ribboned bonnets, Cordoban broad-

brims, velvet jackets, corduroy 'shorts,' white woolen stockings, blankets, mufflers, and capes of every kind that ever was worn in Spain.

In the great procession in January 23, in 49 divisions representing the 47 provinces of the peninsula, the Balearic and the blue Canary Isles, which took three hours to pass a given point, regional dress was prominent and distinguished the different delegations. Most gorgeous of all, but admittedly antique, were the "maceros," the mace-bearers of the different cities. Clad in red, pink, purple, velvet or silk, with ostrich feathers in their hats, and bearing in their



From A. W. Ferrin

NATIONAL COSTUMES IN THE PARADE



hands or on their shoulders the gold or silver emblems of municipal authority, these individuals received and merited applause. It was worth while to be a mayor in the days when these costumes were current.

The heralds also, and the drummers, in their historic suits, recalled the glorious era of the "Catholic Kings." Two of them bore the shield of Granada, actually used by Fernando and Isabel, and adorned with their portraits, painted on it in their lifetimes. The "Senyera," Valencia's flag for almost a thousand years, which never has been and never will be lowered, headed the phalanx from that province of onions and oranges. When it left Valencia it had to be taken out through a window, because to carry it through a door would mean its abasement, and its silk tatters waved as proudly in the peaceful atmosphere of Madrid as in twelfth century battles of Moors and Christians. Barcelona brought the "Bruch," the miraculous banner of the war with Napoleon, and Murcia the silken signals of long forgotten knights, followed by lovely damsels dressed as they used to dress when Murcia was an independent kingdom. From Orense, Oviedo and Pontevidra came, in proper garb, pipers whose skirling proved the affinity of Galicia and Scotland, and thrilled my own particular pulse, for since I came to Spain I have discovered that Galicia is full of Ferrins, who maintain that I am descended from a piratical hero of their tribe, who sailed westward with Columbus and is believed later to have died a violent death in what is now the United States.

The King and Queen and all the royal Infantes and Infantas stood in a balcony of the palace which Napoleon thought finer than the Tuileries, with blue and gold, and white serge troops below, watching the impressive parade, perhaps the last time they will see all the old costumes of Spain, for the derby and the fedora are fast supplanting the sombrero, and the American overcoat the "capa" even in the remote regions of Hispania.

October 12, the date on which Columbus discovered us, is celebrated in Spain as "race day," but January 23, this year at least, was the real

"race day," with Castellians, Aragonese, Catalonians, and other sorts of Spaniards, each trying to show themselves more Spanish than the others. Some of the clothes they wore in doing so are shown in the accompanying photographs.

(Continued from page 339)

"I am very glad to find in these assignments that in almost every case they are to portions of the world and posts in which each individual has expressed particular interest. We are very gratified that it has proved practicable to assign you in this manner.

"I wish to congratulate you upon these assignments and wish to express my best wishes for your complete success in the service."

The list of officers and assignments follows:

- C. W. Aldridge, Vice Consul, Jerusalem.
- R. L. Buell, Vice Consul, Calcutta.
- Selden Chapin, Vice Consul, Hankow.
- C. H. Coster, Vice Consul, Florence.
- Allan Dawson, Vice Consul, Rio de Janeiro.
- Miss Pattie Field, Vice Consul, Amsterdam.
- F. B. Frost, Vice Consul, Tangiers.
- H. S. Gerry, Vice Consul, Buenos Aires.
- Durward Grinstead, Vice Consul, Dresden.
- J. C. Holmes, Vice Consul, Marseille.
- David Key, Vice Consul, Department.*
- R. R. Jordan, Vice Consul, Constantinople.
- J. Hall Paxton, Vice Consul, Nanking.
- C. C. Reiniger, Vice Consul, Department.*
- Angus I. Ward, Vice Consul, Mukden.
- David Williamson, Vice Consul, Algiers.
- Stanley Woodward, Vice Consul, Department.*

* The assignments of the three men who remain on duty temporarily in the Department will be announced later.



From A. W. Ferrin

THE
 AMERICAN
 FOREIGN SERVICE JOURNAL

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The purposes of the Journal are (1) to serve as an exchange among American Foreign Service 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 Foreign Service among interested persons in the United States, including business men and others having interests abroad, and young men who may be considering the Foreign Service as a career.

Propaganda and articles of a tendentious nature, especially such as might be aimed to influence legislative, executive or administrative action with respect to the Foreign Service, or the Department of State, are rigidly excluded from its columns. Contributions should be addressed to the American Foreign Service Journal, care Department of State, Washington, D. C. Copyright, 1925, by the American Foreign Service Association

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WOPPOVITCHOFFSKI

By SERGT. R. S. CLARK, U. S. Forces, Archangel, 1918-19.

Those in the Service who were in Russia in the years 1918-1921 will appreciate the following:

Observe the Hairy Ruskie as you meet him every day.

“Tobacco, Nyet?” is probably the first you’ll hear him say;

Or, “Klebba, Nyeto?” rendered in a starving orphan style—

Just make a generous handout and he’ll bless you with a smile

And a “Mericanski dobra, Franzooski, koroshaw” Proportionate precisely to the handout he can draw.

He’ll be there for more tomorrow, and in case the handout stops,

You’ll be “Ochen ne-koroshaw,” in the language of the Wops.

He’ll whine about “nekooshet” and pull an awful face

And cuss you—and serenely go and try some other place.

For the pay he gives in “dobras” and “ochen-koroshaws”

Must not exceed the measure of the handout that he draws.

He wants “monoga soldat” from away across the sea,

For it means the fewer Bolo’s he is ever like to see. Let him “schpat” in peace and comfort 50 versts behind the line

While the come-ons do the scrapping, and his war is going fine,

And it’s “Mericanski dobra, Angleskai khoroshaw”

(Of course, in just proportion to the ration he can draw.)

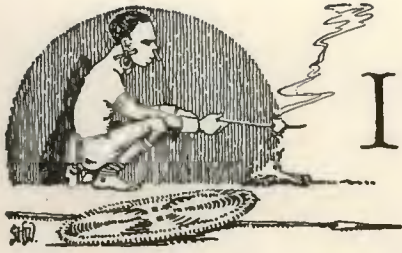
The more I look about me the less I hate Thibet. The fact I’m not a native here is what I can’t forget.

Of course, it won’t be voted on, but I should vote to go

And leave the Devil’s Puzzle as it was eight months ago—

With all its “ochen dobra, spaseebo, khoroshaw” In just the same proportion as the cats the Ruskies draw.

(Nyet, Nyeto—have you any? Klebba—bread. Dobra-kindly. Koroshaw—good. Ochen nekoroshaw—very no good. Ne-koo-shet—hasn’t eaten. Monoga soldat—Many soldiers. Schpat—sleep. Spaseebo—thank you.)



ITEMS



CONSUL REED PAIGE CLARKE called at the Department enroute from his home at Londonderry, N. H., where he spent part of his leave, to his new assignment at Mexico City.

Consul Lewis W. Haskell, of Algiers, who has been a short time in hospital, has gone to Blowing Rock, North Carolina, for recuperation.

Samuel Hamilton Wiley, Consul at Oporto, visited the Department for several days, en route to Salisbury, North Carolina.

Vice Consul Chauncey B. Wightman, on leave from Lima, Peru, called at the Department before returning to his post.

John Harrison Gray, Diplomatic Secretary, recently at Tokyo but now assigned to Panama, sailed from New York for his new post about the middle of September.

William P. Garrety, formerly assigned as Consul at Puerto Cabello, Venezuela, has gone to his new post at Prescott, Ontario.

John W. Bailey, of Austin, Texas, spent his leave in Texas and Mexico, before returning to Geneva. Mr. Bailey has just been promoted to the career service.

Vice Consul George R. Hukill, of Batavia, is now on leave at Middleton, Del.



Rodriguez

MINISTER GRANT-SMITH PRESENTS LETTER OF CREDENCE

Left to right: Maj. R. W. Dusenberry; Senor Yerequi; Minister Grant-Smith; Myron A. Hofer; Lew B. Clark.

THE AMERICAN FOREIGN SERVICE JOURNAL

John Q. Wood, Consul in Vera Cruz, who has been in New York on leave, called at the Department before returning to his post from New York on August 27.

Consul Thomas W. Voetter is on leave at Fort Wayne, Ind.

George A. Makinson spent his leave in California, and sailed from New York.

Louis Sussdorf, Diplomatic Secretary, formerly at The Hague but now assigned to Tokyo, is spending his leave in New York and Louisiana.

Consul G. C. Hanson, Harbin, spent his leave at Bridgeport, Conn. He visited the Department twice before returning to his post on August 31.

Raymond Phelan, Dakar, Roy V. Fox, Berlin, Edwin N. Gunsaulus, Jr., Charlottestown, P. E. I., Tisdays W. Bibb, Habana, Cecil W. Gray, Buenos Aires, Charles F. Payne, Maracaibo, Ben B. Sampelle, Habana, Harold S. Beyerly, Rotterdam, Leo P. Cochran, Frankfort-on-the-Main,

and Thomas K. Salmon, Cologne, were at the Department during the past month to take the oral examination for entry into the career service.

Consul Herbert O. Williams visited the Department on his way to New York from his leave of absence spent in Western United States.

Leo J. Keena, Consul at Liverpool, passed through Washington on his way to Michigan. He will return to his post from Montreal.

Consul Henry D. Baker, from Trinidad, has returned from leave spent in France, and has sailed for his post.

W. R. Barker, Diplomatic Secretary at Lima, is taking his leave at Minneapolis.

The American Minister to Norway, Mr. Laurits S. Swenson, who is now in the United States on leave, was a recent caller at the Department.

The American Minister to Guatemala, Mr. Arthur H. Geissler, called at the Department be-



THE STAFF AT DRESDEN

Sitting, in the middle, left to right: Consul Steger, Consul Dreyfus, Vice Consul Lawson



fore proceeding to England where he expects to make a short visit.

Consul General George S. Messersmith, Antwerp, called at the Department before leaving for his home at Lewes, Del., where he will spend his vacation.

Mr. Hamilton C. Claiborne, who was recently appointed First Secretary of the Legation at Bucharest, sailed for his post from New York on September 2.

Diplomatic Secretary Wallace S. Murray is now on leave in Columbus, Ohio, prior to reporting to the Department for duty.

Vice Consul Arthur F. Tower called at the Department enroute to his new post at Warsaw.

Consul General W. Stanley Hollis, Lisbon, is spending a portion of his leave in Washington. While here Consul General Hollis has met several of his old Naval Academy classmates.

Consul John James Meily, Port Limon, is spending his leave of absence in Bethlehem, Pa.

Vice Consul William Oscar Jones, Malmo, is now in the United States on leave of absence.

Consul Hugh H. Watson, Lyon, is spending a few days in Washington before leaving for his home in Montpelier, Vt.

Vice Consul Edward N. Gunsaulus, Jr., Charlotetown, who was recently at the Department, registered on the same day on which his father did.

Miss Edna E. Johnston, who has been attached to the Foreign Service School in the capacity of Secretary, was the recipient of a handsome silver vase from the first graduates of the School.

The vase is engraved with the following testimonial:

MISS JOHNSTON

WITH THE GRATEFUL REMEMBRANCE OF THE
FOREIGN SERVICE SCHOOL
SEPTEMBER, 1925

Mr. Felix Cole, Editor of the JOURNAL, departed from Washington for Chicago on August 28, where he spent several days visiting before going to Wisconsin for two or three weeks on leave of absence.

It may be interesting to note in this connection, without making a direct statement concerning the matter, that the Sports Section of the Washington Herald printed the following item a day or so after Mr. Cole's departure, in commenting on one of the baseball games played in Chicago at that time by the Washington Senators and the Chicago White Sox:

"There was one real NW-NE-SW-SE Washington fan in the stands. He could be heard above everybody else."



From M. C. Pierce

THE CONSULATE AT BERGEN



FUNERAL OF AMBASSADOR BANCROFT

The Japanese cruiser Tama arrived at San Francisco on the afternoon of August 22, bearing the body of Edgar Addison Bancroft, American Ambassador to Japan, who died at Karuizawa on July 28, 1925. The body was accompanied by Lieutenant Commander Herbert R. Hein, Assistant Naval Attaché.

"The body of the late American Ambassador, E. A. Bancroft, has reached his native land in safety. It leaves the ship now to be consigned to the motherland, yet the moral influence of his great character and the great work he achieved in promoting the friendly relations between America and Japan have

Views:

Baron Shidehara and Charge Neville at railroad station;

Taking the casket to the cruiser;

The cortege in Tokio.



been so deeply appreciated by Japan that they will be cherished forever in the minds of all Japanese. His memory and his work will be a bond between the people of our two nations."

On Sunday morning, August 23, the body was brought ashore by an American navy boat where it was received by Admiral Dayton and the representative of the Department of State, Consul General Caldwell.

A military procession accompanied the casket from the pier to the railroad station. The train and party were met along the line by officials of various railroads who showed them every courtesy.

In Chicago the train was met by relatives and friends of the late Ambassador. Accompanied by a detachment of soldiers and mounted police, the body was taken to the church where it lay in state until Thursday afternoon. The funeral was attended by the Japanese Ambassador, Mr. Tsuneo Matsudairo, with his Military and Naval Attachés, Vice-President Dawes, and by Mr. Butler Wright, representing the Secretary of State.

After the ceremonies at Chicago, Dr. Bancroft's relatives accompanied his remains to Galesburg, where they are to be interred.

NECROLOGY

Mr. Arthur Bailly-Blanchard, who was in Montreal on leave, died in a hotel at that city on March 24, 1925. In announcing the death the Secretary of State said:

"Mr. Bailly-Blanchard's death removes from the American Diplomatic Service a traditional and much respected figure, for he had served for forty years and had held many distinguished posi-

tions. His departure will be as deeply regretted by a great number of colleagues who have served with him abroad as it is by his friends in the Department of State."

Mr. Bailly-Blanchard was born in New Orleans, La., October 1, 1855; was educated at New Orleans, Paris and Dresden; twice edited French journals in New Orleans; and took part in Louisiana military affairs from 1877 to 1885, when he became private secretary to the Minister to France. After this his life was spent continuously in diplomatic positions and in the Diplomatic Service, to which he was appointed in 1900 as Third Secretary at Paris, serving later in Japan. He was appointed Minister to Haiti in 1914, which position he held until his death.



ARTHUR BAILLY-BLANCHARD

The JOURNAL regrets to announce the death of Mr. Howard D. Van Sant, Consul at Dunfermline, on September 1, 1925, while at his post.

Mr. Van Sant was 60 years of age, and had been a sufferer from heart and kidney disease for some time. He entered the Consular Service in 1905 and has served as Consul at Dunfermline since 1910.

The remains were shipped from Southampton on the George Washington, and were accompanied by Mr. Van Sant's widow, his daughter, and his step-daughter, to their home at Island Heights, New Jersey, the place of burial. There are three surviving brothers.

During Mr. Van Sant's twenty years of faithful service, he made many friends both in the Service and elsewhere, and his death is keenly felt.



COMMERCIAL

During the month of August, 1925, there were 3,283 trade letters transmitted to the Department as compared with 3,230 letters during July. The Consulate at Caracas, Venezuela, ranked first in number of trade letters submitted, with 96; followed by the Consulate General at Paris, France, with 88; the Consulate General at Shanghai, China, 69; the Consulate at Guayaquil, Ecuador, 57; and the Consulate at Corinto, Nicaragua, 55.

A total of 2,578 reports were received during the month of August, 1925, as compared with 2,275 reports during the month of July, 1925.

MARRIAGE

Beecher-Leach. Miss Aroline Arnett Beecher and Vice Consul Richard M. S. Leach, were married in New Haven, Connecticut, on September 12, 1925.

BIRTHS

A daughter, Evelyn Lida, was born at Peking, China, on March 22, 1925, to Diplomatic Secretary and Mrs. Rees H. Barkalow.

A son, Thomas Morton, was born at Peking, China, on July 4, 1925, to Assistant Military Attaché, Captain, and Mrs. Samuel V. Constant.

A daughter, Sarah, was born on April 30, 1925, at Nagasaki, to Consul and Mrs. Henry Booth Hitchcock.

A daughter, Genevieve Mary, was born on May 24, 1925, at La Vespriere, France, to Vice Consul and Mrs. A. M. Doyle.

A daughter, Natalia Marie Louise, was born on August 2, 1925, at Marseille, France, to Consul and Mrs. H. A. Doolittle.

A son, Allan F., Jr., was born on August 12, 1925, at Berne, Switzerland, to Diplomatic Secretary and Mrs. Allan F. Winslow.

A daughter, Denise, was born at Nantes, France, on July 15, 1925, to Vice Consul and Mrs. Marcel Etienne Malige.

The Foreign Service School has given the following lecture courses:

Political Reporting, Mr. Allen W. Dulles; Representation of Foreign Interests, Mr. Harvey B. Otterman; New States of Europe, Mr. William R. Castle, Jr.; Organization for Foreign Trade, Mr. Chauncey D. Snow, Manager, Foreign Commerce Department, Chamber of Commerce of the United States of America; Market Analysis, Mr. W. H. Rastall, Chief, Industrial Machinery Division, Department of Commerce; Chambers of Commerce, Mr. Chauncey D. Snow; Indexes, Archives, and Codes, Mr. David A. Salmon; American Foreign Investments, Mr. Grosvenor M. Jones, Chief, Finance and Investment Division, Bureau of Foreign and Domestic Commerce; Morocco, Mr. Henry Carter; The Lausanne Conference, Mr. Joseph C. Grew; Section 6 Certificates, Mr. Raymond P. Tenney; The Department of State and Foreign Loans, Dr. Arthur N. Young; Economic Policy, Dr. Arthur N. Young; Extradition, Mr. Joseph R. Baker.

Mr. Green H. Hackworth, formerly Assistant Solicitor for the Department of State, has been appointed to the position of Solicitor, succeeding Mr. Charles C. Hyde who resigned on July 1 to become a professor of international law. Mr. Hyde replaces Mr. John Bassett Moore.

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PHILADELPHIA



DISCRIMINATION AGAINST AMERICAN SHIPPING

(Continued from page 335)

ported into those ports in German vessels, without being liable to any other or higher duties or charges whatsoever than if such articles were imported in United States vessels; and, reciprocally, all articles which are or may be legally imported from foreign countries into the ports of Germany, in German vessels, may likewise be imported into these ports in United States vessels without being liable to any other or higher duties or charges whatsoever than if such were imported from foreign countries in German vessels.

* * * *

ARTICLE IX

No duties of tonnage, harbor, pilotage, lighthouse, quarantine, or similar or corresponding duties or charges of whatever denomination, levied in the name or for the profit of the Government, public functionaries, private individuals, corporations or establishments of any kind shall be imposed in the ports of the territories of either country upon the vessels of the other, which shall not equally, under the same conditions, be imposed on national vessels. Such equality of treatment shall apply reciprocally to the vessels of the two countries respectively from whatever place they may arrive and whatever may be their place of destination.

* * * *

ARTICLE XI

Merchant vessels and other privately owned vessels under the flag of either of the High Contracting Parties shall be permitted to discharge portions of cargoes at any port open to foreign commerce in the territories of the other High Contracting Party, and to proceed with the remaining portions of such cargoes to any other ports of the same territories open to foreign commerce, without paying other or higher tonnage dues or port charges in such cases than would be paid by national vessels in like circumstances, and they shall be permitted to load in like manner at different ports in the same voyage outward, provided, however, that the coasting trade of the United States is exempt from the provisions of this Article and from the other provisions of this Treaty, and is to be regulated according to the laws of the United States in relation thereto. It is agreed, however, that the nationals of either High Contracting Party shall within the territories of the other enjoy with respect to the coasting trade the most favored nation treatment.

Ground for Protest Against Shipping Discriminations

Where a discriminatory measure has been imposed by a foreign government which is clearly in conflict with a treaty between that country and the United States, the Department's ground for protest is, of course, obvious. But it is apparent that all conceivable forms of discrimination which might be contrived are not specifically covered by treaty stipulations such as those just quoted. Moreover, there are many countries with which the United States has no commercial treaty at all. But the absence of a treaty, or the fact that discriminatory practices are outside of the specific stipulations of a treaty, does not preclude action by the Department.

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ment. This point should be emphasized because of a tendency to suppose that, in the absence of a treaty, a foreign country may impose any discriminatory measure it sees fit in favor of its own shipping, so long as it treats American ships on a footing of equality with the ships of all foreign countries, without giving this Government any ground for complaint. Such discrimination in favor of a country's own ships is sometimes regarded as solely a domestic matter concerning which foreign countries should not presume to interfere. But this Government is fully justified in protesting against the refusal of a foreign country to treat American vessels on an equal footing with its own with respect to the duties, charges and conditions imposed in its ports, and the foreign service officer should not fail to report all cases of this kind.

Protest is usually justifiable on the ground that the vessels of the offending country enjoy equal treatment with American vessels in the ports of the United States. It would be manifestly unfair, for example, if American vessels were subjected to less favorable treatment in French ports than French vessels while competing French vessels were permitted to enter American ports on an equal footing with American vessels.

The Authority for Insisting Upon National Treatment

Authority for demanding national treatment for American ships abroad and the means of bringing pressure to bear upon foreign countries which refuse to accord them such treatment is to be found in Sections 4228, 4229, 4225, and 2502 of the revised statutes, and in Section 26 of the Shipping Act of 1916. These sections provide in effect that if a foreign country refuses to accord American vessels national treatment the ships of that country may be assessed heavy penalty tonnage dues upon entering ports of the United States, or that other retaliatory measures may be taken to induce the offending country to give American vessels the desired equality. It is seldom necessary for this Government to make use of this means for obtaining equality for American ships. In one recent case, however, a Soviet Russian vessel was assessed tonnage dues at the rate of \$1.06 per net ton instead of the usual six cents because the Soviet Government has persisted in discriminating against American vessels entering Soviet ports.

Unfair Discrimination is Sometimes Difficult to Define

Cases occasionally arise in which it is difficult to determine whether a foreign regulation is to be defined as discrimination which warrants protest being made by the Department. For example, an American Consul re-



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cently reported a foreign Government's decree "exempting vessels arriving in ballast for the express purpose of loading coffee or other national produce from the payment of port charges." This means in effect that tramp vessels were to be given special favors as compared with liners, as only tramp vessels are likely to arrive in ballast for full outbound cargoes. On the face of it there is nothing discriminatory in this measure as preference is not shown to the vessels of any particular flag but only to vessels of a particular kind regardless of their flag. But it so happens that there are very few American tramps entering into this trade. On the other hand an American steamship line for years has operated vessels on regular schedule touching the ports of the country. Consequently the decree in question would have the effect of favoring foreign ships, especially small Norwegian, British and other European tramps which call at the country's ports during the season of heavy exports, as compared with the American line which maintains regular service through seasons of light traffic as well as in the more prosperous seasons.

Another instance may be given. A Foreign Service officer in a European country reported that the government had imposed a tax on all vessels, national and foreign, entering its ports, but that the proceeds of the tax were to be paid to national ship-owners for losses incurred from the compulsory carrying of freight at reduced rates during the war. In other words it appeared that while all vessels had to pay the tax, the amount paid by national vessels was returned to them. This had the appearance of a mere device for getting around the provisions of our treaty with the country in question which stipulates that the vessels of each country shall not be subjected to discriminatory charges in the ports of the other, since the returning of the tax paid by national vessels seemed equivalent to no tax at all. Before making representations on the subject, however, the Department instructed the Embassy to submit further information on certain points. The Embassy reported that only a few shipowners would benefit by the tax while all other native shipowners would have to contribute without getting any compensating benefit. Since the majority of native shipowners were placed in the same position as American shipowners the Department concluded that it could not appropriately protest. In other words the tax, while to some extent discriminatory in favor of the national vessels which shared in the fund created by the tax, could not be regarded as flag discrimination. The tax was merely a means of raising revenue for a particular purpose and the Department could not appropriately object to this way of spending it.

Reporting Cases of Discrimination

The subject of shipping discriminations is fully covered in Special Instructions, Consular, No. 960, of April 10, 1925. This instruction describes the various kinds of discrimination and indicates the kind of reports which the Department desires on this subject. It may be worth while, however, to mention a few of the more important considerations which the reporting officer should have in mind.

Upon receiving a report concerning a discrimination against American ships the Department must decide whether the circumstances justify representations in the matter and upon what grounds such representations may be based. The Department should be given all the information necessary to reaching a decision on these points. In general the reporting officer should so far as possible place himself in the position of those in the Department who must deal with such questions. If this is done it will serve to indicate to him the direction which his inquiry should take. More specifically the following points may be mentioned as being of particular importance in submitting reports:

Accuracy. The first requirement is that the report be accurate. Protest to a foreign government may be on the basis of the report as sent in and if the Department is misled into even minor inaccuracies its efforts to secure the removal of the discrimination may be prejudiced even though in its essentials the Department's position is entirely sound.

Copies of law, decree or regulation whereby the foreign country imposes the discrimination should in all cases be sent to the Department. Such copies are obtainable in practically all cases. With copies of the foreign Government's law or regulation before it the Department is then quite sure of its ground. In transmitting such laws the Foreign Service officer should definitely ascertain whether they are actually in force and should so state in his despatch.

Reports should be specific. General statements regarding the discrimination practiced by a foreign Government should never be given in lieu of specific and detailed statements. The Department desires in each case a detailed statement of exactly the charges or conditions which place American shipping at an unfair disadvantage.

Comment by the reporting officer. The reporting officer should comment upon the facts which he submits. A mere statement that discrimination exists and of what it consists is not always sufficient. The Department wants in all cases to determine whether it is a protestable discrimination. To a certain extent the Foreign Service officer should go into the case in much the same manner as the Department does and submit all facts and considerations which may have some bearing upon the action to be taken. An effort should be made to find out what considerations have caused the foreign government to impose the discrimination and what answer it is likely to make to this Government's contention that it should be removed. For example, a case was recently reported in which American vessels were denied access to conveniently located piers and were required to tie up at piers which were some distance from the city. Consequently passengers disembarked from American vessels had to travel some distance by train after disembarkation in order to reach their hotels in the city, while passengers from competing foreign lines were able to get into a taxicab or street car and reach their hotels in the course of a few minutes time. The reporting officer stated these facts and no more, but seemed to feel that this was a delib-



erate discrimination against American ships which warranted action by this Government. The questions which immediately present themselves to the Department in considering such a report are: Who owns the piers? If they are owned by the steamship lines which use them or by private companies which lease them, the situation is quite different than if they were owned by the Government. Who applied for the favorable accommodations first? Are all vessels of the country in which the port is located given favorable berthing accommodations? Are other foreign vessels (i.e. foreign to the country in which the port is located) better treated than American?

Some time ago the Department received a despatch from a consul in a certain port in which it was stated that national vessels were allowed a 35 percent rebate on all port charges, but it was not clear from the report exactly what those charges were. It was also reported that foreign vessels were required to use harbor tugs to tie up with while national vessels were exempt from this requirement. Before the Department could take up this matter, if it should decide ultimately to do so, it would need to have a little more information. What reason do the local authorities assign for requiring foreign vessels to use harbor tugs while national vessels are exempt from this requirement? Is it merely a device for aiding national shipping in its competition with foreign or by any chance are local conditions such as to make this a reasonable requirement?

The extent to which American shipping interests are affected should always be stated in reporting discriminatory measures enforced by foreign governments. A statement of the entrances and clearances at the port is usually sufficient. If the discriminatory law is applied at a port at which American vessels seldom if ever call the question is largely an academic one and the Department may desire to take this into account.

Private Discriminations

In the special instruction, Consular, No. 960, the matter of discriminations against American shipping by foreign private concerns is considered in detail. Preferential rail rates on a privately owned railway favoring national vessels would come within this category. Preference to national vessels in the use of piers and other harbor facilities, prices of bunker fuel, etc., are others. One point in connection with the so-called private discriminations should be stressed. Reporting officers should be particular to ascertain and to state whether the private company practicing any kind of discrimination against American vessels is subject to Government regulation or control and whether the Government is in any way responsible for the discrimination. A discrimination practiced by a private concern against all American vessels as such would give rise to a strong presumption that the Government had a hand in the matter since it is quite unnatural for private concerns to mix patriotism with business in this way.

Cases of private discrimination against American vessels as such or against particular American vessels should always be reported. It is quite possible that there is nothing that this Government could do, but on the other hand there is one provision of our law (Section 19 (b) of the Merchant Marine Act of 1920) which gives the Shipping Board authority to deal with certain cases of this kind. Even though the Board might be able to find no means of retaliating against the offending foreign concern, the information that such discrimination exists is useful to American shipping companies which may contemplate entering that trade.

THE FIRST HALF CENTURY
AT HAMBURG

(Continued from page 332)

sian Government which contemplated deportation of ten convicts from Mecklenburg to Texas.

"There are no immigrants," he wrote to the Chief of the Hamburg police, "more welcome or more respected in the United States than the honest and industrious German . . ." but against the sending of such characters as these Mecklenburg convicts he protested loudly. "Desperate villains," he termed them, and swore they would never land in America.

His protest was successful and the project was abandoned. This successful essay was the last chronicled case of importance which he was permitted to negotiate. The succeeding year appears to have been uneventful.

Death of Mr. Cuthbert

He died on March 10th of the second year thereafter (1848), at the home of one Tillmann, where he had his residence, and was buried in Hamburg.

John A. Cuthbert was a credit to the Consular Service. He undoubtedly left the imprint of his honest, democratic character on the aristocracy of Hamburg society, and there is reason to believe that he was ever held in the highest esteem and respect by all with whom he came in contact. His extended and successful period of service, thirty years approximately at an important European post, under seven Presidents, Monroe, J. Q. Adams, Jackson, Van Buren, Harrison, Tyler, and Polk, deserves permanent record and full recognition as among the most successful of individual consular achievements.

Cuthbert appointed Charles David Tolme as Vice Consul in 1827, and a Mr. James Wilson in 1831, when

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the former resigned. Mr. Wilson resigned because of ill health on March 9, 1848, the day before Mr. Cuthbert's death, and on that day Mr. George H. Millington, Hamburg business man and banker and close friend of Cuthbert, and Mr. George August Kroenig were appointed to the office, jointly.

George August Kroenig, Vice Consul

Mr. Kroenig appears to have been charged with the duties of the office, and he assumed charge on March 11, 1848. Kroenig frankly admitted to the Department his inexperience in consular matters, and the ordinarily smooth routine of the days of Mr. Cuthbert was ruffled somewhat by his ignorance in procedure. He managed to get along, however, until the arrival of his regularly appointed successor.

It will be recalled that this period was marked by revolutionary ideas and activities throughout the continent. Kroenig was inordinately pestered by a radical German-American named S. Ludwig, who it appears ran afoul of the German authorities on account of his revolutionary ideas. Kroenig felt little sympathy for Ludwig, but did intervene in his behalf though with not much success. Ludwig finally left Hamburg of his own volition much to Kroenig's satisfaction. Kroenig has preserved in the archives of the consulate a copy of a remarkable document which purports to have been Ludwig's creed, or the substance of his philosophy. It is given here as an astonishing rhetorical conceit:

"I believe in the God of *Freedom*, in his son *Equality* before the Law and in the Holy Ghost of *Righteousness*. I believe in the Jesus of *Revolution*, conceived by the pure and unpolluted virgin of reason and the *holy ghost* of the *press*; suffered under the

cat o'nine tails of *free will*, crucified by monks and ministers, risen again by the glory of the students and the power of the proletarians, descended from heaven in the glorious month of February and March in the first year of the revolution (1848). I believe in the possibility to instruct morally and spiritually a neglected and servile people. Through the blessing of the free school I believe in the Majesty of the people and in the holiness of the truth of its will. I believe in the republic and the necessity of social reform as sure as I am a man, Amen!" (May 4, 1848.)

It would have occasioned less surprise perhaps had Ludwig incurred the wrath of rhetoricians, rather than statesmen and politicians, by preaching his creed. Other than the Ludwig episode there is only one glimpse of the 1848 revolution as revealed in Mr. Kroenig's unimaginative files. He informed the Treasurer of the United States that "owing to the great tightness of money prevailing all over the continent, a consequence of the unsettled state of politics in France, Germany, Italy, we think it not likely that many parties in this part of the world will be in a position to reflect on a proposed loan." (May 23, 1848.)

* On April 16th, 1850, Mr. Kroenig handed over his office to Mr. Samuel Bromberg, newly appointed Consul just arrived from America, and the earlier phase of the Consulate's history was concluded.

* The records of the Department of State, as compiled by Mr. Percy F. Allen, against which certain data herein contained have been checked, indicate the appointment as Consul at Hamburg of three additional officers: Frederick List, November 8, 1830; Gustavus Koerner, June 2, 1848; and Philo White, February 7, 1849. None of these gentlemen appear to have served at the post.

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FILE NUMBER?

From a recent letter to a consulate:

"Kindly inform where a person having a peculiar sickness or disease should apply. I thought that maybe medical science could have use of my body after my death."

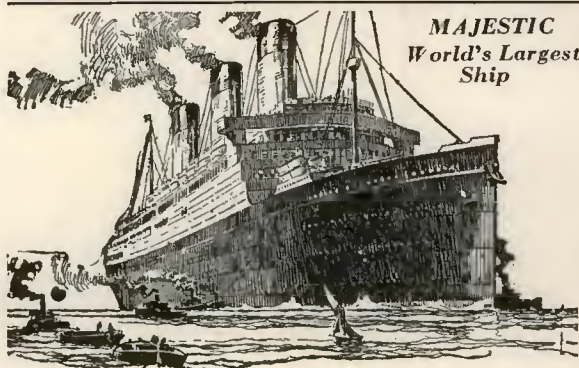
A NEGLECTED PATRIOT

Among the anniversaries of patriotism which through the present year it would have been just and fitting to give more attention than it generally received to one which occurred a few days ago, the bicentenary of the birth of James Otis. His pitifully tragic fate deprived the nation of the masterful leadership in the Revolution which, in other circumstances, he would doubtless have exercised. But the early and effective impetus which he gave to the cause of American rights entitles him to grateful commemoration.

There is indeed peculiar cause for honoring his memory at this time, when under a monstrous perversion of the police power taken from the States and arrogated by Federal functionaries, the fourth article of our Constitutional Bill of Rights has been grossly violated. For that article might well be regarded as the best epitaph of James Otis. He was the pioneer, the supreme protagonist, in the fight for "the right of the people to be secure in their persons, houses, papers and effects against unreasonable searchers and seizures," and in insisting that "no warrants shall issue but upon probable cause, supported by oath or affirmation, and particularly describing the place to be searched and the person or things to be seized."

The very words and phrases of that article are echoes of his famous five-hours' speech in 1760 against the oppressive conduct of British revenue officers, of which John Adams said: "The child Independence was then and there born." For ten years he was the unrivalled legal champion of the people against unwarranted searches and seizures, and then, in 1769, he paid the penalty of martyrdom. In backing up his legal arguments with personal physical resistance to such oppression he suffered at the hands of British soldiers injuries which hopelessly impaired his mental faculties; a sword cut on the head producing a grave lesion of the brain.

Yet he was spared, before a stroke of lightning dramatically ended his life, to see in the ending of the Revolution and the recognition of American independence in the treaty of peace, fulfillment of his own prophetic words of many years before: "It may be well for some proud men to remember that a fire is lighted in these Colonies which one



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breath of their King may kindle into such fury that the blood of all England can not extinguish it!" There must always be an honored place in the American Pantheon for the name of James Otis, our first great champion of the individual rights of men.

SERVICE PROMOTIONS

The following promotions in the Diplomatic Branch of the Foreign Service have been announced:

Class III to Class II

Ferdinand L. Mayer, Peking, China.

Class IV to Class III

George A. Gordon, Budapest, Hungary.
R. Henry Norweb, The Hague, Netherlands.
L. Lanier Winslow, Santiago, Chile.

Class V to Class IV

Edwin C. Wilson, Department.
Alan F. Winslow, Berne, Switzerland.

Class VI to Class V

Benjamin Reath Riggs, Bucharest, Rumania.
Merritt Swift, Peking, China.
Harold H. Tittman, Jr., Rome, Italy.

Class VIII to Class VII

Edward S. Crocker, 2d, Rome, Italy.
John Stambaugh, 2d, The Hague, Netherlands.

The following promotions in the Consular Branch of the Foreign Service have been announced:

Class V to Class IV

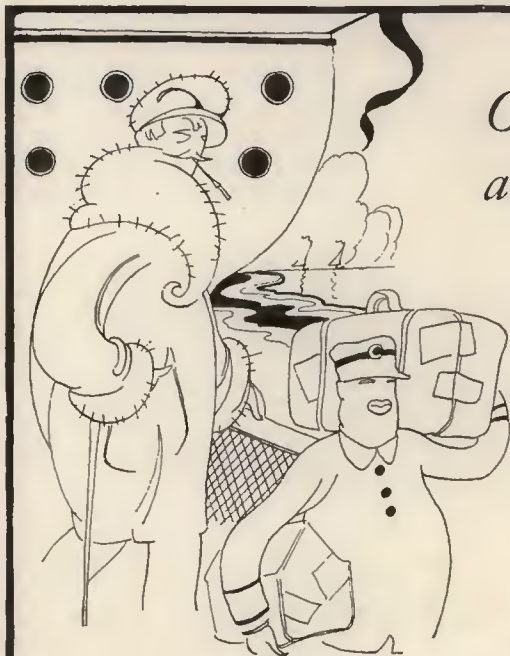
Frank C. Lee, Consul, Department.
James B. Stewart, Consul, detailed as Consular Inspector.

Class VI to Class V

William C. Burdett, Consul, Seville.
H. Merle Cochran, Consul, Department.
John P. Hurley, Consul, Vienna.
Joseph E. Jacobs, Consul, Shanghai.
George A. Makinson, Consul, Callao-Lima.

Class VII to Class VI

Edward M. Groth, Consul, Bagdad.
Edmund B. Montgomery, Consul, London.
John F. Simons, Consul, Riga.
Clarence J. Spiker, Consul, Swatow.
R. A. Wallace Treat, Consul and Third Secretary, Angora.



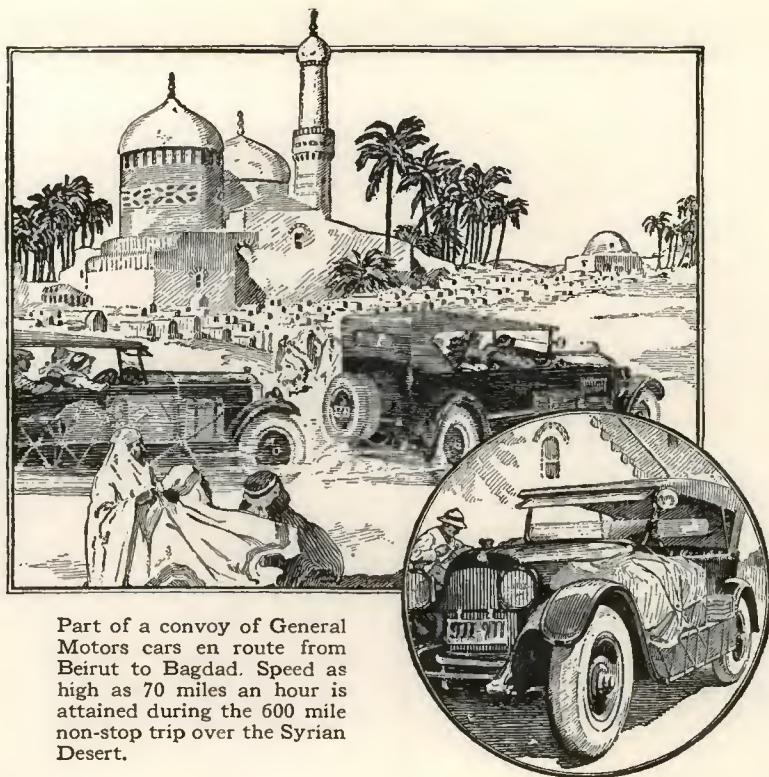
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Class VIII to Class VII

Donald F. Bigelow, Consul, Paris.
 Nathaniel P. Davis, Consul, Berlin.
 Donald R. Heath, Consul, Warsaw.
 Jack Dewey Hickerson, Consul, Ottawa.
 Robert D. Murphy, Consul, Munich.
 George P. Shaw, Consul, Tegucigalpa.

Unclassified \$3,000 to Class VIII

Gilson G. Blake, Jr., Vice Consul, Georgetown.
 James H. Keeley, Jr., Vice Consul, Damascus.
 Carl D. Meinhardt, Vice Consul, Changsha.
 Hugh S. Miller, Vice Consul, Singapore.
 Sydney B. Redecker, Vice Consul, Medan.
 Harry L. Troutman, Vice Consul, Budapest.

Unclassified \$2,750 to Unclassified \$3,000

Frederik van den Arend, Vice Consul, Leipzig.

Unclassified \$2,500 to Unclassified \$2,750

John H. Bruins, Vice Consul, Riga.
 Julian C. Dorr, Vice Consul, Naples.
 Samuel E. Green, Vice Consul, Sofia.
 James E. Parks, Vice Consul, Cardiff.
 Harry E. Stevens, Vice Consul, Canton.

SERVICE CHANGES

Diplomatic Branch

J. Holbrook Chapman, Third Secretary at Brussels, appointed a Vice Consul and assigned Vice Consul, Cologne, Germany.

Hamilton C. Claiborne, Consul detailed to Dept., commissioned a Diplomatic Secretary and appointed First Secretary at Bucarest.

Alexander C. Kirk, First Secretary at Mexico City, detailed to Department.

Arthur B. Lane, Diplomatic Secretary detailed to Dept., appointed First Secretary Mexico City.

Jay P. Moffat, First Secretary at Constantinople, detailed to Department.

*Consular Branch
Officers of Career*

John W. Bailey, Jr., V. C. and clerk, Geneva, promoted to be a Foreign Service Officer, Unclassified, \$2500 and assigned V. C., Geneva.

William E. Beitz, V. C. and clerk, Hamburg, promoted to be a Foreign Service Officer, Unclassified, \$2500, and assigned V. C. Hamburg.

William P. Blocker, Consul at Guaymas, assigned Consul Mazatlan.

Frank Bohr, Consul at Cienfuegos, assigned Consul, Mexicali.

William C. Burdette, Consul at Seville, assigned Consul, Brussels.

J. Holbrook Chapman, Third Secretary at Brussels, appointed a Vice Consul and assigned Vice Consul Cologne, Germany.



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Hamilton C. Claiborne, Consul detailed to Dept., commissioned a Diplomatic Secretary and appointed First Secretary at Bucarest.

Nathaniel P. Davis, Consul detailed to Berlin, assigned Consul Pernambuco.

Robert Frazer, C. G. at Zurich, detailed as an Inspector.

Herndon W. Goforth, Consul at Santos, detailed to Sao Paulo.

Julian F. Harrington, V. C. and clerk, Antwerp, promoted to be a Foreign Service Officer, Unclassified, \$2500, and assigned Vice Consul, Antwerp.

Donald R. Heath, Consul detailed to Warsaw, assigned Consul at Berne.

Ernest L. Ives, Consul at Alexandria, detailed to Department.

John McArdle, Vice Consul at Santa Marta, detailed to Department.

George A. Makinson, Consul detailed to Valparaiso, assigned Consul at Callao-Lima, Peru.

Robert D. Murphy, Consul detailed to Munich, assigned Consul at Seville.

George R. Paschal, V. C. at Chunking, promoted in Unclassified grade to \$2500.

Mahlon F. Perkins, Consul detailed to Dept., detailed to Tientsin.

Egbert Rand, Student Interpreter to Japan, ordered to United States.

Robert C. Rasche, Foreign Service Officer, Unclassified, detailed to Foreign Service School in Dept., resigned August 15, 1925.

Gabriel bie Rawndal, C. G. at Constantinople, assigned C. G. at Zurich.

Emil Sauer, Consul at Sherbrooke, assigned Consul at Toronto.

Walter H. Sholes, Consul at Goteborg, assigned Consul at Hull.

Edwin F. Stanton, V. C., at Kalgan, promoted in Unclassified grade to \$3,000.

Nathaniel B. Stewart, C. G. at Tokyo, assigned C. G. at Constantinople.

George K. Stiles, Consul at Stavanger, resigned August 11, 1925.

Arthur F. Tower, Vice Consul at Port au Prince, assigned Vice Consul at Warsaw.

Howard D. Van Sant, Consul at Dunfermline, died September 1, 1925.

Henry C. von Struve, Consul at Mexicali, assigned Consul at Goteborg.

Maurice Walk, Consul detailed to Hongkong, detailed to Tokyo.

Herbert O. Williams, Consul at Brussels, detailed to Liverpool.

Leslie E. Woods, Consul detailed to Strasbourg, detailed to Calais temporarily.



Non-Career Officers

Stephen E. Aguirre, to remain Manzanillo as Vice Consul. Commission as V. C., Mexico City, cancelled.

Stuart G. Beck, clerk at Tampico, appointed Vice Consul there.

Lawrence F. Cotie, appointed Vice Consul and clerk, Santa Marta.

Earl W. Eaton, to remain Nuevo Laredo as Vice Consul. Commission as Vice Consul at Manzanillo cancelled.

Clarence C. Frick, V. C. and clerk at Swansea, appointed V. C. and clerk at Dublin.

Sylvio C. Leoni, V. C. and clerk, Milan, appointed V. C. and clerk at Messina temporarily.

Alfred P. Lothrop, Honorary Vice Consul at Kingston, Ont., resigned.

Clifford W. McGlasson, appointed Vice Consul and clerk at Prague.

Dale Maher, clerk at Prince Rupert, appointed Vice Consul there.

Daniel Miller, V. C. and clerk, London, appointed V. C. and clerk at Stoke-on-Trent temporarily.

Winfield H. Minor, clerk at Calcutta, appointed Vice Consul there.

Raymond Phelan, V. C. and clerk, Dakar, appointed V. C. and clerk at Guadeloupe.

George B. Seawright, clerk at Malmo, appointed Vice Consul there.

Nathan Vanpatten, appointed Honorary Vice Consul at Kingston, Ont.

Thomas W. Waters, resigned as Vice Consul at Bluefields.

Casimir T. Zawadski, clerk at Munich, appointed Vice Consul there.

MUTINY ON THE FRANK N. THAYER

(Continued from page 330)

They smashed in a window opposite where the Captain sat, and one told the other to go in. The Captain fired two shots at the window, prematurely, thus—startling them away without hurting them. With oaths and curses of surprise and disgust, they went away locking the shutters, and barricading the outside door of the companion way.

One of the party who came out with the capstan bars, R. Sandbergh, had escaped to the upper rigging in the midst of the fray, and witnessed all these demons did on deck in the next thirty-three hours, during which they held possession of that noble ship. Another man, C. H. Hendricksen, had fled to the after part of the ship and taken refuge in the bath room which opened upon the after companion way outside the cabin door, before the Indians had closed the outer door of the companion way.



Such Photographs Wanted

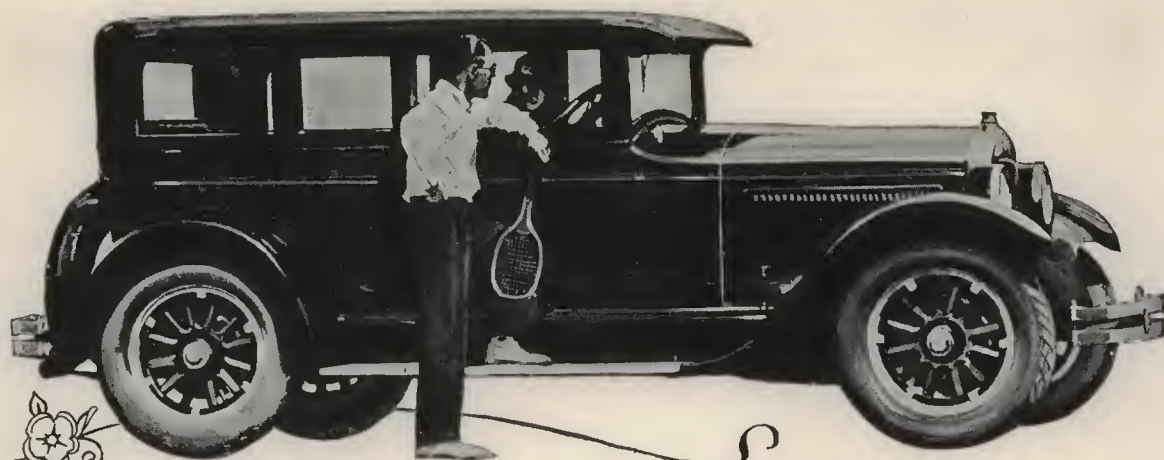
The National Geographic Magazine needs views of life in native marketplaces—such as this of a Persian barber evidently much happier than his tonsorial victim; of native work and native play. These subjects are easily available for your camera, or perhaps native photographers have such pictures.

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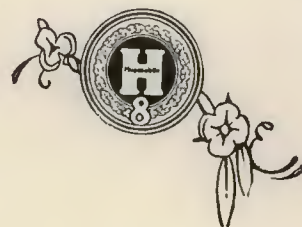
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Such was the situation during January 3rd (Sunday) except that the first mate had died at 3 a. m. in the forecabin, and Antone Serein, who was on the lookout, was found in the carpenter shop and butchered by the Indians at about 5 a. m. The Captain lingered between life and death, but during that awful day, that was like an age, he managed to get on the table and fire a few shots through the skylight in the fore cabin. But no one came to his relief, and his only discovery was that there was a man in the rigging, and that the two Indians had possession of his ship. Under threats of death the cowardly steward had been compelled to fire a few shots when the Captain was too weak to do so, but the Indians kept themselves screened and out of harm's way.

The cook, Ah Say, was the only living man on deck except the assassins. They told him they would kill everybody except him and the Captain's wife, and keep them till the last. They forced him to kill and cook chickens, and make delicacies for them during Sunday, which they forced him to bring to them to their hiding place in front of the fore cabin.

The doctor who has attended Captain Clarke here says it is surprising he did not die that day, and that his survival is largely the result of vast will power. Had he succumbed the entire crew would have perished, for the Indians would have secured the fire arms and shot them down in detail.

Thus the day and night of Sunday dragged gloomily along, despair, doubt, uncertainty, dread and suffering holding sway in the cabin, and a similar state of affairs in the forecabin. The occupants of the latter consisted

of six well men, as follows—Edward Augusten, Henry Wilson, August Kuphal, Wm. St. Clair, Louis Henson and John Kinman, the four wounded before named, and the dead mate. Of the four wounded, two barely escaped bleeding to death, one of them being the young fellow Mattias Staal who evinced the most bravery during the fray, and of whom I shall speak further on.

Thanks to Providence and the gentle care of his wife (who so far as human aid extends may justly be called the savior of the crew), Captain Clarke felt somewhat stronger on Monday morning, January 4th, though he had tasted neither medicine, food nor stimulant since Saturday at supper time. The medicines and liquors for medical use were in the chest in the bath-room which could only be reached by going out of the cabin, and the Captain had been too weak to venture this risk.

As the water in the cabin was exhausted by Monday morning, and it was absolutely necessary to procure some, the Captain went out revolver in hand, and on trying to enter the bath room found it fastened on the inside. When he recognized the Captain's voice, Hendriesen unfastened the door, and the Captain found him armed with a broad axe that was kept there, prepared to defend himself against the Indians. He informed the Captain of what he knew about the mutiny, who now for the first time realized that the Indians were the only culprits. Hendriesen was brought into the cabin and armed with a revolver, the Captain still quite uncertain as to the fate of the balance of the crew, but determined to make a desperate effort to regain possession of his ship.

During Sunday night the Indians had carefully prepared to play their last card. They had taken a heavy



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door and lashed it on edge to the poop railing, about twelve feet forward and to the left of the skylight. Back of this door they had fastened a two inch pitch pine plank and the bed and pillows from the carpenter's room as a breastwork from behind which they were prepared to harpoon anybody who appeared at the skylight. For this purpose they were armed with one good harpoon, and several javelins made by lashing knives to the ends of sticks ten or twelve feet long.

The firing from the cabin was resumed early in the morning, and by dexterous aiming and shooting through the woodwork of the cabin, one of the Indians was hit by Hendriksen, and running forward he cast a plank overboard and jumped into the sea. Sandburgh, seeing this, came down from the rigging, and the steward handed him a revolver through the skylight. The Captain broke open the upper door of the companion way with the broad axe, and at almost the same time the men broke out of the forecabin, Ah Say having given them an axe.

In the midst of all the tumult that followed, smoke was seen issuing from the after hatch, which was always kept open as it led to the sail room, the half deck containing the stores and over a hundred bales of hemp.

The Captain was on deck, prostrated as he was, and ordered the men to go in and kill the assassin who had fired the ship. They went down the after hatch, fired several shots which they supposed had killed the Indian, and came up, driven by the smoke to work on the fire. However, their other conduct may be viewed, there is

no doubt that they labored manfully to put out the fire. They took the hose in through the port from the main deck, and as they did so the steward called the Captain to come aft as Mrs. Clarke was locked in her room and could not get out. It appears that Mrs. Clarke had locked herself into her room fearing further danger, and that she could not unlock it again. She handed the key through the window to the steward, and he tried to unlock it on the outside, but failing had come to the Captain, who went to her rescue. The key then broke in the lock, and the Captain forced the door by a blow with the broad axe. Assuring his wife that there was no further danger he returned to the deck to find the fire gaining rapidly, and that the incendiary had come up through the hatch while the men were fighting the fire, and jumped over board.

The rest is soon told: Owing to the inflammable character of the cargo the fire was beyond control in two hours, and the only chance of saving life was to take to the boats. It was about noon when the two boats were got ready. The wounded men and the following provisions were put into the larger boat:

- 160 cans of oysters, clams, meats and sardines.
- 150 pounds of flour.
- 12 pounds of crackers.
- 3 jars of preserves.
- 200 gallons of water.

The smaller boat was swamped with a cask of water,



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and all hands got into the large one, in which they were packed like sardines in a box. They waited about in the vicinity of the burning ship until Tuesday January 5th at 10 a. m., when, abandoning the hope of being picked up, the Captain had some blankets packed together for a sail and started for Saint Helena, where they arrived on Monday morning, January 11th, at about 3 a. m., when Mr. Pritchard, the Harbor Master, did all he could to expedite their landing, and showed consideration which is worthy of praise.

I cannot close this report without expressing my sincere admiration for the skill and humanity of Captain Clarke in this voyage of over six hundred miles in an open boat by far too heavily laden; and it appears to me that he is deserving of some public recognition for his conduct. Large vessels that want to call here often miss the Island altogether, carried by currents off their track, or going by in the night or in a fog. Once past there is no getting back for the Southeast trade blows perpetually.

I must not fail either to mention the bravery of the boy, Mattias Staal, who fought the Indians with his capstan bar when the other men had fled, and until he fell with three terrible stabs in his body.

That there appears to have been some reason to blame a portion of the crew with cowardice I cannot deny; but I will not constitute myself their judge as to that, for the circumstances were wholly without parallel, and in the extreme terrible. Malone and Hendriesen seem most open to the charge, for they were in a position to help the Captain, and failed to do so.

The men in hospital are doing well, and will all recover, the colonial surgeon thinks, the climate at the hospital being very favorable.

Captain Clarke, with his wife and little daughter, will leave for England by the steamer that conveys this despatch, the sufferer purposing to go into a London hospital for treatment of the wound in his side.

Trusting that this report will not weary you by its unusual length,

I am, Sir,

Your obedient servant,

JAS. A. MACKNIGHT,
Consul.

Enclosure:

Half of Register of ship Frank N. Thayer of Boston.

Summary: Seven men killed, including the two Indians.

Five wounded, including the Captain.

Fourteen left on the Consulate.

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