

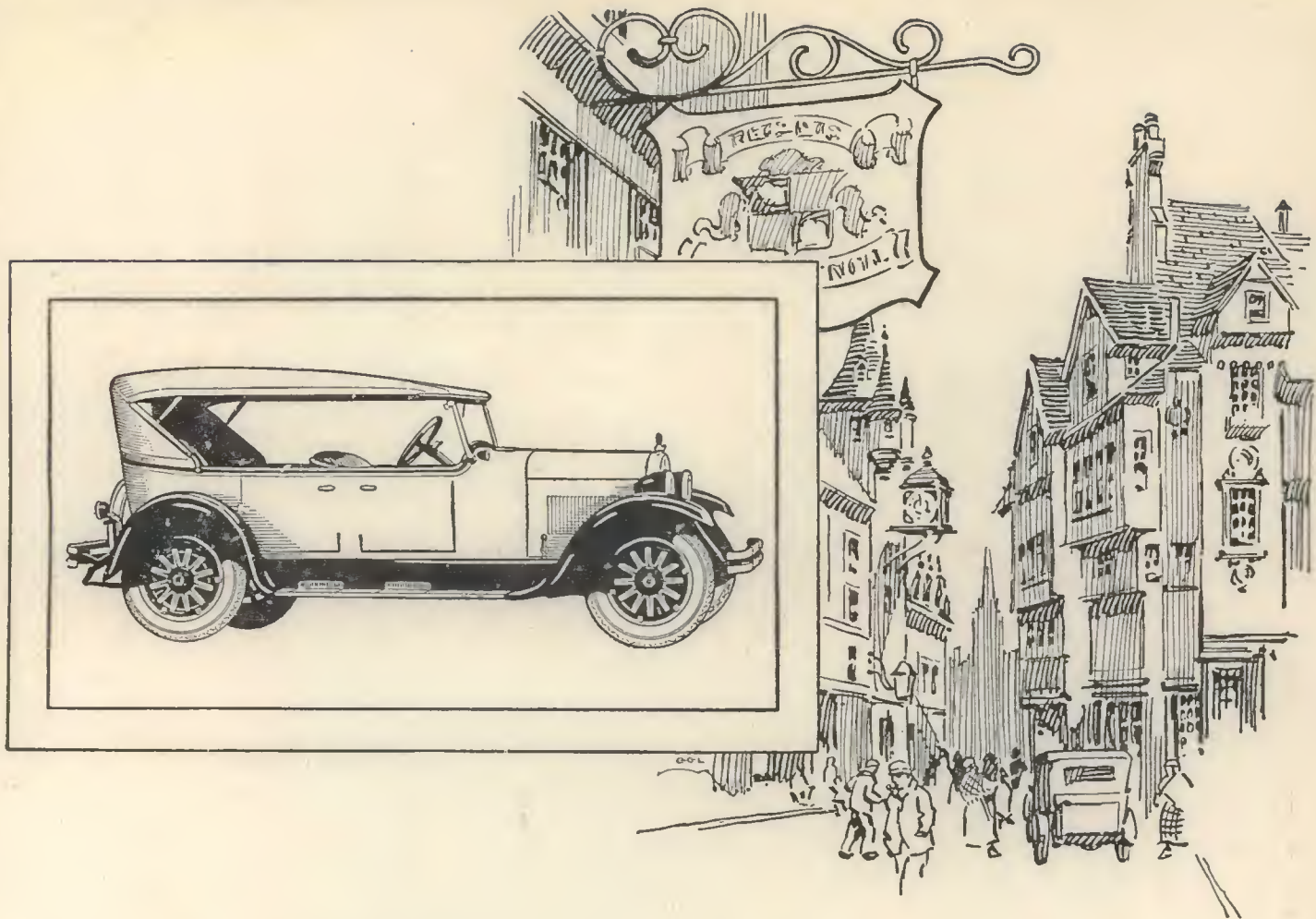
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Photo by W. Clifton

MONASTERY OF MAR SABA, PALESTINE

Vol. III OCTOBER, 1926 No. 10



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Alexander Hamilton's Birthplace

By HENRY D. BAKER, *Consul, Port-of-Spain*

ALEXANDER HAMILTON'S birth in the small tropical West Indian Island of Nevis, on January 11, 1757, has given to this island the fame of producing one of the most illustrious men in American history, one of the greatest intellectual geniuses the world has ever known, and by far the most distinguished person who ever came from the West Indies.

As the wonderful career of Alexander Hamilton has always been for me a particularly fascinating study, I was glad of the opportunity, in May of this year, to visit Nevis, and to survey at least the ruins of the fine old stone house, by the beach, near Charlestown, its capital, where he first saw the light, and spent his first childhood years. I may mention, however, that although this particular house is generally believed to be the birthplace of Hamilton, yet actual proof of its identity as such, is not certain.

CIRCUMSTANCES OF HAMILTON'S BIRTH

The circumstances of Alexander Hamilton's birth were unusual and unconventional. His mother, Rachael Fawcett, who was of French Huguenot descent, had originally resided at the neighboring island of St. Kitts, near the base of the famous Brimstone Hill, the "Gibraltar of the West Indies." She was of excellent social position, and of wondrous charm, beauty, and intellectual attainments, and easily in her day, the young belle of St. Kitts. At a ball at Government House in Basseterre, the capital, she had met a Dane from St. Croix, John Levine, who was tremendously taken with her. Of colorless

personality, he failed to appeal at all to her, and she could not even like him. Her mother, however, considered that the match would be desirable for her, and through her insistence, which she lived to regret, an unfortunate marriage between the two was finally arranged. His base character was soon revealed, and after a short residence with him in St. Croix, the young wife escaped from his house and returned to her mother at St. Kitts. There was no law then at St. Kitts permitting divorce, any more than now in most of the British West Indies, and although her friends exercised strong pressure to secure legislation which would restore her freedom, yet their efforts were of no avail.

For some time after her return she appears to have stayed in quiet seclusion despite her bright spirited temperament. Later she met James Hamilton, who had recently come out from Scotland, joining some highly respected kinsmen in St. Kitts and Nevis, who were friends of her own family. James Hamilton, on both his mother's and father's side, was of noble descent in Scotland. A real love romance started when she met Hamilton and her old spirits returned, and she was soon again attending balls at Government House, resuming her social sway, and ever happy when in the company of young Hamilton. The two thus gravitated together, but as she had a living and undivorced husband, her marriage to James Hamilton was naturally impossible. Eventually, however, they took the independent step of becoming united to each other without the usual ceremony of marriage.



James Hamilton is quoted in Gertrude Atherton's famous book "The Conquerer," as explaining:

"Right or wrong we are going to live together for the rest of our lives, because I will have no other woman, and you will have no other man; and we will live together publicly, not only because neither of us has the patience for scheming and deceit, but because passion is not our only motive for union. There is gallantry on every side of us, and doubtless we alone shall be made to suffer; for the world loves to be fooled; it hates the crudeness of truth. But we have each other, and nothing else matters."

Society in the small islands of the West Indies, where almost every one of any position knows everyone else, can be most unpleasantly talkative over affairs of this sort, and most readily scandalized. It was evidently for this reason that the young couple decided to leave St. Kitts and make their home in Nevis, where the young girl already owned a house by the beach, which had been left to her by her well-to-do father. Thus it happened that Nevis became the place where their first baby, Alexander, was born to them.

In the later brilliant career of Alexander Hamilton he often had to submit to unkind slurs from political opponents on the matter of his illegitimate birth at Nevis. But the American public of his time, appreciating the nobility of

his character, his genius and his tremendous services in the organization of the new republic, never felt sympathy with criticism of such unfair nature.

THE CHARACTERISTICS OF NEVIS

Nevis is a symmetrical and almost round island, sloping steadily and gracefully upward into a cone, of volcanic formation, veiled in cloud. Seen from steamers it looks like a part of St. Kitts. A nearer approach, however, shows the two islands to be separated by a channel, which is about two miles wide. The island is full of rocks and boulders. Above 1,000 feet elevation, it is covered with forest growth. On the gentle slopes below, Sea Island cotton, the present main staple is cultivated, also sugar cane, which in the days of Hamilton, was the chief crop. At some old sugar mills, horses in some cases, and windmills in others, still furnish the motive power for grinding the cane, and making the brown molasses sugar, known as muscovado. A great deal of rocky open land is given up to cattle pasturage.

INTERESTING NAVAL ENGAGEMENT IN ST. KITTS-NEVIS WATERS

In the waters covered by the 12-mile trip between Basseterre and Charlestown occurred on January 24, 1782, one of the most interesting engagements in naval history, between Count



Photo by H. D. Baker

PASTORAL SCENE ON THE ISLAND OF NEVIS



De Grasse, commanding 26 French ships, and Sir Samuel Hood with 21 English ships. Sailing from the channel between Nevis and St. Kitts, the British squadron attacked the French fleet lying before Basseterre, and piercing into the middle of their line and circling around the lower end, got possession of the French anchorage near Basseterre. The French ships were compelled to withdraw with considerable losses, and many weeks were required to repair their damage. Although this engagement was not decisive, yet the delay gave Hood sufficient time to await the arrival of Admiral Rodney's fleet from England. When this junction was effected the combined naval forces were able on the following 12th of April, 1782, to win one of the most decisive naval encounters of modern times, resulting in destruction of some of the finest war ships of France, and the surrender off Dominica of De Grasse himself; the same De Grasse, who only in the previous October had cooperated with General George Washington to force the surrender of Cornwallis at Yorktown, Va., thus assuring the success of the American Revolution.

THE LUCK OF HISTORY

As I sailed through these waters, remembering the engagements which had been fought here, and thinking also of the great Hamilton,

brilliant in so many versatile ways, who had served with special distinction in that final coup at Yorktown, it struck me that it was might lucky that this French naval reverse, occurring just 25 years and 2 weeks after Hamilton's birth at the island I was approaching, had not come about five months sooner. I doubt very much whether the American patriotic forces, with all the skill with which they were led—could have accomplished the investment of Yorktown and surrender of Cornwallis without the cooperation of De Grasse and his fleet, which had thus latterly come to grief, but fortunately after the independence of the United States was already accomplished.

At the time of the siege of Yorktown Great Britain was not altogether "mistress of the seas." She was fighting not only the American colonies, but France, Spain and Holland, and for the time being had insufficient sea power to check-mate all her enemies, and she was unable just then to control the Atlantic coast, or give Cornwallis any assistance by sea. A few months later, however, after the surrender of De Grasse, she again had the balance of sea power in her favor.

Although the British naval victories in the Caribbean Sea, early in 1782, were too late to have effect on the American War of Independence, yet they undoubtedly saved Great Britain's possessions in the West Indies. England was



Photo by H. D. Baker

SUNSET ON THE CARIBBEAN



now quite ready to grant American independence, but peace with France was difficult on account of that country's extravagant demands for large cessions of territory, especially in the West Indies. The defeat and surrender of De Grasse, however, made France more amenable to reasonable peace terms, and she then accepted a settlement by which was ceded to her only the island of Tobago (which at a later peace treaty reverted again to Great Britain); three small fishing islands in the Gulf of St. Lawrence, and Senegal in Africa. This was the only territorial compensation which France received as the fruits of her assistance in the American War of Independence.

APPROACH TO CHARLESTOWN—THE BATHHOUSE HOTEL

As my sloop reached the current of the channel between the two islands it began to bob up and down a bit. In the "Conquerer" it is told that in the childhood of Hamilton there was a slave insurrection at Charlestown, at a time when his father was away on business at St. Croix. The mother and child escaped across this channel in a row boat, landing at the desolate end of St. Kitts, and after going through much discomfort, managing to send word to the governor at Basseterre, who soon arrived with reinforcements, which speedily quelled the trouble.

Just at sunset I reached Charlestown, which is now only a sleepy relic of what it was in the

days of Hamilton. Mean wooden huts have been built near or over the ruins of the palatial stone residences of the prosperous times gone by. I secured a motor car, and in a few minutes had driven through Charlestown, reaching the famous Bathhouse Hotel, where I secured accommodation. This hotel, which is one of the oldest and most remarkable in the world, was originally constructed in 1804, by slave labor, at a cost of about \$200,000, which in those days with high purchasing value of dollars, representing enormous expense. For a great many years in the early part of the past century, this hotel was the fashionable health resort of the West Indies. It is built on beautiful garden terraces, just above the famous hot springs and baths, noted for three centuries back for wondrous curative value in cases of rheumatism and other ills. During the depression in the period after the Emancipation of the Slaves, and the decline in sugar, the hotel was closed about 1890, and left to the mercy of the elements. But just before the great war, the main part of it was reconstructed, and opened since to visitors. Few have come here, however, and in this grand imposing castle like edifice, with its solid stone walls, three feet thick or more, wonderful archways, splendid ball rooms, etc., I, at the time of my own visit, was the single solitary guest.

It seems sad to think of this beautiful place, now so little known, and to compare its present neglected and lonesome condition with the gay times, luxury, and splendor occurring a century ago, as so vividly described in Gertrude Atherton's book "The Gorgeous Isle," a romance whose action centered at this hotel.

RUINS OF HAMILTON'S BIRTHPLACE

Early the next morning I motored to the other end of Charlestown to the ruins of the stone house with enclosing stone wall, believed to have been the place of Alexander Hamilton's birth. In front is the sea beach, with an outlook toward St. Kitts. The little tiny Alexander probably waded and pad-



Photo by H. D. Baker

RUINS OF HAMILTON'S BIRTHPLACE

The photograph shows Mr. Baker



dled here in the only real play time of his life. The ruins offer a sad picturesqueness, overgrown as they are with rank vegetation and tall prickly pears. The long high wall fronting the sea just back of the beach, and probably intended for hurricane protection, is now largely demolished, but at one end it has been restored, just back of it being a modern wooden house, called by its owner "Hamilton House," this being in some local picture post cards erroneously stated to be the Hamilton birthplace. The walled in property about here covers quite a large area, including both the present wooden house and the ruins of the old stone house, of which only the stone stairway and walls are now left.

Another property I visited in Nevis, understood to have belonged to members of the Hamilton family, and his father interested in it, was an old sugar estate, the substantial buildings of which are now in ruins. Into one of its unroofed compartments water had drained, and pigs were wallowing in the mud. This Hamilton property is very near to the Fig Tree church, where is kept the old record showing the marriage in Nevis, March 11, 1787, of the famous Nelson, then captain of H. M. S. Boreas, to Mrs. Nisbit, a widow of Nevis. The ruins of the old stone house where the marriage took place is also near at hand. Nelson's love affair later on with Lady Hamilton appears to have estranged the wife he thus secured in Nevis. There is no connection, of course, between this Lady Hamilton and the family of Alexander Hamilton.

There is no monument, tablet or other memorial at Nevis for Alexander Hamilton. I hope later to arrange for a good portrait of him to be given to the administrator of Nevis, for use at any place he deems appropriate, probably either the Town Hall or Government House.

Since January this year, there have been over 200 earthquakes in Nevis—all mild tremors, but accompanied by loud and disconcerting rumbling noises. Although the old volcanic crater

appears extinct, yet eruptive bursts in other parts seem possible.

I had a pleasant sail back to St. Kitts. I took some green coconuts with me, and as the heat of the tropical sun in the open boat created a great thirst, it was most refreshing to drink right from the hole cut in the shell, the delicious juice with which the nuts were completely filled.

PARENTS OF ALEXANDER HAMILTON

Alexander Hamilton's father never possessed the financial ability which so distinguished his son. He made a failure of his business in Nevis, and with his capital wiped out, he was obliged to accept a position in the Danish Island of St. Croix as overseer of a cattle estate. He took his family with him from Nevis to St. Croix. He was not successful there either, and not giving satisfaction to his employer, was dismissed. The unlucky James Hamilton, leaving his son, Alexander, and his mother under the care of relatives in St. Croix, went to the Island of St. Vincent, where, as a small planter, he passed the remainder of his days.

Several years ago the AMERICAN CONSULAR BULLETIN published an article (August issue, 1923), describing my visit to the Island of St. Croix, formerly one of the Danish West Indies, but now one of the Virgin Islands of the United

(Continued on page 322)



Photo by H. D. Baker

ANOTHER VIEW OF WHERE HAMILTON WAS BORN

Secretary Kellogg's Plattsburg Address

Delivered at the dedication of Thomas Macdonough Memorial, Plattsburg, N. Y., August 18, 1926

THERE are outstanding figures in history concerning whose lives we have thorough and detailed knowledge; their every act has been recorded by historians, their honors are part of our national records, and when fortunately these figures were prolific letter writers, their very thoughts are at the disposition of posterity for its guidance and illumination. There are other figures as great, whose names are known for one heroic effort of short duration, for one great service to their country, for one brief moment in which they brought their training to fruition in a single deed, which altered and profoundly influenced the destinies of their country. Such a figure was Commodore Thomas Macdonough. Beyond the record of a brief though brilliant episode in his life as a midshipman in action against Barbary pirates, very little data concerning Macdonough is available, until we find him a young man scarcely over 30 in command of the United States naval forces at the decisive battle of Champlain and Plattsburg.

Perhaps it may not be out of place to outline for a moment the strategic importance of this particular district. It lay on the road of the natural entry for enemy troops from Canada, and had it been secured, it would have made possible the cutting off of the whole of New England from the other states of the Atlantic seaboard. The strategic importance of this district had been recognized by the British in the revolutionary struggle and 37 years before Macdonough's victory the British had followed the same path in their earlier endeavor to penetrate the heart of the Colonies. It was equally apparent to the British in the second war. It was obvious that a successful inroad along this path, so decisive as to make it possible to maintain lines of communication, would deal a blow to the United States which might put the enemy in a position to dictate terms of peace. To this end during the spring of 1814 the British sent over several of their best regiments which had been released from duty in Spain and Portugal by the fall of Napoleon, seasoned veterans who had served under that great commander, the Duke of Wellington. An expedition composed of these troops under Sir George Prevost moved

down from Canada and approached the town of Plattsburg early in September. It was rightly realized by the British high command that a land attack, even if successful, could not maintain its communication and penetrate further south unless control was obtained of Lake Champlain, and to this end orders were given to bring their fleet to the assistance of the attacking forces in the endeavor to destroy the American fleet and complete the control of the highway.

I shall not attempt a detailed description of the battle of September 11, so fitly commemorated by this monument, which a nation in its gratitude has dedicated to the memory of those intrepid men who played a part in it. This can be done more adequately by those with greater technical knowledge. I want to bring home to you certain facts, however, regarding that bloody and stubbornly fought encounter, which took place in this bay on that sunlit morning.

The British under Captain Downie, had a flagship, the *Confiance*, of 1,200 tons, to oppose Macdonough's flagship, the *Saratoga*, of 734 tons. According to careful estimates they also had a decided advantage in total strength, namely, 16 vessels of 2,400 tons, with 937 men and a total of 92 guns; while the Americans had 14 vessels of 2,240 tons, 882 men and 86 guns. Captain Downie brought his fleet into action against the American ships waiting in the harbor, Macdonough and his officers knelt on the quarterdeck, and a few moments of quiet prayer preceded the din of action. The fighting lasted more than two hours and a half, and Macdonough himself worked like a common sailor handling a favorite gun against the enemy. He was knocked senseless for a period, but leapt to his feet and continued as before. When the *Saratoga* was left without a single gun in the starboard batteries from the terrific fire of the *Confiance*, Macdonough executed a turning maneuver, which brought to bear his port broadside and renewed the battle. It was this maneuver, which his foresight had rendered possible, that has won for him the universal praise of seamen and which undoubtedly turned the tide of the engagement. "It was this maneuver," according to Colonel Roosevelt, "that won for Mac-



donough a higher fame than any commander in the war, British or American," and made him, down to the period of the Civil War, "the greatest figure in our naval history." So intense was the fighting between the *Confiance* and the *Saratoga* that scarcely an individual escaped injury on board either ship, and its fury was an evidence of the gallantry and determination of both sides. The news of the American victory speedily reached Sir George Prevost, who had abandoned his positions outside of Plattsburg, and who rapidly retired, leaving behind quantities of baggage and his wounded; and with this action all active operations ceased on this frontier. The decisive influence of this action on the fortunes of our country can readily be seen. During this period the American and British commissioners were negotiating for peace, and the British had received instructions not even to discuss the question of impressment, the blockade questions in which we were interested, compensation for seizures under orders in council. On August 19 the British Government had issued them instructions which read: "You can not be too peremptory in discouraging at the outset the smallest expectation of restitution of captures made under orders in council." Forty days after Macdonough's crushing victory the news reached London and the situation was changed completely. The command of the British forces in America was offered to the Duke of Wellington, but the latter replied: "Neither I nor anyone else can achieve a success in the way of conquest unless you have naval superiority on the lakes." The Duke added that in the state of the war at that time the British had no right to demand any concession of territory. This testimony from one of the most famous generals in history gives

full evidence of the decisive character of Macdonough's victory. On Christmas Eve, about a month later, the Treaty of Ghent was signed.

Now let me turn to the happier side of this desperate struggle, fought with equal gallantry and determination by the seamen and officers in both the British and American Fleets. According to the reports of the battle, on the surrender of the British officers they offered their swords to Macdonough. He treated them with great courtesy and stated: "Gentlemen, your gallant conduct makes you worthy to wear your weapons. Return them to your scabbards." Testimony as to Macdonough's treatment of his prisoners comes from a report from Captain Pring of the British forces: "I have much satisfaction in making you acquainted with the humane treatment the wounded have received from Commodore Macdonough. They were immediately removed to his own hospital on Crab Island, and were furnished with every requisite. His generous and polite

attention also to mess officers and men will ever hereafter be gratefully remembered." On the third day after the battle, the solemn rites of burial were accorded to the dead of both nations. Fifteen officers, including Captain Downie, the commander of the British Fleet, were buried in the Plattsburg cemetery and a fitting tribute to this gallant officer was paid by the American officers. So ended the last naval encounter of this war of the seas, and so ended the last naval encounter from that day to this between the British and ourselves.

This battle then ended hostile action between Great Britain and the United States. It did more. It initiated that friendship between the two great branches of Anglo-Saxon race which has endured for over 100 years. It is a friendship which has



Photo by H. D. Baker

TOMB AT ST. CROIX, VIRGIN ISLANDS,
OF HAMILTON'S MOTHER



enabled us to maintain a common frontier with Canada for thousands of miles, without armed defenses on either side, a condition made possible only by the mutual faith which the one people has for the other. A traveler from one country to the other may readily fail to realize that he has passed the frontier between two great nations. Here let me add that the last relic of an armed frontier is about to disappear. The old United States vessel, the side-wheeler Wolverine, is about to pass into the possession of the City of Erie. The House of Representatives has passed a bill to that end, and in all probability the Senate will do so likewise in the coming winter. This friendship has on many occasions extended far beyond the passive friendship of an unguarded frontier, until it culminated when our men stood shoulder to shoulder in France. The British Government and the Government of the United States have frequently found themselves in accord in representing and voicing the aspirations of our two peoples toward right and justice. While this occasion is not a celebration of the one hundred and twelfth year of peace between Great Britain and the United States, yet it is fitting, as we stand before this monument commemorating the last struggle to emphasize the inestimable value to civilization of the long peace and friendship of the two great English speaking nations. It is inconceivable that anything can bring these nations again into the conflict of war. Differences will arise as they have in the past, but they can and will be settled without the arbitrament of arms. Two peoples which have to a great extent the same historic background, the same respect for law and love of justice, the same ideals of government and of international conduct, can not again imperil the world by going to war with each other. I should despair of the future of our civilization if this were not so, and here in the presence of the heroic dead of both nations let us again pledge ourselves to the maintenance of that peace.

When we think of the battle between those tiny ships, and compare them with the ponderous engines of destruction which science had invented and brought into operation in the last war, is there any wonder that the nations of the world are now struggling to find some means to do away with the vast expenditure and losses of war and to prevent its preparation? Is it any wonder that they struggle to find a means to prevent a repetition of its horrors? The passionate conviction that the waste and danger of increasing armaments must be stopped was apparent on both sides of the water and led to the calling of the Washington conference—the first successful effort which history shows to curtail armaments of states by mutual voluntary agreement. This problem was attacked in all sincerity by five great maritime nations of the world, and led to fruitful results both in creating and bettering sentiments of friendship between those nations and in rendering possible economies for all. The work on limitation of naval craft has only been partly consummated. There has been a limitation of battleships and aircraft carriers alone. There still remains the task of limiting other units of naval strength, as well, namely, cruisers, destroyers and submarines.

We are at the present time engaged with many of the great powers of the world in a preparatory discussion in an endeavor to ascertain what questions affecting limitation of all classes of armament might be taken up advantageously in a conference of the powers. This discussion is taking place at Geneva, and I believe the time is opportune for me to endeavor to make clear to you what we have been trying to accomplish throughout the discussion. Let me state at the beginning that the United States has had no selfish interest to serve at this conference, and that the United States entered it with the purpose of contributing, so far as in its power lies, to any move which might ease the crushing



Photo by H. D. Baker

THE BATHHOUSE HOTEL AT NEVIS

(Continued on page 326)



BAHIA

From the Records

By HOMER BRETT, *Consul, Nottingham*

THE American consulate in Bahia is older than the Brazilian Republic; it antedates the Empire as the records go back to 1819 when Brazil was still a Portuguese colony. The archives for the early years are fragmentary yet they contain many bits of surprising and interesting information.

In the year 1824 no fewer than 87 American vessels entered the harbor and there were more Americans then resident in Bahia than there are now, 101 years later. In 1828 the Americans bought a piece of land for a cemetery. It was completely filled up by the yellow fever of 1849 and Consul Gillmer asked the department for \$5,000 with which to buy a new one. Needless to say he did not get it and eventually he himself was buried in the British Cemetery. The general location of the old ground is known but it is so covered with jungle growth that no trace of it can be found.

In 1834 Consul Woodbridge Odlin wrote to the department that at 15 years of age he had joined the revolutionary army shortly after Lexington; that he was, consequently, past 74 years old but that he was still as active as any of the 45 to 50 year old Americans in Bahia; that he hoped the department would permit him to remain as consul as he had been long in Bahia, liked the climate and feared going to a cold country at his age. He remained in charge writing reports of slave revolts and deportations of free negroes to Africa until he died in July, 1838. During 1837 he saw the revolt of "Sabinada" when the City of Bahia tried to secede from the Empire. Imperial forces besieged the town by land and sea, but the U. S. Corvette "Fairfield," J. Mayo, commanding, escorted American vessels in and out of the harbor ranging alongside so as to cover them from threatening guns. An imperial officer, taking umbrage at this, went out of the harbor and backed his topsails which was the naval method then of flinging down the gauntlet. The "Fairfield" followed promptly and then the Brazilian captain,

changing his mind, decided to come on board to pay a visit of courtesy. He did so and expressed the utmost astonishment to find the American with decks cleared, guns loaded and no seats in the captain's cabin. There was considerable correspondence about it later in which Mayo wrote, "If I had not gone out it would have been asserted far and wide that I had been challenged to fight and had refused."

In 1849 Thomas Turner, Acting Consul, and eight other Americans out of 23 attacked, died of yellow fever. At this period it was common for vessels to be detained in Bahia harbor because of the ravages of yellow fever among their crews. But it was no worse than other Brazilian ports and American and British vessels bound around the Horn frequently called for water and provisions. The year 1853 was in the good old days when folks were honest and before the world had surrendered to the spirit of stark commercialism. It was also the year that the bark, "Peytona," of 269 tons arrived at Bahia 49 days out from New York for Australia with 142 passengers and 31 seamen in the ship's company. The owners, advertising their vessel as of 600 tons, had collected \$30,000 in passage money plus \$10,000 in freight, mortgaged her for every cent they could get and then sent her out so short of food and water that the passengers had to be put on short rations when only 14 days at sea. Five passengers died of yellow fever in Bahia and the rest sailed on toward Australia.

Consul John S. Gillmer, a prominent American merchant, served as Consul from 1850 to 1862. He was much interested in the suppression of the slave trade. Americans would not engage in this trade directly but would aid it by selling their fast vessels for delivery on the African coast, the American masters and crews being careful to leave the ships before any slaves came on board. Bootlegging of black ivory was a leading industry in Bahia for many years and vast fortunes were made in it but the tradition is that not one of these fortunes lasted out its owner's life. No wonder, if a just God does rule the world! In 1856, on January 29th, the



CONSULATE AT BAHIA



Photo Alinari

A MISEROCORDIA BROTHER

"Mary E. Smith," of New Orleans, which, despite efforts to detain her, had left Boston on the preceding 24th of August, was brought into Bahia by the Brazilian Brig of War, "Olinda," with over 370 slaves on board. She had been trying for weeks to land her cargo on the coast, but had failed, and the mortality had been terrific. One hundred and six blacks died before the vessel was captured, many died after, and those still living upon arrival at Bahia were in such a frightful state from starvation and disease that it was feared that not one would survive. Consul Gillmer denounced Vincent D. Cranotic (alias Cranstock), master and ostensible owner, as a foreign scoundrel who had taken the mantle of American citizenship in order to bring disgrace upon the flag. Cranotic was an Austrian, naturalized American, and later an officer in the Brazilian merchant marine, who had made plans in Rio de Janeiro for operating this and five other slavers. He died in the Bahia hospital of disease caught from his victims.

Thomas F. Wilson was the war-time Consul. His principal characteristic was that when he went to make an omelet he was willing to break a few eggs. In 1863 the Confederate Cruisers (pirates Wilson called them) "Alabama" and "Georgia" were in port, the latter having no armament. The British steamer "Castor" arrived about the same time, ostensibly bound for China, and very innocently offered to sell the "Georgia" 300 tons of coal. Wilson had information that the "Castor" was carrying guns and ammunition for the raider, and that the coal was mainly an excuse for going alongside to transfer these. His protests stirred the State President to action, and the cruisers were invited to leave forthwith. The "Castor's" skipper swore that he had no guns on board and protested that the Consul's action had prevented a perfectly lawful sale of coal, but even at this late day it sounds like a tale for the marines. In 1864 the Confederate cruiser "Florida" and the U. S. S. "Wachusett" were in the Bahia Harbor at the same time. Consul Wilson wrote the Confederate commander a

(Continued on page 334)

The Misericordia

By J. E. HAVEN, Consul, Florence

TELL me, Consul, is there a Fascisti branch of the Klan in Florence? This is not an unusual question propounded by visitors, nor is the visitor to the Tuscan capital to be blamed for reaching the conclusion that the two organizations have in some manner combined forces.

The basis for the query is found in the hooded robe worn by the brethren of the Misericordia Society of Florence, which conforms to the classic lines of the Klan costume in all save color. That of the Misericordia Society is black and hence the seeming relationship to the official "Black Shirt" of the Fascisti.

It is an uncanny sensation, akin to dread, that one feels when, passing through the winding, narrow and dimly lighted streets in the medieval section of Florence on a cold, wintry night, one suddenly turns a corner—and then draws back against a wall. A group of black-gowned and hooded figures, carrying flaming torches, sweep silently along, the light being reflected from the eyes which gleam through the small slits in the hoods. In the center of the group on a stretcher, covered by a black pall and supported on the shoulders of several brethren, is a corpse being borne to the chapel of the society for the final rites.

The name and quality of the deceased, as well as those of the brethren, is a mystery, and as out of the night they came so into the night do they rapidly disappear, leaving behind the odor of the burning torches, and to the observer a

sensation of "goose-flesh," for in the now accentuated darkness, closed in by the grim buildings of bygone centuries with their nail-studded portals and iron barred windows, one feels that the scene can not be real, but is merely a fantastic and rather gruesome dream.

An official document, dated March 29, 1329, exists, wherein legal recognition was accorded the society by the Florentine Republic for the good and charitable deeds performed. This certainly substantiates the fact that the "Arciconfraternita della Misericordia" (or what would be styled in English as "Brothers of Mercy") had already existed for some time prior to that date, and local tradition holds that the brotherhood was founded in Florence as far back as the year 1240.

At that period Florence was the center of a thriving woolen trade, and semi-annual "woolen fairs" were held at which the porters took a not inconsiderable part, carrying quantities of cloth from the looms to the display booths, to the dyeing and washing sheds, etc. When not actively employed, these porters gathered in the Piazza S. Giovanni before the great cathedral, and to escape the cold and rain on such occasions found refuge in the numerous "cellars" nearby. It is safe to assume that no Volsteadian regulations were therein operative.

The form of liquid cheer dispensed seemed to find outward expression in gross profanity on the part of the porters, but whether this was

(Continued on page 333)



Photo Alinari

ON AN ERRAND OF MERCY



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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.

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OF STUDIES

"This does not, of course, mean that the Department does not encourage study. On the contrary, it desires that its officers take advantage of every opportunity to augment their fund of information with a view to enhancing their efficiency."—G. I. C., 1024 of June 30, 1926.

In connection with the above an officer has submitted the following from the essays of Francis Bacon:

Studies serve for delight, for ornament and for ability. Their chief use for delight is in privateness and retiring; for ornament, is in discourse; and for ability, is in the judgment and disposition of business. For expert men can execute, and perhaps judge of particulars, one by one; but the general counsels, and the plots and marshalling of affairs come best from those that are learned. To spend too much time in studies is cloath; to use them too much for ornament is affectation; to make judgment wholly by their rules is the humor of a scholar. They perfect nature, and are perfected by experience; for natural abilities are like natural plants, that need pruning by study; and studies themselves do give forth directions too much at large, except they be bounded in by experience. Crafty men condemn studies, simple men admire them, and wise men use them, for they teach not their own use; but that is a wisdom without them, and above them, won by observation. Read not to contradict and confute, nor to believe and take for granted, nor to find talk and discourse, but to weigh and consider. Some books are to be tasted; others to be swallowed, and some few to be chewed and digested; that is, some books are to be read only in parts, others to be read, but not curiously, and some few to be read wholly, and with diligence and attention. Some books also may be read by deputy and extracts made of them by others, but that would be only in the less important arguments and the meaner sorts of books, else distilled books are like common distilled waters, flashy things. Reading maketh a full man, conference a ready man, and writing an exact man. And, therefore, if a man write little, he had need have a great memory; if he confer little, he need have a present wit; and if he read little, he had need have much cunning to seem to know that he doth not. Histories make wise men, poets witty, mathematics subtle, natural philosophy deep, moral grave, logic and rhetoric able to contend. Abuent studia in mores. Nay, there is no stond or impediment in the wit but may be wrought out by fit studies, like as diseases of the body may have appropriate exercises.



ITEMS



AMERICAN MINISTER CHARLES C. EBERHARDT, Managua, who is now in New York City on an extension of his leave, expects to return to the Department by the end of September.

Ambassador Fletcher, Rome, recently arrived in the United States on leave.

Ambassador Herrick, Paris, is in the United States.

Ambassador Sheffield, Mexico City, was in the United States and conferred with President Coolidge and Secretary Kellogg.

American Minister Albert G. Washburn, Vienna, is spending his leave at Falmouth, Mass.

Diplomatic Secretary Jefferson Patterson, Bogota, is at present at his home in Dayton, Ohio, on leave of absence.

Consul Curtis C. Jordan, recently assigned to Barcelona, expects to leave for his post the end of September.

Diplomatic Secretary Frederick P. Hibbard

is on leave at his home in Denison, Tex., before proceeding to his post at Mexico City.

Consul Henry P. Starrett, Belfast, who spent his leave at Lake Junaluska, N. C., sailed for his post on September 7.

Vice Consul David C. Elkington, Casablanca, who spent part of his leave undergoing treatment in the Naval Hospital, Washington, sailed for his post on September 11.

Consul Don S. Haven, temporarily assigned to Yarmouth, writes that since he was written up too strongly in the August JOURNAL he simply had to do something in the golfing line to justify the item, so he won a tournament the first week in August at the Yarmouth Country Club. The prize was a cup presented by the Governor General of Canada to the club. The cup will remain in his possession for one year. Consul Haven reports further that the last 18 holes were played in a fog so thick "we couldn't see our caddies out in front of us. They would spot the ball by listening for the sound of its fall a few seconds after we hit it."

Colonel Hugh H. Watson, Lyon, was oper-



THE STAFF AT LEIPZIG

Standing, left to right: A. Meisch, J. Boesenberg, W. Neunobel, H. Fricke, E. Burkhardt, M. Meseck, H. Goldfriedrich. Middle row: R. Fricke, B. M. White, F. Van Den Arend, Consul De Soto, W.-L. Peck, A. Zueckler, A. Gilchrist. Bottom row: M. Stier, H. Waechter, D. Thiele, W. Stier



ated on at a hospital in Lyon during the latter part of July. During his illness Consul Raymond Davis was in charge of the Consulate.

Mr. David B. MacGowan, First Secretary of the Legation at Riga, who has been in the United States on leave, took a house in Washington during his stay in this city.

Miss Helen F. Doran, of Mr. Carr's office, and Mr. Glenn A. Smith, Division of Foreign Service Administration, will be in charge of the Department's exhibit at the Sesquicentennial Exposition, Philadelphia, during November.

The Foreign Service Association has had 10,000 copies of the folder "What Your Consuls Do" printed for distribution at the exposition in Philadelphia.

The members of the Division of Foreign Service Administration presented Consul John D. Johnson with a fitted traveling case on the eve of his departure for his new post at Strasbourg.

Consul General C. E. Gauss, Tientsin, is on his first visit to the United States in five years. He expects to return to China within the next month.

Diplomatic Secretary F. Lamot Belin, who has been assigned for duty with the American High Commission at Constantinople, will stop at Rome and Athens while en route to his post.

Consul Maynard B. Barnes, who has been assigned to the Department, has been detailed to the Division of *Near Eastern* Affairs for duty.

Consul Hugh S. Fullerton, who has been as-

signed to Cologne, where he will be in charge of the visa work, sailed for his post on September 22.

Consul Dayle C. McDonough has been assigned temporarily to Guadlajara to relieve Consul Dwyre, who is coming home on leave. Upon the return of Consul Dwyre to his post, Consul McDonough leaves for Sydney, New South Wales, to which post he has been permanently assigned.

Consul Robert R. Bradford, Rio de Janeiro, spent his leave of absence at Omaha, Nebr.

Consul W. E. Chapman, Sault Ste. Marie, who spent his leave at Oklahoma City, visited the Department while en route to his post.

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

Consul General Louis G. Dreyfus, Jr., is now in the United States on leave, which he expects to spend with his parents in Santa Barbara, Calif.

Consul General Robert Frazer, Jr., who spent his leave at Lake Tahoe, Calif., is now en route to Apia to inspect the consulate at that place. Afterwards he will complete the inspection of the offices in the Far Eastern Inspection District.

Consul General James B. Stewart is now in Southern Mexico.

Consul General Samuel T. Lee is now in Rio de Janeiro.

Consul General Thomas M. Wilson is working up the West Coast of Africa.

Diplomatic Secretary Matthew E. Hanna is in the northern part of South America.



STAFF AT BUCHAREST



Consul Harold Playter, who has been assigned to Seville, called at the Department before proceeding to his new post.

Mrs. Gaulin, wife of Consul General Alphonse Gaulin, Rio de Janeiro, is ill and for the time being unable to leave Rio.

Mrs. Franklin Mott Gunther, with Mr. Gunther, is at present in Switzerland. It is understood that Mrs. Gunther is in bad health.

Consul Harry J. Anslinger, formerly at Nassau, has been assigned to the Department for duty.

Consul Horace Remillard, who assumed charge of the Consulate at Horta, Fayal, only a few days before the earthquake, informs the Department that he has established the office in the kitchen of the old combined consular quarters.

The American Red Cross has cabled a sum of money to Consul Remillard to be disposed of by him in the relief of the sufferers from the earthquake.

Mr. Joseph I. Brittain, a retired Foreign Service Officer, visited the Department early in September, where he met many of his former colleagues. Mr. Brittain is temporarily residing in Washington.

Mr. Edwin N. Gunsaulus, a retired Foreign Service Officer, is now residing at Chevy Chase, Md.

Mr. William P. Kent, a retired Foreign Service Officer, is living in Virginia close to Washington.

Mr. Harry H. Morgan, who retired from the Foreign Service on July 31 last, is now in Europe visiting his daughter.

Vice Consul Lewis Clark, while en route to Peking, where he has been assigned as a Language Officer, reports that dur-

ing the stay of his steamer at Djibouti it caught fire and was completely destroyed. This caused him a delay of two weeks, and during this time he visited Adis Ababa, where he called upon Ras Taffari, the heir to the throne of Abyssinia.

Vice Consuls Augustus S. Chase and W. Mayo Newhall, who have also been detailed to Peking as Language Officers, report their arrival at that post.

Vice Consul McCeney Werlich, who has arrived at Riga, informs a friend in the Depart-



CONSULATE AT BUCHAREST



ment that, while he has been unable to find a place in which to live, he has, however, found a beautiful "Apostles' Pitcher."

Vice Consul Early B. Christian reports that the immigration work at Dublin continues to hold its own, as he is examining 100 prospective immigrants a day.

Vice Consul John H. Morgan has been placed in charge of the commercial work of the Consulate General at Budapest.

Mrs. Gabrielle DeLersey-Andrade will on October 28, next, complete her 25th year of service in the Consulate General at Antwerp.

Consul Arminius T. Haerberle, Dresden, has taken leave. He turned the Consulate over to Consul George P. Waller.

Late in July Consul General Washington at London reported the sudden illness of Consul McNiece, Stoke on Trent.

Diplomatic Secretary Myron A. Hofer, Montevideo, is spending his leave of absence in New York City.

Consul Christian T. Steger, recently assigned to Corinto, is taking his leave of absence at his home in Richmond, Va., before proceeding to his post.

Consul Egmont C. von Tresckow, Arica, is on leave at his home, Camden, S. C.

Consul J. F. McGurk, Helsingfors, who is spending his leave at Paterson, N. J., expects to return to his post October 10.

Consul Edwin C. Kemp, Danzig, who was called home on account of the sudden illness and subsequent death of his father at St. Petersburg, Fla., is now on leave at Melrose, Mass.

Consul Richard P. Butrick, Guayaquil, is on leave at his home, Lockport, N. Y.

The Foreign Service School will assemble on October 1, with the following newly appointed Foreign Service Officers: Lawrence Higgins, Samuel Reber, Jr., John B. Faust, Henry A. W. Beck, S. Walter Washington, John E. Black, John M. Cabot, Noel H. Field, George F. Kennan, Gordon P. Merriam, William M. Gwynn, Cabot Coville, Thomas F. Sherman, Walton C. Ferris, John B. Ketcham, George H. Butler, Hugh F. Ramsay.

Consuls Edwin C. Kemp, Joseph F. McGurk, Dayle C. McDonough and Robert F. Fernald were visiting officers who attended the informal Thursday consular luncheon on September 2.

Mr. Samuel T. Erskine, of St. Louis, has been appointed by the Department of Commerce to be Trade Commissioner at Buenos Aires.

Miss Harriet M. Cowling, who was formerly in the Department of State and the Consulate General at Habana, Cuba, is now with the Royal Bank of Canada in Habana.

The superintendent of a large corporation, in the course of a business conversation with a F. S. O., good-naturedly referred to "Government Red Tape." The officer being familiar with some of the workings of this big concern drew attention to certain of its cumbersome and time-consuming rules and regulations and asked his friend if the application of these did not constitute



Photo from A. P. Cruger

WHILING AWAY THE LONG VISA HOURS



what is commonly called "Red Tape." The visitor thought for a second and, beaming a broad smile, replied: "Why that's what we call *system!*"

Mr. J. Bartlett Richards has been appointed an Assistant Trade Commissioner to conduct general economic investigational work in Canada with headquarters at Ottawa.

The following is extracted from an application for visa appointment filed in the Manchester consulate: ". . . that I do have a ticket through to such destination; that my passage is paid for by . . . whose address is . . . and whose relationship to me is FIASCO . . ."

On account of the death of Mr. Stewart Johnson, charge d'affaires ad interim to Egypt, Mr. Joseph I. Touchette, American Vice Consul at Alexandria, at which place the Legation is established for the summer, has assumed temporary charge of the Legation.

Miss Frances Harcourt of the Embassy at Paris was injured on August 16 in an automobile accident. Her left arm was broken in three places. Her mother and a friend who were in the machine at the time were severely bruised. The car blew out a tire and turned turtle.

Miss Ethel Christensen has returned to the Division of Far Eastern Affairs after serving in Peking as assistant to the secretary of the American delegation to the Chinese Customs Conference.

The War Department contemplates a flight around South America by five army airplanes. The State Department has requested the various countries on the route of the proposed flight for permission to fly over their territory. Favorable replies have been received from some of them. Until replies shall have been

received from all the countries concerned, the War and State Departments deem it courteous not to discuss the route or the detailed plans for the flight.

Mr. Spencer Phenix, assistant to Assistant Secretary Robert E. Olds, has been sent by the Department to London to deal with certain aspects of war claims.

In accordance with the Act of February 25, 1925, and the Executive Order of May 15, 1925, the Embassy at Santiago has concluded a reciprocal agreement with the Government of Chile, effective August 10, 1926, by which Americans of the non-immigrant classes as defined in Section 3 of the Immigration Act of 1924, will be granted visas at \$4.00 each, applications gratis.

In accordance with an instruction from the Department, Consul Rollin R. Winslow, formerly stationed at Soerabaya, Java, visited during the month of July, the following cities in the Middle West: Cleveland, Columbus, Cincinnati, Akron, Toledo, Milwaukee, Superior, Chicago, Kankakee, Benton Harbor, St. Joseph and Grand Rapids, for the purpose of conferring with business men on the trade of the Dutch East Indies. The conferences were arranged through the several Chambers of Commerce in the several cities, and the representatives of the Bureau of Foreign and Domestic Commerce.



Photo by E. J. Norton

THE INN OF THE GOOD SAMARITAN, JERUSALEM
*Destroyed by shell fire during the Turkish retreat from Jerusalem in 1917.
The picture shows Mrs. Norton*



ALEXANDER HAMILTON'S BIRTHPLACE

(Continued from page 309)

States. This article dealt with interesting associations of St. Croix with Alexander Hamilton when he worked there as a boy. His beloved mother died in St. Croix, while he was still of tender years, but wonderfully advanced for his age. Her grave on a hill back of Christiansted is marked by a simple inscription in stone, as follows:

"RACHEL FAWCETT LEVINE
1736-1768
SHE WAS THE MOTHER
OF
ALEXANDER HAMILTON."

Although Alexander's mother, from whom he inherited his intellectual gifts, died long before she could know of her son's rise to greatness, yet his father in St. Vincent lived to within five years of the end of his son's marvellous career. They had more or less affectionate correspondence, evidently much interrupted through the war, and sub-

ject to infrequent mails, but a sample of Alexander's affectionate solicitude for his father is shown in a letter he wrote to his brother in 1785:

"But what has become of our dear father? It is an age since I have heard from him or of him, though I have written him several letters. Perhaps, alas! he is no more, and I shall not have the pleasing opportunity of contributing to render the close of his life more happy than the progress of it. My heart bleeds at the recollection of his misfortunes and embarrassments. Sometimes I flatter myself his brothers have extended their support to him; and that he now enjoys tranquility and ease. At other times I fear he is suffering in indigence. Should he be alive, inform him of my inquiries; beg him to write to me, and tell him how ready I shall be to devote myself and all I have to his accommodation and happiness."

THE BURIAL RECORD OF JAMES HAMILTON AT ST. VINCENT

It appears that Alexander Hamilton invited his father to come to America, offering to provide suitably for him. But evidently James Hamilton had become too old to relish the idea of the long journey from St. Vincent to New York in a sail-

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New Glasgow, Nova Scotia
New Orleans, Louisiana
Panama
Port Elizabeth, South Africa
Portland, Oregon
Rio de Janeiro, Brazil
Rome, Italy
San Francisco, California
Santiago, Chile
Sao Paulo, Brazil

Seattle, Washington
Shanghai, China
Soerabaya, Java
Sydney, New South Wales, Australia
The Hague, Holland
Tokyo, Japan
Toronto, Ontario, Canada
Valparaiso, Chile
Vancouver, British Columbia, Canada
Winnipeg, Manitoba, Canada

WAREHOUSES AT:

Antwerp, Belgium
Buenos Aires, Argentine Republic
Callao, Peru

Havana, Cuba
Port Elizabeth, South Africa
San Francisco, California

Santiago, Chile
Sao Paulo, Brazil
Valparaiso, Chile



ing boat. He died in 1799—the same year as George Washington, so that for Alexander Hamilton, Washington's greatest friend and aid, losing both his own father and the father of his country that year must have been doubly sad indeed.

About four days after leaving St. Kitts on my return back to Trinidad, my steamer stopped at about sunrise at the beautiful Island of St. Vincent, and there was opportunity for about two hours ashore, before continuing the voyage to Trinidad. I had to do and see all I wanted to, very quickly, and my time had to be given to obtaining economic and commercial information about the island as well as to indulge in general sightseeing. However, the rapid use of a motor car helped out wonderfully. Shortly before 7 o'clock morning service at St. George Cathedral (Anglican), I made my appearance there, and paid my respects to the rector. I asked him if he had any record of the burial there of James Hamilton, father of Alexander Hamilton. He seemed lacking in knowledge of the Hamiltons, but courteously offered to look up the old register, if I would give the year desired. I replied—1799. He then quickly located in one of the old musty books, a page of burial entries, on which there was the following:

“June 3d. James Hamilton—Father of General Hamilton in America,
Killed by Col. Burr.”

The words “killed by Col. Burr” were obviously in the same handwriting as the rest of the entry, but written very small, and not very clear, being evidently parenthetically squeezed in just before the next entry in the book. As Alexander Hamilton was not killed in the duel with Aaron Burr until July 12, 1804, it would seem that the same person who had made the original entry, must have been sufficiently interested, after learning of the tragic death of the illustrious son of James Hamilton, to open the register again to the entry of James Hamilton's death, five years back, and make note of the son's tragic fate at the hands of Burr. It would require further investigation, for which I did not have time, to learn if the actual grave of Alexander's father can be located in the St. Vincent Cemetery. Evidently, however, his remains rest here, probably with any inscriptions erased by time and the elements. A beautiful resting place, this cemetery is, covering considerable area around the picturesque church, near verdant hills, and imposing mountains for a background.

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CLUB FRANCAIS

The French Luncheon Club of the State Department, dormant for some months past, was revived temporarily on August 26, when its members united to fete the departure for his new port at Strasbourg of Consul John D. Johnson, formerly Assistant Chief of the Division of Foreign Service Administration. The luncheon was held at the Ivy Vine Cafeteria. Stimulated alike by the occasion and by the excellent repast which was served, several members arose to toast the departing officer. The Journal regrets that strictures upon its space forbid the reproduction of the various contributions—all of which were well-intentioned and some of which were of genuine linguistic or oratorical merit. It finds it possible, however, to quote in extenso Consul Johnson's response to the eulogiums of his colleagues. He said:

“Profondément touché de la manifestation dont vous m'avez honoré à l'occasion de mon départ, je vous remercie du fond du coeur des sentiments que vous m'avez si gentiment exprimés. Les paroles me manquent pour vous donner l'assurance que je voudrais de l'affection que je vous ai vouée ainsi qu'à notre Club Français dont je me trouve séparé pour répondre à l'appel du Service. Pendant mon séjour à l'étranger, je ne



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"Chers amis, je bois à votre santé et à la
prosperité du Foreign Service of the United
States."

Applause and the clink of water glasses
brought the demonstration to a fitting close.

SERVICE CHANGES

Diplomatic Branch

Percy A. Blair, Second Secretary, London, as-
signed Second Secretary Madrid.

Leon H. Ellis, Third Secretary San Salvador,
temporarily, returned to Guatemala as Third Sec-
retary.

Christian Gross, Third Secretary, Paris, as-
signed Third Secretary, Port au Prince.

Stuart E. Grummon, Third Secretary, Mexico
City, assigned Third Secretary, The Hague.

J. Theodore Marriner, now detailed to Depart-
ment, assigned First Secretary, Berne.

Elbridge D. Rand, Second Secretary Madrid,
detailed to Department.

Richard B. Southgate, First Secretary Habana,
resigned.

Orme Wilson, now detailed to Department, as-
signed Second Secretary Buenos Aires.

Alan F. Winslow, First Secretary Berne, as-
signed First Secretary Mexico City.

Raymond E. Cox, now detailed to the Depart-
ment, assigned Second Secretary at London.

Warden McK. Wilson, Second Secretary Santo
Domingo, detailed to the Department.

H. Dorsey Newson, Second Secretary, Mexico
City, assigned Second Secretary Warsaw.

Consular Branch

Paul H. Alling, now Vice Consul Aleppo, as-
signed Vice Consul, Beirut.

Herbert S. Bursley, now detailed to Sault Ste.
Marie, assigned Consul Guaymas.

Joseph F. Burt, now V. C. Berlin, assigned
Vice Consul Cologne, temporarily.

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

Allan Dawson, now assigned Vice Consul Rio
de Janeiro, assigned Vice Consul Bahia, tempo-
rarily.

Harold D. Finley, Consul detailed to Naples,
detailed Patras temporarily.

Hugh S. Fullerton, detailed to Cologne; detail
to Halifax as Consul cancelled.

Franklin C. Gowen, now assigned Vice Consul
Genoa, assigned V. C. Rome temporarily.

Don S. Haven, Consul now detailed to Yar-
mouth, detailed to Halifax.

J. Cameron Hawkins, Vice Consul at Hong-
kong, resigned.

Dayle C. McDonough, Consul at Caracas, de-
tailed to Guadalajara temporarily.

Stewart E. McMillin, Consul at La Paz, Boli-
via, detailed to Belgrade.

Henry H. Morgan, Consul-General at Buenos
Aires, retired.

Charles J. Pizar, now detailed to Calcutta
temporarily, assigned Consul Rangoon.

William T. Turner, Language Officer at
Tokyo, commissioned a Vice Consul and assigned
Vice Consul Yokohama.

Richard R. Willey, Vice Consul Rangoon, as-
signed Vice Consul Calcutta.

William E. Copley, now V. C. and Clerk
Matanzas temporarily, reappointed V. C. and
Clerk Santiago de Cuba.

Harold L. Crane, appointed Agent at La
Oroya, Peru.

Wendell S. Howard, clerk at Bagdad, ap-
pointed Vice Consul there.

George O. Ogden, clerk at Guatemala, ap-
pointed Vice Consul there.

Rudolph A. Schausten, appointed honorary
Vice Consul Martinique.

Albert W. Scott, V. C. and Clerk, Hull ap-
pointed V. C. and Clerk, Leeds, temporarily.

Warren C. Stewart, V. C. and Clerk Moncton
temporarily, reappointed V. C. and Clerk Hali-
fax.

Alexander G. Swaney, V. C. and Clerk, Chefee,
appointed V. C. and Clerk, Tsinan temporarily.

Clyde A. Warne, Consular Agent at La Oroya,
resigned.



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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NECROLOGY

Mr. Stewart Johnson, American charge d'affaires in Egypt died in Alexandria September 10, as a result of an automobile accident. According to a telegram received in the Department on September 11, Mr. Johnson met with an automobile accident on September 8 and was operated on September 10. He died during the operation.

Mr. Johnson's remains were shipped to the United States from Alexandria on September 15th on the Steamship President Hayes.

The deceased is survived by his wife, Mrs. Catherine Johnson, who is at present at Lake Forest, Ill.

The death of Mr. Johnson, who was in the prime of his life, comes as a great shock to all his friends in the Department and the Foreign Service.

Mr. Johnson was born in St. Louis, Mo., December 10, 1880; graduated from Yale University (A.B.), and Harvard Law School (LL.B.). He entered the Diplomatic Service on March 2, 1915, and during his career served at Santo Domingo, Guatemala City, San Jose, Caracas, Berlin and Cairo.

Consul General Carl Deichman, Valparaiso, was called to the United States some months ago on account of the serious illness of his mother. Mr. Deichman's mother appeared to improve so much during his stay at his home in St. Louis, that he returned to his post feeling confident that her health would be quickly restored. However, just as Mr. Deichman was leaving Panama he



STEWART JOHNSON

received a cable telling him that his mother died on August 12.

The Journal wishes to express, on behalf of Mr. Deichman's colleagues in the Service, their united and sincere sympathy with him in his great loss.



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**SECRETARY KELLOGG'S
PLATTSBURG ADDRESS**

(Continued from page 312)

burden and diminish the menace of armaments.

The American representation at Geneva has endeavored to show its spirit of helpfulness by advocating from time to time proposals which we are convinced will be generally beneficial, and which we are further convinced would lead to realizable concrete results. I might well summarize our views and indicate the lines along which our representatives at Geneva are working and some of the practical suggestions that have been made.

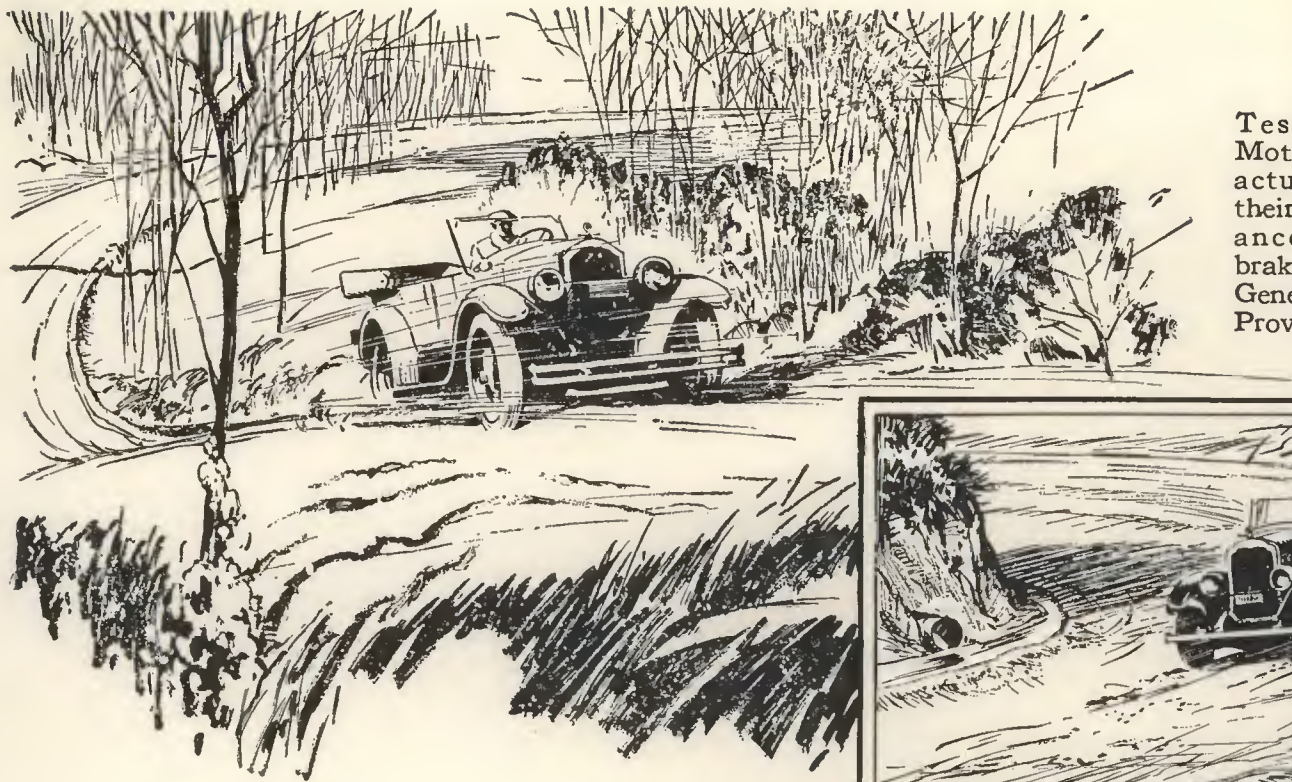
We have advanced the thesis that the most practical approach to the problem is through agreements which will stop the competitive increase of armaments. Competition in armament is the factor which more than any other leads to mutual distrust and fear and is therefore the greatest threat to peace. If the great military and naval powers of the world would agree to restrict their peace-time armaments to certain defined limits a long step will have been taken to remove the threat which inevitably arises from any race between nations for supremacy on land, on the sea, or in the air. Then the problem of the gradual reduction of these limits can more properly be approached.

As regards land armaments, we have advocated the desirability of starting with regional agreements which would strike at the root of the problem by removing from a nation the fear of aggression from its immediate neighbors. By progressing from modest beginnings we are more likely to go forward to concrete results that if all nations wait until some universally applicable scheme is formulated, if such be in fact possible. For it is apparent that a universal scheme can only go into effect when all the powers accept it, and a glance

at the political situation of the world today renders it obvious that no scheme, however perfect, could be applied everywhere. Conditions in various countries throughout the world are so dissimilar, and in some areas so disturbed, that it seems an almost impossible task to draw up any plan which would be acceptable to all nations. Nor is this essential to progress. It is difficult to see the relation of the land armaments of the Far East to those of Western Europe or of such armaments in Europe to those of North and South America. Thus it seems an unnecessary as well as a futile task to attempt to devise an all-embracing formula for the reduction of the armies of the world, a task that is complicated by the fact that methods of recruitment, the period of military service and the form of national control differ widely from country to country. But where we have a group of nations which have common interests, as well possibly as common dangers, then the same factors generally operate upon the size of the armies which they respectively maintain in time of peace and a common consideration of the limitation of these armaments may be practicable. If we must delay all action until conditions are everywhere ideal we would have to abandon the hope of any arms limitation for some time to come.

As I have stated before, our fortunate geographic situation has enabled us to reduce our military force to a point where we now have a regular army of only 118,000 men, approximately one man for every 1,000 of our population to serve our needs at home and abroad. The size of our army is not now and never has been such as to deter other powers of this hemisphere or across either ocean from proceeding to any limitation or reductions which they might be disposed to make. In the Geneva discussion of land armaments, we have been and will continue to be of any possible assistance but our interest in this problem is less immediate than in that of naval armaments.

In the consideration of the limitation of naval armaments our participation can be more direct. Here it is obvious that regional agreements can not so effectively be employed. It is rather the task of the principal naval powers of the world to take the lead in the endeavor to find means to do away with future competition in naval construction. Our position in this matter is clear. The Washington Conference terminated any competition in two of the main types of naval vessels, battleships and aircraft carriers. At that time we endeavored also to fix tonnage limits for cruisers and destroyers and submarines. This was not



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then possible. I have stated before and I reiterate that the United States would be glad to cooperate with the other naval powers in extending the principles of the Washington Treaty to other classes of naval vessels and I earnestly hope that such a measure may soon be practicable. And let me say here that what we desire is results. We are now working to make the Geneva meeting a success in so far as our contribution to the work can make it so and we hope that progress toward naval limitation as well as toward the limitation of land armament will result from these discussions.

These points have been made clear by Mr. Gibson, our spokesman at Geneva. In his opening address at the Geneva meeting he also pointed out that in the opinion of the United States the greatest hope for achievement lies in isolating from the general complex problem as many specific concrete questions as possible—questions which may be dealt with in a direct and practical manner. One of these questions surely is that of the limitation of competitive building of cruisers, destroyers and submarines.

Certain of the powers at Geneva have indicated a desire to deal with land, sea, and air armaments

as a part of an inseparable whole on the ground that reduction in one branch must be contingent upon reductions in the other two branches of armaments. We recognize that in some cases there is a certain interdependence between various forms of armament. But we also feel that every effort should be made to simplify and not to complicate the most intricate problem with which the world is faced and we believe that it will eventually be found that naval armaments should form the subject of agreements between the naval powers principally interested. The success of the Washington Conference lay in the fact that five of the principal naval powers selected and attacked concrete problems and worked out an agreement which is entirely practical and which has had a decisive influence in checking competition in the construction of navies and has awakened world public opinion in favor of further limitation.

I have noticed in the papers that the Geneva Conference is supposed to have "scrapped" the Washington treaties. To anyone who understands the situation this statement is absurd. The Washington naval treaty has many years to run and none of the signatory powers have indicated any



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intention of "scrapping" it. Furthermore the present conference is simply one to explore the various problems and to prepare for future conferences.

Equally without foundation are the statements which have appeared from time to time that the American delegation is preparing to leave the Geneva Conference. I deny this categorically. The conference is continuing its labors and the American delegation will remain as long as there is any prospect of accomplishing anything toward the great object of the limitation and the reduction of armaments.

There has been, it is true, divergence in the views which have been expressed at Geneva on some of the intricate subjects before the conference. Certain of the powers, for example, appear to favor basing the scale of armament on the economic resources of a country on the ground that the possession of such resources would justify the reduction of the peace-time armaments of a state. The United States having great natural resources might be deprived of any army and navy at all if any such theory were applied. Such discussions we believe would lead us far from our objective and might result in the attempt to consider factors which obviously are not limitable and which can not accurately be evaluated. I believe that the only practical basis for the reduction or limitation of armament is through dealing with military forces and visible tangible armaments. Economic and material resources vary so greatly from country to country that it would be well nigh impossible to frame an agreement to fit these varied conditions. Industry and economic development are not static and no nation would agree to limit its development in time of peace or make the reduction of its military establishment depend upon the state of its industry or the extent of its resources. What possible criterion can we find if we undertake to base a limitation of armament agreement upon the economic resources of every country in the world! I fear that this would mean deferring the hope of progress for an indefinite time.

Certain powers have also urged the necessity of some form of international supervision of the carrying out of any agreement for the limitation or reduction of armaments. The American delegation has made clear its position that this Government would not agree to placing the supervision of its armaments or the carrying out of any program for the limitation of armaments in the hands of an international body. So far as the United States is concerned the execution of any international agreement for arms limitation must depend upon good faith and respect for treaties.



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ANCIENT INDIAN MONUMENT, GUATEMALA

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We have not sought, however, to limit discussion of these general plans although we have made our views apparent as the occasion required. We have gone to Geneva to help and not to obstruct and if a general plan becomes feasible, none will rejoice more than we. It must be remembered that this is a preliminary conference essentially for the exploration of ideas. It is the first conference of its kind ever called to examine the whole field of disarmament and it can not, therefore, perform its task unless it gives full and respectful consideration to the proposals which may be brought forward. The problems treated are complicated in the extreme and we do not begrudge the time consumed in deliberation. We desire sincerely that every practicable path be explored before the commission proceeds with its work of drawing up the agenda for subsequent conferences where more definite measures of disarmament are to be considered. Only after a complete survey of all angles of the question can the ground be cleared for ultimate decision and meanwhile this country is willing to contribute its patience as well as its zeal to the success of the enterprise.

We feel strongly, however, that eventually, after exhaustive discussion of other proposals, the soundness of the views which our representatives at Geneva have put forward will be recognized. However much a general universal scheme may attract the thoughts of mankind, we fear that a scheme, acceptable to all nations, can not be achieved, and that if we wait for its elaboration and adoption we may defer indefinitely any hope of disarmament. The propositions advocated by its representatives furnished an opportunity for real progress along practical lines which would tend to reduce this burden which weights upon the whole world in vary degrees, and if tangible progress is made at this conference, further progress is bound to follow.

I have wandered far afield, but my thoughts quite naturally turned to our task of promoting peace through disarmament by contemplation of the long period of peace between Great Britain and ourselves, which has endured since the final naval conflict, which this monument so well commemorates. The sacrifice in war of the intrepid Macdonough and his followers, as well as the sacrifices of his gallant enemies, have led to peace—and prolonged peace between our nations. May



the sacrifices of the late war lead to such peace between the nations of the world. To this end we consecrate our endeavors.

ANNOUNCEMENT OF ENGAGEMENT

Noyes-Chapin. Announcement has recently been made of the engagement of Miss Mary Paul Noyes of New York City and Huntington, L. I., to Mr. Selden Chapin.

Mr. Chapin, who was a member of the last Foreign Service School, is at present Vice Consul at Kankow, China.

The wedding will take place upon the return of Mr. Chapin to the United States on leave of absence.

BIRTHS

A daughter, Anne Norton, was born to Consul and Mrs. Charles C. Broy at Washington, D. C., on August 19, 1926. Consul Broy is on duty in the Department.

A son, Peter Rudston, was born at Geneva, Switzerland, on August 21, 1926, to Consul and Mrs. Robert Dudley Longyear.

A son, Charles Albert, was born to Vice Consul and Mrs. George Roosevelt Phelan, at Puerto Cabello, Venezuela, on August 9, 1926.

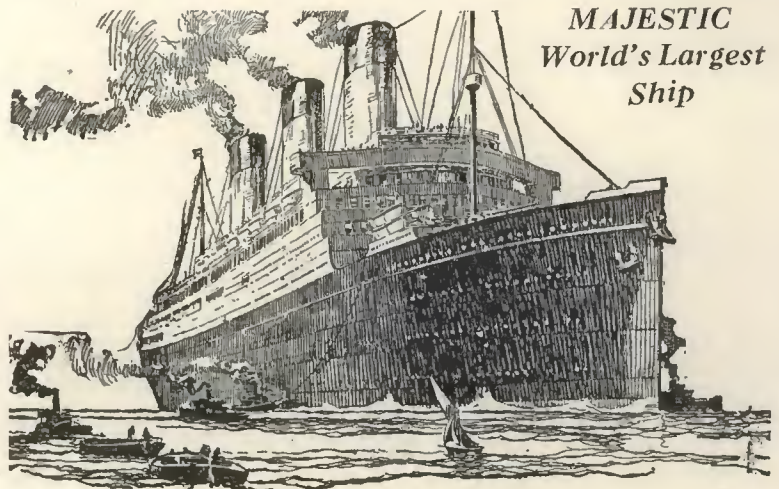
A son, Frederick Henry, was born to Mr. and Mrs. Samuel Henry McKinney at Riga, Latvia, on July 13, 1926. Mr. McKinney is a clerk in the Legation at Riga.

MARRIAGES

Steffany-Calnan. Miss Irma Steffany, a citizen of Czechoslovakia, and Vice Consul John L. Calnan of Belgrade, were married at Prague on August 18, 1926.

Mr. and Mrs. Calnan sailed for the United States on the S. S. Republic, leaving Cherbourg August 25.

Simmons-Alexander. Miss Lanore Waggoner Simmons and Vice Counsel Knox Alexander were married at Niagara Falls, N. Y., on July 17, 1926. Mr. Alexander is Vice Consul at Hamilton, Ontario.



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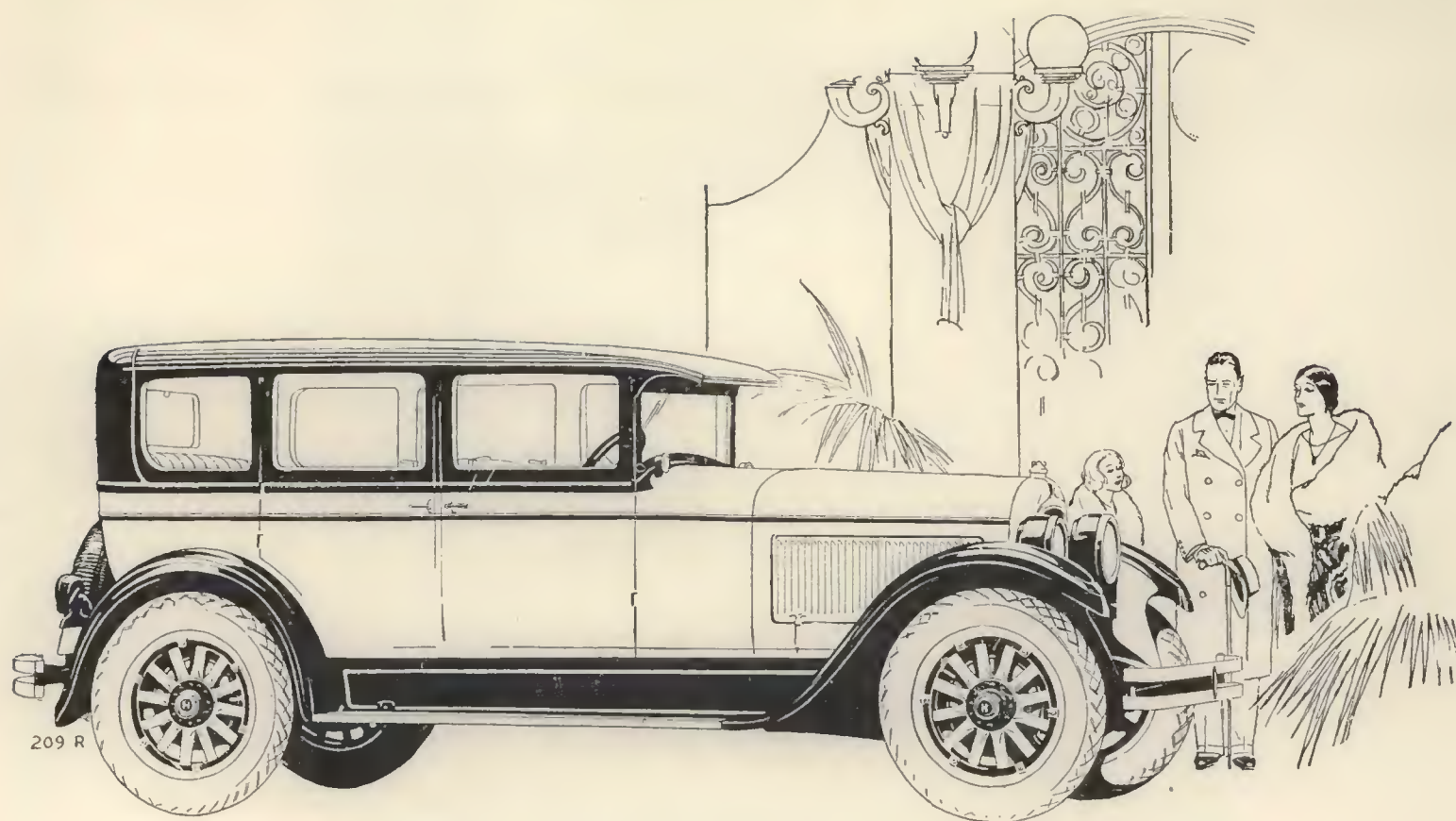
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THE MISERICORDIA

By J. E. HAVEN, *Consul, Florence*

(Continued from page 315)

due to the quantity imbibed or the quality supplied tradition does not state. Sufficient to say that eventually the delicate sensibilities of the oldest porter, one Pietro di Luca Borsi, became outraged, and he proposed to his companions that they make an agreement whereby any member of the clan who used an oath would deposit a small coin in an appropriate box as a form of penance.

That this box was filled in a relatively short time is not hard to believe, whereupon the worthy Pietro proposed that with the funds accumulated six stretchers (one for each of the six sections of the city) be purchased, and certain of the porters assigned for duty in carrying thereon to the hospital the poor who were ill and unable to walk, the injured, and the needy for whom aid was necessary. These designated porters were to receive from the collection box a small sum for each service performed.

The proposal was greeted with enthusiastic public approval, nor would the porters detailed for service accept any recompense for their labor.

On the death of Pietro di Luca Borsi, the porter fraternity commemorated the occasion by placing a collection box in front of the cathedral for public contributions with the hope of securing enough wherewith to purchase a building to be used as a guild or place of meeting. The same tradition has it that the box was not large enough to hold the contributions, and in one day about 500 florins were collected, which was more than enough for the desired project.

Thus the Misericordia Brotherhood was formed, and for centuries its headquarters have been located on the public square to the left of the Great Cathedral and directly facing the wonderful bell tower of Giotto.

Today the brotherhood carries on its membership rolls the humblest as well as the noblest names in Italy, including that of King Victor Emanuel. Membership is voluntary, and carries with it the obligation of service on such dates and periods of time as may be elected. The hooded gown is a symbolical disguise to hide the rank of the wearer, thus placing all brethren on an equal footing when in service and assuring to the brotherhood, and *not* to the individual, all credit for duties performed.

These duties comprise any service from nursing the sick to carrying forth the dead, and, as

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modern conveniences have grown, so has the equipment of the society, which now possesses seven completely equipped motor ambulances, whose siren horns, heard in the distance, immediately stop all vehicular traffic and cause the pedestrians of Florence (who seem to have a predilection for the streets as a place for walking) to hurriedly leap to the sidewalk, where they stand with hats removed as a mark of respect, while the ambulance speeds by on its errand of mercy.

BAHIA

(Continued from page 314)

polite and formal challenge requesting him to name a time and place outside Brazilian waters where he would meet an *armed* ship of the United States but, as the Southerner's business was to destroy commerce and not to seek fights, there naturally was no reply. By advice of the Consul, the "Wachusett," ostensibly putting to sea, ranged alongside the "Florida," captured her by a swift boarding attack, towed her out

of the harbor, and sent her home as a prize. For this exploit the Consul, who had left Bahia on board the "Wachusett" was dismissed, the captain was court-martialed and the "Florida" would have been returned except for the fact that she was accidentally sunk. In 1866 a United States man-of-war delivered a solemn salute to the Brazilian flag on the spot where the nation's neutrality had been so grossly violated.

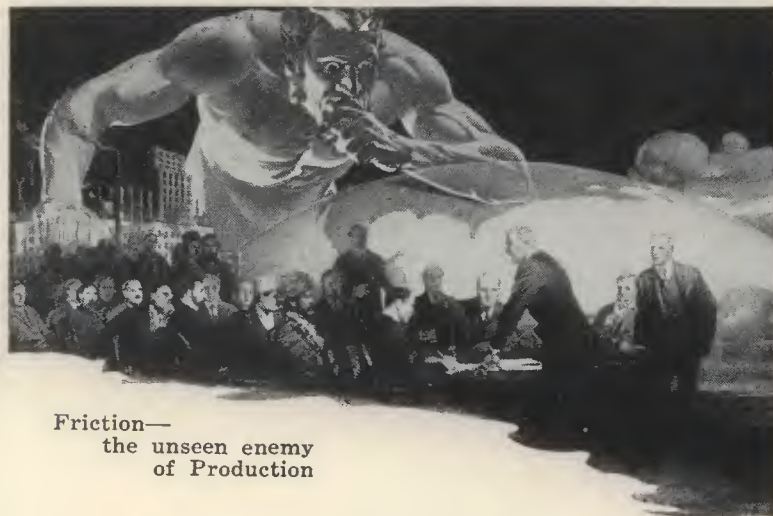
Richard A. Edes came out to be Consul in 1865, doubtless never suspecting that he was to remain for 15 years and finally to be buried here. He was just in time to see the "Fusiyama," a vessel of war built by the United States Government for the Emperor of Japan and consigned to the American Minister at Tokio, call at Bahia. That same year his war-time salary of \$1,500 was reduced to \$1,000; he replied that Bahia was an expensive place in which to live, a statement which has been confirmed and repeated by each of his successors down to date.

Just after the war many Southerners who could not imagine existence without slaves came

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to Brazil, incidentally introducing the Baptist faith, but most of them were soon homesick for Dixie. Consul Edes received an instruction which radiates what the writer likes to believe is the "American" spirit. It reads:

"Sir: The President has learned with concern that many citizens of the United States who have emigrated to Brazil with the hope of improving their condition are now desirous of returning to their homes and their allegiance. The commanding officers of our national vessels on the Brazil station have been directed to receive on board their respective vessels when about to return to the United States, all such persons who may be indigent and unable to pay their passage and to afford them transportation to the United States. You are instructed to give to all of these colonists who may apply to you such aid, other than pecuniary, as may be in your power in furtherance of this object, as well upon merchant, as national vessels.

"I am, Sir,

"(Signed) Hamilton Fish."

The war was over and former enemies were invited to come back home. In 1871 Consul Edes sent the first Bahia Navel or seedless

oranges to the United States. California alone now markets about \$40,000,000 worth of them each year.

There were interesting events later on. In 1888 slavery was abolished; in 1889 Brazil became a Republic; in 1898 the "Oregon" on her race around the Horn stopped at Bahia for coal and news; in 1912 the city was bombarded by the federal forces but none of these matters affected the consulate directly. Consul Henry W. Furniss, who was here for nearly eight years, was named Minister to Hayti, but during his time appointed George Agnew Chamberlain as clerk, thereby giving beginning to a notable consular and literary career. He also appointed Isaias Moncao as messenger who is still in the active discharge of his duties after 23 years of uninterrupted and uncriticised service. Consul Edward Higgins died here at his post in 1919. During the writer's incumbency in 1923 the Rockefeller Commission began work in Bahia and no case of yellow fever has occurred during the two years that have since elapsed. As a place to live in Bahia has improved amazingly but, like all other sites of consulates, it is still, "The most expensive city in the world."

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