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Photo from W. L. Lowrie

BOTANICAL GARDEN, WELLINGTON, N. Z.

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Dodge Cars Preferred by Great Commercial Houses

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Through the Delta of Egypt

By RAYMOND H. GEIST, *Consul, Alexandria*

THOUSANDS of travelers visit Egypt annually, landing at Alexandria, Port Said, or Suez, whence they journey by express train or automobile directly to Cairo. This city is commonly accepted as the proper point of departure to survey the wonders of the land of the Pharaohs; and from a limited point of view this is correct; but what interest and charm exist in the primitive provinces of the Delta will be indicated in the brief description of a voyage undertaken by the writer from Alexandria to Cairo by way of the canals and the branches of the Nile. The means of travel was a 40 horse-power motor launch owned by Doctor and Mrs. Paul Morgan Ogilvie, two ambitious and charming Americans, who are studying waterways throughout the world, and have for the once adapted their 30-foot boat to all the needs of home life; library, reception room, study, kitchen, dining room, sleeping quarters, etc., a marvel of ingenuity in economizing space and obtaining comfort. But withal the miniature Leviathan travels at the rate of 10 to 12 miles an hour and bravely "bucks" the strongest currents.

The route from Alexandria lies through the Mamoudieh Canal which, after gracefully skirting the city's suburbs, proceeds straight east to the small town of Atf, about 70 miles away, where the canal joins the Rosetta branch of the Nile. This part of the journey, though not without charm, is the least picturesque, as the tract of the country through which the canal flows, is comparatively new, no irrigation having been provided for this section of the delta before the time of Mohammed Aly during the second decade of the last century. The flat country stretches to the north and south, intensely green but sombered here and there by undeveloped lands and sandy patches, and the villages for the most part squat directly on the surface of the plain, testifying by their lack of elevation that they have no claim to antiquity. Ancient villages are invariably recognized by the cumulation of earth, the dust of the days of their forefathers upon which their descendants have built in the course of millenniums. There is little modernity in the Egyptian village. For the most part the houses are built of mud, curiously resembling the patched and conglomerate walls of the mound builders. The roofs are thatched, not in the neat manner one sees in rural parts of Europe, but helter-skelter, as though the top of the house was a repository for every kind of dried vegetation, and a store house for twigs baking in the sun. Occasionally the roof is converted to a hen nest, or an airy outlook for the family goat. Animal and human life exist in congenial proximity, both sharing equally the comforts of the house.

Egyptian rural life is concentrated upon the

shores of the canals. No villages exist except where flowing water passes. Water is the requisite of the Egyptian. His chief labor is to bring the water upon the land; and this labor is performed patiently and in a variety of ways, with implements of great antiquity: the bucket attached to a pole which works as a lever; the ancient waterwheel bearing a dozen stone jars operated by an ox or water buffalo (phlegmatic animals which have inherited their duties from prehistoric ancestors); or the Archimedian screw, a wooden cylindrical arrangement, occasionally placed in relays, turned by hand. By them the water is raised to successive sluices and thus to a height of 15 or 20 feet.

Village society is concentrated along the river banks. Thither come mothers with their daughters to wash. The family clothes and pots and pans are deposited in heaps. These preparations are the least onerous part of female toil, for during the rubbing and pounding and scrubbing the village gossip runs apace. Their manner of performing these ablutions reveals no hurry, no anxiety to be through. Afterward there is the inevitable carrying of water; huge jugs cleverly and easily balanced on the head, and smaller sizes for the children who share the burdens of their parents. The Egyptian peasant woman is robed in black, and wears no veil. Her garments are usually soiled and betoken on the part of the wearer a laborious existence. She works in the field as well as at home, cares for the children and the animals. These women, in spite of their lowly situation, exhibit a benign and gentle expression. Quiet and dignified in demeanor, without enthusiasm, but seemingly without complaint, they perform their heavy tasks.

The men are dressed in an ordinary tunic, a garment of ancient simplicity, of which the styles have probably not been modified since the day of Menes. Their brown bodies are stalwart and well formed, muscular and supple. They are seen mostly behind the ploughs, at the irrigation devices, or cultivating the land. The entire family works together in the fields, not hurriedly, but with an ostentatious leisure, which affords ample time for some to squat together in the comfort of the shade, and for the children to play and frisk with the animals. Then there are the wise men, venerable country sheiks, with long white beards, flowing robes and the distinguishing turban. In the shade of the twilight, under a clump of majestic palms, these venerable seers sit in deep meditation, surrounded by a group of admirers. The Egyptians are a quiet ruminating people; either they have few thoughts to express or prefer to listen to their old men who are careful not to speak except when the spirit moves.

Photo by Dr. P. M. Ogilvie

CANAL LIFE IN THE DELTA

Withal the human and animal life along the shore blends admirably with the rural landscape, scenes of green and sunshine everywhere enhanced with stately palms and groves of ancient trees of marvelous beauty. However far one travels in the Delta, and though remote, somewhere near or on the distant horizon, appears the slender form of a minaret. A group of peasants pause as if to create a living picture; an old man riding a donkey leading a camel, followed by a company of women and children urging the

cumbersome ox and water buffalo, and the sheep returning from pasture. As the boat passes through the canal, the cavalcade stops and silently gazes at the strange craft, with an approving look of admiration.

Photo by Dr. P. M. Ogilvie

RUINS ALONG A CANAL

Passing through the locks of Atf the ship enters the Rosetta branch of the Nile, whence the route follows the River 40 kilometers south to a village called Godaba, on the east bank of the stream. At this point the Bahurega Canal connects with and empties its water back into the Nile. Owing to high and low water in the Rosetta branch, the principal route for vessels descending to Alexandria, follows from the locks of the great barrage, 10 miles north of Cairo, through the Damietta branch, a broad and plenteous river, to a point about 40 miles north, where lies the entrance to the Bahurega Canal. This stream is the principal artificial waterway of lower Egypt and probably the most beautiful, passing through country which has been tilled for at least 6,000 years.

Sailing on the broad ancient Nile in the bright sunlight of Egypt affords views of landscapes and unfolds distant river vistas which are not surpassed in many parts of the world. The shimmering surface of the water bears lightly along its course the graceful forms of the native boats with their huge sails, like immense wings flung to the breeze. These in far-stretching parade pageants of the Nile, blend with the verdure of the shore, especially with the graceful palms which cluster in groves around the hazy outlines of a tall minaret or the dome of a mosque. At each bend in the river the scene recreates itself; and ever the charm is of Egypt, even the last of the splendid views, when the domes of Cairo appear in a golden haze far ahead across the broad expanse of the glittering Nile, and to the west the pale outlines of the pyramids and rocky heights of the Libyan desert.

Photo by Dr. P. M. Ogilvie

ON THE BAHUREGA CANAL

Santiago de Cuba

By FRANCIS R. STEWART, *Consul, Santiago*

WHEN "Tobalito" Columbus came to St. Jago de Cuba for a week end early in May, 1494, he found, so it has been written, "a handsome stalwart people of a light reddish brown color who wore no clothing with the exception of the married women, who dressed in breechclouts and confined their adornments to slight necklaces and bracelets." History gives no description of the town found by the famous voyager, who was in search of gold and had come direct from what is now the United States Naval Station in Guantanamo Bay, but evidently the place did not appeal to him for he sailed the following day for Jamaica, and points south, and never came back.

Thereafter no attempt was made by the Spaniards to explore or colonize the island until in February, or March, 1511, when the popular and forceful, but not always scrupulous, Diego Velasquez established a seat of government and base of operations at Baracoa, at the eastern end of the island. Velasquez immediately undertook commercial relations with Jamaica, Panama (now the Zone), and other Spanish settlements in Central and South America, and it was in pursuance of this policy that St. Jago de Cuba came into prominence as the "sixth city" of Cuba early in 1514. Very soon thereafter it became the second capital of the country, although the place contained then, it is believed, less than 500 Spaniards and Europeans and not more than 100 houses and other buildings.

In spite of fires and earthquakes the town grew and prospered and whereas most of the "cities" originally established acquired the roving nature of the Spaniards that founded them St. Jago never moved from its first location. All the others, with the exception of Baracoa, moved at least once and Habana, the third and last capital, moved three times. This ability to retain its original position is the reason, perhaps, why in this country Santiago is known and spoken of as "Cuba." In recent years, however, the city has lost much of its picturesqueness and architecturally is assuming the character of a modern commercial center. The accompanying photographs have been selected because they show the old and the new to the best advantage.

Santiago de Cuba is the residence of an Archbishop of the Church of Rome and the oldest structure in the city is the Cathedral over which he presides although it is not possible to determine with exactitude what portion of the present edifice belonged to the original church. The first Bishop of St. Jago, Juan de Ubite, is reported to have been an aggressive and fearless man, who found Baracoa an unhealthy spot and St. Jago a larger and more important place, therefore he moved the Cathedral from the former to the latter place in October, 1522. The first construction was of logs on the site of the present one, and was destroyed by fire in 1526. It was reconstructed and burned again by pirates in 1603. It was then constructed of bricks and stones, only to be destroyed by an earthquake and hurricane in 1678. Earthquakes did more or less damage in 1766, 1800, 1801, and 1802. Between 1810 and 1818 the building was largely reconstructed but was again damaged by earthquakes in 1852 and 1887.

Although it has not been possible to determine just where "Dieguito" Velasquez established his "Government House" when he took up his residence here as Governor of Cuba in 1514, it is recorded that the first Town Hall was constructed of logs and was destroyed in the great fire of 1526 along with the Cathedral and most of the town. It can be assumed with some degree of certainty that the building which now houses the several sections of the Government of Oriente Province stands on the plot of ground originally selected by Velasquez for his official residence.

With the inauguration of the Cuban Republic it became the ambition of each succeeding Governor of Oriente to erect in this city a Government House more in harmony with the city's history and progress but not until the entry into office of the present Governor, José R. Barcelo, did plans take definite shape and work was finally commenced in the summer of 1923. The new Palacio Provincial will be the most imposing structure in the country outside of Habana. The total cost of the building will exceed $345,000, but apart from some American cement, iron work, and hardware, all materials used are of Cuban origin.

A commercial agency of the United States of America was established in St. Jago de Cuba in 1819. On December 27, 1833, the Commercial Agent was given the title of Pro-Consul, and the office raised to a consulate on April 30, 1834. The various locations of the Consulate prior to 1873 can not be determined and probably the buildings no longer exist.

The building now occupied by a dealer in baskets and bird cages was tenanted by the Consulate in November, 1873, at the time of the "Virginius Affair." The Consul was in the United States on leave and the officer in charge of Vice Consul Schmitt when the "Virginius" was brought into port and all on board lodged in the prison, which is the tall building in the background. The men of the "Virginius" on the way to execution in squads of 12 were marched past the Consulate and to prevent Mr. Schmitt from leaving his office to interfere or the prisoners from escaping into the Consulate a strong guard of Spanish soldiers was stationed before the entrance. The present location of the Consulate is on the other side of the same block behind the prison. The street to the right leads down the hill to the water front, and the one to the left up the hill to the Government offices, telegraph and post offices, and hotels, all within 10 minutes walk.

While Cuba is famous for its sugar and tobacco Santiago is known the world over as the home of Bacardi rum. Emilio Bacardi Moreau, founder of the business, was born and died in this city, and almost all that the town possesses of art, music, and charity is due to his purse and individuality. Appointed Mayor by Governor Wood in 1899, he was duly elected to the office by the people at the end of the first American intervention. In February, 1898, a few months before the city was invested by American armed forces, Mr. Bacardi founded the present museum and library. It contains many interesting relics of Cuba's early history and of the several revolutions, as well as valuable art objects purchased by the founder abroad and presented to the city. The new Museo Bacardi, which will be finished early in the coming year at a cost of $90,000, is due to the initiative of Mr. Bacardi's widow. The latter purchased the old museum from the city with the understanding that the money would be used as far as it would go in constructing the Bacardi Memorial, and Mrs. Bacardi will make up the deficiency, the ground on which the building stands having been donated by the state. The greater part of the materials used in the construction of this building are of American origin. It should not pass unnoticed that the city has the benefit of the

Photo by H. W. Story

THE CONSULATE AT SANTIAGO

completed front, while the remainder of the structure is being built.

Santiago and its environs offer much of interest to American visitors. Those who came in 1898 to help Cuba obtain her independence have in succeeding years erected many and varied monuments on historical spots hereabout to commemorate dates and deeds in the country's making. At Siboney is a pillar marking the landing of the first American troops; at El Caney is a Spanish cannon on a pedestal dedicated to the memory of those who made the supreme sacrifice there; on San Juan Hill is a stone shaft and an observation tower, the latter marked so visitors can understand the battle ground over which they gaze; around the Peace Tree are great open bronze books containing the names of few killed by bullets and many by fever; at the entrance to Vista Alegre, the principal residential suburb of the city, is Roosevelt Park wherein stands a memorial to the dead President; in the Governor's Palace in the city are two bronze tablets commemorating the landing of two regiments of Massachusetts Volunteers; there are other monuments to illustrious Cubans, and to the martyrs of the *Virginius,* and there is one that bears no inscription or identifying marks, built by order of the man who above all those thousands that helped to set Cuba free is revered in Santiago by Cubans and foreigners alike, and which has never been officially dedicated. Familiarly it is known as "Wood's Folly." Officially it is called "Section 3 of the Santiago-San Luis Highway," and extends from a cluster of houses, called Boniato, at the foot to the top of a mountain.

When work was begun on this road on July 25, 1899, the section in many places was only a mountain trail, and in construction "Wood's Folly" did not wander very far from the old line. The chief direction was up. The mountain itself towers 1,200 feet or more above the sea.

The view from the top of the mountain is probably the finest to be had on the whole island. At sunrise and sunset the picture is best, taking in all the territory covered by the American Expeditionary Forces in compelling the surrender of the city in 1898, from Siboney to El Caney and Morro Castle, and the sea beyond.

Photo by H. W. Story

BUILDING FORMERLY HOUSING THE CONSULATE

Publicity In Foreign Affairs

Talk on the Radio, by H. R. Wilson, *Department*

IT IS a very satisfactory thing to have an opportunity to explain the working of publicity matters in a Department which, in popular estimation, is so little disposed to publicity. As a matter of fact, few branches of the Government exercise more scrupulous care than does the State Department over the type of publicity which affects the matters which it treats. And this because the Department of State recognizes that it has one compelling duty which outweighs all others, to keep the peace and maintain friendly relations between the nations. And we further recognize that if the press is indifferent or hostile to what we are attempting to accomplish, the best laid plans, the diplomacy of genius, are of no value. In the old days, diplomacy alone and unaided could prevail, because the only objective was to win the esteem, friendship and approval of the sovereign of a foreign power, often the best equipment for a diplomat was a profound knowledge of the equivalent at that time of bridge and poker, and the ability to lose gracefully to the sovereign. Now, however, in modern states the whole people must be satisfied, which means that diplomacy and the press are inextricably mingled, and that agreements which meet the approval of the heads of states must not only be approved formally by the ratifying body, as in the United States, but must be approved also informally by the editorial comment from 48 states.

Recognizing, then, the necessity for a complete understanding and resulting cooperation by the press in foreign affairs, the question naturally arises: Why don't we see more in the press from the State Department, why don't we read copies of notes sent to and received from foreign governments, reports of conversations between the Secretary of State and foreign ambassadors? Why, in short, don't we recognize the evidence of the adoption of that famous "open diplomacy" concerning which there has been so much discussion during and since the war? The answer lies in one of the statements which I have just made, that the first and greatest task of the Department of State is the maintenance of peace by keeping our relations with all states on the friendliest possible basis. Suppose we view the international controversies for a moment on the same basis as an internal controversy; let us consider, for example, the recent coal strike and the means reached to effect a settlement. We all remember, because we followed them anxiously, the rumors of agreements, the hints that operators and miners were hoping for a settlement, nevertheless we were surprised and pleased when we read one morning that a conference had been held and that a settlement had definitely been accomplished. Let us suppose that the operators and miners had followed the other path, had announced each step of their understanding, had published verbatim reports of all their proceedings, and had had a radio microphone to broadcast their meetings. It is easy to see what the result would have been—both sides would have played to the gallery to win the public, both would have been obliged to adopt an intransigent tone to satisfy their followers, and neither would have dared to make a concession for fear of losing face and appearing loser in the game. If these things are true, and they are true, of internal business, they are true in intensified form of international negotiations. When a controversy affects the people of two nations, misunderstanding and distrust readily fan a controversy to an even more acute heat than when the parties belong to the same nationality, and an incident of no great intrinsic importance can jeopardize the relations of great states. This is the reason, and only this, why international negotiations are not carried on in the full glare of publicity. But this applies to the preliminary steps only, and bear in mind that under a wise provision of the Constitution the Government of the United States can not obligate this country in international matters without consultation with the Senate and the wide publicity resulting therefrom.

But it is essential that the press and people understand thoroughly the subjects of controversy, the points at issue, the historical background, as well as the general purposes to which the Government is working, and to this end the Division of Current Information was established. Certain of the duties of the division, while useful, are simple and evident. It collects within the Department and issues to the correspondents announcements, texts of documents, laws and regulations of foreign countries. Four times a week the Secretary of State meets the correspondents

and discusses with them, where the situation permits, in a spirit of candor and helpfulness pending questions over the entire globe. The Division of Current Information prepares memoranda of these conferences, which are indexed so that at a subsequent time all statements made on a given subject are readily available. It endeavors to answer questions which the correspondents put under orders from their offices and to clear up their own perplexities. We have developed a decided pride in our ability to answer any and all questions put to us, and are often used as an information bureau by the other divisions of the State Department. Some of these questions are original and startling. I remember late one afternoon, as we were about to close, one of the divisions called to know the name and address of the best Negro hotel in the city. We found it after considerable difficulty, then inquired why this was of interest to the division. The reply came back that a member of a ruling house of a foreign nation was on a visit to Washington, and due to the tint of his pigment had found difficulty in getting rooms, so had applied to the Department for assistance. Questions range from the title to Wrangel Islands to the Argentine claims to the Faulklands, from the Locarno Conference to the movements of the armies of Generals Feng, Wu Pei-Fu and Chang-Tso-Lin. The other day came a question that read like an echo of history from the days of Lord Nelson—it was "Can you tell me what the trouble is about between Tripoli and the Kingdom of Sardinia?"

But perhaps the most interesting and important phase of the work is what is known as giving "background" to the correspondents. Let's assume a case where a correspondent of one of the press agencies has received a telegram reading: Beirut—a refugee has just arrived from Damascus, who reports that yesterday the French bombarded a section of the city and drove out an attacking party of Druses." Now that correspondent must write a story with a Washington date line—he must tell about the history which led up to this fighting, he must state whether American lives and property are involved, he must find out, if he can, whether this Government has any attitude to express regarding the event. So the correspondent hastens to this office. In many cases we are able to answer his questions immediately, since we are constantly in touch with all that is going on in the Department. In the event that our information is inadequate, the remedy is simple, the Department has in it

Photo from Mrs. F. R. Stewart

MEMORIAL TO THEODORE ROOSEVELT NEAR SAN JUAN HILL

dozens of experts, men who know intimately each and every section of the globe, who have lived there, studied the language, religions, civilization and economic and political problems. I have only to summon one of these men by telephone, and he joins the correspondents and me and talks to us from the store of knowledge at his disposal. In the case of the Beirut message, I would summon an expert from the Near Eastern Division, and he would tell the correspondent in the fullest detail of the Mandate problems, of the French policy under the mandates, of our Mandate treaties, the history of the Arab Druses, and their hostility to Christians and other Mohammedans, of the American schools and businesses in Damascus, and finally he would visualize the scene in word pictures which would enable such correspondent to write as if he himself had just escaped in his shirt from the scene of battle. From the point of view of the members of my division, the unhappy part of the affair is that newspaper men have no union hours, and that their work keeps up while respectable persons should be at their dinner or in bed, so I am likely to be roused at any hour of the night, reach the telephone half asleep, to hear a wide-awake voice inquiring: "Say, what's the idea about the Soviets sending supplies to Feng in Peking, how do they get them there, and why do they want to send them, anyway?" When this task is over, I am going to some island where there is no telephone, telegraph or newspaper, where the inhabitants still think the earth is bounded by the horizon of the sea, and I'm going to sleep. I've been summoned from dinner, paged in the theater, pulled in from the golf course. A bull who has margin up on a bear market is not glued any closer to the telephone, and at least the market closes at 3 o'clock.

The background of work, I am convinced, is the most useful that we do, or could do, for the press and for the reading public, in that it tends to make foreign affairs, about which in general little is known, intelligible to the reader. It makes it possible to read with interest what is going on in the world without having the wide knowledge which is necessary to fill in the gaps which are left in the cable messages, because of the expense of cable tolls.

I have mentioned before the fact that often exchanges of notes on controversial matters are not made public until a settlement has been reached. Although this is true, this does not indicate by any means that the public is kept in ignorance of the general facts of the controversy. Representatives from the newspaper agencies and from the larger papers are constantly about the Department. The Department maintains an office for them with their own telephone system.

(*Continued on page 230*)

Photo by H. W. Story

THE CITY MUSEUM

The Street Called Straight

By Mrs. J. H. Keeley, Jr., *Damascus*

THE Street Called Straight, which is most likely the oldest street still in use in the world, was so called because it once *was* straight. In these more recent centuries one is apt to be glad that it is *called* straight, for otherwise one couldn't be entirely certain of its quality of straightness.

The factor which has probably contributed most to its fame is that it has always been associated in Christian history with the spectacular conversion of one Paul (Saul of Tarsus), for we read in Acts IX-II that the Lord said in a vision to Ananias: "Arise, and go into the Street which is Called Straight, and enquire in the house of Judas for one called Saul of Tarsus * * *."

In the time of Paul the Street Called Straight deserved its name, as then it was a broad, handsome avenue with a triple colonnade of Corinthian pillars along its entire length, and was, no doubt, even among discriminating Romans, renowned for its architectural beauty and its straightness. Vestiges of the colonnade remain today in the cellars of the present inhabitants, and are often brought to light by contractors, for, alas, the elegance of the Street Called Straight has now been sacrificed to oriental economy of space. Today the Street Called Straight is, compared to its former splendor, a mere donkey trail, being not more than 10 yards wide at its widest, which meanders among the tiny shops lining both its sides. However, in spite of its apparent meanderings, the Street Called Straight, as shown on an aerial map, traverses the city from east to west in practically a straight line, and it is actually the only street of any length in the whole city without a pronounced curve.

The Street Called Straight shows the traces of various occupations. The western end, where the photographs under discussion were taken, now bears the name of a Turk, Medhat Pasha, and over this portion is a zinc roof—a relic of the German occupation—which serves to keep in the charactertistic oriental odors as well as to keep out the germ-killing sunlight. The street termi-

Photo by D. F. McGonigal

VIEW OF DAMASCUS

Showing, at right, Street Called Straight

nates at its eastern end in Bab Sharki (the Eastern Gate), near which are to be found the House of Ananias, the House of Naaman, and the window in the ancient wall of the city through which Paul is said to have been let down in a basket when escaping from the city.

Perhaps the following description of the women in the photograph may increase its value:

These types of domesticated Bedouin, living in the village of Ourna, Syria, a small village at the foot of the Damascus side of Mount Hermon, were photographed at the entrance of the bazaars which line the historic Street Called Straight of Damascus. Their white veils, as well as the ceintures confining their hips, mark them as village dwellers. The one with her back to the photographer is dressed in heavy cotton homespun, dyed with the native bluing. Her sash is garnet striped with orange. The younger one, facing the photographer, is wearing her dowry jewelry, consisting of many bracelets, gold coins, and, at her waist, a silver amulet which contains a verse guaranteed to ward off the Evil Eye. Her principal garment is likewise of homespun, but of a brilliant Turkey-red color, while her over-bodice is made of pink print imported from Europe. The front panel of her costume is of cream-colored homespun, embroidered in purple, yellow, red, and blue. Her sash is of home-dyed blue. The boots of the older woman were undoubtedly made by herself from a goat skin, while the younger one, being more modern and "chic," has probably purchased her slippers in a Damascus bazaar.

Photo from J. H. Keeley, Jr.

SPREADING THE NEWS IN THE STREET CALLED STRAIGHT

A detailed description of the vivid coloring in these women's picturesque costumes will be found on this page

The American Merchant Marine

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

(Continued)

Early Statistics

DURING the period of the Packet and the Clipper ships American shipping attained its greatest importance and prestige. The peak of this development was reached in 1855, when a total of 2,027 ships was launched. At this time approximately 90 percent of the foreign commerce of the states was carried in American bottoms. In contrast it is well to point out that in the year 1913 only 11 4/10 percent was so carried and in 1914 still less, 9 7/10 percent. In the 40 years between 1810 and 1850 the amount of deadweight tonnage under the American flag increased from 2,137,174 to 5,303,180. The deadweight tonnage under the British flag in 1810 amounted to 4,458,599 tons, while in 1850 it was 9,524,164 tons.

Decline of American Shipping

But after the year 1855 a number of difficulties began to militate strongly against continued prosperity in American shipping circles. It has been seen that the developments of the gold fields in California and the resulting rush from the East to the western coast proved a great stimulus to American shipbuilding and shipowners, but peculiarly it was also partly the cause of its undoing.

Shipping to California was, of course, regarded as coastwise shipping and was protected from foreign competition by the navigation laws. The American shipbuilders and shipping companies interested in the trade engaged in bitter though constructive competition among themselves, but they appeared blind to the developments of steam navigation, in which the British had taken immediate interest and were fast gaining the ascendency. The Americans were content to bask in the sun of their triumphant Clipper and Packet ship voyages and devoted their attention almost exclusively to the development of wooden sailing vessels.

In the matter of ship construction England was turning to iron, which the shipbuilders of the states ignored because of its unavailability here and its relatively higher cost. The New England shipbuilders rested on their laurels and continued to turn out wooden ships, marvels of construction to be sure, but soon only to be the relics of a bygone day of splendor.

A third and fundamental cause of the decline in shipping is concerned with the personnel manning the vessels. In the earlier days the coastal states were predominantly maritime. The young men of the day looked upon a career on the sea as an honorable and lucrative vocation.

With the agricultural and industrial development of the Mississippi Valley and the territory farther west, along with eastern developments in the mining and oil regions, there came a demand for labor and a promise of success which life on the seas no longer held. This condition still exists in the United States, and it is difficult to persuade the American to a life on the seas in the face of the promise which a career in the country itself holds for him.

As a result, the personnel on American ships rapidly deteriorated, and there came in time a corresponding deterioration in the character of the officers, who had at one time been unanimously hailed as the best navigators in the world. The crews, which had in the earlier days been almost 100 percent American, now became almost entirely alien, and the character of the men was the vilest to be found in any occupation.

To a certain extent the internal expansion and development of the United States was also a drain upon capital, which was turned into channels other than shipping.

As a sort of climax in this complex situation, which now is so obviously seen to have existed, but to which it would seem those most vitally interested were blind at the moment, there suddenly came the devastating effects of the Civil War.

The early shipping possessed the vitality to withstand the ruin wrought by the War of the Revolution and the War of 1812 and to return to an increased prosperity thereafter, but the disastrous effects of the Civil War were never overcome. Thus it was that from 1865 until 1919 American shipping in foreign commerce was at a standstill and the amount of tonnage engaged therein was negligible.

Advance of European Shipping

During this same period, however, British shipping, with the Cunard interests showing the way, continued to advance with rapid strides, and the British flag was flying over the swiftest and largest steamers in the world. At the same time Albert Ballin, the director general of the Hamburg-American Line in Germany and intimate friend of the last Emperor, undertook the development of the German merchant marine, taking advantage of the increased commercial traffic between the United States and Germany and more particularly of the great tide of emigration which swelled from Germany and central and eastern Europe to the United States. In the fruitful years following the Franco-Prussian War, Ballin laid the foundation for the Hamburg-American Line and rapidly brought it to the front among the world's greatest shipping companies. Parallel with this was the development of the North German Lloyd of Bremen and the German shipping companies engaged in the South American, African, and Asiatic trade.

The Beginning of the World War

Thus, at the beginning of the World War, practically the entire carrying trade of the Atlantic was under European flags, although a considerable amount of American money was then, and is now, said to be invested in certain foreign shipping companies.

Necessity for American Bottoms

During the first years of the present century America slumbered, its self-satisfaction disturbed now and then by ship subsidy debates. But there came the European War. As our commerce became more and more restricted by the activities of various belligerents and as the deadly effectiveness of the German submarine warfare was increasingly demonstrated, it became evident that, for the time being at least, ships were needed by the United States under the American flag. As appropriate in this connection, I take the liberty of quoting the following from the Third Annual Report of the United States Shipping Board, which gives in outline a succinct statement of the marvelous accomplishment of the Emergency Fleet Corporation in those critical days:

"When the United States became a party to the World War," says the report, "the demand for ships could not be met by the shipbuilding facilities of the world. About 75 percent of the American output, moreover, was controlled by the Navy Department, and, therefore, was not available. The total producing capacity of the United States was limited to 42 yards, with 154 ways for steel ships and 23 yards with 102 ways for wood ships of 3,000 or more deadweight tons.

"To produce tonnage the Corporation was obliged to build new plants and extend old yards. This portion of the program was practically 100 percent completed on June 30, 1919, when the shipbuilding industry of the country comprised a total of 223 shipyards and 1,099 ways.

"When the Armistice was signed, the United States had become the leading shipbuilding nation both in tonnage capacity and rapidity of construction.

"During the second quarter of 1919, 48 percent of the world's tonnage under construction was building in the yards of the United States. Of the world's steel tonnage under construction 44½ percent was in our yards.

"With the signing of the Armistice radical changes in the policy of the Corporation became necessary. Up to that time rapidity of construction was the object sought, but subsequent effort was directed toward restoring shipbuilding to a normal basis, and measures contributing to that end were adopted."

Mushroom Companies

In 1919, and for a time thereafter, a peculiar condition existed, which was fraught with disastrous results.

An unhealthy boom pervaded shipping circles. Profits in American bottoms were very large in some instances. Foreign merchantmen were still in troop transport service. Vast cargoes of supplies were transported in European relief. Certain raw materials and other products of neutral countries, and countries not devastated in the war, required transportation. What is now seen to have been only a temporary inflation looked to some like real recovery.

Mushroom shipping concerns sprang up overnight in the United States. Companies were organized which sold shares of a dollar or two each. Inexperienced directors and officers were elected. Great fleets were chartered from the Shipping Board and ships sailed from the United States, only to be libeled for debt in foreign ports, there to rot and decay.

Fortunes were made by swindlers and lost by suckers, as one company after another went into

(*Continued on page 229*)

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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.

CONTENTS

"FOR THE SECRETARY"

With a flourish light and airy,
Signs he, "For the Secretary,"
And it does not matter what he signs about—
'Bout reports or mere conventions
Of the best are his intentions—
Conceivably made acid by the gout.

Be it beans or Chile peppers,
Or the state of health of lepers,
Or the pleasant peasant usage of the knout,
It may mean the demolition
Of your winter-long ambition
In the springtime to go fishin' for the trout.

Or it may be just to shake you,
Most politely, to awake you
And inform you your accounts are dollars out.
By your multi-sub-addition
You got into this condition,
Of this there is no question of a doubt.

About you or me—what care he?
Signs he, "For the Secretary."
And it does not matter what that sign import?
"In your last commercial letter
You got worse instead of better—
If you've anything to say—submit report."

Though in manner far from weary
Signs he, "For the Secretary"
With a flourish that is void of compunction,
Of diplomacy the essence
Is your quiet acquiescence
And acceptance of this signatory unction.

Such stuff is prophylaxis
For your occipital axis,
But should not cause you any loss of sleep.
When instructions come, why—read 'em,
Read 'em F. S. O.—and heed 'em,
Read 'em hard and long and heed 'em—but don't weep.

ITEMS

Minister Charles E. Eberhardt has just arrived in the United States on leave from Managua.

Minister Evan E. Young, Santo Domingo, is on his first visit home since his appointment to his present mission.

Minister H. Percival Dodge, Copenhagen, was recently operated upon in Washington for sinus trouble. Mr. Dodge will be forced to remain in the United States for several weeks in order to recuperate.

Consul Harry J. Anslinger, Nassau, visited the Department during the past month.

Consul Lucien Memminger, Bordeaux, is spending his leave with relatives in Chicago. He expects to return to his post about July 29.

Consul S. Reid Thompson, Bristol, who has been on leave, returned to his post, sailing from New York on May 28.

Consul Fletcher Warren, Department, returned to duty in the Department on May 10, after spending three weeks accompanying a group of delegates to the First Pan American Conference of Latin American Journalists through the chief industrial cities of the United States.

THE STAFF AT NAPLES

Left to right, top row: Lorenzo Antimoro, Eugenio Tremonte, Carlos Giacca, Dominic Guarini, William Gargiulo, Salvatore Casano, Mr. Bucci, Mr. Guarini, John Zirilli, Arturo Pastori. Second row: Fara Bocchetti, Ida Letizia, Yvonne Favre, Lucia Velasti, Beatrice Howland, Mabel T. Custer, Maude Gordon, Alice B. Loder, Gladys Hulton, Lillian Hudson, Susie Mazzeo, Anita M. Thomas, Pina Bocchetti. Bottom row: Dr. S. E. Buonocare, W. W. Schott, Howard K. Travers, Consul General Byington, Harold D. Finley, Julian C. Dorr, Adam Beaumont

Vice Consul William P. Robertson, Colon, is spending his leave of absence with relatives in Jackson, Tenn.

Vice Consul Leo J. Callanan, recently assigned to Consulate General at Melbourne, visited the United States before proceeding to his new post.

Vice Consul John R. Wood, Paris, who has been visiting in Roy City, Ga., and Washington, D. C., returned to his post on June 12, sailing from New York City.

Vice Consul Harry Tuck Sherman, Antwerp, accompanied by Mrs. Sherman, visited the Department, renewing old acquaintances.

Vice Consul John F. Deming, Montreal, came to the Department on June 7 to take the oral examination for the Foreign Service.

Consul George M. Hanson, Colon, called at the Department en route from Trieste to Colon.

Consul Dayle C. McDonough, Caracas, is spending his leave at Cameron, Mo.

Consul Joseph Emerson Haven, Florence, was a week in Washington before proceeding to Chicago for his leave.

The home of Consul Richard F. Boyce, Hamilton, Ontario, was recently set on fire by a maidservant. Although the children were alone in the house — Mr. and Mrs. Boyce having been dining on their lawn—they were not injured, as the eldest child awoke and gave the alarm. The servant was arrested, and when questioned by the police authorities confessed to having set the fire, and gave as her explanation that "she wanted some excitement." The damage was slight.

Consul General F. T. F. Dumont, who has been on leave of absence, has been assigned to the Department and detailed to succeed Consul General Addision E. Southard, in charge of the Commercial Office. Consul General Dumont has taken over the office at once. Consul General Southard is going on leave before sailing for Singapore.

Diplomatic Secretary Edward S. Crocker, 2d, Rome, who is now in the United States on leave, expects to return to his post about July 19.

Mr. Albert E. Ellis, recently Vice Consul at Cartagena, has been appointed an Assistant Trade Commissioner, Department of Commerce, and has been assigned to Colombia for the purpose of conducting general economic investigations in that country.

The Foreign Service School Class of 1926 presented to Consul General William Dawson a beautiful mahogany humidor bearing a silver plate with the engraved signatures of the class. They also presented to Miss Edna E. Johnston a silver teapot suitably engraved. The presentations were made on behalf of the class by Vice Consul McCeney Werlich.

Consul Howard Bucknell, Jr., Shanghai, who has been on a visit to the United States, expects to return to his post some time in September next.

Vice Consul James E. Parks, recently at Cardiff but now assigned to the Vice Consulate at Luxemburg, visited the Department before proceeding to his new post.

Diplomatic Secretary Philip Adams, recently assigned to Tirana, spent two weeks of his leave in Washington. Mr. Adams sailed for his post about June 12.

Consul Harold D. Clum, Koenigsberg, is spending his leave at Saugerties, N. Y.

Consul Charles Roy Nasmith is on leave at Marion, N. Y.

Consul Winthrop R. Scott, upon the expiration of his leave, which he is spending at Manistee, Mich., will proceed to Paris, to which office he has been assigned.

Consul Norman L. Anderson, formerly at Melbourne, visited the Department before returning to his home in Milwaukee.

Consul General Charles B. Curtis, Munich, was a week in Washington before leaving for his home in Bantam, Conn.

Consul Don S. Haven, formerly at Aguascalientes, but recently assigned to Yarmouth, Nova Scotia, is spending the remainder of his leave with friends at Richmond Hill, Long Island, prior to proceeding to his new post.

Consul Harold D. Finley, Naples, who has been home on leave, is returning to his post on June 18.

Consul General Percival S. Heintzleman, Winnipeg, visited the Department before proceeding to his home at Fayetteville, Ga., where he will spend his leave.

Consul John W. Dye, Ciudad Juarez, Mexico, accompanied by Mrs. Dye, motored from El Paso, Tex., to Washington. Eighteen days were required in making the trip.

Vice Consul George L. Tolman, Bergen, who has been on leave at Pawtucket, R. I., is returning to his post on June 24.

Vice Consul Robert L. Mosier, Concepcion, spent a portion of his leave in Washington before leaving for his home in Winchester, Ind.

Consul General William Coffin, Berlin, visited London during the latter part of May for the purpose of conferring with Consul General Washington on visa matters. On his return to Germany he visited the Consulate at Cologne before proceeding to Berlin.

Consul Hasell H. Dick, Sydney, Nova Scotia, passed through Washington en route to his home in Sumter, S. C. On his way to the United States Consul Dick stopped at St. John, New Brunswick, where he visited Consul and Mrs. Wormuth. Vice Consul Carter showed him a new sailing ship model which he is constructing. Readers may recall that a picture of Mr. Carter's model of the Leviathan appeared in one of the issues of the former CONSULAR BULLETIN.

Mrs. David B. McGowan, wife of Consul McGowan, Riga, is now in the United States on a visit to several of her children. Her son, Carrick, is a student in the Foreign Service School of Georgetown University.

Foreign Service Inspectors were last heard from at the following places:

Diplomatic Secretary Matthew E. Hanna, Santiago; Consul Louis G. Dreyfus, Jr., Plymouth; Consul General Samuel T. Lee, Buenos Aires; Consul James B. Stewart, Mexico City; Consul Thomas M. Wilson, Johannesburg; Consul General Robert Frazer, Jr., Sydney, Australia.

Minister Robert Woods Bliss, Stockholm, who is now in the United States, accompanied their Royal Highnesses, the Crown Prince and Princess of Sweden, on their tour through the United States.

Consul General Ralph J. Totten, who has been on a trip to Abyssinia, is now en route to Cape Town, South Africa, to which post he has been assigned.

The JOURNAL regrets that there was a mistake on page 190 of the last issue. Persia has not waived the requirement of passports as there stated. It has waived only the requirement of fees for non-immigrant visas. Visaed passports are still required as heretofore.

Consul George L. Brandt is taking early leave and is motoring from Washington to Canada and return with Mrs. Brandt.

Hugh S. Fullerton has just returned to his desk in the Department from a seven weeks' sojourn at the Navy Hospital in Washington.

Under the authority provided in subsection (d) section 18 of the act approved May 24, 1924, the President, on June 4, ordered the retention on active duty for a period of one year from July 1, 1926, of John G. Foster, of Vermont, commissioned Foreign Service Officer, Class 1.

An International Oil Pollution Conference is meeting in Washington. The American delegates are: Hon. Joseph S. Frelinghuysen, formerly United States Senator; Judge Stephen Davis, Solicitor of the Department of Commerce; Dr. Arthur N. Young, Economic Adviser of the Department of State. The object of the conference is to combat the increasing pollution of navigable waters by waste oil discharges from vessels.

On July 19 Undersecretary of State Joseph C. Grew will have completed 22 years in the Foreign Service. He entered the service as clerk in the Consulate General at Cairo in 1904.

At a certain one-man tropical post where the fast mail is not even a pony express but an ox cart, the Consul was asked by the Inspector to prepare a list of the Flag Days. The officer thereupon inquired whether his theoretical list was desired or the real one, and went on to ex-

plain that at his post the applied Flag Days were those rare occasions when the Consulate gets water, electric current, mail, and ice, all on the same day!

One of the messengers of the Department was recently in court, charged with assaulting a colleague with a milk bottle. Because of the man's good record and the fact that the assault grew out of continued nagging by the plaintiff the court took his personal bond.

The assailant told the court that he had "eased" a milk bottle over his tormentor's head, because he had used the epithet "simple Simon." Evidence showed that the victim was not seriously hurt, and that he had been nagging the defendant. "Let us have peace," remarked the judge at the end of the trial.

A Foreign Service Officer has suggested that the JOURNAL collect the names of all the members of Phi Beta Kappa in the Service. The JOURNAL will be glad to receive such names and will later print a list.

Minister Eberhardt at Managua, Nicaragua, reports that regularly, once a week, he receives the following appeal from an American pioneer in that country:

"American Legion. Dear Sir: I have got into jail. I have to get out to go across the Lake at one o'clock — any chance? (I have done no crime)."

The report of the foreign credit department of the National Association of Credit Men, recently held at New York, praising the efficiency of the Foreign Service of the State Department, bespoke "unstinted support" for those "Government agencies engaged in fostering and supporting American interests abroad."

Weather always forms a useful topic of conversation, especially as a sort of "filler in." In this particular case, however, it is not used in that sense, because the "alert" news gatherer of the JOURNAL really believes he has an important item of general interest to the officers in the field, and more especially to those who have been assigned to the Department at some time or other.

On the first Saturday in June, 1925, it was so stifling hot in the city of Washington that the employes of many Government establishments, including the Department of State, were excused. As a contrast, on June 5 of the present year, the thermometer registered only 60 degrees around noon time and heat was turned on in the building.

The local weather man, in commenting on this unusual weather, stated that it was the coldest June 5 that had been recorded in the last 13 years.

SERVICE CHANGES

Diplomatic Branch

Lawrence Dennis, Second Secretary, Tegucigalpa, assigned Second Secretary, Managua, temporarily.

Carl A. Fisher, Third Secretary, Berlin, assigned Third Secretary, Belgrade.

Francis White, now detailed to Department, assigned Counselor of Legation, Madrid.

John C. Wiley, First Secretary, Berlin, appointed First Secretary, Copenhagen, temporarily.

Consular Branch

Maurice W. Altaffer, Vice Consul at Aleppo, assigned Vice Consul, Nogales.

Ellis O. Briggs, Foreign Service Officer, attending Foreign Service School in Department, commissioned a Vice Consul and assigned Vice Consul, Callao, Lima.

David K. E. Bruce, Foreign Service Officer, attending Foreign Service School in Department, commissioned a Vice Consul and assigned Vice Consul, Rome.

Augustus S. Chase, Foreign Service Officer, attending Foreign Service School in Department, commissioned a Vice Consul and assigned as Attaché to American Legation, Peking, for language study.

Early B. Christian, Foreign Service Officer, attending Foreign Service School in Department, commissioned a Vice Consul and assigned Vice Consul, Dublin.

Lewis Clark, Foreign Service Officer, attending Foreign Service School in Department, commissioned a Vice Consul and assigned as Attaché to American Legation, Peking, for language study.

Hooker A. Doolittle, now detailed at Marseille, assigned Consul, Bilbao.

Frederick T. F. Dumont, Consul General on leave of absence, detailed to Department.

Harry L. Franklin, Foreign Service Officer, attending Foreign Service School in Department, commissioned a Vice Consul and assigned Vice Consul, Berlin.

Don S. Haven, Consul at Aguascalientes, detailed to Yarmouth.

Richard B. Haven, Consul at Constantza, detailed to Vienna.

Charles H. Heisler, Consul at Malme, detailed to Warsaw.

Eugene M. Hinkle, Foreign Service Officer, attending Foreign Service School in Department, commissioned a Vice Consul and detailed to Department.

Edward P. Lawton, Jr., Foreign Service Officer, attending Foreign Service School in Department, commissioned a Vice Consul and assigned Vice Consul, Cairo.

William H. T. Mackie, Foreign Service Officer, attending Foreign Service School in Department, commissioned a Vice Consul and assigned Vice Consul, Copenhagen.

John J. Meily, Consul at Port Limon, assigned Consul, Stavanger.

John H. Morgan, Foreign Service Officer attending Foreign Service School in Department, commissioned a Vice Consul and assigned Vice Consul, Budapest.

W. Mayo Newhall, Jr., Foreign Service Officer attending Foreign Service School in Department, commissioned a Vice Consul and assigned as Attache to American Legation, Peking, for language study.

James E. Parks, Vice Consul at Cardiff, assigned Vice Consul, Luxemburg.

Thomas H. Robinson, Consul detailed to Birmingham, detailed to Melbourne.

Walter H. Sholes, Consul at Gotenborg, assigned Consul, Trieste.

Harry L. Troutman, now detailed to Budapest, assigned Consul, Aleppo.

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

McCeney Werlich, Foreign Service Officer attending Foreign Service School in Department. commissioned a Vice Consul and assigned Vice Consul, Riga.

Henry M. Wolcott, Consul at Bilbao, assigned Consul, Caracas.

Lloyd D. Yates, Foreign Service Officer attending Foreign Service School in Department, commissioned a Vice Consul and assigned Vice Consul, Buenos Aires.

Non-Career Service

Harold F. Allman, Vice Consul and Clerk, Ottawa, appointed Vice Consul and Clerk, St. Johns, New Foundland.

Burdette B. Bliss, appointed Honorary Vice Consul, Guatemala.

Desire Derulle, Consular Agent at Luxemburg, died May 24, 1926.

George R. Emerson, Vice Consul and Clerk, Nueva Gerona, temporarily, reappointed Vice Consul and Clerk, Antilla.

T. Monroe Fisher, Vice Consul and Clerk, Malaga, appointed Vice Consul and Clerk, Dakar, temporarily.

George A. Follett, appointed Honorary Vice Consul, Fernie.

Charles C. Gidney, Clerk at Habana, appointed Vice Consul there.

Diamond E. Gregerson, Clerk at Messina, appointed Vice Consul there.

Fred H. Houck, Vice Consul and Clerk, Lille, temporarily, reappointed Vice Consul and Clerk, Ghent.

Augustus M. Kirby, Honorary Vice Consul, Saigon, resigned.

James D. McLaughlin, Clerk at Valparaiso, appointed Vice Consul.

Thomas J. Maleady, Vice Consul and Clerk, Port au Prince, appointed Vice Consul and Clerk, Port Limon.

Edward S. Parker, Vice Consul and Clerk, Madras, appointed Vice Consul and Clerk, Berlin.

William P. Robertson, Vice Consul and Clerk, Panama, temporarily, reappointed Vice Consul and Clerk, Colon.

Alexander G. Swaney, Vice Consul and Clerk, Canton, assigned Vice Consul and Clerk, Chefoo.

Consul John J. Meily, Consul at Port Limon, to Stavanger. Consul Meily will be succeeded by Vice Consul Thomas J. Maleady.

Consul Henry C. Von Struve, from Stavanger to Goteborg.

BIRTHS

A daughter was born on June 18, 1926, at Philadelphia, to Assistant Secretary of State and Mrs. Leland Harrison.

A son was born on October 3, 1925, at Liverpool, England, to Consul and Mrs. R. R. Patterson.

A daughter was born on April 24, 1926, at Frankfort-on-the-Main, to Consul and Mrs. H. C. Claiborne.

A son, Edwin Neville, was born on May 8, at Tokyo, Japan, to Consul General and Mrs. Edwin L. Neville.

A son, John Francis McKinney, was born at Vigo, Spain, on March 21, 1926, to Consul and Mrs. Walter H. McKinney.

A son, John D., Jr., was born on May 21, 1926, at Washington, D. C., to Consul and Mrs. John D. Johnson.

A son, Floyd Gerard, was born on April 21, 1926, at Samme, Peru, to Consular Agent and Mrs. Floyd Sears. Mr. Sears is stationed at Salaverry, Peru.

A son, George Washington, V, was born on October 3, 1925, at Liverpool, England, to Consul and Mrs. Robert Rowley Patterson.

NECROLOGY

Mr. Desiré Derulle, a native of Luxemburg, who has been Consular Agent at Luxemburg for the past 13 years, died suddenly on May 24, 1926.

The funeral was attended by Diplomatic Secretary James C. Dunn, representing the Embassy, and Consul James E. McKenna, representing the Consulate General.

Per Torsten Berg, Vice Consul at Stockholm, Sweden, died in that city on May 14 at the age of 73. Mr. Berg was born in Sweden in 1853. He came to the United States and was naturalized at Pittsburgh in 1885. He was employed by the Carnegie Steel Company, becoming Chief Engineer at the Homestead Works. He was later engineering representative of the United States Steel Corporation in Europe, and in June, 1909, was appointed American Vice Consul at Stockholm.

MARRIAGES

Nichols-Chavez. On April 2, at Key West, Fla., Mr. Florian Chavez, Clerk in the Consulate General at Habana, married Miss Lois Nichols, who is a member of the staff of the legation at Habana.

Mellon-Bruce. On May 29, at Washington, D. C., Vice Consul David K. E. Bruce married Miss Ailsa Mellon.

Stewart-Cameron. On June 7, in Washington, Consul Charles R. Cameron married Miss Maud Stewart.

Bready-Dawson. On June 8 Consul General William Dawson married Mrs. Agnes B. Bready, at Washington, D. C.

PROMOTIONS

To Class II

Alban G. Snyder.

To Class III

James C. Dunn, John C. Wiley.

To Class IV

Thomas M. Wilson, Coert Du Bois.

To Class V

Thomas L. Daniels, G. Harlan Miller, Walter A. Adams, Walter H. Sholes.

To Class VI

George R. Merrell, Jr., John N. MacVeagh, Maurice P. Dunlap, Arthur B. Cooke.

To Class VII

Stanley Hawks, H. Freeman Matthews, Robert F. Kelley, Robert D. Longyear.

To Class VIII

Nelson R. Park, Randolph F. Carroll, Marcel E. Malige, Erik W. Magnuson.

To Unclassified, $3,000

Russell M. Brooks, Maurice W. Altaffer, William A. Smale, Flavius J. Chapman, Paul Bowerman, Mason Turner, Robert L. Mosier, John N. Hamlin, Robert O'D. Hinkkley.

To Unclassified, $2,750

Leo J. Callanan, Ellis A. Bonnet, Edwin Schoenrich, Paul H. Alling, William H. Beach, George J. Haering, W. Maynard Stapleton, Howard C. Taylor, Cyril L. F. Thiel.

APPOINTMENTS

The following persons have been appointed Foreign Service Officers, Unclassified, at $2,500, and will constitute the next class to be assembled in the Foreign Service School:

Lawrence Higginson, Gordon P. Merriam, Samuel Reber, Jr., William M. Gwynn, John B. Faust, Cabot Coville, Henry A. W. Beck, Thomas F. Sherman, S. Walter Washington, Walton C. Ferris, J. Ernest Black, John B. Ketcham.

CATALOGUING THE OFFICE LIBRARY

By E. TALBOT SMITH, *Consul, Berlin*

Looking for specific information in a roomful of unclassified books is as useless as looking for the sun in a Berlin winter. Yet after the Berlin Consulate General moved to its new quarters last summer, our "library," if it may be flattered by such a term, was simply a conglomeration of books, reports, pamphlets, catalogues, codes, guides, etc., thrown together in one room.

In sorting out, classifying, and cataloguing this mass of miscellaneous material, I gained some experience which may prove of assistance in other large offices confronted by the same problem.

In the first place, the books, etc., were catalogued independently of the office inventory. The reason for this was that I found many books donated locally, or otherwise acquired, that were not in the inventory.

Each book was numbered, and each room in which there were any number of books had a series of numbers. For instance, Nos. 1-139 were assigned to the consul general's room; Nos. 140-169 to the executive officer's room, and so on, a block of numbers to the invoice department, to the commercial department and the largest block, of course, to the library.

As the library is constantly increasing, ample provision should be made for acquisitions. This was provided for by assigning blocks of numbers to various subjects and leaving a part of such blocks for future use. For instance, if there were on hand 25 pamphlets on the subject of taxation, 50 blanks would be set aside for this subject. In case a publication appeared periodically, as the annual reports of the Department of Commerce, the American Journal of International Law, etc., only one number would be assigned to each, and the various issues would be designated alphabetically, as 215-a, 215-b, etc.

The library has a card index in which there are cross references, when necessary. Then there is a list in which the names of the books or pamphlets are set opposite their numbers. When a new book or pamphlet is to be entered in the library, it is first decided in which room it will be most serviceable. It is then assigned a number within the block of numbers set aside for that room, the list being used to ascertain which numbers are still unused. Care should also be taken to assign it a number so that it will be among other books on the same subject, if there are such. A paster is then glued on the book, the title is entered on the list opposite the number assigned, and a card is made out for the card index, and other cards made for cross references when necessary.

The card index is arranged alphabetically, and is amply supplied with cross references. The card contains the title of the book or pamphlet, and the number assigned to it. By reference to a table showing the location of the various blocks of numbers, the book may be located immediately. If there are several copies of the same book in various rooms, each may be assigned a number in the series set aside for the various rooms.

NEW LANGUAGE STUDY REGULATIONS

Following the enactment of the Rogers Act on May 24, 1924, the annual appropriations for the salaries of Student Interpreters and Interpreters in China, Japan and Turkey were discontinued, these two grades of the Consular Service becoming, under Section 7 of the Rogers Act, "Foreign Service Officers, Unclassified." The "Regulations Governing Interpreters and Student Interpreters in China, Japan and Turkey," which had been last issued by the Secretary of State on July 7, 1919, were also rendered obsolete by the Rogers Act.

Provision was first made for Student Interpreters in the Diplomatic and Consular Appropriation Act of March 22, 1902, the first two appointees under that legislation, Messrs. Julean Arnold and Thomas W. Haskins, reporting at Peking in October of that year. In all 53 Student Interpreters have served in China and 27 in Japan. The number appointed to Turkey has been much smaller; 27 officers who have received instruction in the Chinese language and 14 who have received instruction in Japanese are now in the Service.

On May 26, 1926, the Secretary of State provided for continuing the policy of having a language-trained personnel in the Far East by affixing his signature to a set of "Regulations Governing Foreign Service Officers Assigned for Language Study in China and Japan." Messrs. Augustus S. Chase, Lewis Clark, and W. Mayo Newhall, all members of the class of the Foreign Service School which has just completed its assignment at the Department, have been selected as the first appointees to China under the new regulations, which will shortly be distributed to the Service.

COMMERCIAL

A total of 2,281 reports was received during the month of May, 1926, as compared with 2,141 reports during the month of April, 1926. During the month of May, 1926, there were 3,415 Trade Letters transmitted to the Department as against 3,293 in April, 1926.

The Consulate General at Paris, France, took first place in the number of Trade Letters submitted, having 73, followed by Valparaiso, Chile, 64; Alexandria, Egypt, 52; Habana, Cuba, 51; Campbellton, New Brunswick, 50; and Riga, Latvia, 50.

IMMIGRATION

AS a result of further negotiations with certain European Governments regarding the extension of the facilities for intensive examination of prospective immigrants within their territories, the Department of State announces that immediate steps will be taken to extend the system to Germany, Norway and Denmark. Officers from the United States Public Health Service and the United States Bureau of Immigration will shortly proceed abroad to act as technical advisers to the Consuls in Berlin, Stuttgart, Cologne, Hamburg, Bremen, Oslo, Bergen, and Copenhagen.

The present policy has developed from conferences held in April, 1925, between high officials of the Departments of State, the Treasury, and Labor, wherein plans were worked out to remedy a long standing condition where many immigrants sold their possessions abroad and made the long and expensive journey to the United States only to learn that for one legal reason or another they were not admissible to the United States and must return to their former homes. Transportation companies, including American steamship lines, had paid thousands of dollars in fines for bringing to the United States persons found upon arrival to be inadmissible.

The Conference found that the Immigration Act of 1924 afforded an opportunity which had not heretofore existed to examine intending immigrants effectively before their departure from their home countries, and in cooperation with the Governments of Great Britain and the Irish Free State, the examination of all British and Irish immigrants was concentrated in seven American Consulates in England and Ireland, in each of which were stationed United States Public Health Service Surgeons and Inspectors of the Bureau of Immigration, who acted as technical advisers to the American Consul and assisted in the thorough examination of each applicant for an immigration visa. As a result of this plan, which has been highly successful, the number of rejections on arrival in ports of the United States has been reduced to a minimum, and the number of refusals on legal grounds to issue consular immigration visas abroad has greatly increased.

Early in 1926 Public Health Service Surgeons and immigration officers were sent to act as technical advisers to the American Consuls in Antwerp and Rotterdam to assist them in determining the admissibility under our immigration laws of the prospective emigrants to the United States applying for consular visas from those countries.

SUBSISTENCE AND PER DIEM BILL

An act to regulate subsistence expenses of civilian officers and employes while absent from their designated posts of duty on official business.

That this act may be cited as the "Subsistence Expense Act of 1926."

SEC. 2. When used in this act—

The term "departments and establishments" means any executive department, independent commission, board, bureau, office, agency, or other establishment of the Government, including the municipal government of the District of Columbia.

The term "subsistence" means lodging, meals, and other necessary expenses incidental to the personal sustenance or comfort of the traveler.

The term "actual expenses" means the actual amounts necessarily expended by the traveler for subsistence and itemized in accounts for reimbursement.

The term "per diem allowance" means a daily flat rate of payment in lieu of actual expenses.

SEC. 3. Civilian officers and employes of the departments and establishments while traveling on official business and away from their designated posts of duty shall be allowed their actual necessary expenses in an amount not to exceed $7 each for any one calendar day.

SEC. 4. The heads of departments and establishments, in lieu of the actual expenses authorized by section 3, may prescribe a per diem allowance not to exceed $6 for any one calendar day or portions thereof for absences of less than 24 hours.

SEC. 5. Civilian officers and employes of the department and establishments while traveling on official business beyond the limits of the continental United States shall be allowed their actual expenses in an amount to be prescribed by the heads of departments and establishments not to exceed an average of $8 per day during the travel, exclusive of absence on leave.

Actual expenses and per diem allowance under this section for any travel performed within the limits of continental United States shall be in accordance with the rates prescribed in section 3 and 4 of this act.

SEC. 6. The heads of departments and establishments may prescribe a per diem allowance of not to exceed $7, in lieu of the actual expenses authorized by section 5.

SEC. 7. The allowance and payment of actual expenses and the fixing and payment of per diem allowance, or portions thereof, shall be in accordance with regulations which shall be promulgated by the heads of departments and establishments and which shall be standardized as far as practicable and shall not be effective until approved by the President of the United States.

SEC. 8. The heads of departments and establishments, under regulations which shall be prescribed by the Secretary of the Treasury for the protection of the United States, may advance through the proper disbursing officers from applicable appropriations to any person entitled to actual expenses or per diem allowance under this act such sums as may be deemed advisable considering the character and probable duration of the travel to be performed. Any sums so advanced shall be recovered from the person to whom advanced, or his estate, by deduction from any amount due from the United States or by such other legal method of recovery as may be necessary.

SEC. 9. All laws or parts of laws which are inconsistent with or in conflict with the provisions of this act except such laws or parts of law as specially fix rates higher than the maximum rates established in this act are hereby repealed or modified only to the extent of such inconsistency or conflict.

SEC. 10. This act shall not be construed to modify or repeal the act providing for the traveling expenses of the President of the United States or any acts (including appropriations for the fiscal year 1927) specifically fixing or permitting mileage rates for travel and/or subsistence expenses.

SEC. 11. This act shall not be construed to modify or repeal the per diem travel allowances granted railway postal clerks, acting railway postal clerks, and substitute railway postal clerks in section 7, Title I, of the act approved February 28, 1925 (43d Stats., p. 1062).

SEC. 12. Appropriations for the fiscal year 1927 which contain specific rates of actual expenses or per diem allowance inconsistent with the rates permitted by this act are hereby modified to the extent required to permit the application of the provisions of this act to such appropriations.

SEC. 13. This act shall take effect on July 1, 1926, but any increases deemed necessary to be made in the rates of actual expenses or per diem allowance under the authority of this act shall not be authorized by heads of departments and establishments to the extent of incurring a deficiency in appropriations available for the payment thereof during the fiscal year 1927.

Approved June 2, 1926.

HATES HIMSELF

Dear Sir:

Have a honour to apply to Your favour of under pointed articles or audiences.

It is very astonishmet to me this. There are millions of elements in United States of America Citizen and Foreigners whom I am able to count statisticaly; so they are have a privilege to live in U. S. A. free comfortably and luxuriously who did not do anything for U. S. A. Country.

But for me personality who educated well full of morality with graduation in East Side Evening High School New York City. With full civilization which I got gradualy, during my living in U. S. A. from 1907 to 1921 year.

I spent my golden days only for welfare of U. S. A. I demonstrated all over on the World praising Constitution and Autority of U. S. A. I hoped that I be able to continue my life in there olso my son Alexander . . . was in France on war position two years but ales!

I receive fo my many of good deeds such kind of grants I received grantee oppositive way so I can't live in U. S. A. nor can't see my beloved son nor relative this is dankfulness for my goodness for my heartly sympothy for my praising demonstration.

Now at leest applying to You will be so kind as I beg You supply me with Wise to U. S. A. of America so I may visit my beloved son and relatives so I don't die in my sorrow. If You don't pay attention for my this petition then supply me with direction of traveling and I will go by my feet raise so help me God to see whom I wish.

FIRST AMERICAN SHIP IN BRITISH WATERS AFTER THE REVOLUTION

The following data is taken from a book (two volumes), entitled "Origin and History of the American Flag," *by George Henry Preble, Rear Admiral, U. S. N., Second Edition,* 1917:

"* * * The honor of first having displayed the Stars and Stripes after the treaty of peace in a British port has been claimed by several vessels and has been the occasion of much controversy, in which claimants for Newburyport, Philadelphia, Nantucket, and New Bedford have taken part. After careful examination of the conflicting accounts, I am clearly of the opinion that to the ship *Bedford,* of Nantucket, captain, William Mooers, and owned by William Rotch, of New Bedford, must be assigned the honor."

A London periodical, published in 1783, *tells in the following manner of her arrival in the Thames:*

"The ship *Bedford,* Captain Mooers, belonging to Massachusetts, on February 3rd (1783) passed Gravesend the 3rd and was reported at the Customs House on the 6th instant. She was not allowed regular entry until some consultation had taken place on account of the many acts of Parliament in force against the rebels of America. She was loaded with 487 butts of whale oil, is American built, manned wholly by American seamen, wears the rebel colors, and belongs to the island of Nantucket in Massachusetts. This is the first vessel which has displayed the 13 rebellious stripes in any British port. She is at Horsledown, a little below the Tower, and is intended to return immediately to New England."

She returned to Nantucket and entered the Custom House May 31, 1783.

THE CREATOR OF OUR STATUE OF LIBERTY

By Leslie E. Woods, *Consul Strasbourg*

AT COLMAR, in the plains of Alsace, where Auguste Bartholdi was born in 1834, there is a museum named in his honor and filled with his souvenirs. In walking through this museum I was astonished by the evidence on every hand of the artist's interest in, and association with, America. Not only do a number of his best known works bear direct relation to the United States, but the walls of the museum are hung with his water colors and oil paintings ot American scenes, and souvenirs of his visits to the United States and of the gratitude and appreciation of the American people for the thrilling Statue of Liberty.

It was after the Franco-Prussian War, in which Bartholdi took part as liaison officer attached to the staff of the Italian general, Garibaldi, that he made his first visit to the United States. At that time he first conceived the idea of the colossal statue that now stands on Bedloe's Island facing toward France. His marriage on December 21, 1876, at Newport, R. I., to Miss Jeanne-Emilie Bheux de Puysieux, of Montreal, a niece of the famous American artist, La Farge, doubtless increased and kept alive his interest in America.

In many places abroad where we have consular posts, as well as in several American cities, there are works of art by Bartholdi. At Genoa there is a statue of Columbus, which was originally intended for the United States. At Marseilles, Bordeaux, Lyons, Paris, and at Basel there are monuments by him. A bronze group ot Washington and Lafayette on the "Place des Etats-Unis" at Paris is of interest to Americans. It was given to France by Joseph Pulitzer of the *New York World.* At Basel a beautiful marble group commemorates the protection given by the Swiss to Alsatians during the War of 1870. Colmar, the artist's native place, is fairly dotted with admirable statues of illustrious figures associated with the history of that city, such as General Rapp and Admiral Bruat. The "Lion of Belfort," honoring the gallant defense of that pass in 1870, is quite familiar to all.

Among Bartholdi's works in America are: "The Four Phases of Christian Life" at Boston; "The Leisure of Peace," in Central Park; and a plaster statue of Lafayette Arriving in America, at New York; a monumental fountain and a bronze statue of Lafayette, at Washington. The latter

stands in the square before the White House on the corner near the Treasury Building.

In the museum at Colmar one large room is filled with models. The several small Statues of Liberty, Lions of Belfort, and other miniatures gathered there are interesting because of the difference between the models of the same subject. One wall bears a diploma issued in 1886 by the authorities of New York City conferring upon the creator of the Statue of Liberty the status of an honorary citizen of that place. A heavy silver globe, over a foot in diameter, which was "presented by the *New York World* and over 121,000 Americans to Auguste Bartholdi and the great liberty loving people of France," stands in the hallway. Beside this souvenir is a baton to which is attached a tricolored banner bearing greetings to Bartholdi from his American friends.

Bartholdi died in 1904 and was buried in the cemetery at Montparnasse, at Paris, in the city where he spent most of the productive years of his well-filled life.

AMERICAN MERCHANT MARINE

(*Continued from page* 217)

bankruptcy, or as officials disappeared with the proceeds of stock sales, leaving vessels, masters, and crews stranded in foreign ports, in the hands of startled and bewildered consular officers.

For this situation had come upon the Consular Service almost unawares. Out of a clear sky they found in their ports American ships flying the American flag. After the first thrill had passed, the Consuls faced the disagreeable and difficult task of adjusting debts, placating insubordinate crews, assisting incompetent masters, protecting vessels from rapacious local agents and officials, and what not, all the result of the American endeavor to jump into a game and play it with no previous training or experience.

Thousands of tons of tonnage were bought at prices which were outrageous, should have been prohibitive. Vessels which can not be sold at any price today, which even can not be given away, even for demolition, sold in 1919 and 1920 for $100 per deadweight ton, up. Americans were not the only deluded ones. Foreign shipping speculators were equally at fault in their perverted perspective and plunged disastrously.

Foreign Development

The condition approached chaos, for soon it was obvious that there was a glut of tonnage in the world. International commerce failed to develop in a few months, as had been anticipated, and what existed began to flow in the pre-war channels. British merchant ships, relieved of troop transport service, found again their old trade routes. So did the French and Italian vessels. The Allies had effectively squelched German pretensions to a merchant marine, for a period of two or three years. But as post-war commerce has grown, the German tonnage has developed with it. And the Allies, who in 1919 thought that by the terms of the treaty of Versailles they had effectively relegated Germany to a second or third rate position as a martime state, now, to their surprise and consternation, see the German flag in its old trade routes, with better and more effective tonnage than before. True, the tonnage is only half that of 1914, but its increase has been such as seriously to affect the interests of other flags.

Present Situation and Outlook

So in 1922, and continuing to the present, several years after the war, America has been in the position of having almost enough tonnage to handle one-third the world's normal trade, but goods to fill the bottoms have been lacking. And ships have rotted at their moorings.

Under these adverse conditions there have developed a number of stable shipping companies.

It is possible that, if sufficiently encouraged, they will ride the present storm and afford the nucleus for a permanent American merchant fleet.

The Consular Service and Shipping

It behooves the Consular Service to do its share in establishing and maintaining the prestige of American shipping. If we find it in a somewhat discouraging condition, it is our duty to do what we can to improve it. There are countless ways in which we will be able to lend a hand, in our relations with masters and seamen, in observing world trade conditions and reporting thereon, in facilitating the turn-around of vessels when in our ports, and otherwise. Though always we are hedged about with official limitations, some of most serious character.

Conclusion

Manifestly it is not possible to go into details regarding a subject which can adequately be treated only in volumes. One finds, however, a source of inspiration in the earlier history of the Merchant Marine. On revels in its successes and triumphs. One finds it helpful in refuting the assertions of Americans ignorant of the story, Americans who may be officers of American steamship companies, Americans who may be masters of American ships, Americans who may have the effrontery to say that the American is not a good seaman, that an American never was and never can be a good seaman, that they would much prefer aliens as members of their crews.

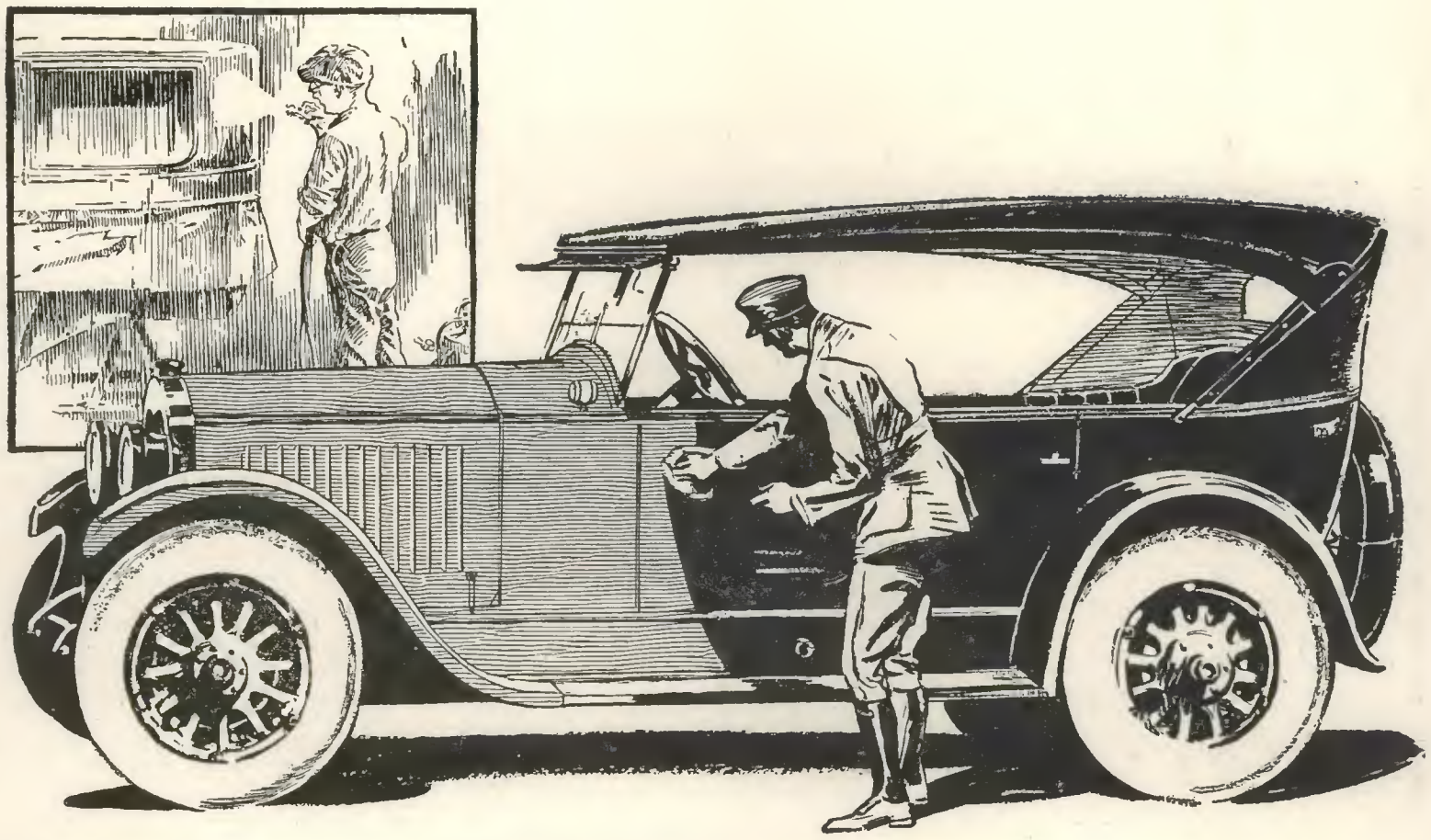
And there is answer in our marine history to those aliens, shipowners, and operators who sneer at our efforts to revive the American Merchant Marine, who scoff at our ships, who adopt every means in their power, honorable and dishonorable, to interfere with our policy; and an answer to those alien business men who refuse to ship goods in our vessels, who say that our methods are puerile and inefficient.

PUBLICITY IN STATE DEPARTMENT

(*Continued from page* 213)

These men are in such constant touch with what is going on, and are trained by so many years of understanding of foreign affairs that they nearly invariably know in general way what is being carried on. The division can often be of assistance to the men in writing their stories without documentary basis. The correspondents can discuss their ideas and speculations with members of the division and have them checked. Of course, the men sometimes are obliged to write whether they have complete evidence or not, and they must go as far as they believe they are justified in going from the information at their disposal. We have often been able to save men working under this pressure from making statements which would lay them open to denials, and which would embarrass their papers, if published, besides misleading the public.

Any man or institution that deals with the press quickly comes to realize the necessity for recognizing, as the press does, the value of speed. When an important news message is cabled from abroad to one of the big agencies, it is received, let us say, in the New York office. The New York office of the agency immediately puts the message on the wire and it is flashed almost simultaneously from San Francisco to St. Augustine. In other words, it is a matter of seconds after the message reaches the United States until it is available to the clients or members of the agency.



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This means that somewhere in the United States it is nearly inevitable that certain papers are just about to go to press as the message is received. The message will be rushed into type, the paper run off, and immediately put on the streets. Now the representatives of the agencies in Washington receive these messages no sooner than the papers themselves, and it is understood that on their receipt, the representatives, if the message affects the Government, must write what is called a "follow," explaining or giving the Government's point of view. Let us suppose that the message is a complete misstatement of the attitude of the Government of the United States. It is obviously of the greatest importance that a denial from this Government be printed at the same time as the original message, for it is axiomatic in publicity matters that a denial can never overtake and wipe out the effect of a news item unless published simultaneously. Therefore, when the representative inquires regarding a certain message from abroad, the division must be able either to give an immediate statement thereon, or to ascertain in the fewest possible number of minutes what that answer is. To this end it is understood by the officers in the Department that press inquiries have right of way over practically all business. Officers of the division have access to the Secretary and principal officers of the Department constantly, and it is frequently necessary to reach them during the night on urgent matters.

Of course, in posts abroad I have always known and to some extent worked with representatives of the American press, but this has been the first time that I have been thrown into such close relations of business and friendship with their representatives, and I am happy to testify to the fact that I have been able to treat the men who come to the Department with a high degree of confidence, and I have never had cause to regret that confidence. They have understood the necessary reticence of a Government office and have carried out their business, which must perforce conflict with ours occasionally, in a spirit of give and take and understanding. A post in Washington is, after all, for the correspondent a reward of distinguished service. The newspapers and agencies as a rule select from their best and most trustworthy men those they send to this city, and the result is that the corps of correspondents here is a group of unusually distinguished, able, and trustworthy writers. Needless to say, they are also men with whom it has been a pleasure to work. They have often served in the most diversified capacities, have had interesting and picturesque experiences, and have led lives of romantic interest such as is given to few callings in our days.

NEW HOBBY

The forwarding of cancelled postage stamps to inquirers in the United States by our Foreign Service officers abroad has become almost a routine matter; so much so, that these officers make it a practice to save these stamps as they come in with the daily mail.

Now a new collection hobby has come into being. The American Consul at Hamburg recently received a request from a gentleman in Bethlehem, Pa., requesting safety-match box tops from Germany for his son's collection. The Consul, not to be taken unawares, collected from the members of his staff nine different designs of match-box tops which he forwarded to the inquirer.

Markets Through Pictures

Manufacturers are studying with very close attention the pictures in the National Geographic Magazine to locate new markets for their products. Designers study these pictures for new patterns.

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Good pictures—and readable descriptions—find a ready and profitable market in the National Geographic Magazine.

In each case where foreign service contributors have used this means of adding zest and income to their leisure hours, the State Department, to which all articles from these contributors are submitted, was glad to approve publication.

Possibly some native photographer—or some friend who writes—is seeking such a magazine outlet. Tell them of The Geographic's eagerness to see their material.

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Booklets descriptive of material desired and of The Society and its Magazine will be mailed without charge on request. Address, The Editor.

National Geographic Magazine

Washington, D. C.

DRASTIC PENALTIES

From CHARLES H. ALBRECHT, *Consul, Bangkok*

American consular officers who have experienced difficulty in obtaining the registration of American citizens in their districts may be interested in the following regulations of the American consular court at Bangkok.

Prior to 1870 the regulation in question provided that "all American citizens should register at the United States Consulate within 10 days after they become residents in Siam, or they will *not* be regarded as United States citizens or protected by the United States Consulate."

Evidently some consular officer must have entertained doubts as to his rights to deprive Americans of their citizenship as a penalty for non-registration, since in 1870 the above regulation was superseded by a new order of the consular court which provided: "That on and after the first day of October, 1870, all citizens of the United States resident in Siam shall register themselves at the United States Consulate and a failure to do so shall make them liable, upon proof of the same, to a fine of not more than $20, or imprisonment of not more than 5 days, at the discretion of this court."

POLITICAL REPORTS

Copy of a letter recently addressed by a Supervising Consul General in a Latin American country to an officer under his supervision:

"DEAR MR. BLANK:

"I have just received your letter, in which you ask to be informed of the nature of the political and other reports desired by the Consulate General, the Embassy, and perhaps the Department. Reports other than political, I think, are pretty well covered by previous instructions, and you no doubt have before you the very full and interesting instruction of November 27, 1925, on the rating of consular political reports, which is full of suggestions and ideas. Your question, even thus narrowed down, is a broad one. However, my own feeling is that the only way to learn how to write a political report is to sit down and prepare one. Earl Grey's recent book—"Twenty-five Years"—has some very wise remarks concerning political reporting, and the method of learning how to set down correctly important conversations. It is the sort of book that you might like to add to your library.

"Political reporting is, after all, a knack, but one which I believe can, to a greater or less extent, be cultivated.

"The thing to keep always in mind is that the Department of State is at the center of the web and that a bit of gossip or rumor, or statement of fact from the consular officer at, say Erewhon, may be complemented in the most interesting and valuable way by something happening in Zanzibar.

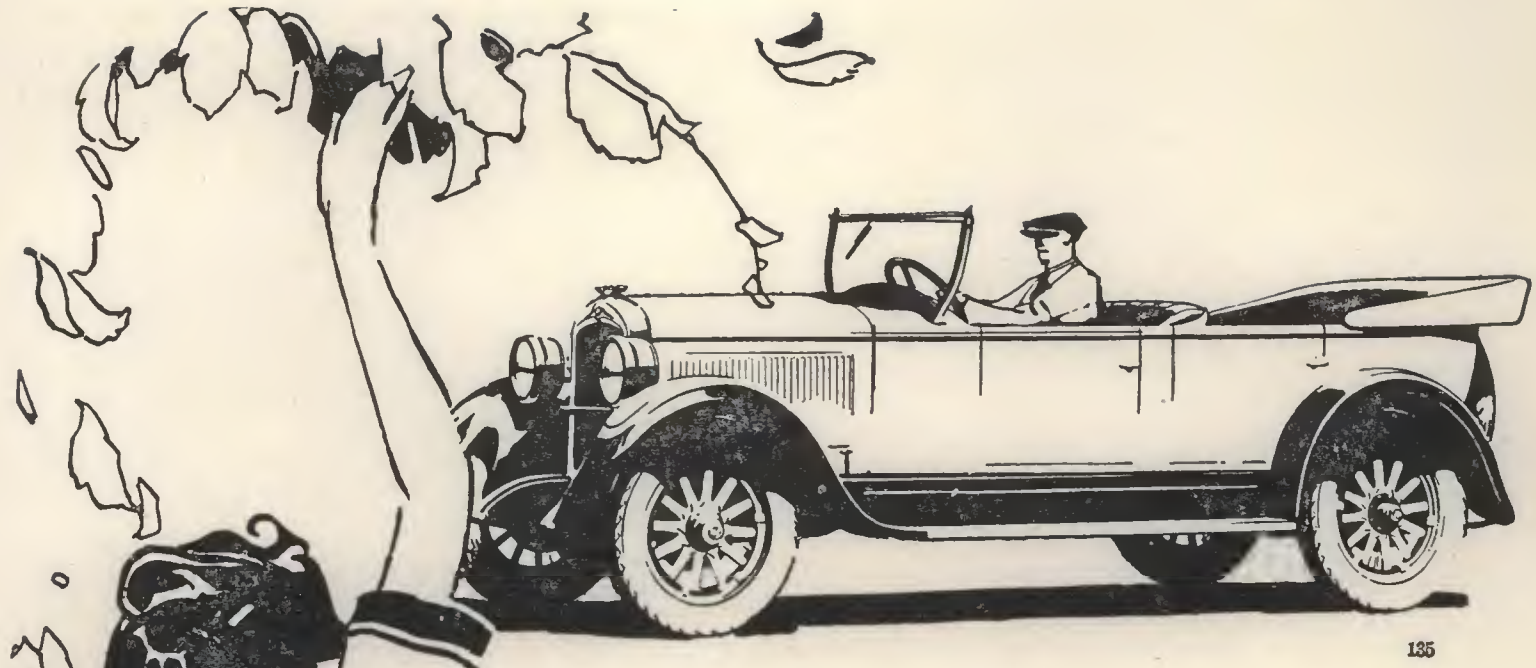
"I try to be reading two books on this country all the time—one light and diverting, and the other more serious and solid.

"I assume that the language offers no difficulty and that you will keep closely in touch with publications in Spanish. If you do not now receive them, I think it would be well for you to subscribe to one or the other of the newspapers of the capital, and, of course, keep in close touch with the press of your district for what it may be worth, remembering that even a false statement or an exaggerated one was most probably published because someone wanted it to be read by the public."

TALKING ABOUT FOOD!

By LEROY WEBBER, *Consul, Amoy*

FRIENDS, have you ever had Chinese chow? No, I don't mean chop suey, chow main, yakame, or other foreign innovations. I mean real Chinese chow as you get here in China—with all its Oriental drapings; the pretty almond-eyed sing-song girls dressed in their beautiful silk coats and harem-like trousers, and whose high-pitched voices accompany the strange screechy-like tones of hand-fashioned instruments which play their important part at all Chinese dinners. Music weird, but fascinating. You may boast of the food served in the guilded palaces in other parts of the world, your Berkeley Grill, Pagani's, Cafe Royale, Cafe de Paris, Ville D'Este, Ritz, Willard, Villa Igies, Gambrinus, etc. Places where gourmets hold forth to debate on the merits of Escoffier and prices rise in sympathy. Yet, dear friends, if you haven't had Chinese chow, you've missed something. I'm not an epicurean myself, yet some of my colleagues will admit I was the staunchest supporter spaghetti ever had in Italy. However, that's "Tempo Passato," and we are now in China. That land of mystery where food is on a pedestal by itself; where they always eat and where "The Best Is None Too Good." Here the famous white "Bird's Nest"



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SIX CYLINDERS

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soup of the London Lord Mayor's banquet is commonplace. Sometimes at the beginning; sometimes at the end; sometimes as a sweet; more times plain, but, nevertheless, always there. This well known delicacy of the South Sea Islands generally shares a place on the menu with the shark fins of China or Japan and the pigeon eggs from neighboring villages. The fins, a gelatinous, shredded mass, are made more tasty by the addition of the black vinegar of local fame. The eggs, whose transparency appeals to you, come to the table floating in a highly seasoned delicious broth (worthy of any chef), surrounded by bits of white chicken, brown mushrooms and greens.

Fish—no meal in China would be complete without it—now arrives. Note that it is served in small filleted pieces which have been rolled in corn meal and then fried. Dip it in soya and you feel you could go on eating forever, but do not forget you are just starting.

Enter next the famous rice birds from the nearby fields. It is deliciously roasted and so small that you can eat ten at a meal, bones and all. You flavor them with a coarse salt-pepper mixture. Not even the renowned royal partridges or pheasants can beat it. Its place on the menu in off season is taken by the squab, which, cooked and served in the same manner, is no unworthy rival.

By now you are ready for the young suckling pig. Its presence is a mark of esteem paid to you by your host. The meat comes to the table accompanied by the Chinese equivalent for "Home Side" dumplings. Soya sauce adds to the flavor and if you possess deft fingers in manipulating your chop sticks the white linen tablecloth in front of you does not take the stained, chocolate-like appearance of that of your side partner, who seemingly lacks your proficiency. Do you recall the crackle on pork which you enjoyed in the "good old days of youth?" It is here and comes to the table clear of all meat and fat, and just as welcome as ever. Feeling satisfied? Go slow, here comes the roasted chicken, minus the bony framework. The white meat is cut in small squares. Its tender and boneless state make it doubly welcome to the false teeth brigade. Still they keep coming. Now we have the Chinese idea of the American chop-suey, namely, vermicelli, rice, pork and chicken. Personally, I would say it was a decided improvement on what we are prone to call at home, Chinese chow. We are now approaching the end. The ancient Japanese game of "knife cut paper, paper wrap stone, and stone

break knife," played with the fingers and hand, is being gayly carried on. Faces are flushed and appetites satisfied, and the last course consisting of almond jelly and the Chinese pastries has arrived. We drink to the health of our host. We accept the cigar offered and withdraw to smoke, chat, or play mah jong and drink tea. The evening is still young and we are to "chow" again in a few hours. The menu then will possibly be varied slightly to give you an opportunity of eating the Chinese equivalent of English sole, or possibly it will be a kind of rock bass, perfectly baked and covered with a delicious sauce of onions, mushrooms, red and green peppers. In any case, everybody digs in and helps themselves, each bit being made more appetizing by the dash of soya. Perhaps our host will introduce the boiled Japanese awabi, the sea-slugs from the Philippines, or the large native shrimps. The latter, when accompanied by a sweet Chili sauce only found in the Far East, makes you feel you want to be asked again.

Am I right, friends, when I say you've really missed something if you never had Chinese chow in China?

ANOTHER BOMB EXPLOSION

A bomb exploded in the vestibule of the American Legation at Montevideo June 4th at 8.00 a. m. The American Minister, Ulysses Grant Smith, reports that considerable damage was done to the vestibule of the main entrance to the Legation, especially to the ceiling. The floor and bookcase in the Minister's own room which is directly over the vestibule were damaged by the explosion and by penetration of the head of the iron bolt apparently in the bomb. The building is covered by insurance.

He also states that the police believe the bomb to have been a so-called "combination bomb" containing nitroglycerin and black powder explosives filled with bolts, nuts, and scraps of iron, cylindrical in shape about 20 centimeters high and 12 centimeters wide.

The Chancery, Consulate, and residences of the Minister and the Secretary of Legation have

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BONDS — SHORT TERM NOTES — ACCEPTANCES

been guarded since May 17 by detectives and uniformed police.

The Legation clerk who lives in the back of the apartment and both messengers were the only persons on the premises at the time the bomb exploded.

According to the local press the outrage would appear to have been in the nature of a protest against the conviction of Nicolo Sacco and Bartholomeo Vanzetti, Italian communists condemned for murder in Massachusetts.

"MAN—YOU SAID IT"

From a Clerk of a United States Court

DEAR SIR:—

Received circular, and also Applications for Passport, and as I have non of the revised blanks or applications on hand you had better forward some of the revised applications:

This for seems to me, to be more complicated then the one which we have been using, but that is nothing new, as the department have nothing else to do but to make new rulings and also expect that we are familiar with same, in your circular you state that the Clerk or agent issuing the Application are to give the Applicant all instructions or necessary information, from the looks of the Application, I think that would be advisable *to git* a Lawyer, from Philadelphia to make them out;

I, have a drawer full of, circulars or instructions given from time to time in regards to the issuing of passport applications, and there in *non* alike, so it is hard to figure out which one is the right one.

I, see that the fee for issuing the application is the same as ever, One Dollar and Nine to be sent to Washington, that is the only thing that has not been changed;

Yours Respectfully,

The American Foreign Service Association

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