

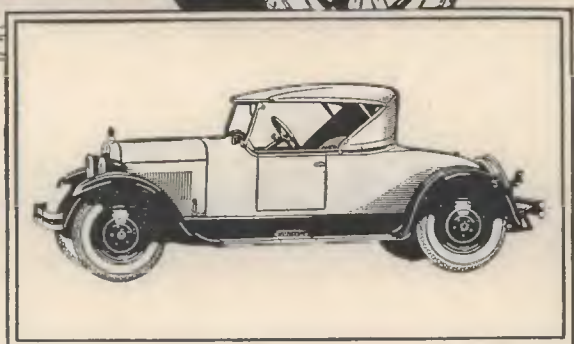
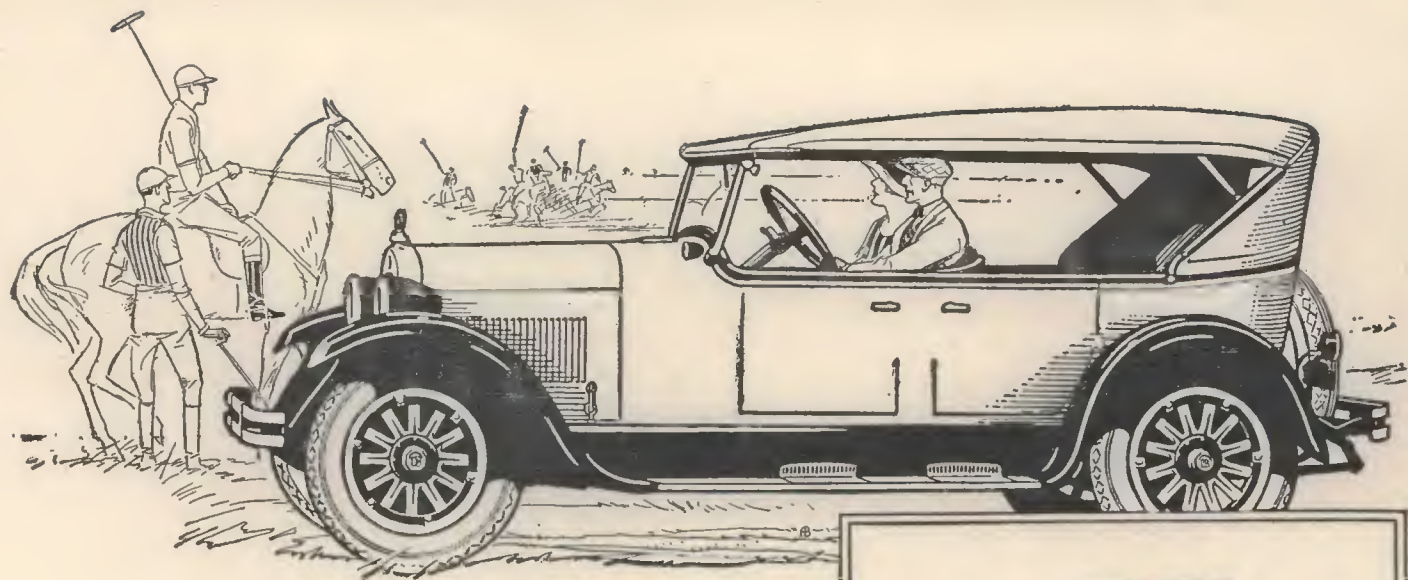
THE AMERICAN FOREIGN SERVICE JOURNAL



THE LINCOLN MEMORIAL

Harris & Ewing

Vol. III SEPTEMBER, 1926 No. 9



Beauty Unites with Luxurious Comfort

In Dodge Brothers "Sport" Touring Cars and "Sport" Roadsters, genuine beauty and luxurious comfort are successfully combined.

Body and bonnet are finished in brilliant pheasant green lacquer, set off by a single striping of partridge cream. The upholstery is deep and comfort-

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DODGE BROTHERS, INC. DETROIT

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THE
AMERICAN
FOREIGN SERVICE JOURNAL



PUBLISHED MONTHLY BY THE AMERICAN FOREIGN SERVICE ASSOCIATION

VOL. III. No. 9

WASHINGTON, D. C.

SEPTEMBER, 1926

At the Lincoln Monument

*The old Potomac bridge clanked to the tramp
Of those you summoned in this country's need,
To light the watch fire of the circling camp
And weld the Union with cold steel and deed.*

*Now a white temple shrines a marble throne
Raised high, as for a god of pagan Greece,
Where you in lasting silence sit alone
And see achieved the longed for dream of peace.*

*You gave my land for whose fair sake you bled,
In final sacrifice of four grim years,
Greatest of all the Nation's mighty dead,
You held the faith which triumphs over fears,
And made the wounds of war seem small account
With words, Christ might have spoken on the Mount.*

LEWIS EINSTEIN.

Diamonds in British Guiana

By GILSON G. BLAKE, JR., Consul, Georgetown

ALLUVIAL diamond mining, the only method used up to the present time in British Guiana, was first started in the upper regions of the Mazaruni River, at Putareng Creek, in the year 1890, then extended to the Kuribrong and Cuyuni Rivers, and in 1925 to the Berbice River. The stones found in the Mazaruni section at that time were of good "water" but of small size, ranging from 10 or 15 to the carat. The stones found in the Berbice section are larger but not quite so good in quality as those from the Mazaruni.

The outbreak of the Great War effectually curtailed further activities and the industry again became dormant until 1919, when interest revived and the industry started on the road which has led it, with some setbacks, to the second place in the colony's industries.

The worst setback in the industry since the great slump in 1920-21 has been from late in 1925 to May, 1926, due to the severe drought of more than nine months' duration, which restricted operations and output, owing to a lack of water for mining and operations.

Labor in the diamond fields is provided by the Negro race, as those drawn from other races, such as the East Indians or Chinese, have proved very unsatisfactory, the East Indians especially not being sufficiently robust to stand the rough life in the diamond fields. The Negroes are usually natives of this colony, but a few are imported or come from Dutch and French Guiana and the islands of the West Indies. They are

men of strong physique and capable of great endurance, but object seriously to steady, continuous work.

Contrary to what might seem desirable, when going into the "Bush" or forest, woollen or flannel clothing is worn. If khaki or drill is worn, the underclothing should always be flannel.

For traversing the forest well-made shooting boots are necessary, while for boat travel gymnasium shoes or "sneakers" are the most useful. A soft high hat of felt (high crown) makes the best head gear, while a raincoat and umbrella should be carried for the rainy season. Leather bags, trunks, etc., should not be taken into the Bush. The usual thing is to buy a strong iron trunk or canister with a good lock, which stands wear and tear as well as anything known at present.

Waterproof sheets, about 8 feet by 4 feet, are carried for many purposes, particularly for placing on the ground under the hammock at night when the damp strikes upward.

An absolute necessity for travel in the Bush is a machete or cutlass to help in clearing a way through the dense underbrush; a pocketknife, with a

4-inch blade, corkscrew, etc., is usually carried. The transportation of men and supplies from Georgetown to Bartica, at the junction of the Essequibo and Mazaruni Rivers, and the starting points for the fields, is usually done by Government steamers and is a comparatively easy matter. At Bartica all passengers and supplies must be



Photo from G. G. Blake

ASCENDING A RAPID



transferred to small boats for the journey to the diamond fields, which is made difficult and at times hazardous by the falls and rapids in the Mazaruni River.

When these are reached the boats in some instances are portaged over them to quiet water and in others pulled through them by the crews at no small risk to themselves and the freight in the boats. Muscles of steel and steady nerves are required for these journeys and there are many intensely interesting and exciting stories, stories stranger than fiction, regarding the exploits of these black and Indian crews in bringing their boats safely to their destinations.

A trip to the fields in ordinary times usually takes from 10 to 15 days and the boats travel in a party of from three to six, so help is always near at hand in case of trouble.

After the journey up the river a landing is made at one of the permanent camps, where there are usually several shops belonging to the various traders, gambling dens, "hotels," and other places of amusement and business for the miners.

The start for the claim, which consists of 28 acres of ground, is made from this point, and as the country is covered with dense tropical forests the progress through it is a slow and costly business. Temporary camps for the night are made by spreading tarpaulins between the trees and slinging a hammock under them,

covered with a mosquito net to prevent infection from the malaria mosquito which abounds in the fields.

When the men have arrived where they intend to work a permanent camp is built of round

wood cut in the forest and thatched with palm leaves. After these and other arrangements have been made tests are begun on the claim and the gravel when found is carefully worked over for signs of diamonds. When the diggers or "Pork Knockers" as they are called locally, find tourmalines and "tin" in the gravel they consider that diamonds are there and begin the "stripping" of whatever over burden there may be to get to the pay dirt. When this is reached it is passed through the "tom," a rough wooden box with a wire screen with half inch circular holes at one end, which sifts out the larger useless gravel. What remains is placed in a water-tight box from which it is taken by the hand or shovel full and placed in a sieve-like apparatus known as the "jigger." When the gravel is jiggered it throws the concentrates to the center and the stuff remaining after the final jiggering is tabled and thoroughly searched

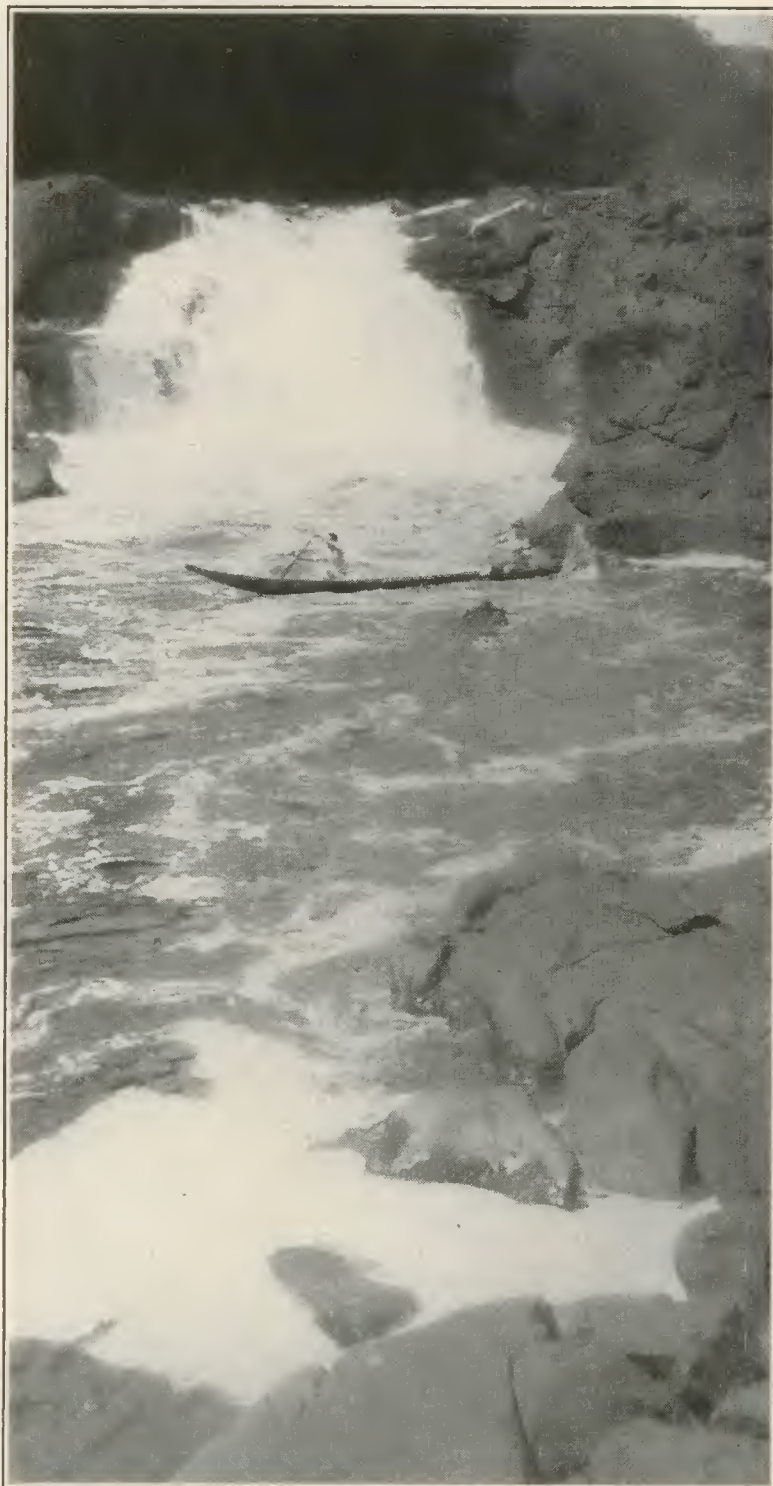


Photo from G. G. Blake

FALLS IN THE MAZURUNI RIVER

for the diamonds, which should be there, in the parlance of the "Pork Knockers," "if God is good." By this method only 2 to 3 tons of gravel a day can be gone through by a party of seven men, making it a very slow and tedious process.



In 1924 a washing machine was imported from Kimberly, South Africa, such as is used in the alluvial fields there and through the use of a machine of this size from 60 to 80 tons can be washed in a working day.

There are now several similar machines working in the fields and their use has been found profitable to the owners but very unpopular with

diamonds "found," etc. They are then turned over to the captains of the boats making the return trip to Bartica, down the river.

There is no accurate method in vogue in British Guiana of keeping track of all the diamonds recovered by the individual workers who are "on their own" and under no compulsion to sell to any particular firm or individual, although

they are supposed to give the shop-keeper on whose claim they may have worked first chance to buy. It is estimated that there are between 12,000 and 15,000 men in fields at present and no more than 10 percent of them are in the actual employ of any concern. Many times, under cover of darkness, a shop-keeper has been aroused from his sleep to purchase diamonds from a Pork Knocker who has, perhaps, filched it from his partner or hidden it upon finding it and is willing and anxious to sell it at a lower price, to obtain a little extra for himself

which he does not have to share with his partner.

The entire method of mining and handling diamonds in the colony is very primitive and crude, in direct contrast to the methods followed in South Africa where "efficiency" is the watch word. The conditions to be met are also different as the fields in South Africa are in flat country with only one river, the Vaal, while in British Guiana the country is mountainous and there are innumerable rivers and creeks to add to the complexity of the situation but which assist in navigation and washing materially.

After the captain mentioned above has signed a receipt for the diamonds and taken charge of them, they are placed in the rear of the boat where he is stationed, packed in his tin trunk or canister, and at night his bed is made up over this precious load, which makes it almost impossible for anyone to touch them. So they



Photo from G. G. Blake

A WORKED-OUT HOLE

the local laborers who prefer the slow hand work to the more up-to-date method which requires too steady an attention to business.

After the diamonds are found they are placed in small canvas bags or tin canisters and carried to the various shops in the neighborhood where they are sold to the shop keeper who is supposed to keep certain records recording the number of



Photo from G. G. Blake

WASHING THE GRAVEL



travel down the river and finally arrive at Bartica where they are carefully weighed and entered by the representative of the Department of Lands and Mines, sealed and listed and handed to the owner who brings them to Georgetown to the Department of Lands and Mines, where they are weighed and checked against the Bartica record, the royalty amounting to 50 cents per carat, paid on them and permits issued to sell them locally or export them as the case may be.

In spite of the slipshod and careless methods used in the handling of diamonds before and after shipment, not one package of diamonds has ever been stolen or has disappeared in transit, which speaks for the honesty of those concerned.



Photo from G. G. Blake

A TYPICAL GUIANA CAMP

FARRAGUT'S FIRST BATTLE

From CONSUL GEORGE A. MAKINSON, *Valparaiso*

There is, in the Protestant Cemetery in Valparaiso, Chile, a monument erected in 1881 to the memory of the officers and men killed on board the U. S. frigate *Essex* in the harbor of Valparaiso on February 28, 1814, in an engagement with the British frigate *Phoebe* and the brig *Cherub*.

The monument was erected by Dr. Trumbull and former United States Consul L. H. Foote, aided by Surgeon H. E. Ames and other officers of the U. S. S. *Richmond*, *Adams*, *Omaha* and *Pensacola*. Under it lie the bodies of 2 officers and 52 men who made the supreme sacrifice while heroically defending their colors against superior forces.

The following description of the encounter is taken from "Harper's Young People," November 26, 1887:

No hero of modern times stands higher in the estimation of his fellow countrymen than Admiral David Glasgow

Farragut. Not only was he great in accomplishing those victories over his country's enemies in battle for which the world delighted to honor him but also for those silent moral ones which are alike the result of a deep-seated determination to do right, and a character to carry it out.

Says Shakespeare, "Some have greatness thrust upon them." It appears to me that he should have said "great opportunities" instead of "greatness." It is the faculty of recognizing the opportunity and seizing it that leads to success.

Few persons have had those opportunities offered them at such a tender age as young Farragut, who when scarcely 13 years old was a midshipman on that gallant and glorious American frigate the *Essex*, whose defeat occurred near Valparaiso, South America, on February 28, 1814.

(Continued on page 302)



Photo from G. G. Blake.

A SOUTH AFRICAN FIELD

Brussels

By H. O. WILLIAMS, *Consul, Liverpool*

THE visitor to Brussels who has previously been to Paris is immediately struck with the many points of resemblance of the two cities. The Bruxellois themselves do not deny the soft impeachment and like to speak of their city as a "petit Paris." Former Ambassador Whitlock, in his very fascinating book, "Belgium under German Rule," insists upon the superficiality of this comparison, and proclaims that the capital of Belgium, and the inhabitants, have an individuality that is peculiarly their own, as the college Sophomore said.

However, it is not every one that has the opportunity to live on as intimate terms with a foreign nation as Mr. Whitlock did during the memorable years of the war, and the generality of visitors will continue, no doubt, to be impressed with the likeness of the two capitals.

This likeness holds both historically and topographically. We are told that the early name for Paris was Lutetia ("mud-town") and that the first settlement was upon a small island in the Seine. The ancient name for Brussels was "Brocc-sele," meaning "marsh settlement" or "brook settlement," and, strange to say, the

name of the little river on whose banks this city was to spread is "Senne."

The boulevards in both cities mark the line of the ancient ramparts and enclose the oldest parts of the two cities. Paris has its Avenue des Champs Elysees leading to the fine Bois de Boulogne, and Brussels has its beautiful Avenue Louise terminating at the Bois de la Cambre. And while the Belgian park lacks some of the artificial embellishments of its French counterpart, it gains perhaps in beauty because it is closer to nature. To match Notre Dame Brussels has the fine old collegiate church of St. Gudule. The chateau and park of Laeken will stand comparison with the park and palace of Luxembourg. Paris has its Tour Eiffel, but Brussels has its Palais de Justice. The Brussels Hotel de Ville has one of the finest Gothic facades to be found in Europe, and Victor Hugo calls the "Grand' Place," which it faces, one of the finest "places" in the world.

But enough of odious comparisons. I am not writing to maintain any thesis as to the relative standing of the two beautiful cities. I desire simply to call attention to the fact that Brussels is well worth a visit.

Brussels owed its early importance and growth to its position on the highway of commerce between Cologne and Bruges, that is to say, between Venice and Bruges, and we may imagine that many a caravan transporting wares between the city on the North Sea and the city on the Adriatic was glad to avail itself of the protection of this fortified town, which as early as 1455 counted 43,500 inhabitants.

Godfrey of Bouillon was a native of Brabant province, and is said to have uttered his cry "Dieu li volt" on a hill marked now by the Place



PALAIS DE JUSTICE
Said to be the largest building in Europe

Photo from H. O. Williams



Royale, where the American Consulate is located. The windows of the consulate overlook the heroic bronze equestrian statue of the leader of the First Crusade.

The magnificent Hotel de Ville, referred to above, was completed in 1454, and when the rumor was current in Grand' Place that a Genoese sailor had discovered a new route to the Indies (interesting news to a commercial city like Brussels) the lacey spire surmounted with the gilt statue of St. Michael looked just as it does today.

Many an event of world-wide importance has St. Michael looked down upon since 1454, unaffected whether the offices below him were in the hands of Spanish, French, Dutch, Flemish, or Germans.

In June, 1568, Grand' Place was the scene of the culminating crime of the Spanish: the decapitation of Counts Egmont and Horn. A brass plate commemorates this martyrdom, while in the Place du Petit Sablon, not far away, and just outside the ducal palace of Egmont, now stands the fine statue of the two patriots which formerly stood in the Grand' Place upon the very spot of execution.

The other three sides of Grand' Place are flanked with the facades of the old corporation houses, where the medieval guilds had their headquarters. Though now occupied by commercial establishments of various kinds, (an American bank occupies one), the city government will permit no alteration of these middle-age facades. Some of these have unique ornamentation suggestive of the particular guild or corporation that was housed therein.

The "place" is the scene of many a pageant and official review, and is the site of the daily flower market.

No account of Brussels, however brief, would be worthy of notice that left out of consideration the famous Brussels "Manneken," the oldest citizen of the capital. Of bronze, it replaces the original statue of stone, to which even Charles V had donated special uniform for special occasions.

The municipal museum contains a collection of the amusing costumes which this diminutive

citizen has worn during the centuries. He has evidently always regarded discretion as the better part of valor and has changed his uniform and colors to suit the political situation of the day. In normal times he goes unclothed.

The field of Waterloo, 12 miles from Brussels, is a great object of interest, but I must be content in this article with only this passing mention, except to say that it must have been the cause of reflexion to the Germans in 1914-1918 to see upon the field of Waterloo the great memorial erected by the English to commemorate the valorous deeds of their Prussian brother-in-arms in 1815.



HOTEL DE VILLE
The tower was completed in 1484

Photo from H. O. Williams

Dragon Boats

By FREDERICK W. HINKE, *Vice Consul, Canton*

DRAGON BOAT DAY is a great festival in South China. Many centuries ago Chu Yuen was Governor of the State of Chu, near the Yangzte River. On the fifth day of the fifth moon, suffering from a fit of despondency, he drowned himself. He had served his Emperor well, and was beloved by all the people. Days were spent in searching for his body, but it was never recovered. Thus, every year the dragon-boats are taken out and the search for the body of Chu Yuen continues. The water spirits have never released his body, and so food is cast upon the waters to propitiate them and induce them to release the body in order that it may receive proper burial. In commemoration of this incident the Dragon Boat Festival is held, usually accompanied by races.

The boats are quaint and curious. They look like racing shells, but are very much wider, heavier and longer, and accommodate a swarm of paddlers, sometimes nearly one hundred, together with a number of supernumeraries who beat drums and gongs, wave aloft banners and pennants, and a coxswain who beats time with a flag. Some of the boats have gilded dragon heads at the bow and a tail at the stern, with men hidden therein, who jump up and down to

make the dragon undulate—as all proper dragons should.

The larger boats have as many as two drums and three gongs, all beaten lustily. The drummers in particular seem to come down on all fours, and in perfect time. The paddles are very broad and short, and are just dipped into the water with a short, quick stroke; the paddlers are naked, except for a kind of blue shorts. Others wear white athletic shirts, which seem very “collegiate.” It is quite extraordinary to see a boat traveling in one direction one minute and two minutes later in the opposite direction—especially one propelled by paddles—but the dragon-boatmen think nothing of standing up and turning completely around to paddle the other way, although scarcely any of them can swim.

While not in use, the dragon boats are buried in mud—for preservative purposes as well as to act in the traditional manner of dragons. Each village in this delta region seems to have one or two, of which they are very proud. Altogether, some 20 or 30 boats took part in the celebration this morning.

Then there are other, broader boats, on which the devil dance is danced—a strange sight indeed—amid festive banners, pennants and the beating



A FLOAT IN THE PARADE

Photo by F. W. Hinke



of drums and gongs. The dragon or devil's head is made in every color of the rainbow, with a couple of new ones for good measure. It consists of small pieces of multi-colored silk, with a long train for the body. The mouth resembles the mouth of a hippopotamus and swings open and shut like a trap-door, snapping viciously. The head does most of the work—one coolie sitting or standing on another's shoulders—cavorting in a most amazing manner, smirking and snapping at the crowds of people on the street, who cheer vociferously and enjoy the show hugely.

There are tremendous, excited, milling throngs of people on the Bund and other streets, sitting in the windows, watching from the housetops—the river swarms with hundreds of boats, gaudy with banners and pennants—sampans scull back and forth—junks lumber here and there with their high poop retaining remnants of paint, once so dazzling with its reds and greens, the old muzzle-loading cannon still in place—motor boats cruise around, several freighters and four gunboats of American, British and French nationality lie at anchor, and in the distance, up-river, forests of masts.

During the ceremony there are as many sounds as sights. The noise of gongs and drums on 20 dragon boats—inconstant in our ears, mingled with the hum of the steam turbines, the roar of two aeroplanes circling the city, thousands of soldiers shouting in the streets. In the distance, calm and, we feel sure, standing in a great silence, the five-story pagoda near the place where the old gate stood, through which alone foreigners were permitted to enter the city years ago; the spires of a Catholic cathedral and a Mohammedan mosque, not far apart—at the base of the White Cloud Mountain the shrine of the Monkey Joss, and, further up the mountain side, a Buddhist monastery. Across the river is the famous Cement Factory, in Honam, the former headquarters of Dr. San Yat Sen, whose last will is read at meetings of the Kuomintang.

A PLEA

Dear Sir—I am a Stranger with you But I has been in American over Fourty years I acquaintance many good friends I most live in New York Philadelphia New Jersey of those city the people all good educated and differance from here City. Now I had a friends tool me try to write you to ask you can do a favour for him try to get few business Passport could go to American allow to be Land without trouble If you could please write to me how you charge for each one if you charge the ease term he Might have many case Passport for you doing if you Willing do it for him I will write to call him up to my place then What to do on Sunday go to some place or Make one way for that Business Because on last Christmas had a man tell me about you could help some business Passport for Some business men go to American without trouble to be land So ask Some friends Some American friend could help us to get the Passport go to American But you will do it or not do it please you forgive But I think it is no harm if one will not do it other one come will all money as he can So as I think do it as you do it in few years you will have so much more money but the new World is great could hold large people on one body and Save Some poor people. Now I wish you have a good plant to make a good peace to all good bye.

—From J. K. Davis.



A DRAGON BOAT

Photo by F. W. Hinke

The Gustavus III Memorial

IN the presence of a representative audience, including Madame Bostrom, wife of the Swedish Minister at Washington, and leaders in the Swedish financial and industrial world, the Gustavus III and George Washington memorials were ceremoniously unveiled and presented to the City of Goteborg on July 14, 1926. Both memorials were presented by the Assistant Secretary of State, Mr. Wilbur J. Carr, and unveiled by Mrs. Carr. Professor Malte Jacobsson, President of the City Council, accepted the gifts upon behalf of the city.

After an introduction by Consul Walter Sholes, Mr. Carr delivered the following address:

"Mr. Jacobsson, American citizens have many reasons for feeling grateful to Sweden and to the Swedish people. The land in which they live was first made known to the rest of the world by the Vikings whose courage led them to push their ships into unknown seas. Then that land early became a home for many Swedish people who, beginning with the settlements on the Delaware in 1638, came later in larger and larger numbers until today, when there are more than two millions of people of Swedish birth residing happily there and constituting a most valuable part of its population.

"In the dark days of our Civil War, when the outcome was uncertain, it was a native of Sweden, the great John Ericsson, who saved the Union on March 9, 1862, with his newly invented 'Monitor.' The gratitude of Americans for this contribution to their welfare was recently expressed in a notable manner by the erection of a monument in the nation's capital, at Washington, at the unveiling of which our country was honored by the presence of Their Royal Highnesses the Crown Prince and Princess of Sweden.

"But among all the bonds that unite Sweden and America, none is regarded by Americans so highly and is the cause of so much gratitude as the act of His Majesty King Gustavus III in recognizing in the Treaty of Amity and Commerce in 1783 the independence of the United States, for which that great man, George Washington, had fought so long and

so eagerly. He was the first monarch not in alliance with the struggling nation to recognize its independence.

"It is fitting, therefore, that Americans should wish to honor Gustavus III as well as to strengthen the bonds of friendship that unite the two countries, by a permanent memorial in the city that by its commerce and its shipping comes into such direct contact with America. In this spirit, therefore, and on behalf of the American Gustavus III Memorial Association and many contributing American citizens throughout the United States, I have the honor to present this memorial through you to the City of Goteborg."

The King Gustavus III memorial bears the following inscription:

"To
The Memory of
GUSTAVUS III
The First Monarch
To Extend the Hand
of Friendship
To the United States
of America
At the Close
of the War
For Independence
Erected
by American Citizens
July 4, 1923."

Professor Jacobsson, in accepting the memorial on behalf of the city, said:

"We are proud our city has been selected as the site for the Gustavus III bust. Gustavus III in his Treaty of Amity and Commerce founded the friendly relations between the United States and Sweden. During the period of 143 years which has elapsed since the treaty was signed the thoughts of the Swedish people have often been directed toward America as the land of unlimited possibilities. The value of the political, economical and cultural experiences brought back to the old country by many of the emigrants can not be overestimated. What we now remember above all with gratitude and pleasure is that the greater country, the United States, is tied to the smaller country, Sweden, by many friendly, intellectual and commercial ties.

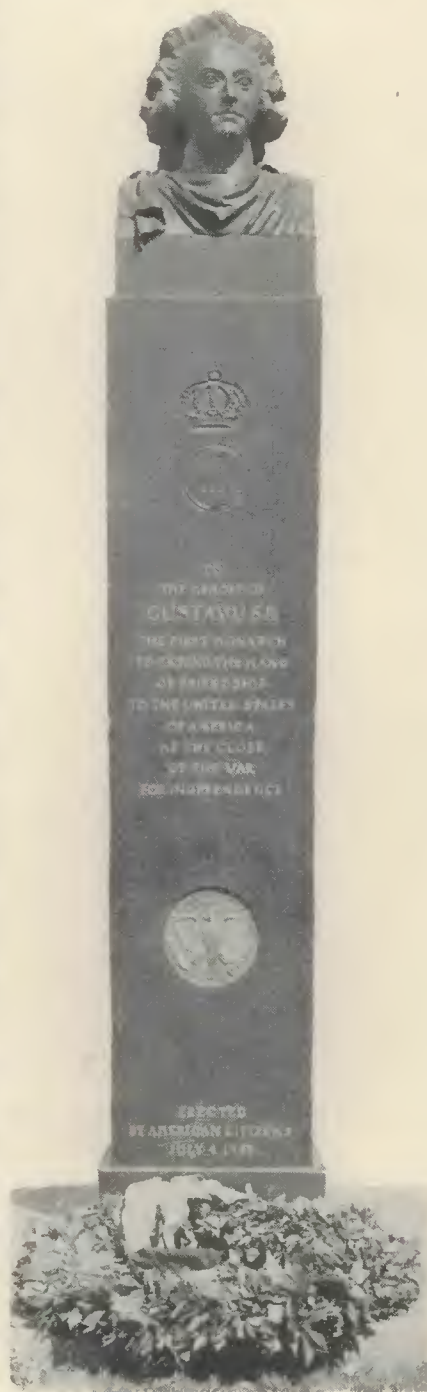


Photo by Utgard



"The American Gustavus III Memorial Association is an indication thereof, and this bust will forever serve as a memorial of the work performed by the association and as a symbol of the friendly relations between the two countries.

"I wish to express to the association our sincere thanks for the gift, and I request you, Mr. Secretary, to express to your countrymen in the United States our hearty thanks and our hope that the ties between our peoples may grow stronger and stronger."

Thereupon the band played "Star-Spangled Banner," whereupon Consul Sholes' two daughters, Agnes and Janie Belle Sholes, placed at the foot of the bust a beautiful wreath with ribbons in the American and Swedish colors. Then followed Sweden's grand old anthem, "Du gamla du fria."

Half an hour later, Assistant Secretary Carr presented the second gift of the day, namely a replica of the Houdon bust of George Washington now at the Louvre, Paris. Mr. Carr in presenting the bust referred to George Washington as America's greatest immortal and expressed the hope that the memorial will be welcomed at Goteborg, not only for its artistic merit but also as a memory of the imperishable ideals of liberty and friendship which unite Sweden and the United States.

The Houdon bust bore a plaque containing the following words:

"George Washington
1732-1799

From the Original
Bust by Jean Antoine
Houdon

Presented by
American Citizens
July 14, 1926,
to Commemorate the
Imperishable Ideals
of Liberty
and Friendship
which Unite the
the Swedish and
American Peoples."

Immediately after the unveiling ceremony by Mrs. Carr,

Mrs. Folke Jonsson's two daughters, Mary and Sonia, kin of the Washington family on the maternal side, placed a wreath at the bust, whereupon Professor Axel Romdahl of the Goteborg Art Museum accepted the George Washington memorial on behalf of the city and his institution, and in his remarks referred to George Washington as one of the greatest and noblest figures in history.

The day's ceremonies were brought to a close with a luncheon, 75 covers, during which the association had the honor of presenting Mrs. Carr with a hand-engraved flower bowl from the famous Orrefors workshops in Sweden as a token of the society's esteem and in remembrance of Mr. and Mrs. Carr's visit to the city of Goteborg.

Immediately following the luncheon party, the Assistant Secretary of State, Mr. Carr and Mrs. Carr, were taken by motorcar to Saro where they were graciously received by His Majesty the King of Sweden and occupied in conversation by him for nearly an hour.



Photo by K. A. Utgard

MR. CARR PRESENTING THE MEMORIAL



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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.

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ORIENTAL FLATTERY

The President, American Consul General,

Dear Sir:

With a high ambition and juvenile spirit, I beg to appear before you, the American people—the unparallel nation in every respect in the face of the globe, to have an aid to become a man.

I like to acquire education and knowledge in your country and this can only be had perfectly in America but to no where in the world. This is a fact gathered by me by reading books and papers and by mixing freely with some of the noble men of your country working in the T—Iron and Steel Co. Ltd. at J—. I let them know my idea which is in me since 15 years past and have been advised to write to you.

I am ready to accept any terms which I can put up with. I do not care for any caste or creed.

Hence I request, beg and pray to you for an aid to become a man.

At present, I am working in the aforesaid company as a Transfer Foreman.

Sir, will you please, therefore, let me know how I can get my long cherished idea fulfilled and obliged.

Yours faithfully

M. N. G.

ESTABLISHED FROM 1901

“Recently the HARBOUR ADMINISTRATION BUREAU been allowed a special class washerman on board and giving a certificate means only permitted one’s own washing all Kinds of silk or woolen Clothes with the highly skilful hands as dry, water, Chemistry, any proper ways, Can be made the gentlemen and ladies have a satisfactory use two or three days which during in the short staying without a long time when require hurry. And believe that the above BUREAU responsible for any illegality no doubtfully.”

WELL RECOMMENDED

American Consulate.

Sir:

I am very glad to introduce a madam, who is a widow, her age are forty years old, she knows native character pretty well, and her own character are in a high degree, and she knows how to serve and treat a baby, so if there is a position as an Ahma, please send a brief to the address.



ITEMS



MINISTER ROBERT WOODS BLISS, who has been accompanying the Crown Prince of Sweden on his journey through the United States, will sail for his post from New York on August 21.

The Hon. William Miller Collier, Ambassador to Chile, spent part of his leave in the United States before going to England for a brief stay.

Vice Consul Richard D. Simonson, Calcutta, is on 60 days' leave which he is spending in Ohio and at his home in Wichita, Kans.

Vice Consul James E. Parks, en route to Luxemburg to open the new Vice Consulate there, called at the department in July.

Consul General Carlton Bailey Hurst, Habana, called at the department en route to his post, after spending leave at his home in Charlotteville, New York.

Vice Consul Mason Turner, Colombo, is on leave at Torrington, Conn.

Mr. H. H. Morgan, formerly Consul General at Buenos Aires, called at the department in July and August before sailing for Europe for a vacation in Paris.

Consul Edwin C. Kemp, Danzig, who was called home by the illness of his father, is now in Florida.

Consul Harry M. Lakin, assigned to Montreal, is spending his vacation at York Village, Me.

Vice Consul Carlton Hurst, Bremerhaven, after a vacation spent at his home at Charlotteville, N. Y., visited the department before returning to his post.

Allen W. Dulles was assigned to the department for 45 days in July and August after which he will proceed to Peking to assume his duties as Counselor of Legation there.



THE STAFF AT COLOGNE



James Christea, Clerk in the American Legation at Bucharest, is now on leave at Indiana Harbor, Ind.

E. J. Pond, Clerk in the Consulate at Cienfuegos, is on leave in Washington.

Consul Joseph E. Haven, Florence, returning to his post after a visit in Chicago, called at the department for a few days.

Rollin R. Winslow, Consul, has proceeded to his new post at Winnipeg, after a vacation spent in Michigan.

Vice Consul Augustus Ostertag, Matanzas, spent his leave at his home in Philadelphia, calling at the department during the month.

Gustave Pabst, Secretary of Embassy, is passing his leave at his home in Milwaukee before proceeding to his new post in Constantinople.

Consul Jesse B. Jackson, Leghorn, came to the department before proceeding to his home in Columbus, Ohio, where he will take his leave.

Vice Consul John A. Squiers, Paris, spent his leave in Washington and New York.

William L. Peck, Vice Consul, Leipzig, is now on leave at Washington, Conn. He visited the department before going to his home.

Maynard B. Barnes, formerly at Berlin, has called at the department where he is remaining on duty.

Consul Bernard Gotlieb, Halifax, is now on leave in New York City.

Consul John G. Erhardt, Winnepeg, was in Washington a few days in August before returning to his post.

Consul S. J. Fletcher, on leave from Havre, is now at his home in Kittery Point, Me. He came to the department before going to Maine.

Vice Consul and Mrs. David C. Elkington, from Casablanca, called at the department before going to Chicago.

Inspector Robert Frazer, Jr., now on leave, visited Washington before going to Tahoe City, Calif., where he will spend his vacation.

Vice Consul Davis B. Levis, Newcastle-on-Tyne, passed through Washington en route to his home at Chicago.

Vice Consul C. E. Macey, Dakar, visited the department before proceeding to Denver, Colo., where he will spend his leave.

Frank J. Whelan, formerly Clerk at Halifax, came to the department en route to Philadelphia and New York.

John H. Tilton, Clerk at Liverpool, has resigned and returned to his home in Washington.

Elton N. Gage, formerly Vice Consul at Shanghai, called at the department recently.

Robert F. Fernald, Consul, Saloniki, is spending part of his leave in Washington.

Consul John J. Meily, until recently at Puerto Limon, is spending his leave in Pennsylvania and vis-



MONUMENT AT ST. NAZAIRE, FRANCE

Commemorating the arrival of the first American Forces in 1917. This memorial was officially presented by Ambassador Herrick on June 26, 1926



ited the department before going to his new post at Stavanger.

Consul Henry D. Baker, Trinidad, who has been visiting his daughter in France, came to the department before returning to his post.

Leighton W. Rogers, formerly Trade Commissioner at Riga, and Commercial Attache at Warsaw, after spending some time in lectures and conferences with commercial bodies throughout the country, has been appointed Chief of the Transportation Division of the Bureau of Foreign and Domestic Commerce.

Minister Evan E. Young, Santo Domingo, recently visited the United States. While in this country he called at the department and renewed his acquaintances in it. He was stationed for several years as Chief of the Division of Eastern European Affairs.

A new wrinkle in addressing the Consulate was discovered by a New Zealander who addressed the office at Wellington as "The Consolation General." It is to be hoped he was comforted.

Franklin J. Kelley, Vice Consul at Southampton, is making a record as an athlete in England. He recently won the pole jump, as our British cousins call what we name the pole vault, in the Open Amateur Athletic Association Championships at Stamford Bridge, London. Mr. Kelley also holds both the pole jump and the long jump titles in the Southern Counties Championships. He is a University of Michigan B. A.

Herbert S. Bursley suggests, from Sault Ste. Marie, that consuls who aren't strong on writing to absent wives, take a leaf out of Bret Harte's practice when he was Consul at Crefeld, Germany, in 1879. He wrote Mrs. Harte as follows:

"I sat down to write you a long letter, but my cold leaves me so weak today I can hardly write, and I must keep up my strength to sign and record invoices."

This is taken from the "Letters of Bret Harte," recently published.

Consul H. C. Von Struve, reports that on the arrival at Stavanger of Capt. Roald Amundsen and some of those who had accompanied him on his flight over the North Pole, the city gave the explorer a banquet to which the consul was in-

vited and at which remarks highly appreciatory of the United States and of Mr. Ellsworth were made.

The resignation of Judge Edwin B. Parker, American Member of the General Claims Commission, United States and Mexico, was accepted by the Secretary of State on August 4. The President has appointed Mr. Fred K. Nielsen to succeed Judge Parker.

Mr. Nielsen has been Assistant Solicitor to the Department of State (1913), Acting Solicitor (1914), attached to the Commission to Negotiate Peace (1919) and delegate on several commissions to revise or draft treaties. In 1920 he was appointed Solicitor of the department, which position he held until 1922, when he was appointed Agent and Counsel for the United States in the British and American Claims Arbitration.

The Swedish government having requested the extension to Sweden of the plan, now operating in several countries in Europe, which provides for the intensive examination of immigrants before they leave their home country, officers of the United States Public Health Service and the United States Immigration Bureau will be detailed in the near future to act as technical aides to the American Consul General in Stockholm and the American Consul in Goteborg in the examination of intending immigrants.

The actual operation of the plan will begin September 1.

The installation of the system in Sweden will complete the list of European countries for which funds were made available by the last Congress.

By September 1 the system will be operative in Great Britain, Irish Free State, the Netherlands, Belgium, Denmark, Norway, Sweden and Poland and will cover 77 percent of the total immigration from Europe.

The American Consulate General at Guayaquil, Ecuador, claims the distinction of having the tallest and youngest office personnel in the service, composed of American Consul R. P. Butrick, American Clerk R. Alan Reed, and Ecuadorian Clerk Clemente Duran B. Mr. Duran has the distinction of being the tallest, with 6 feet and one inch. The average height is an even 6 feet and the average age is 25 years.

A Foreign Service officer inquires of the JOURNAL, wondering why the political reports of one Will Rogers are not brought officially to the attention of the Service as models of what polit-



ical reporting should be. This officer also takes the JOURNAL strongly to task for not announcing along with other and important news, the departure for Europe of this most important "plenipotemporary."

Myron A. Hofer, Secretary of Legation, Montevideo, visited the department on leave, going from here to Maine. He will return to his post in September.

Frederick F. A. Pearson, Secretary of Embassy at Santiago, called at the department before sailing for his post on the S. S. Santa Anna.

The "Senior Consulate" at Shanghai, has been turned over to Consul General Cunningham by Mr. G. de Rossi, Consul General of Italy who has received another appointment in China.

On July Fourth the Radio Club of Montevideo (Uruguay) broadcasted a special program, one section of which consisted of a lecture by an Uruguayan senator on the "Past, Present, and Future of the United States." The two other sections of the program consisted of appropriate music, the major parts of which sections were taken by American Vice Consul Tinsley on the pipe organ and piano and by American Vice Consul Hughes on the saxophone.

Consul H. H. Dick stopped over in Washington four days on his way to his post at Sydney, N. S., from his home.

Oliver B. North has been appointed Assistant Trade Commissioner for general economic investigation in Canada with headquarters at Ottawa.

Consul Alfred W. Kliefoth has returned to Berlin after a leave of absence spent on the shore of the Baltic.

Richard W. Flour-

noy, Jr., has returned to his desk from Tacna-Arica.

Announcement is made by the Hupp Motor Car Corporation of the appointment of Mr. Paul Garces as South American Sales Manager. Mr. Garces is well-known to the automobile dealers of South America, as he has traveled there extensively for the past seven years, and counts many of them his personal friends.

Mr. R. N. Lagow, whom Mr. Garces succeeds, resigned to go into business for himself in the Argentine.

Franklin C. Gowen, Genoa, has been ordered to Rome, during the absence of Vice Consul D. K. E. Bruce on three months' leave.

Counselor of Embassy DeWitt C. Poole is in the United States on leave and visited the department.

Minister Designate Robert P. Skinner will proceed to Athens early in October. Consul General Gaulin is expected to arrive in Paris to assume his new appointment there sometime in the same month.

Mrs. Frank Cavalli, of New York City, who is

the daughter of George Washington Kimball, who was Consul at St. Helena at the time of the erection of the Washington Monument, has informed the JOURNAL that her father conceived the idea of soliciting from France the stone on which the body of Napoleon rested during the years before the exhumation and shipment to Paris.

Consul Kimball corresponded personally with Napoleon the Third and his desire was granted. French officials went to the Island and suitable ceremonies were held. Covered



Photo from A. I. Ward

One of the seven minutes in Mukden of the two modern Phineas Fogs, Messrs. Wells and Evans. With them are General Chou and Consul Sokobin



with the flags of both countries the stone was received by Consul Kimball. He shipped it to Washington.

Consul Kimball died in the Service at St. Helena and is buried in the shadow of the English Cathedral, below Plantation House, on the Island.

Both Mrs. Cavalli and her sister were born on the Island.

There follows the letter written to Mr. Kimball accepting the stone for placement in the Monument:

WASHINGTON NATIONAL MONUMENT
WASHINGTON NATIONAL MONUMENT OFFICE,
Washington City, March 13, 1860.

Dear Sir:

Your esteemed favor of the 10th January last, with the accompanying documents, informing this Society that you had succeeded in obtaining as a contribution to the National Monument now being constructed in this city to the memory of Washington, one of the original stones from the Tomb of Napoleon the Great at St. Helena, which had been most graciously granted by H. I. M. Napoleon III for that purpose, and that it had been placed by you on board the United States Steamer *Mystic* for transportation to this country, has been duly received.

I am instructed by the Society to convey to you its acknowledgment for this stirring proof of the deep interest you feel in the cause to which it is devoted.

When the stone shall have been received, it will be assigned a suitable place, at the appropriate time, in the Monument.

As you have already assured the Emperor that his liberality on this occasion will be appreciated by the People of the United States, and this Society, it would be premature, before the reception of the contribution, to communicate directly that appreciation.

For yourself, you will please accept the assurance that your motives and acts in the matter will meet the approbation of every sincere admirer of "The Father of his Country."

As a matter of interest I have the pleasure to inform you that the account of the proceedings at St. Helena on the occasion of the presentation of the block as given in "The Herald," has been published, by order of the Society, in the National Intelligencer of this city, and you will find the notice enclosed.

I take the liberty of sending you, through the Department of State, a pamphlet containing the

address of the Society to the People, which may prove interesting.

You will be duly informed by me of the arrival of the stone in this city. In the meantime, I remain,

Respectfully,

JOHN CARROLL BRENT,
Secretary.

George W. Kimball, Esq.,
U. S. Consul, St. Helena.

One of the striking features of the recent Annual Carnival parade at Mazatlan was Master Billy Blocker in an "Uncle Sam" costume. Billy proudly led through the streets of Mazatlan the 25th U. S. Infantry Band which came to the city upon the invitation of Consul Blocker.

Vice Consul Ward sends the JOURNAL a few words and pictures of the Wells-Evans Round the World Trip. These two gentlemen recently girdled the world in record time.

Every tourist through Mukden, says Mr. Ward, calls at the Consulate General; the reasons given are various—respects to the consul in charge, a pass to the Imperial Tombs, train schedules, etc., ad infinitum. Messrs. Wells and Evans sprang a new one—airplanes, special trains, etc., for the Harbin—Yokohama leg of their attempt to break the round the world record.

Wells and Evans were scheduled to arrive in Harbin via the Trans-Siberian-Chinese Eastern Railway on June 30, 1926, at 11.30 p. m. (in which they used discretion and showed a profound knowledge of local conditions, as Harbin is at its best after 11 p. m.). Their steamer was due to leave Yokohama at midnight of July 3. That, together with an urgent appeal for assistance, was what the Consulate General had by which to guide itself.

The stage was all set by June 27, when Marshal Chang Tso-lin sent an airplane to Harbin to await the arrival of the speedy tourists, and on which date Consul Sokobin signed on the dotted line with the South Manchuria Railway for a special train to make a record-breaking 24-hour run from Mukden to Fusan at the southern end of the Chosen Peninsula. It must be heaps of fun for Walter Johnson or Jack Dempsey to sign a contract, but it certainly takes faith and service spirit for a consular officer to sign a contract calling for gold yen 3,500 when some one whom he doesn't know is to pay the bill.

The orchestra started to tune up on June 30 at noon when an urgent telegram from Wells-Evans, with the appeal of a bride, "My fate is in



your hands," or "We have a wonderful start, George, don't lose your job and we'll make 'em all jealous," or words to that effect, that they were doing their bit and would succeed if Mukden batted 1,000.

The curtain went up with the arrival of the Chinese Eastern Railway train in Harbin. As Messrs. Wells and Evans do not believe in tempting fate they parted at Harbin—Wells took a special train to Mukden and Evans left at day-break in the airplane. The airplane landed at Mukden a few minutes after 7 a. m., of July 1, and the train came to a screeching halt in the South Manchuria Railway Station at Mukden just two hours later, at 9.23 a. m.

A handshake, a greeting, a jump into the waiting Mukden-Fusan special, a wave of the conductor's hand, "Good-by," and they were off at 9.30 a. m.—a stay in Mukden of seven minutes.

The Hon. William Miller Collier, Ambassador to Chile, spent part of his leave in the United States before going to England for a short stay.

SERVICE CHANGES

Diplomatic Branch

F. Lamot Belin, now detailed to Department, assigned First Secretary at Constantinople.

Curtis C. Jordan, Diplomatic Secretary detailed to Department commissioned a Consul and detailed to Barcelona.

Benjamin R. Riggs, Second Secretary, Bucharest, detailed to Department.

Francis White, assigned for temporary duty at Embassy Paris for six weeks before proceeding to Madrid as Counselor of Legation.

John C. Wiley, returned to Berlin as First Secretary from temporary assignment to Copenhagen as Charge d'Affaires.

Consular Branch

Roy W. Baker, V. C. at Barcelona, assigned V. C. Malaga temporarily.

Maynard Barnes, Consul detailed to Berlin, detailed to Department.

Raymond Davis, Consul detailed to Paris, detailed to Lyon temporarily.

Samuel G. Ebling, V. C. at Stockholm, assigned Vice Consul Penang.

Richard Ford, V. C. at Penang, detailed to Department.

Hugh S. Fullerton, Consul detailed to Department, detailed to Halifax.

Alphonse Gaulin, now C. G. at Rio de Janeiro, assigned C. G. Paris.

Bernard Gotlieb, Consul detailed to Halifax, detailed to Singapore.

Julian C. Greenup, Consul at Las Palmas, resigned.

John D. Johnson, now detailed to Department, assigned Consul Strasbourg.

Karl de G. MacVitty, Consul unassigned, detailed to Stockholm.

Henry H. Morgan, C. G. at Buenos Aires, retired under the provisions of the Foreign Service Reorganization Act.

Robert L. Mosier, V. C. at Concepcion, resigned July 25, 1926.

Rollin R. Winslow, Consul formerly at Soerabaya, who had been ordered to the United States, detailed to Winnipeg.

NON-CAREER SERVICE

William E. Copley, V. C. and clerk at Santiago de Cuba, appointed V. C. and clerk Matanzas temporarily.

Hyatt Cox, Consular Agent at Edmonton resigned, due to fact that Edmonton has been raised from a Consular Agency to a Vice Consulate.

George L. Fleming, V. C. and clerk Bradford, appointed V. C. and clerk Stoke-on-Trent temporarily.

Phil H. Hubbard, clerk at Breslau, appointed Vice Consul there.

Odin G. Loren, V. C. and clerk Colon, appointed V. C. and clerk Edmonton.

Charles E. B. Payne, V. C. and clerk London, Ontario, appointed V. C. and clerk Falls temporarily.

COMMERCIAL

During the month of July, 1926, there were 3,141 trade letters transmitted to the Depart-



CONSUL BLOCKER AND HIS SON



ment as against 3,739 in June, 1926. The Consulate General at Paris, France, took first place in the number of trade letters submitted, having 73, followed by Tegucigalpa, Honduras, 62; Valparaiso, Chile, 46; Kobe, Japan, 43; and Habana, Cuba, 43.

A total of 2,059 reports was received during the month of July, 1926, as compared with 2,503 reports during the month of June, 1926.

BIRTHS

A son, Lynn, Jr., was born at Hongkong, on June 19, 1926, to Consul and Mrs. Lynn W. Franklin.

A daughter, Audrey Joan, was born at Ottawa, Canada, on July 12, 1926, to Vice Consul and Mrs. Elton Maynard Hoyt.

A daughter, Marjorie Elizabeth, was born at Beirut, Syria, on June 24, 1926, to Vice Consul and Mrs. Walter Holmes Ritsher.

A son, William George, Jr., was born to Vice Consul and Mrs. William George Roll on July 3, 1926, at Bremen, Germany.

A daughter, Mary Ellen, was born to Vice Consul and Mrs. Robert B. Streeper, at Tientsin, China, on July 4, 1926.

A daughter Julia Barnes, was born to Consul and Mrs. Maynard B. Barnes at Berlin, Germany, on September 4, 1925.

MARRIAGES

Hill-McMillin. Miss Gwendoline Olive Hill and Consul Stewart E. McMillin were married at La Paz, Bolivia, on July 2, 1926.

WHAT FILE NUMBER?

By a Consul

My first impression of the "Classification of Correspondence" was that it was a manual for the filing clerk, and—when memory failed—for stenographers. It did not occur to me that a Vice Consul, Class III (old style) need take much time from his application of the principles of international, commercial, and marine law, the lessons of history, and knowledge of foreign languages to problems of state abroad in order to study details of classifying and filing letters.

It was something of a shock, therefore, to find

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a new chief, a Consul General, Class I, spending a fair share of his time with the thin red volume. Investigation of the cause for such conduct followed, and led to my developing on my own account more than a nodding acquaintance with the booklet. The results proved altogether beneficial. The Classification has repaid many fold and in many ways the time spent with it.

The primary use of the book is, as its name signifies, in classifying correspondence for filing. For this purpose the system it provides is a good one—not faultless, but highly serviceable. One of its best features is that it needs hardly any index other than the book itself. The classifying and filing of papers according to their subject matter makes it seldom necessary to look in the card index for the way to any desired document. After experience has imprinted the file numbers in the memory it is seldom even necessary to consult the Classification itself.

To make the best use of the system it must be applied in close conformity with directions given in the front of the book. In perplexing cases one must look both in the index and in the text of the Classification to determine where the subject fits. The index may indicate 866.16 for something about motor bus traffic, but on exploring the text 879.7 may seem the correct number.

One highly important requirement is consistency. Once a file number has been chosen for the correspondence on any matter a shift to another for later letters means inevitable confusion. When a complete change in the subject matter makes use of another unavoidable, there must be a careful cross-indexing.

At best, perplexing questions often arise. How shall one classify a pamphlet describing the city of New York? There is 104 for matter about states, but nothing for cities. The pamphlet may contain matter classifiable under 600, 801.4, 810,



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814, 815, 840, 841, 842, 850, 851, 860, 865, 866, 868, 869, 870, 890, and various subdivisions. One can use 020, but it gives no indication of subject matter. On some rainy day, preferably an official holiday, try to classify a letter about artificial teeth, or church furniture, or lithographic prints.

Often it seems best to follow the index without questioning, even if one's sense of logic rebels. Matches are listed as 866.18, which is given in the text as "ordnance and accessories." It takes a broad mind to classify matches as ordnance, but where is a better file number?

Too blind application of classification topics can, however, lead astray. Some years ago a clerk in one office assigned 690 to correspondence regarding enforcement of the eighteenth amendment, because the Classification then in use gave it for "Prohibition or regulation of exportation." The power of inertia carried that peculiar misconception on through the files for many months until some one discovered 811.4 and appropriated it to further communications on the subject.

The system has not altogether kept up with the commercializing of the world. There are plenty of numbers for political and abstract topics, but all too few for commodities. In any industrial community 866.12 soon takes up several folders, which have to be arranged alphabetically under various subheadings to eliminate searching. Elec-

tric motors, sewing machines, tools, pumps, printing presses, cogwheels, sheet metal, hoops, and fire extinguishers are only the beginning of the list of articles which must take this file number. Under 866.16 come automobiles as one class and radio sets as another. There is real need of a separate number for all kinds of electrical apparatus and equipment.

The fact stands out that for the great mass of the correspondence the filing system is entirely satisfactory. The classifying is easily done and provides a reliable guide to filing and reference.

It is interesting to discover the many ways in which the official filing system can be usefully employed in other departments besides the filing room. Any officer who is so fortunate as to have on one side of his desk a drawer deep enough to hold manila folders in the perpendicular position can keep a most helpful file of special copies of papers to which he is constantly having to refer. Those about supplies go in the 125.2 folder, those about subordinates in 125.3, guiding instructions and sample reports and trade letters in 610, and so on. It is a fine way to save time.

The system can be used in filing clippings and other information available for reference and reports. Then, when a report on a given subject is undertaken, a search of two or three folders usually reveals all current information at hand. The use of file copies of World Trade Directory reports is facilitated if these are filed according to the Classification. When a list of druggists is needed, the folder for 869.5 is brought out and they are all there. Files of American and foreign catalogues can be similarly kept. The Classification itself is the subject index to such files, so that if catalogues of firms dealing in machinery are wanted they can be obtained by looking in the folder for 866.12. A separate card index of the names of firms is helpful in connection so that if the name of the firm and not of the commodity is known the catalogue can be located by getting the file number from the appropriate index card.

One of the best uses of all for the Classification is in arranging the consular library. There are perhaps still in the Service offices where books and pamphlets are stored wherever they fit best, and when one must be found it must be hunted for, or the time of the oldest employe must be taken to give advice where to find it. A more orderly plan is to apply a mixture of American library methods and the official filing system. To every book and pamphlet which is worth keeping can be given a file number. In this case it is helpful to add two or three letters, chose neither arbitrarily or by taking the initial letters of the



YOUR BOY AND SMITH'S

Assuming they are equally bright and have equally good character, who will go farther—your boy or Smith's? Successful men tell us it depends on their education and whether they have capital or not. We can guarantee your plans for your boy. Consult us when in Washington or by mail.

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author's or publisher's name. These letters aid in determining the position of books on the shelves in relation to others of the same file number. All books and pamphlets are placed on the book shelves or in the bookcases in the order of their file numbers. This throws them automatically into subject groups. There is kept separately a card index of titles, authors, and so on, as in libraries, with the file number from the Classification taking the place of the library catalogue number.

This plan solves definitely the problem of disposing of the printed matter which pours into a consulate. For every piece there is one decision to make. Is it worth keeping? If so, it goes into the library, properly classified and indexed. After that anyone who knows how to handle the official filing system can find it. Books which must be listed in the inventory naturally bear their inventory number in addition to the file number, but the latter determines where they are to be kept. Books in constant use can be kept on a special reference shelf, regardless of their file numbers, as in libraries. Application of the plan takes time, but it saves more.

Various other uses for the Classification can be found. There is a distinct advantage in applying it to all manner of filing in a consular office for the simple reason that it is easier to learn and use one system of filing than two or half a dozen. If it is so applied, it becomes an easy matter for officer or employe to find in any file the book or pamphlet or paper desired; provided, of course, that the officer or employe has really mastered the system of classification.

TROPICAL ROOSTERS

A certain small post in the Tropics is doubly famous, first because of the beauty of its land-locked harbor and secondly on account of the incessant nocturnal crowing of its roosters. An old resident of the town tells the following story at the expense of a Consul who was formerly stationed at the post: The noisiest chanticleer in all the town strutted by day and crowed by night just on the other side of the Consul's back fence. It slumbered not, and neither did the Consul, who, in desperation, finally told the old woman to the rear, in his best Spanish, that unless she put a muffler on the bird, he would soon be a nervous wreck. The following day the rooster disappeared, and so, feeling that his neighbor had killed it out of consideration for him, the officer warmly thanked her and gave her 5 pesos to cover the loss. The "honest soul" tried to make him understand that the rooster had not belonged to her, and that she had returned it to the owner, a cock fighter who had just returned from a journey. But the officer's Spanish at the time was too limited to grasp the explanation, and he insisted that she accept the money for the fowl, which, he imagined, he smelled "a cookin'" in the pot at that very moment.

The Vice Consul who was at the post at the time of the incident was asked to verify the story. He said that there was some foundation for it, but that it was not quite correct, as the officer actually bought the gallo, executed it, and paid the aforesaid "honest soul" 5 pesos, whereupon she scurried to the mercado and purchased three roosters to replace the one she had just parted with!



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In a recent number the New York Times printed the following interesting comment concerning the linguistic accomplishments of John Dyneley Prince, Minister to Serb, the Kingdom of the Serbs, Croats and Slovenes:

Many Tongues Are at His Command

It is no wonder that the King of Serbia was astonished when the American Minister, Dr. John D. Prince, addressed him in perfect Serbian. In expressing his pleasure, the monarch added that never before had the diplomatic representative of a foreign country spoken to him in his own language.

It is not alone in Serbia, however, that Dr. Prince could prove his knowledge of the local language. He is well known as a linguist of exceptional powers, reading, writing, and speaking with accuracy and facility not only French, German, Italian and Spanish, of which most educated men have at least a smattering, but a dozen or so more in the Near and Far East, which nobody is expected to know anything about. When taking part in political campaigns over in New Jersey and here in New York, Dr. Prince often excited the wonder and envy of other spellbinders by addressing in their own language any group of voters whose meeting he attended.

How Languages Should Be Learned

There is difficulty in deciding whether remarkable linguistic abilities such as those of Dr. Prince are the result of a special natural talent or of having devised a different and better way of learning languages than the one used in most of our schools and colleges. That a great deal of our language teaching is bad, in that it rarely gives facility in either talking or writing the languages studied, hardly would be denied. To learn to read a language is easier, but can more than one

out of five college graduates even read Latin or Greek well, or do more than stammer in one or two of the easier continental tongues?

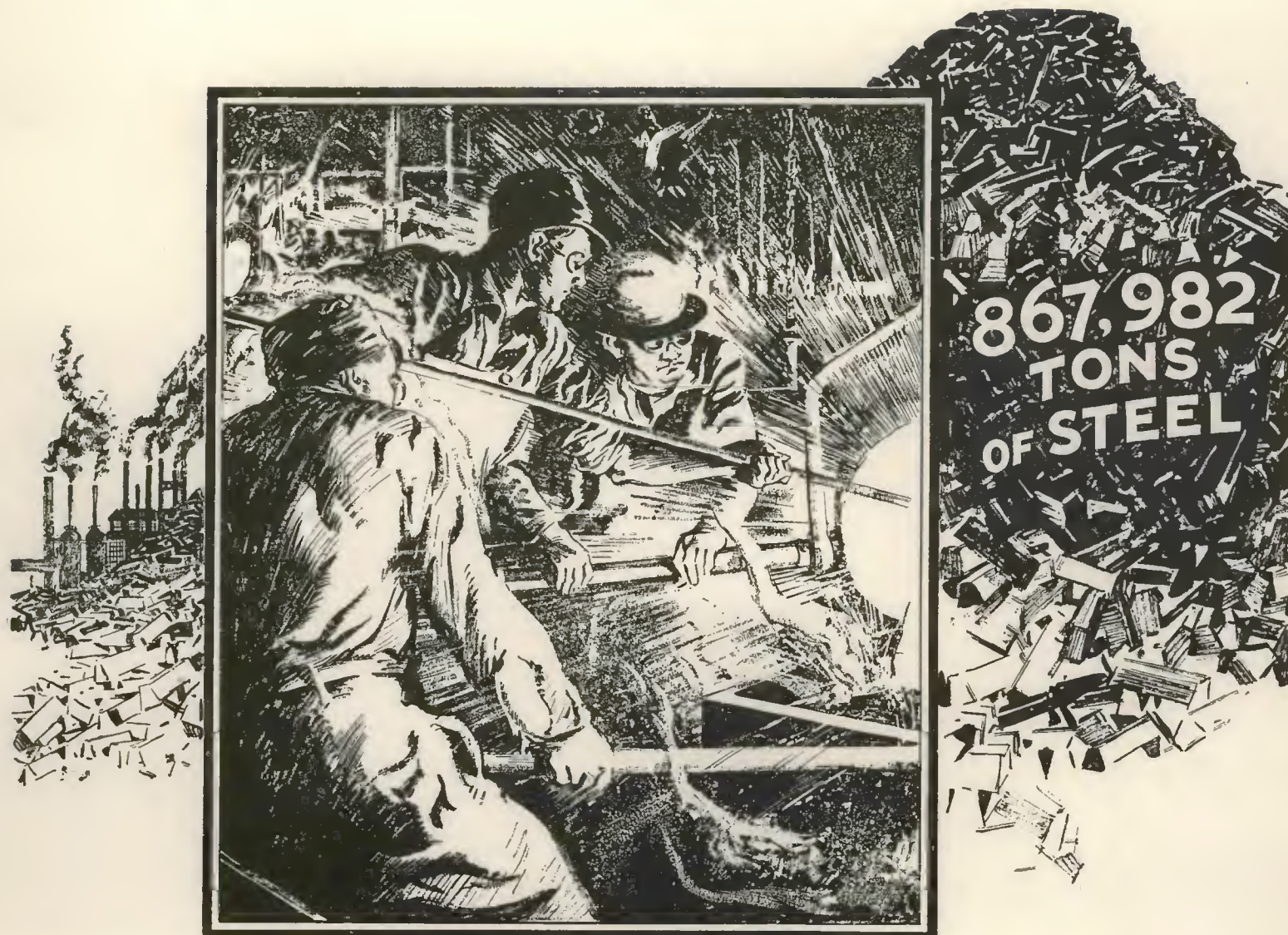
The real language learners are children. They learn without conscious effort. And they make wonderful progress without ever consulting either a grammar or a dictionary. That fact hints that those books are hindrances, not helps, in learning a language, though in too many schools both of them are revered as something sacred. Yet all the really great linguists of the world—men like George Barrow, Richard Burton and Henry Schliemann—have made almost exclusive use of translations when they could not have actual talk with natives, and every one of them vehemently has condemned the grammar-and-dictionary method. In the Middle Ages, too, when such books were rare or altogether lacking, and for a good while afterwards, men learned Latin far better than do any except our very best scholars now.

The truth is that the "crib," the "horse," is reprehended only for the Puritanical reason that it makes easy what otherwise is hard. Schliemann, the German grocery clerk, who found Troy, learned his first Greek from a translation into modern Greek of "Paul and Virginia," and before long he was telling university professors what they did not know about Homer.

OFFICIAL LANGUAGE

From the London Times

A correspondent recently complained of the faulty English in which a Government form laid it down that three "exactly similar" specimens of a design should be deposited. He suggested that the offending department was groping after the better word "identical." The painstaking official, thus shot while doing his best to find the perfect phrase, might retort upon his critic that, strictly speaking, it is physically impossible to deposit more than one "identical" specimen of anything. However that may be, the critic will find plenty of allies in his attack upon official English. We meet the bogy in higher flights than the tortured wording of income-tax returns and pension forms. From time to time most of us receive, or at least have occasion to read, bewildering documents which begin (often, it is to be feared, without strict regard to truth) with the words, "I am directed by," and end, even after delivering a blank refusal or a severe rebuke, with something obviously satirical about being an obedient and humble servant. In these communi-



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cations, which it were treason to call letters, the English tongue takes on an almost alien air. The writers of them are afflicted by curious limitations. They transmit, but do not send; observe, but do not see; commence, but never begin; conclude, but never end. The short word is shunned like the plague. Where there is any choice, periphrasis and Latinity are preferred to plain, blunt speech and the homely Saxon. Answers are always in the affirmative or in the negative, never a mere "yes" or "no." The double negative ousts the simple positive. The best-founded claim can not hope ever to be more than "not unreasonable." The most violent form of approval is to see no objection. There is the well-worn story of Lords Commissioners who, grudgingly assenting to the use of girl clerks in time of stress, nevertheless found themselves "unable to conceal their preference for boys."

It is tempting to make fun of these affectations. And yet, but for his tradition of silent suffering, the pained official might have much to say for himself. There are reasons for his using speech which is "more than common talk." He knows that he does not speak as other men, because he knows that he is not as other men. They speak for their puny selves; he speaks for some one far greater. A certain rotundity of mouth is fitting, and even necessary, when the voice is the voice of a Secretary of State, of Lords Commissioners, or of a board which may include, all unsuspected by the vulgar, an Archbishop. The mask and the high-heeled buskin are essential to the proper stage effect. In addition, the standardized official style preserves a decent anonymity. It would never do if it were possible to infer, from idiosyncrasies of wording, that it is Mr. A. who is easygoing and Mr. B. who is stony-hearted. Anonymity of person is matched by neutrality of temper. The official style sits

serenely aloof from human passions, like the gods of Lucretius. Safety is found, as usual, in the middle way. Enthusiasm and hyperbole are frowned upon. Many an ardent novice must have groaned to see his best superlatives and his purplest patches ruthlessly reduced by a wise and hardened senior to the drab phrasing hallowed by the usage of the service. Official drafting, like legal drafting is no natural product, but an art, hammered out by painful practice and hard experience to serve certain ends. It aims, not meanly, at dignity, dispassionate statement, and, so far as may be among mere men, infallibility. It is easy to laugh at it, and to suggest improvements of detail in particular examples of it. But it could not be discarded as a whole without running risks, the least of which would be such bathos as was achieved by the business man, imported for war-time purposes, who laid before a staggered Under-Secretary for signature an official letter inviting an eminent and angry correspondent to "come round and have a chat about it."

CHILDREN OF THE SEA

By EDWIN SCHOENRICH, *Vice Consul, La Paz*

The Vice Consul at Valparaiso is at work at his desk in the front office of the Consulate General when the quartermaster of the American steamer *Bonanza* walks in.

Qm.: You the American Consul? I just come to advise you that I just been discharged offn the *Bonanser* this fine morning.

V. C.: Been what?

Qm.: Discharged. Leastwise, that is to say, I got ordered offn the ship.

V. C.: Captain order you off and tell you to come here?

Qm.: No. Skipper didn't have nothing to do with it. It was that First Officer.

V. C.: What about him?

Qm.: Oof, he's an ab-so-lootly-ly impossible feller. He told me to get offn the ship; in fact, he told me to get the hell offn the ship. And I got. I'm for obeying orders. How can you get along with a feller like that? I been quartermaster on this here *Bonanser* now for twelve month, and I never had nobody talk to me like that before. I'm a man of peace. I stand for peace. I don't want no arguments.

V. C.: And what do you propose to do?

Qm.: What can a feller do? He told me to get offn the ship, and I got. I got my slops together pretty quick and I got off.

V. C.: Why did he tell you to get off?



Qm.: He's been riding me this whole trip; that's why. He's just plain got it in for me. I can't understand it. I come from Marblehead, and I'm pretty salty, and I never seen nothink so in-com-pre-hensible before.

V. C.: He certainly must have had some reason. What was the argument about?

Qm.: Well, this time it was because the old wagon pulled out without me last Thursday when she dropped down the coast to Talcahuano. But 'course I knew she was comin' back.

V. C.: Where were you when the *Bonanza* sailed on Thursday? Seems to me you should have been on the job.

Qm.: I was drunk.

V. C.: Oh—yes.

Qm.: I was drunk. Now, understand me, I wasn't deserting—I didn't have no intention whatsoever to desert. I knew the *Bonanzer* was comin' back and here I am. I'm just telling you facks. When I got back on board this morning after the ship docked the First Officer up and tells me to get the hell offn the ship. I'm just obeying orders, that's all. I ain't got no kick of no kind, and I don't want no arguments with nobody.

V. C.: Didn't see the Captain, you say?

Qm.: No, I didn't see no Captain. That big Swede of a First Officer ordered me off before I had a chance to pull off my shirt even.

V. C.: Well, you know your business well enough to know that you've got to negotiate through the Captain. You'd better look him up right away and tell him you want to go back to work.

Qm.: WHAT! A berth on that boat, under that First Officer! Not on your life. Listen, I wouldn't sail one inch under that man under NO con-si-der-ation.

V. C.: You'll cut a pretty sorry figure on shore here. There's no work in this port.

Qm.: Don't care. But I ain't never gonna sail with that big Swede. Never again. Never.

V. C. (lying bravely): The last quartermaster we had here was hanging around for a year, and he finally signed on as a coal-passer just to get away. Of course, you may be a better quartermaster.

Qm.: Don't care. Not on that ship under NO con-si-der-ation. All I want is peace. I don't want no arguments. That's all.

V. C.: Best thing you can do right now is to wait here until the Captain comes in. We're expecting him most any minute.

(Twenty minutes pass in silence, then Captain walks in.)



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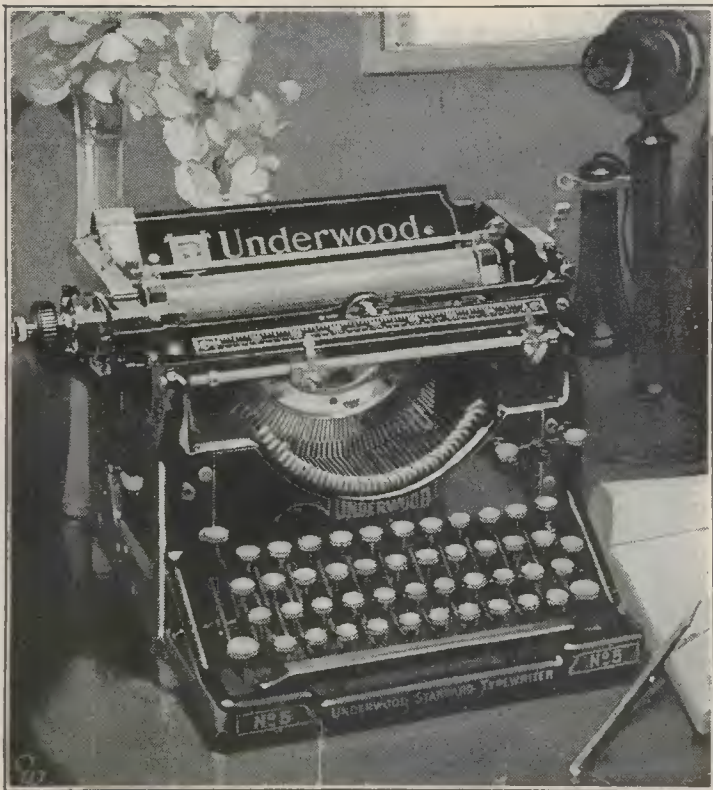
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V. C.: Captain, here's a gentleman of your crew—

Capt. (addressing Qm.): What are you doing on shore?

Qm.: I was told to get the hell offn the ship, and I got.

Capt.: Do you take orders from me?

Qm.: Yes, sir.

Capt.: Did I tell you to get off the ship?

Qm.: No, sir.

Capt.: Well, who did tell you to get off the ship?

Qm.: The First Officer.

Capt.: Good for the First Officer. I would have told you the same thing. Why did the First Officer tell you to get off the ship?

Qm.: Just because I didn't show up in time when we pulled out last Thursday.

Capt.: Why didn't you show up?

Qm.: I was drunk.

Capt.: So. Does the company pay you for that?

Qm.: No, sir.

Capt.: And you were drunk when you came on board this morning, weren't you?

Qm.: NO, SIR. I haven't had—

Capt.: And because you were sopping drunk the First Officer ordered you off the ship, didn't he?

Qm.: Yes, sir—NO, SIR!

Capt.: And you're still drunk. You're drunk now.

Qm.: NO, SIR; I swear I haven't had one—

Capt.: I don't blame the First Officer a bit. I would have done the same thing. Now, look, if you want your job, it's out there on the ship waiting for you, understand?

Qm.: Yes, sir.

Capt.: Now, you can do as you please. You can take it or you can leave it. You're mighty keen on obeying orders when the First Officer tells you to get off the ship. If he had told you to go to work, you wouldn't have been so keen about it.

(Silence.)

Capt.: Well, come on, you can do as you wish. You can take up your job or you can desert. If you want my advice, you'd better hustle aboard and get to work. Being that you're so strong on obeying orders you can tell the First Officer that I ordered you on board. That's all.

Qm.: Aye, aye, sir. (Departs for the ship.)

Capt.: When he's sober he's the best quartermaster I ever had, but when he's drunk he's a fool. They're all children.



INVOICE FOR ANCHOR OF COLUMBUS

By MAURICE P. DUNLAP, Consul, Port au Prince

Included in an invoice of merchandise recently certified at the American Consulate at Port au Prince, Haiti was the anchor of the Santa Maria, flagship of Columbus. "One anchor and flags of Haiti" reads the item; "invoice value \$2,600." Listen to the tale that hangs thereto:

Early Christmas morning, 1492, the Santa Maria, flagship of the doubtful admiral, was thrown on a reef off the coast of Haiti. The gallant ship had just made the crossing from the Old World to the New. Coasting from one to another of the new-found "Indies" the three caravels had reached what seemed an inviting harbor when treacherous rocks crush the proudest of the three. Every effort is made to save the boat, but in vain. The tides heave the hulk but she cannot be dislodged.

Columbus, much depressed, has gone ashore. Suddenly a native cacique appears.

"Guacanagari," says he.

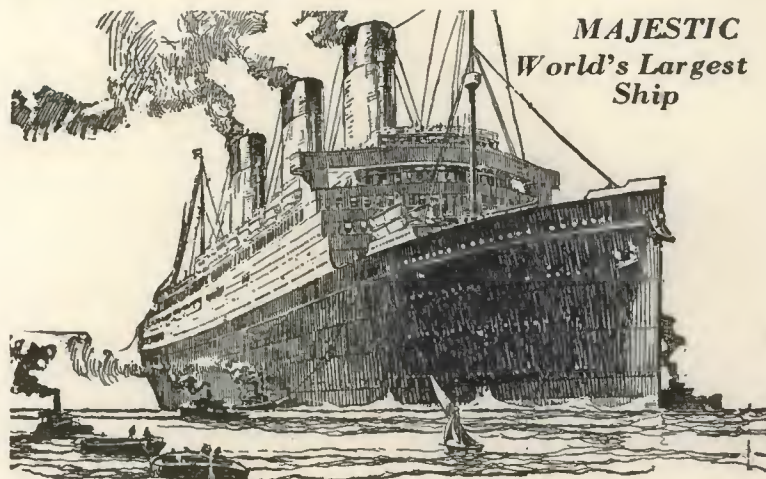
This turns out to be the name of the chieftain rather than an expression for "Good morning."

A train of attendants appear.

Columbus is introduced as the White God; a scarlet robe is thrown over his shoulders, a crown is placed on his head by Guacanagari, and 1,000 Indians clothed only in flowers dance primitively to the tom-tom.

Columbus is somewhat cheered, forgetting his loss for the moment. However certain members of his crew made greedy by the sight of the golden crown, decide despite dancing and everything, to move on in search of more treasure. They sail away taking Columbus with them, but leaving the Santa Maria wreck on the rocky coast. Bit by bit the caravel disintegrates. Finally all vestiges of her disappear. Only the place where this wonder ship met her fate is still pointed out by superstitious natives. Then one day a strange object is noted there by keen-eyed divers. It is difficult to move, but finally a great anchor, gaunt and rusty, is brought ashore to the delight of the inhabitants who assemble to view it.

But the anchor's adventures are only begun. Proud relic through centuries, it was invited to participate in the Columbian Exposition at Chicago. Thither it moved in triumph in the year 1893, 400 years after its first great venture. Thousands gazed in awe on its rusty majesty, but its hour was brief.



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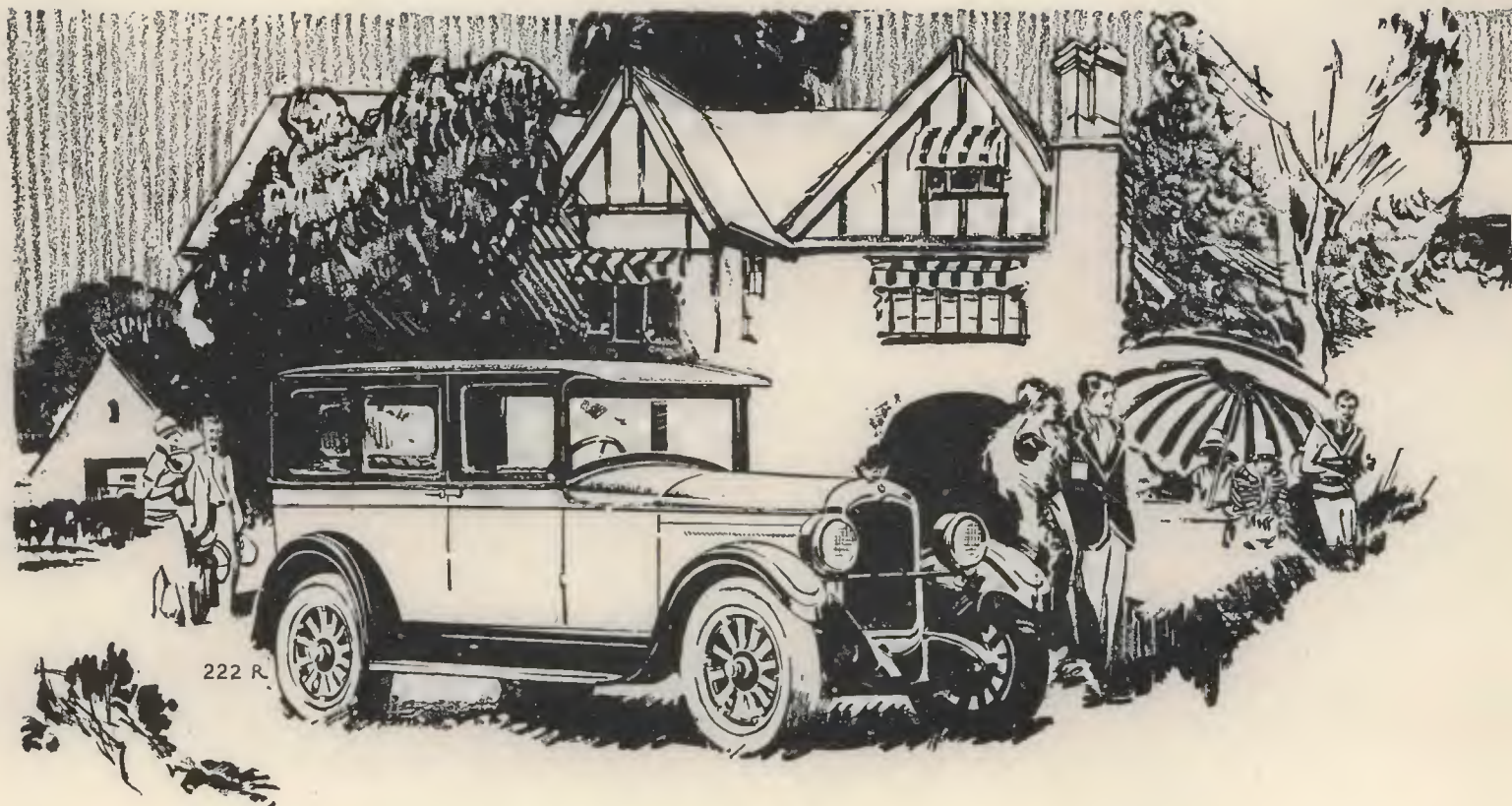
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S I X C Y L I N D E R S



The committee that had escorted the anchor ran short of funds. The treasure was mortgaged or sold to pay bills. In vain Haitians in Haiti awaited the return of their valued relic. Where the committee went to, cannot be said; perhaps they went to France, fearing to return without the anchor. It was only after many vicissitudes that the Columbus memento was returned to the island of Haiti.

Meanwhile it seems, another anchor had appeared claiming to be the anchor of the Santa Maria. And just to prove that at all events the original anchor of Columbus was still in Haiti, both anchors, gaunt and majestic, were hung in the entrance hall of Gendarmerie headquarters at Port au Prince.

Then at Cap Haitien a third anchor of the Santa Maria appeared. Cap Haitien is on the northern coast of the island, quite difficult of access from Port au Prince, so it can be understood that it is much more convenient for the people of that district to have their own Columbus anchor rather than have to make the expensive journey to the capital to see it. And why should there not be several anchors from the Santa Maria? If Columbus can have two authentic sets of bones (as we know he has), why not three authentic anchors for his flagship?

One can, however, understand the attitude of Anchor No. 1 in insisting on its prerogatives. The status of No. 1 has undoubtedly been the longest recognized; and it manages to look gaunter, grimmer and more authentic than the other two. So it is the one by far most worth looking at.

Therefore if you, gentle consular reader, would like to see the real anchor of the Flagship of Columbus, you will find this relic enjoying a new lease of glory at the Philadelphia Sesqui-centennial Exposition. For it has just been dispatched thither in connection with the exhibit of the Haitian government.

"One anchor and flags of Haiti—invoice value \$2,600."

This is the prosaic item hidden among a dozen or more other prosaic-sounding items on an American invoice. How romantically inadequate—the invoice—for it claims that this item is a "full description of goods."

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(Continued from page 277)

The *Essex* had been scouring the South Pacific Ocean, capturing and destroying all vessels sailing under British colors, and so thoroughly had she done her work that the enemy's whalers (its principal fleets in that portion of the world) had abandoned their work, and such as were not destroyed had fled for safety to neutral ports or safer seas. It was at this time that the *Essex* put into Valparaiso, a supposed friendly port, and while there was blockaded by the British frigate *Phoebe* and ship *Cherub*. Captain Porter, of the *Essex*, was perfectly willing to fight either of the enemy's ships alone, and it was during an attempt to bring about such a duel that his vessel was struck by a squall, by which she lost her main-topmast, and was so badly crippled that, unable to pursue or escape, she was attacked while only a quarter of a mile from the shore by both the enemy's ships at once. So unmercifully was she cannonaded that she was reduced to a total wreck.

In after life Farragut wrote: "I well remember the feeling of awe produced in me by the approach of the hostile ships; even to my young mind it

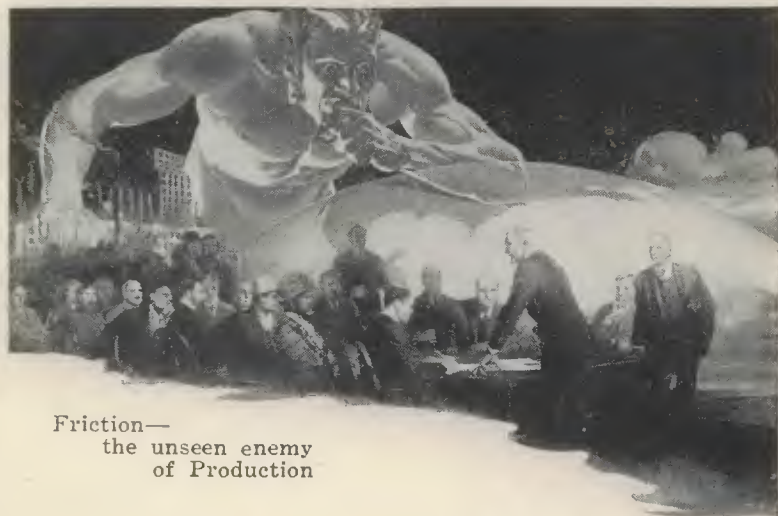
was perceptible in the faces of those around me as clearly as possible that our cause was hopeless. It was equally apparent that all were ready to die at their guns rather than surrender. * * * At 3.45 they commenced firing, the *Phoebe* under our stern, the *Cherub* on our starboard bow; but the latter, finding out pretty soon that we had too many guns bearing on her, likewise ran under our stern. We succeeded in getting three long guns out of the stern ports, and kept up as well-directed a fire as possible in such an unequal contest."

Then followed most gallant but ineffectual attempts to close with the enemy, but the fates seemed against them. At one time the enemy was driven off to refit for half an hour. The *Essex* cut her cable and attacked both her opponents at once, but they withdrew again to a safer distance where they could use their long guns. Captain Porter then determined to beach and destroy his ship, but the baffling winds blew her back when within a half-mile of the shore. He then anchored, hoping the enemy would drift out of range, but the cable was cut by a shot and

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his ship again drifted along with the foes that were destroying her. They were now at the mercy of the enemy who bored them through and through with incessant shots, until their condition was pitiable. Although they were well within the position of the Chilean shore battery, which, under the law of nations, should have protected them while within the marine league, the Chilean guns gave no assistance or protection whatever.

The *Essex* at last caught fire, and the men came rushing up from below. Many of them were already on fire, and the clothes of some of them were stripped off as quickly as possible, while those for whom this could not be done were ordered to jump overboard to quench the flames. Many of the crew and some of the officers, hearing the order to jump overboard, took it for granted that the fire had reached the magazine and that the ship was about to be blown up, so they leaped into the water, and a number of them were drowned. At last it became evident that the ship was sinking, and it was determined to surrender in order to save the wounded.

Farragut in one of his letters wrote: "During

the action I was like Paddy in the cat hairpins—a man on occasion. I performed the duties of captain's aid, quartermaster, powder boy, and in fact did everything that was required of me." The primers to fire the guns at that time were made of quills filled with powder, and the hero writes: "Some primers were wanted, and I was sent after them. In going below, while I was on the wardroom ladder, the captain of the gun directly opposite the hatchway was struck full in the face by an 18-pound shot and fell back on me. We tumbled down the hatchway together. I struck on my head and he, fortunately, fell on my hips. I say fortunately, for as he was a man of 200 pounds weight I should have been crushed to death if he had fallen directly across my body. I lay for some moments stunned by the blow, but soon recovered consciousness enough to rush up on deck. The captain, seeing me covered with blood, asked if I was wounded, to which I replied, 'I believe not, sir.' 'Then,' said he, 'where are the primers?' This first brought me completely to my senses, and I ran below and brought the primers on deck."

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