

THE AMERICAN FOREIGN SERVICE JOURNAL



CANAL IN OLD VENICE

Vol. IV MARCH, 1927 No. 3



Conservative Ratings

Graham Brothers Trucks and Commercial Cars are in general use all over the world—wherever there is commercial transportation of passengers or goods.

They have met all conditions of road, load and weather—and have won respect by their performance.

Their capacity ratings— $\frac{3}{4}$ -Ton, 1-

Ton, 1 $\frac{1}{2}$ -Ton and 2-Ton—are so conservative that their dependability, at all times, is a by-word the world around.

No other truck equals Graham Brothers in the percentage of high grade alloy steel used. The strength is there, in all capacities. And so is the power.

Graham Brothers Trucks and Commercial Cars meet 91% of all hauling requirements.

GRAHAM BROTHERS
Detroit, U.S.A.
A DIVISION OF DODGE BROTHERS, INC.

GRAHAM BROTHERS TRUCKS

*SOLD BY DODGE BROTHERS
DEALERS EVERYWHERE*

THE AMERICAN FOREIGN SERVICE JOURNAL



PUBLISHED MONTHLY BY THE AMERICAN FOREIGN SERVICE ASSOCIATION

VOL. IV. No. 3

WASHINGTON, D. C.

MARCH, 1927

Easter in Seville

By JANE SWANSON SILVERS, *Seville*

APRIL sunshine in Seville, and the streets are thronged with people. Palm Sunday afternoon, balmy spring-time, and the constantly moving crowd breathes a holiday air, creates a holiday atmosphere. Seville, capital of Andalusia, most Spanish of Spain, and in spite of the hordes of foreigners come to see her most Spanish festival, it is still a Spanish scene, dominated by native types—well-dressed women, with graceful black mantillas draped over the high combs in their hair; whole families from the country, all in their Sunday best; gypsy men, women, and children from the poor quarter of Triana across the river; in the reviewing stand in front of the city hall, the aristocratic and the wealthy. And everywhere, mingling with the Spaniards, and making a kaleidoscopic picture, the foreigners from Latin America, from the United States, from all corners of Europe, creating a city of many tongues in the shadow of the over-towering Giralda.

From the distance, a faint blare of trumpets. Like the call-bell before the curtain rises on the first act of a play, the far-off music summons the moving crowd to find its places, and the shifting humanity settles into eager lines along the narrow Calle Sierpes, which admits horses only for the Holy Week processions, and swelled out into a larger mass on the side of the Plaza de la Constitucion opposite from the long, crimson-draped reviewing stand. Nearer, more distinct came the music and one became conscious of its dominant characteristics, military and religious, church and state indissolubly bound together, further evi-

denced by the military escorts which accompanied all these religious processions, military and religious, with the underlying oriental strain which one finds in all things truly Spanish, and which makes Spain different from all the rest of western Europe. Nearer, clearer comes the music, and at the end of Calle Sierpes appears the cavalry escort, reining its prancing horses to keep step with the solemn, stately music.

A hush falls over the crowd as the horsemen emerge into the broader square, and as the procession comes on, those who were seated rise. The shining, high-spirited horses are the finest of Spain's cavalry, and their riders, selected troops from the famous Civil Guard, wearing their picturesque parade uniforms, the flower of Spain's constabulary. Behind the soldiers come the clergy of the parish church of Omnium Sanctorum, to which the first *paso* belongs, bearing aloft colorful insignia. Little altar boys carry swinging, smoking incense-pots, and their number indicated the wealth of the parish. Then the *nazarenos*, members of the brotherhood of the church, in vivid costumes, officers first, carrying their insignia, trumpeters whose music had been heard from afar, and following, the brothers, two by two, holding great white candles so that they form a cross between each pair. At last the first *paso*, and all hats are doffed in homage. It comes slowly, a life-sized representation on the platform of the Last Supper, wooden figures of the Christ and his twelve apostles seated, not as we are accustomed to think of them as portrayed by da Vinci, but with the Christ at the head of the table and



six of his followers on either side, and all around the edge of the elaborately wrought, gilded platform, great candelabra filled with lighted candles which gleam palely in the late afternoon sunshine, and bring out the richness of the embroidered velvet robes the figures wear. A pause after this *paso* had turned from its course to pay respect to the silver altar erected in the center of the reviewing stand, and then gone on its way. Then the procession is renewed; more *nazarenos* from the same parish, with their colorful insignia, among which a banner bearing the letters S. P. Q. R., *Senatus Populusque Romanus*, in memory of a similar standard borne by the Roman soldiers who accompanied Christ to Golgotha. The long line of brothers, followed by a second *paso*, Christ of Humility and Patience. Again a pause, and when the procession resumes, among the standards which the officers of the brotherhood carry appears, richest of all, the cross-surmounted banner

with the legend, *Regina sine labe*, symbol of an ancient ecclesiastic dispute over the immaculate conception which resulted in the decision that "Mary conceived without the stain of original sin." The long colorful file of *nazarenos* passes, and there come, gleaming brilliantly in the fading light, *Nuestra Señora de la Victoria*. The great crowd stands motionless, silent before this material expression of the beauty of religion and the wealth of the church. The sweet sadness of the Virgin's face contrasts vividly with the richness of her blue velvet gown, heavily embroidered with gold and silver, with her great jeweled crown, with the precious stones of her necklaces and rings and bracelets and rosaries which glitter in the light of a hundred candles. And over her head, supported by slender silver pillars, stretches a royal canopy of blue velvet, embroidered like her robes with gold and silver, and trimmed with silver lace. Wealth and beauty which inspire

worship. In someone in the vast throng that spirit of worship demands expression, and out into the still air ring the weird strains of a *saceta*, one of those strange, melancholy popular songs, old beyond remembrance, inspired by the Virgin, and heard frequently during Holy Week. It came spontaneously, compelling even greater silence upon the crowd, tribute to the woman as well as to the divinity.

* * *

The processions, which take place late in the afternoon of each day during Holy Week until Saturday, with a special and most important one at 2 o'clock on Good Friday morning, proceed from the parish churches to the cathedral, where they pass before the high altar, and then return, each group of *pasos* to its own church. They are held under the auspices of the brotherhoods of the parish churches, and are subsidized by



Photo from J. S. Silvers

ROMAN CENTURIONS
Special escort for La Macarena



the city government. The brotherhoods—*cofradías*—date back to the Middle Ages, when they were something in the nature of trade guilds, with certain religious aspects. With regard to the latter, their purpose was a union of the faithful “for prayer, penitence, confession, preaching and proclaiming the holy doctrines publicly . . . looking upon each other as brothers, and having for their object the doing of good works for the worship of God, the Virgin, and the saints, and for the spiritual progress of the faithful.” During Holy Week, the brothers, called *nazarenos* in memory of Jesus of Nazareth, followed as penitents in the processions of the holy images of the parish churches to the cathedral, simply clad, often barefooted, often flagellated by their companions until the blood ran from the open wounds. This practice was abused to such an extent that the Pope forbade public discipline in the middle of the fourteenth century. About this same time, there came a change in the costume which the brothers should wear during these Holy Week processions—a plain tunic reaching to the ankles, with a cord binding it at the waist, and a tall peaked hat with a cloth hanging over the face which served as a mask. The color varied with the brotherhood, tunic and hat alike might be black, white, red, green, purple, yellow, or the tunic might be one of these colors and the hat another. For each *cofradía* the costume was a different color or combination of colors. In the latter part of the eighteenth century, after many vicissitudes, public discipline was prohibited by

royal decree, and wearing masks in public was forbidden, and finally the trade-guilds were abolished. However, the religious aspect of the *cofradías* was appreciated, and allowed to continue under the auspices of the parish churches, and the ancient costume, including the mask, was authorized. So today the *cofradías* represent the churches of the different parishes of the city, and the images which they escort through the streets in the processions of Holy Week are the property of the brotherhoods.

Although in making up the processions the organization of the brotherhoods is the framework upon which all the pageantry depends, it is in the *pasos* that interest is centered, and upon which the wealth of the brotherhoods is lavished. These are, as has been indicated, great wooden platforms, about 10 feet wide and 20 feet long, upon which are set up wooden figures or groups of figures. Each parish has a Virgin and a Christ, and sometimes a group depicting a scene from the life of Christ which take part in the processions each year.

To a large extent the place of a *paso* in the procession must be maintained by the 40 men who carry the heavy platform, walking underneath it, and hidden from the eyes of the spectators by the deep velvet valance which always hangs from the edge of the platform.

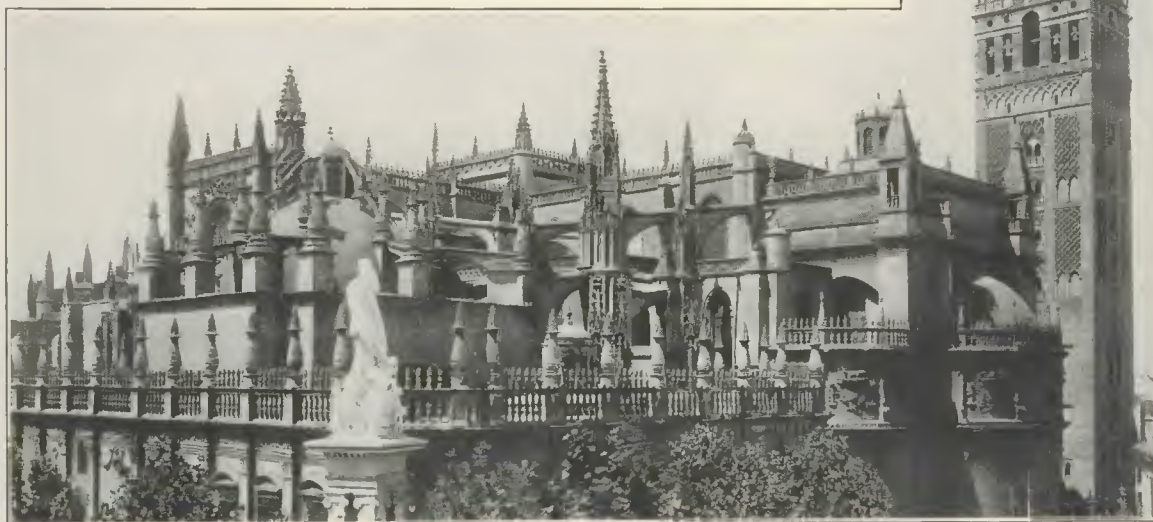


Photo from J. S. Silvers

THE SEVILLE CATHEDRAL



There are in all between 30 and 40 brotherhoods in Seville, which have about 75 *pasos* in the seven processions during Holy Week. The wealth that has been expended on the creation and decoration of these figures is unbelievable. In many cases the statues themselves are the work of master wood carvers—Martinez Montañés, Bernardo Ruiz Gijon, Cristobal Ramos, Pedro Roldán, and Joaquin Bilbao. They are dressed in the richest of silks and velvets, elaborately embroidered in gold and silver and set with jewels. Halos and crowns of gold or silver are richly set with precious stones, while the necklaces and bracelets and rings and brooches and rosaries, which they wear in profusion, are worth a king's ransom. The jewels have, for the most part, been gifts from wealthy devotees to the particular wearer. Some of them, on the other hand, are lent for the Holy Week procession by various devout ladies, and it is the custom, when such a lender dies, that her jewels thus lent to the church shall be inherited by the Virgin or the Christ. It is in this way that many of the jewels owned by the *cofradías* and worn by their holy figures have come into their possession.

In all the *pasos*, which are carried with so much ceremony through the streets of Seville during Holy Week, are estimated to be worth \$2,655,000. To remove each figure from its place in the parish church where it stands during the year, or from the warehouse where it is stored, have it cleaned, and its clothing cleaned and repaired if need be, organize and carry out the processions, in which from 100 to 500 *nazarenos* represent each brotherhood, costs, for each *paso*, from \$300 to \$1,000. This, as has been pointed out before, is provided, part by the *cofradía*, and part by a subsidy from the city government. Small wonder that the splendor of this Seville pageant attracts people from all of Spain and from all of the world.

* * *

The processions are the most spectacular feature of the celebration of Holy Week in Seville. There are, however, certain other details of the celebration which are interesting.

On Wednesday and Thursday nights, after the processions have

finished, there is a performance of Eslava's *Miserere* given in the Cathedral. Into the great Gothic temple, second in size only to St. Peter's in Rome, crowd hundreds and thousands of people, and the crush which ensues is so great that it is almost impossible to hear the music. Those who want really to hear it pay admission to the final rehearsal on Tuesday afternoon.

Holy Thursday and Good Friday are observed more especially than the rest of the week. There is no traffic within the city on those days, and all, of high or low estate, must go on foot. The continually clamoring church bells throughout the city are silent, and in their stead one hears from the Giralda, once a Moorish minaret, now the bell tower of the cathedral, the constant rattling of a great wooden clapper, which creates a din even more distracting than all the bells of the city. On Thursday, in the archbishop's palace, in the memory of Christ and his disciples, the archbishop washes the feet of 12 beggars, and these 12 are served dinner by the clergy of the cathedral.

During all of Holy Week, a great purple curtain, with a smaller white one in front of it, hangs before the high altar in the cathedral. On Wednesday morning mass is read, during which the little veil is drawn aside. On Saturday morning high mass, with all its splendor and pageantry is said, and just at 11 o'clock, as the service is concluding, the great veil is drawn back, revealing the altar blazing with candlelight, and in memory of that other rending of the veil of the temple the organ pours forth an ecstasy of triumphant music, and the cathedral bells, silent for two days, peal out the joy of Easter, and find echo in all the church bells in the city. From a dramatic point of view, this is the climax of Holy Week. Easter itself, with pontifical high mass at the cathedral in the morning, and with the opening bull fight of the season at the arena in the afternoon, proves a rapid about face to things mundane.

* * *

Two o'clock on Good Friday morning. The stars were bright points of light in the velvety blackness of the sky, and a silver half-moon shone through the budding branches of the trees in Plaza de



Photo from J. S. Silvers

A NAZARENO

From 50 to 500 accompany each float in the procession



San Lorenzo. In the open square, under brilliant electric lights, a crowd had been gathering for more than an hour, first a few little knots of people, moving about restlessly as if to avoid the sharp edges of the spring night air, then more and more, gradually filling the square, then packing it to the very walls of the houses, and the parish church which occupied all of one side, while the outer fringes of the throng were pressed into the narrow streets which crossed at each corner.

One! Two! As the church clock chimed the hour, there was suddenly no light in the square except the moon's faint silvering of the air and the far-off, gleaming stars. An expectant hush fell over the vast crowd. A breathless moment, then the doors of the church, where all eyes were focused, opened wide, revealing the blaze of a myriad of candles within. In the same instant, two by two, the burning tapers separated themselves from the center of light and began to take their way through the dense crowd, making a path of candlelight. In the ambient darkness it was impossible to distinguish the figures of the *nazarenos*, clad as they were, from head to foot, in the blackness of the night itself. On and on, two by two, the lighted candles emerged from the glowing doorway, followed the path straight across the square to the street, then turned and made a thin, wavering line of light down the narrow, dark thoroughfare. Scores upon scores, hundreds upon hundreds, from one of the largest and richest *cofradías* of Seville.

A slight stirring among the people nearest the door of the church, a different quality in the light from within, and on the threshold poised the gentle patron of the parish of San Lorenzo, *Nuestro Padre Jesus del Gran Poder*. The crowd gazed in reverent silence as the beautiful figure was

borne slowly along the path of candlelight, awed by the richness and dignity of their favorite representation of the Christ.

Following the twinkling path of the candles, the figure made its way, and immediately behind it came, two by two, each carrying a slender lighted candle, a long line of black-dressed penitents, fulfilling in this homage to the Christ a vow made some time during the year to walk behind *Jesus del Gran Poder* if some prayer were answered. A royal princess was first in line. Ladies of gentle birth, creatures of less than humble origin, rich and poor, some of them bare-footed, hundreds of penitents, most of them women, walked behind their patron that night.

After the penitent faithful had filed down the crooked little street, their places were taken again by *nazarenos* of the brotherhood, scores and scores more, carrying aloft the lighted and crossed torches. At length another flutter near the church door, a more brilliant light within, and on the steps, hesitating like a gracious princess about to come down her palace steps to mingle with her people, stood *Maria Santisima de la Concepcion y Traspaso*. Out into the still air rang the passionate, melancholy strains of a *saeta* and, as the figure was borne slowly through the dense mass of breathless admirers, there came another and

another echo of that strange refrain.

Dawn with fairy fingers had drawn back the curtains of night and painted the windows of the cathedral with softly glowing colors. Slowly through the great church walked the *nazarenos*, two by two, and in the pale morning light their burning tapers seemed to have lost the living quality of their flame. They knelt before the high altar, concealed from their view by the great purple veil, and then passed out of the cathedral.

In the street outside were little

(Continued on page 96)



Photo from J. S. Silvers

HEAD OF THE MADONNA, "LA MACAREÑA"

Racing Through Uruguay

By O. GAYLORD MARSH, *Consul, Montevideo*

AT EXACTLY 5.36 a. m., the official starter whipped down a red flag, and the stately American sedan, in which I was to ride as a guest and observer, moved off the line, took speed, and darted into the cold darkness of a southern fall morning. The engines of three American touring cars were roaring a short distance to the northward, they having already been started on their journeys at intervals of two minutes. Twelve restive touring cars with purring engines (11 American and 1 Italian) moved forward one space, each awaiting its turn and time to be away in the First International Automobile Endurance Test in Uruguay.

While the reader in his imagination is following the growing line of autos speeding over a perfectly modern stone highway, and before the April autumn dawn reveals a new sky and landscape, I shall pause to explain how I came to be drawn into the whirlpool of a race in a strange land. Three representatives of American products, including a well-known automobile, knowing that I was never in the country and should be eager to see the La Plata hinterland, and probably believing me to be a more companionable ballast than a bag of sand, invited me to be their guest on this so-called *raid* (here pronounced *ride*) of Uruguay. I accepted with, and now maintain, a perfect neutrality, for at this distance from the homeland one could not be partisan even in the choice of a good American automobile.

This story will, therefore, only present a racing view of some of the characteristic features of the country traversed. And right here the difficulties begin, for the prosperous and progressive big-little Republic of Uruguay is so much like a country ought to be that it is difficult to select that which is not almost commonplace to American readers. But now that the racing autos have left the charming city of Montevideo far behind, we shall view the country from "No. 4," the sedan in which I journeyed.

A faint glow in the east, a dimming of the Southern Cross, a burst of auroral color, a tantalizing half light in the sycamore-bordered highway, a clear sunrise, and we added speed in the broad daylight. But, as we topped a knoll, a near mountain in the rolling prairie, the engine weakened as if reluctant to undertake its great responsibility. Otto Johansson, our intrepid and skillful pilot, who had crossed the Andes in an auto as far back as 1914, worked hastily at his charge while he heard the rhythmic crescendo, swish, and diminuendo of the 12 cars that had started behind us.

I was almost glad, and later thankful, for this early opportunity to pause to have my first view across the border of the vast pampas of La Plata. I stripped away a few years and saw a replica of our great State of Iowa as it was in the days of its settlement—vast rolling grassy plains; frequent ravines, varying from dry to muddy and swollen with water; here and yonder the famous



A URUGUAYAN LANDSCAPE

The Government of Uruguay

native *Ombu* trees at great distances from each other and serving as landmarks and beacons for the early pioneers; and now and then a lonely house of sod.

But the westward advance of civilization has changed and is changing the countryside of Uruguay. Island-like groves of the Australian eucalyptus and the Lombardy poplar have been planted to shelter the 8,500,000 cattle and the 14,500,000 sheep of the republic; modern bridges, culverts, and stone flumes are making the ravines easily passable; wheat, corn, alfalfa, orchards, vineyards, and other plantings have been made in the south and near the interior towns and villages; modern roads are creeping forward to connect the main centers of population; here and yonder modern farm buildings have been erected; and the automobile, the auto truck, and the tractor are replacing the picturesque horsemen and the plodding tandem ox teams.

Uruguay, while even yet in the pastoral stage, probably surpasses all other countries of its size in agricultural possibilities, and when one travels for days over its vast, virgin, and fertile plains one realizes that the world's population is yet far from starvation, if it will only till the soil that awaits a settler.

A passing party of surveyors, harbingers of a denser rural population, stopped and offered us their cordial assistance, as did the drivers of two ponderous and roaring auto trucks. Nothing could be found to be wrong with the motor, so we started again on our journey. To our great delight, the engine improved of itself as we entered a rougher road, and we were soon dashing onward in an endeavor to recover the 25 minutes that had been lost to no purpose. Being nervous at the beginning, the test had become for us a veritable race, and I was soon to realize the seriousness of my undertaking. I was violently thrown against the top of the sedan, losing a bit of scalp and receiving a badly sprained neck.

We gained rapidly, passing through Colonia Suiza (a Swiss colony that gave Uruguay a cheese industry) but a few minutes behind time. An hour later we had to our left the great La Plata River, still yellow

with the silt that during the ages had filled the valleys left by the cataclysm which tilted the granite strata of Uruguay to nearly a perpendicular dip. Still onward some distance, and we saw to the westward the Uruguay River and the verdant shores of the Argentine. We were running up-stream, so to speak, and our progress seemed the slower.

Now we entered the last stretch of the first day's run to Mercedes—a red stone road through a black soil with broad fields of white-plumed grass. The engine was running like a watch, and we passed car after car until we had eight behind us, but seven were still ahead. Each driver was pushing his car at full speed to arrive before the hour fixed by the organization committee. Villagers and country people stood by the roadside, strained forward, cracked their fingers, and cheered us onward. Even the long plumes of the weeping willows pointed out our direction as if sensing the new thrill that was breaking the age-long quiet of that countryside.

"No. 4" arrived eighth, with 30 minutes to spare, and our score was perfect, as was that of all other cars.

Mercedes is typical of the towns of 10,000 to 25,000 population in the interior of Uruguay. The buildings are substantially and artistically built of native stone, and an excellently equipped and perfectly modern children's playground is a prominent feature. The situations of these towns are usually high, and they have an appearance of being completely exposed, particularly to the attacks of the *pamperos*, or cold sweeping south winds. The pea-green country with changing shadows is visible out of every street, and the stranger feels the illusion of being on an island in the vast ocean.



Photo by O. G. Marsh

FORDING PASO DE CICUTA

After a good night's rest and an abundance of country food, we started on our second day's journey to Durazno, via Arroyo Grande and Trinidad. The road, much of which was across the open country, was very good, and the day was delightful. The drivers had now found their stride, the keen racing ceased, and all but one of the cars arrived well ahead of time. The car that failed to arrive had plunged into a deep hole in the rocks near Mercedes, shattering windshield, breaking front wheels, and twisting the front axle—too much speed on a sharp and dangerous curve! As we passed that car, we slackened speed to inquire if anyone were injured, but we were motioned onward. Noticing that the nose and chin of one of the occupants were very red, I pointed to my face, pantomiming an inquiry as to whether he had been injured. He responded by shaking his head and pointing to the sun—only sunburned and wind bitten.

This was our day for a little nature study. Early in the morning we passed numerous grouse and billy owls by the roadside, and on the tops of telegraph poles and fence posts we saw many grotesque and gaping-mouthed nests of the *horneros*, or Uruguayan oven birds. Near Arroyo Grande we ran into a large flock of rheas, of wild South American ostriches, some of which were surprised between us and a wire fence. Animal-like, these mammoth birds did not turn back and let us pass, but seemed to deem it necessary to join in our race. Mr. Johansson "stepped on the gas" and attained a speed of 40 miles an hour before the ostriches crossed in front of us and fled away across the prairie. We were not certain that we got the maximum speed out of these birds, nor did we succeed in testing their endurance, but we had an exceptional demonstration of the ostrich's ability as a sprinter.



A FARMER'S SOD HOUSE

During the night a heavy rain fell in Durazno, and the average rate of speed for the third day's journey to Batlle y Ordoñez, or Nico Perez, was cut to about 16 miles an hour. However, the roads were so soapy and the ravines so swollen with water that we, like most of the others, failed to arrive on time. At the Cicuta Ravine the autos had to be towed through about 3½ feet of water by a creole saddle horse ridden by a wealthy rancher of the vicinity. After passing this ravine, my companion of the back seat was violently thrown against the window of the sedan, breaking two panes of plate glass. This was our first accident, though we had passed some of the worst roads of Uruguay.

At Batlle y Ordoñez, or Nico Perez—there is some question regarding the name of this small city, as in the case of Mount Ranier, or Mount Tacoma—the Automobile Club of Montevideo had prepared for the party of autoists, which consisted of 64 persons, or four to each participating car, an old-fashioned barbecue. No meal could have been more welcome and delicious, for the tired and well-shaken party had, perforce, abstained from food from early morning until late in the afternoon. I particularly enjoyed this reversion to a friendly custom of sturdy pioneers, a custom that is quickly vanished when overtaken by the complexities of modern life, and paradoxically enough the automobile does not promote this old community feasting.

The fourth and last day's run was from Nico Perez, or Batlle y Ordoñez, to Montevideo. And here again the test became a race, for each driver was eager to be the first to arrive. "No. 4" took the lead for many miles, and received from the hands of a group of beaming village maidens a bouquet of dahlias at the first control station at Cerro Colorado (Red Hill); but a series of unavoidable accidents—a broken connection, a smashed mud-guard, and a punctured tire—caused it to lose 15 minutes and perhaps a grand bouquet from the city belles of Montevideo. Twice again we heard the passing jazz of two speeding competitors, which was no music to my hosts' ears, as the metaphor might suggest.

The first car to arrive in Montevideo was of a well-known American make, and it took first prize, having scored the highest number of points. The second car to arrive was of the same make as the first; but, being the

Photo by O. G. Marsh



car that was wrecked near Mercedes, its excellent showing had to be its own reward. The agent of this second car was alert to capitalize his misfortune for advertising purposes, making repairs and running night and day.

RULING BY COMPTROLLER GENERAL

WASHINGTON, January 10, 1927.

The honorable the SECRETARY OF STATE.

SIR: Consideration has been given to your letter of December 21, 1926, requesting decision whether a certificate may properly issue by the Secretary of State that no American vessel is available for transportation of a high ranking diplomatic and consular officer to Washington for conference, from his foreign post, and transportation be authorized on an available foreign vessel, where the only American vessel sailing anywhere near the time at which the officer must sail is a cabin or one class vessel of small tonnage and considered as not offering traveling accommodations commensurate with the importance of the position held by the officer and the duties required of him.

Annual appropriation acts for fiscal years 1924 to 1927 providing funds for "Transportation of Diplomatic, Consular, and Foreign Service Officers" contains the following proviso:

"* * * That no part of said sum shall be paid for transportation on foreign vessels without a certificate from the Secretary of State that there are no American vessels on which such officers and clerks may be transported."

For the fiscal year 1927, see the act of April 29, 1926, 44 Stat. 334.

The general purpose and intent of this proviso was stated in decision of March 22, 1926, A-12808, as follows:

"The intendment of this provision is clearly to advance the interests of American merchant marine and to prohibit expenditures from public funds for transportation on foreign vessels except when American vessels are not available or when the public interests require a different course. It does not contemplate or require that transportation shall be secured in all cases from

American vessels without regard to the circumstances surrounding the time and place of sailing, etc. * * *"

In that case the conditions or circumstances held to justify issuance of a certificate under the statutory provision were that travel on the American vessel would have caused delay and inconvenience. In the present case, apparently, the American and foreign vessels are equally available as to time and place of sailing. It is only because the American vessel carries one class of passengers and is of small tonnage, while the foreign vessel carries several classes of passengers and is of large tonnage, that transportation on the foreign vessel is desired. If the American vessel is a regular passenger carrying vessel, that is to say, has accommodations for passengers other than such as ordinarily would travel as steerage passengers, and is equally available with the foreign vessel as to time and place of sailing, the facts that it carries but one class of passengers and is of smaller tonnage than the foreign vessel would not appear to justify a certification "that there are no American vessels on which such officers and clerks may be transported," the paramount purpose or intent of the statutory restriction being to require the use of American vessels for transportation of American representatives abroad, either going to or returning from their posts of duty.

Respectfully,

J. R. McCARL,

Comptroller General of the United States.



Photo by O. G. Marsh

MONTEVIDEO
"I see a mountain"



EN ROUTE

By RICHARD FORD, *Consul, Penang*

The sun, in that fleeting fashion it has in the Tropics, was dropping swiftly down behind Penang Hill when the final whistle clarioned departure and we bade farewell to Vice Consul Ebling. For long minutes we stood at the rail watching the puffing steam launch that was carrying him back to shore. Slowly, deliberately the little craft wallowed away from us, grew smaller, and presently, as we watched, it went alongside the quay and a figure in white stepped ashore.

island of loveliness, the outline of its peak blurred by sepia shadows, its flat, banana-leaf green base veiled behind creeping blue shafts that stole swiftly up like fingers from the sea. Anon, and the nestled isle became an indistinct, indeterminate mass looming there on twilight's horizon, became a vague, half guessed at smudge, became a suspected shadow, became a darksome part of the night. . . . Gone, now, Penang, with its vivid colors, its stark actualities, its clear-cut ordinarys of life; vanished, now, this eventful episode, obliterated like a rainbow after sun-showers. And in its place a softly defined fantasy on the horizon, life's horizon, where evening shadows insinuated their delicate artistry to make of that never-to-be-forgotten episode a beauty-clothed memory.



Photo by R. Ford

AT SINGAPORE

Came a last wave of a sun helmet, and that far-off white figure was lost in the colorful tangle of Malays and Chinese and Indians lining the wharf.

Reverie drifted us into little bypaths thereafter, the while our gaze drank in the last glimpses of Penang's beautiful hill and city and harbor, but presently came first call for dinner, and not until the sun had disappeared and the boat's lights made soft red and white and green splashes here and there on the water did we return to our place at the rail. And now, in the enveloping shadows behind us, lay Penang, a mystic, mist-shrouded

busy tropical city's busy din accompanied us. Consul General Southard was there to greet us, and a delightful friendship of long years' standing was thus brought up to date. Thereafter Vice Consul McKee conducted us on a tour of the busy offices, and presently we had met Vice Consul Bruins and had renewed acquaintances with our old friend, Vice Consul Lynch. From the consulate balcony we were treated to a glorious panorama of Singapore Harbor, cluttered indiscriminately with the ships of the world and the sampans of 10,000 native fishermen. And then, in the short hours that followed, sumptuous



Photo by R. Ford

AT HONGKONG

Singapore, dined us extravagantly, entertained us hospitably, and all too soon came the hour of sailing, and we were forced to return to our boat—to return and leave this city of sunshine, of warm days and warmer hearts, of traffic-jammed thoroughfares and quietly sequestered green lanes, of color and coolies and conglomeration, of coconut palm



trees that bend crookedly about and lean far out over sandy beaches, bend crookedly in murmured conversation with running wave tips, lean far out and beckon one to linger.

Followed long days through the china-blue waters of the China Sea, where our lonely boat became the center of all creation, a wallowing monster in a watery world, from which swarms of blue and orange and mauve flying fish fled in desperation.

But at last came a leaden morning when the fog-clothed hills of Hongkong loomed before us, and our boat, a monster no longer but a meek little steamship, slid unobtrusively alongside the dock. And there, in the crowd below, was the well-remembered smile of Vice Consul John Muccio. Smiling—but the information he brought was rather disconcerting. Our connection sailed in two hours! Two hours! We would miss the bunch at the consulate! But there came an enigmatic smile, and we were conducted across to the wharf where our new vessel prepared for departure. And on board, traveling up from Hongkong to Shanghai, was Consul General Frazer with his wife, while down to bid them farewell were Consul General Tredwell, Consuls Shantz and Franklin, and Vice Consul Krentz. Thus, in spite of the closeness of our connection and the fact that we were unable to set foot on the island of Hongkong, fate intervened in the shape of a departing inspecting officer and enabled us to renew old friendships and make new ones.

Thereafter we sailed away, leaving the balmy haven of Hongkong where green hillsides and grey clouds appear to hold a rendezvous and give the peering sun but fleeting glimpses of the terraced beauty underneath. Sailed away, and plowed swiftly along the China coast, a bleak, forbidding strip of low-lying land, a dank, grey sea thing coiled along the horizon and holding within its grasp a myriad darkling mysteries. Sailed away, and came at last to the Yangtze's yellow mouth, wherein we crawled and struggled for long hours up the river's inexorable current.

How cold the icy blasts that swept across Shanghai's frigid Bund, but how warm the hearts that were to keep the blasts away! Consul General

Gauss and Consuls Bucknell and Jarvis were there. And, too, Consuls Spiker and Waterman and Vice Consul Sawyer and—but, alas, one could not meet them all. What a vast consulate as nestles there in a bend of the slow-moving Yangtze, and what a bewildering city as surrounds it, closes it in, seems sometimes about to crush it! A far-reaching, seemingly never concluding city—so that even with Consul Jarvis we never quite reached its end. Thus our boat's



Photo by R. Ford

AT SHANGHAI

departing hour found us in the midst of admiring, fascinated, this coldly glittering jewel set in a dirty golden band of yellow waters, a jewel in whose countless facets is reflected a teeming multitude of life's cross-currents and undertows. Unsatisfied, regretful, still fascinated, we departed.

Sailed anon through the indigo waters of the Inland Sea, where tiny top-heavy islands, grey haired with snow, came in green little families

(Continued on page 88)



Photo by R. Ford

AT YOKOHAMA



THE AMERICAN FOREIGN SERVICE JOURNAL

Vol. IV MARCH, 1927 No. 3

PUBLISHED MONTHLY BY AMERICAN FOREIGN SERVICE ASSOCIATION, WASHINGTON, D. C.

The American Foreign Service Journal is published monthly by the American Foreign Service Association, and is distributed by the Association to its members gratis. The Journal is also open to private subscription in the United States and abroad at the rate of \$4.00 a year, or 35 cents a copy, payable to the American Foreign Service Journal, care Department of State, Washington, D. C.

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

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

Copyright, 1927, by the American Foreign Service Association

CONTENTS

Table with 2 columns: Article Title and Page Number. Includes entries like 'EASTER IN SEVILLE', 'RACING THROUGH URUGUAY', 'RULING RE AMERICAN VESSELS', etc.

SERVICE SPIRIT

Filled with Christmas cheer and Service spirit, one young F. S. O. sent the following greeting to his colleague, who is stationed far from the shade of the sheltering palm:

You can have them biting blizzards, Freezing up your lights and gizzards, We prefer the balmy breezes To your sniffles and your sneezes. So we send you wishes snappy For a Christmas crisp and happy.

Whereupon the recipient greeted him back with these cheery lines:

You can have them biting lizards, Your mosquitoes which are wizards, We prefer the bracing breezes, Even sniffles and some sneezes. So we send you quinine freely For a Christmas bright and cheery.

FOREIGN SERVICE SCHOOL

The following talks and lectures have been given by the Foreign Service School:

Department of Agriculture, Mr. John B. Faust. (This was the first of a series of talks to be given by the pupils themselves.)

National Defense, Provisions of National Defense Act, War Department Mission, and Organization of War Department, Maj. Gen. Fox Conner, Deputy Chief of Staff.

Military Intelligence and Its Relation to the Question of National Defense, Col. James H. Reeves, General Staff, Assistant Chief of Staff, G-2.

Personnel Problem Connected with the National Defense, Brig. Gen. Campbell King, General Staff, Assistant Chief of Staff, G-1.

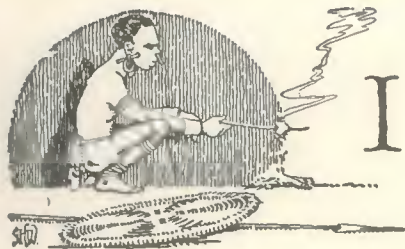
Training, the Army School System, Citizen-Soldier Training, R. O. T. C., C. M. T. C., Value of Military Training to Citizens, Mobilization, Col. J. K. Parsons, General Staff.

Supply Question, Finances, War Reserve, Maj. A. P. Clark, General Staff.

Industrial Mobilization, Maj. R. R. Nix, Ordnance.

War Plans and Their Connection with Political and Other Subjects Dealt with by State Department Officials, Maj. Gen. H. A. Smith, General Staff, Assistant Chief of Staff, War Plans Division.

Limitation and Reduction of Armaments, Mr. Alan F. Winslow.



ITEMS



MR. WILLIAM W. RUSSELL, recently Minister to Siam, but who retired from the Foreign Service on December 31, 1926, arrived at San Francisco on February 11, 1927, en route to his home in Washington.

The regular monthly luncheon of the Foreign Service Association was held at Rauscher's on January 25, 1927, when the Hon. Stephen G. Porter, chairman of the House Committee on Foreign Affairs, was the guest of honor.

Mr. Carr presided at the luncheon and introduced Mr. Porter, who gave a short talk on certain phases of our foreign relations. His remarks will be printed in a later issue.

The Consulate at Horta, Fayal, was closed on October 8, 1926, and the records and archives have been stored at St. Michaels, Azores.

The Consulate at Koenigsberg, Germany, was closed on December 31, 1926, and the records and

archives sent to the Consulate General at Berlin. Foreign Service Inspectors were last heard from at the following places:

Consul General Louis G. Dreyfus, Jr., at Liverpool.

Consul General Thomas M. Wilson, Northern Africa.

Consul General Robert Frazer, Jr., Hongkong. Diplomatic Secretary Matthew E. Hanna, Habana.

Consul General Samuel T. Lee, Punta Arenas, Chile.

Mr. Dorsey Richardson, Assistant Chief of the Division of Western European Affairs, has resigned. It is understood that Mr. Richardson has accepted the position of European representative of a New York banking house.

Burglars visited the residence of Vice Consul Lloyd D. Yates on the night of February 6, while Mr. Yates was absent.



BOARD OF REVIEW, 1927

Left to right: C. I. Dawson, H. F. A. Schoenfeld, F. A. Sterling, C. B. Hurst, A. Gaulin

Underwood & Underwood



Consul and Mrs. Jose De Olivares, Kingston, Jamaica, held an at home at Oaklands, Constant Spring, Jamaica, on the afternoon of February 9 in honor of Admiral Charles Frederick Hughes, U. S. N., and the officers of his staff and of the United States flagship *Seattle*.

Because of the fact that the Department learned on January 12, 1927, the day after the holding of the examination of candidates for the Foreign Service, that questions on the examination sheets had become known prior to the date set for the examination, it has become necessary to have the examination held again. The dates for the written examination have been fixed as February 28 and March 1, while the oral tests will commence on May 16, 1927.

Vice Consul Charles H. Coster, Florence, recently suffered from a breakdown as a result of overwork, and has gone to Switzerland for two months to recuperate.

Consul Louis H. Gourley, Port Elizabeth, South

Africa, is at present undergoing treatment for throat trouble at the S. W. Presbyterian Sanatorium, Albuquerque, N. Mex.

Vice Consul John B. Steward, Concepcion, is visiting his parents in Washington.

Vice Consul George C. Arnold, Jr., Bucharest, is in the United States on leave, which he is spending at Providence, R. I.

Consul Charles C. Broy, recently assigned to Nassau, left Washington for his new post January 30, 1927.

Consul Arthur B. Cooke, Plymouth, is spending his leave in Richmond, Va.

The Department of State Club held its January meeting on January 31, 1927. Miss Clelia Fioravanti, Italian mezzo-soprano, and Prof. Kurt Hetzel, formerly conductor of the Royal Opera at Munich, were the soloists. Miss Fioravanti was not unknown to many of the members of the club,



STAFF AT CIUDAD JUAREZ

Left to right: Above, F. W. Kippe, R. M. Ott, R. L. Moon, B. F. de Bergue. Below: Vice Consul J. E. Jones, Consul John W. Dye, Vice Consul J. C. Powell.

as she had sung not only in recital but in opera, notably "Carmen," when that classic favorite was rendered in Washington. Miss Fioravanti's voice is exquisite in detail, and she sang the two arias on her program with remarkable ease and perfection of technic and tone.

Vice Consul Marcel E. Malige, Paris, is dividing his leave between Washington and New York.

Consul General Ernest L. Harris, Vancouver, who spent a portion of his leave on a visit to Mexico City, recently called at the Department. Before returning to his post, Consul General Harris has been instructed by the Department to visit the following cities for the purpose of conducting a series of commercial conferences: New York City, Chicago, St. Louis, Kansas City (Mo.), and Portland (Oreg.).

Mr. Hugh S. Martin, special assistant to the Minister at Riga, is now in this country on leave of absence.

Mr. Chester Donaldson, who resigned in 1923 while serving as Consul at Torreon, recently visited the Department.

Vice Consul George Tait, Palermo, is spending his leave in Washington.

Vice Consul Waldo E. Bailey, formerly at Rosario but recently transferred to Para, spent his leave of absence in Jackson, Miss., before departing for his post on February 4, 1927.

Vice Consul Granville Woodard, Tientsin, who is now on leave in Riverdale, Calif., expects to return to his post on March 1, 1927.

Vice Consul Fayette J. Flexer, Mexico City, who is now on leave in the United States, visited the Department before proceeding to his home at Joliett, Ill.

Consul General Theodore Jaeckel was greeted, soon after his arrival at his new post, by an attack of the mumps, which he has now happily overcome.

Consul General Alexander W. Weddell was recently elected to honorary membership in Phi Beta Kappa at the College of William and Henry.

Some one in the Department—stenographer or dictator is not revealed—recently wrote concerning a meteorological expedition that a part of its equipment was an "adenoid barometer."

Friends of Miss Dix, in the Bureau of Foreign Service Administration, will regret to learn of the recent very serious illness of her mother, who is now, however, convalescing.

Consul General F. T. F. Dumont, in charge of the Commercial Office of the Department, has been instructed to proceed to Philadelphia for one day during March to consult with the business men of that city.

Vice Consul David K. E. Bruce, Rome, has been granted 60 days' leave of absence with permission to visit the United States.



J. BUTLER WRIGHT



CHIEFS OF MISSION

Many changes in the corps of American Ambassadors and Ministers have been made since the last issue of the JOURNAL, one of which, unfortunately, is a resignation. Augustus Peter Jay, Ambassador to Argentina, has resigned. In him the Department loses a member of the "service Ambassadors," men who have gone up through the ranks to the top—positions among either the chief administrative positions in the Department, Undersecretary of State or one of the Assistant Secretaryships, or Ambassadors or Ministers. The entire Service will not only sympathize with Mr. Jay in his recent loss of a dearly beloved daughter but will also regret the departure of one of its esteemed chiefs of missions.

While the Service has lost one of its "service" chiefs of mission it has gained one in the appointment of Frederick A. Sterling, now Counselor of Embassy at London, to be Minister to the Irish Free State, a newly created mission. Mr. Sterling has been in the Service since 1911, when he was appointed Secretary at Petrograd, where he remained until 1913, when he was sent to Santo Domingo to observe the elections for the Constituent Assembly there. He was next assigned to Peking, and from there, in 1915, to Petrograd again. In 1916 he was detailed to the Department as Acting Chief of the Division of Western European Affairs. He remained at

this duty until 1918, when he was appointed to the Embassy at Paris. From Paris he went to Lima in 1921 and in 1923 to London.

The Service also receives one additional promoted chief of mission in the appointment of James G. Carter as Minister Resident and Consul General at Monrovia. Mr. Carter entered the Service in 1906, when he was appointed Consul at Tamatave and at Tananarive in 1916.

The newly created post of Minister to Canada is to be filled by William Phillips, our present Ambassador to Belgium. Mr. Phillips' career in the Service as Secretary in the Diplomatic Service, Assistant Secretary of State, Minister, and Ambassador is known to the Service. The

choice for envoy to our friend and neighbor, Canada, with which our relations are so intimate and cordial, is a deserved compliment to Mr. Phillips, and an appreciated tribute to his record.

The Ambassadorship made vacant by Mr. Jay's resignation is to be filled by the transfer of Robert Woods Bliss, now Minister to Sweden, to be Ambassador to Argentina. While this appointment adds no new name to the chiefs of mission who have been promoted for long and excellent service in the ranks, it adds lustre to the record of that corps, since it is a promotion from a ministership to an ambassadorship and will be received by the entire Service with pleasure and gratification.



Underwood & Underwood

FREDERICK A. STERLING

Another promotion from a "service" chief from a Minister to Ambassador is announced in the appointment of Hugh S. Gibson, now Minister to Switzerland, to be Ambassador to Belgium. Mr. Gibson has previously served as Minister to Poland. This again is an appointment which will be hailed with satisfaction by the entire Service.

In addition to the foregoing appointments of service men to high positions, the Department has announced five more such appointments. They can only add to the gratification felt throughout the Service and which mark President Coolidge as a firm supporter of the principle of service advancement. They are: Leland Harrison, an Assistant Secretary of State since 1922, who entered the Service as secretary at Tokyo in 1908, to be Minister to Sweden; J. Butler Wright, an Assistant Secretary of State since 1923, and who entered the Service as secretary at Tegucigalpa in 1909, to be Minister to Hungary, to replace Theodore Brentano who has expressed a desire to return to private life on account of age; and Hugh Robert Wilson, now a Foreign Service officer of Class One and detailed to the Department where he has been Chief of the Division of Current Information since March, 1924, and a member of the Executive Committee of the Foreign Service Personnel Board since 1924, to be Minister to Switzerland.

The two Assistant Secretaryships of State, made vacant by the appointments of Mr. Harrison and Mr. Wright, are also to be filled by "service appointments"—the two places going to Francis White, now a Foreign Service officer of Class Two and assigned as Counselor of Legation at Madrid, and to William R. Castle, Jr., who has been Chief of the Division of Western European Affairs since 1921. Mr. White entered the Service as secretary at Peking in 1915.

The growth of the idea of advancement of service men since the passage of the Rogers Act may be seen in the following list of such appointments since July 1, 1924:

1924

Irwin B. Laughlin, Minister to Greece.

John V. A. MacMurray, Assistant Secretary of State.

Wilbur J. Carr, Assistant Secretary of State.

1925

Charles C. Eberhardt, Minister to Nicaragua.

George T. Summerlin, Minister to Honduras.

John V. A. MacMurray, Minister to China.
 Peter A. Jay, Ambassador to Argentina.
 Evan E. Young, Minister to Dominican Republic.

1926

Jefferson Caffery, Minister to Salvador.

Robert P. Skinner, Minister to Greece.

1927

Robert Woods Bliss, Ambassador to Argentina.

Hugh Gibson, Ambassador to Belgium.

Leland Harrison, Minister to Sweden.

J. Butler Wright, Minister to Hungary.

Hugh R. Wilson, Minister to Switzerland.

Frederick A. Sterling, Minister to the Irish Free State.

William R. Castle, Jr., Assistant Secretary of State.

Francis White, Assistant Secretary of State.

These appointments total 18. In the same period there have been nine appointments from civil life.



LELAND HARRISON



NECROLOGY

Consul Leighton Hope, Ensenada, who was removed to the United States Naval Hospital at San Diego, Calif., died at that institution on January 20, 1927. His remains were removed to Oxford, Miss., for burial.

Mr. Hope, who had previously served in several of the departments of the Government, entered the Consular Service as Vice Consul at Hongkong on October 5, 1916. He was subsequently appointed Consul of Class VII, and served at Hongkong and Ensenada. At the time of his death he was a Foreign Service Officer of Class VIII.

Mr. William Bardel died at Brooklyn, N. Y., on December 31, 1926, at the age of 80. Mr.



LEIGHTON HOPE

Bardel, who was born in Germany, entered the Consular Service in 1900, serving at Bamberg, Rheims, Azores, Isle of Pines and Curacao. During the bombardment of Rheims Mr. Bardel and his family remained in that city throughout this trying ordeal. He resigned from the Service in 1920 and returned to the United States.

He leaves surviving him his widow, two sons and three daughters.

It is with deep regret that the Department has learned of the death of Mr. Herbert A. Filer, Chief Examiner of the Civil Service Commission, which occurred on February 10, 1927, on board the U. S. Transport *Cambrai* while en route from Hawaii to the United States.

Mr. Filer, who was also a member of the Board of Examiners for the Foreign Service and greatly interested in everything pertaining to the examination of candidates for the Foreign Service, is survived by his widow and one daughter, the latter being the wife of Mr. William R. Langdon, American Consul at Tsinan, China.

Miss Emily Kane Jay, the 15-year-old daughter of Ambassador and Mrs. Peter Augustus Jay, died suddenly at Buenos Aires, Argentina, on December 20, 1926. The remains were brought to the United States for interment.

Mrs. Marjorie Jones Burtis Westcott, wife of Consul Charles D. Westcott, died in Washington on January 19, 1927, after an illness of several months.

The funeral services were conducted in Gawler's Chapel, Washington, and interment was made in Arlington Cemetery.

The Foreign Service Association was represented at the funeral by a number of officers. Mr. Harry A. Havens, Assistant Chief of the Division of Foreign Service Administration, attended on behalf of the Department.

The Department has learned with regret of the sudden death of the father of Consul Rollin R. Winslow, Winnipeg, which occurred at Wilmette, Ill., on January 24, 1927.

Consular Agent Jason M. Mack, Liverpool, Nova Scotia, died at that place on January 18, 1927. Mr. Mack at the time of his death was in his eighty-fourth year and had served continuously as Consular Agent at Liverpool for 32 years.



David R. Francis, former Ambassador to Russia during the trying and momentous days of the World War and the Russian Revolution, died in his home in St. Louis on January 15, 1927. The death was caused by the infirmities of age, Mr. Francis being 76 years old.

As mayor of St. Louis, as governor of Missouri, as head of the Louisiana Purchase Exposition in 1904, as Secretary of the Interior under President Cleveland, and finally as Ambassador to Russia under President Wilson Mr. Francis won a name as a distinguished public servant.

Over a period from 1884 up to the 1924 Democratic convention in New York, he was a powerful figure in Missouri politics. The Missouri delegation to the San Francisco Democratic Convention, 1920, was instructed to present his name for the Vice Presidency. At his own request, he was not nominated.

His political record contains such memorable incidents as his furious race with Senator Reed for the Democratic nomination for United States Senator in 1910. Reed won the contest, but only after fighting tooth and nail. His terms as mayor commenced in 1885 and as governor four years later.

To Governor Francis was given much credit for regeneration of the State University at Columbia, while it was passing through a trying period, and under his leadership the legislature introduced many educational and political reforms.

He was born in Richmond, Ky., October 1, 1850, the son of John B. and Eliza C. Francis. He was graduated from Washington University in 1870, and the same year entered the employ of Shryock & Rowland, and seven years after founded a commission company bearing his name.

EXAMINATION ON SHIPPING AND SEAMEN

Class of 1926-1927

(1) The master of an American steamer has applied to you, as Consul, for the return of the ship's papers and also for a bill of health. What action, if any, will you take with reference to the following circumstances of which you have knowledge:

(a) The master has failed to pay for ship's stores purchased from a local ship chandler and has informed the latter that he does not intend to make payment.

(b) The master has not obtained his clearance from the local port authorities, who have

advised you that he intends to sail without clearing.

(c) Two members of the crew are on shore and have informed you that the master, with whom they have had trouble, refuses to allow them to return aboard the vessel, although they are willing to resume their duties.

(2) An American citizen, who claims to have purchased a schooner of foreign registry, applies to your Consulate for a provisional certificate of registry and presents as evidence of his purchase a bill of sale from alleged former owners. You have information indicating that the vessel has been engaged in the smuggling of arms and that the applicant is not the real owner but is acting for others in an effort to procure American registry in order to prevent the seizure of the vessel by foreign authorities. Describe fully the action to be taken by you, relating in detail all the steps which must precede the issuance of a provisional certificate of registry.

(3) An American vessel has gone on a reef along the coast of your consular district. After several days efforts to save it cease, it being believed that it can not be refloated. However, it is fast on the reef and certain machinery and equipment of value can be saved.



DAVID R. FRANCIS



ATTENTION!

The attention of the active members of the Foreign Service Association is drawn to the communication of the Executive Committee and the accompanying Ballot which were enclosed with the January, 1927, issue of the JOURNAL.

(a) Shall this vessel be considered "wrecked" and so reported to the Department?

(b) The master pays off the crew with funds cabled by the owners. In discharging the seamen, up to what date will you as Consul insist upon their payment, and what will be your ruling on their claim for maintenance and transportation in view of the fact that they are well supplied with money?



FRANCIS WHITE

(c) Discuss in this connection the status of two alien members of the crew shipped at a foreign port.

(4) Distinguish between "mutiny" and "insubordination" and give your views as to the action which may legally be taken in each case by (a) the master of the vessel and (b) the Consul.

(5) Three seamen, A, B, and C, have straggled from an American vessel and apply to the Consulate for subsistence, medical attendance, and transportation to the United States. A is an American citizen shipped in a foreign port, according to his statement. B is obviously a foreigner, but claims to have served 10 years on American vessels and to have made his declaration of intention one year previously. C is an alien shipped in an American port, and states that he has deserted because of cruel treatment. What action should the Consul take in each case? Discuss each case fully.

(6) The master of an American vessel discharges a seaman at a foreign port at which there is no American consular office and ships an alien to replace him. He requests the Consul at his next port of call to authenticate both operations and produces a statement duly signed and witnessed from which it appears that the seaman discharged left by mutual consent and received his wages in full. What will be the Consul's reply to the master? Discuss fully.

(7) The master of an American vessel, applying for the return of his papers just prior to sailing, advises you that one week previously a member of his crew deserted and took all of his effects with him. The master requests (a) that you endorse his entry in the log concerning the desertion, and (b) that you take his affidavit to the desertion to be attached to the ship's papers. Discuss your action in the premises and cite briefly the regulations governing the case.

(8) Discuss in each of the following cases the authority of a consular officer to compel a master to furnish transportation and state the maximum amounts which may be claimed by the master of the transporting vessel:

(a) An insane seaman, who requires the services of an attendant; vessel bound directly for the United States.

(b) A destitute seaman able to work; steamer bound from Cape Town to Buenos Aires and thence through Panama Canal to San Francisco.

(c) Same as foregoing, sailing vessel.

(d) A seaman who has straggled from a vessel belonging to the same line which operates the vessel requested to furnish transportation.

(9) Discuss, in a general way, the administration of the quarantine laws and regulations of the United States with particular reference to the services performed in this connection by consular officers. (Not over 200 words.)

(10) An American vessel, proceeding from Boston to Melbourne, calls at a foreign port at which a consular officer is stationed. Describe in detail the action to be taken by the consular officer in each of the following cases brought to his attention by the master:

(a) An American seaman of alien nationality has died on board leaving effects and arrears of wages.

(b) A dispute has arisen between the master and a seaman with reference to the payment of wages. The master claims that the seaman is entitled to receive one-half of the wages earned since the last port of call, while the seaman believes himself entitled to receive one-half of the total amount earned to date.

(c) Master desires information as to whether he requires a bill of health. He is outward bound from Boston to Melbourne and has taken neither cargo nor passengers at this port.

COMMERCIAL

A total of 1,213 reports was received during the month of January, 1927, as compared with 1,844 reports during the month of December, 1926.

During the month of January, 1927, there were 2,827 Trade Letters transmitted to the Department as against 3,047 in December, 1926.

MARRIAGES

Stevenson-Ives. Miss Elizabeth Davis Stevenson, of Bloomington, Ill., and Mr. Ernest Linwood Ives, of Norfolk, Va., were married at Naples, Italy, on February 4, 1927. Mr. Ives is First Secretary of Embassy, assigned for duty with the High Commission at Constantinople.

Pedersen-Jensen. Miss Edel Karen Pedersen and Mr. Julius C. Jensen were married at Copenhagen, Denmark, on January 14, 1927. Mr. Jen-

sen, who has been Vice Consul at Copenhagen since December, 1920, has recently been transferred as Vice Consul to Cologne, Germany.

Dangremont-Bruins. Miss Dorothy Irene Dangremont and Mr. John H. Bruins were united in marriage at Montrose, N. Y., on August 14, 1926. Mr. Bruins is now assigned as Vice Consul at Singapore, Straits Settlements.

Correction: It is regretted that through a typographical error in reporting the marriage of Miss Foster in the February issue the name of the bridegroom was incorrectly stated as Mr. Joe Morrison Wood instead of Mr. Joe Wood Morrison.

BIRTHS

A son, James Watson, was born on January 21, 1927, to Diplomatic Secretary and Mrs. John F. Martin, at Rome, Italy.



ROBERT WOODS BLISS



A son, Fred William, was born at Santiago de Cuba, on December 16, 1926, to Mr. and Mrs. Juan Villali. Mr. Villali is clerk in the Consulate at Santiago.

A daughter, Irene Sophie, was born at Copenhagen, Denmark, on September 29, 1926, to Vice Consul and Mrs. Carl Birkeland.

A son was born at Durban, Union of South Africa, on February 7, 1927, to Consul and Mrs. Francis H. Styles.

A son, Benjamin, Jr., was born at Paris, France, to Diplomatic Secretary and Mrs. Benjamin Muse. Mr. Muse is Second Secretary of the Embassy at Paris.

A daughter, Rosalie Margaret, was born at El Paso, Tex., October 24, 1926, to Vice Consul and Mr. John E. Jones. Mr. Jones is assigned to Ciudad Juarez, Mexico.

SERVICE CHANGES

Diplomatic Branch

J. Webb Benton, now Second Secretary, Lisbon, assigned Second Secretary, Warsaw.

Selden Chapin, now Vice Consul, Hankow, to be a Secretary in the Diplomatic Service. He has been assigned Third Secretary, Peking.

James Orr Denby, now Second Secretary, Athens, assigned Second Secretary, Peking. His assignment to Managua has been canceled.

Leon H. Ellis, now Third Secretary, Guatemala, assigned Third Secretary, Berne.

John H. Gray, Third Secretary, Panama, has resigned.

Stanley Hawks, now Third Secretary, Warsaw, assigned Third Secretary, Guatemala.

John H. MacVeagh, now detailed to Department, assigned Second Secretary, Managua.

Robert M. Scotten, now First Secretary and Consul, Asuncion, detailed to Department.

Hugh Millard, now Second Secretary, Berlin, assigned Second Secretary, Tokyo.



The Mayflower



WASHINGTON, D. C.

Home of Diplomats and Statesmen



A Hotel
in Keeping with the
Beauty and Grandeur
of the
National Capital



Cable "Mayflower"

Five short blocks from
The State Department

CONNECTICUT AVENUE

Midway between The White House and Dupont Circle



Howard Bucknell, Jr., now Consul, assigned Shanghai, to be a Secretary in the Diplomatic Service and assigned Peking.

Consular Branch

Paul Alling, V. C., temporarily assigned Damascus, assigned V. C., Beirut.

Henry R. Brown, now Consul detailed to Milan, resigned.

Joseph F. Burt, V. C. temporarily assigned Cologne, assigned V. C., Berlin.

Leo J. Callanan, V. C. assigned Melbourne, temporarily assigned V. C., Adelaide.

Lewis Clerk, F. S. O. and L. O., Peking, assigned V. C., Kalgan, temporarily.

Leighton Hope, Consul at Ensenada, Mexico, died January 20, 1927.

Clinton E. MacEachran, now assigned Consul, Madrid, resigned.

W. M. Parker Mitchell, Consul, temporarily detailed Department, detailed Consul, Quebec.

Robert M. Scotten, now First Secretary and Consul, Asuncion, detailed to Department.

Maurice L. Stafford, now Consul detailed London, England, assigned Consul, Madrid.

Cyril L. F. Thiel, now V. C., Colombo, assigned V. C., London, England.

Charles S. Winans, American Consul, Prague, commissioned Consul General, and the office made a Consulate General.

NON-CAREER

Stephen E. Aguirre, V. C., assigned Nuevo Laredo, assigned V. C., Piedras Negras, temporarily.

Seth M. Bartling, of Nova Scotia, designated as Acting Consular Agent, Liverpool, Nova Scotia.

Tisdale W. Bibb, V. C., assigned Habana, resigned.

Oscar F. Brown, V. C., Birmingham, appointed V. C., Frankfort-on-the-Main.

Owen W. Gaines, V. C., temporarily detailed Nassau, appointed V. C., Corinto.

John T. Garvin, V. C., Valparaiso, appointed V. C., Punta Arenas.

Charles C. Gidney, Jr., V. C., assigned Habana, resigned.

Norman R. Jobe, V. C., Santo Domingo, appointed V. C., Prince Rupert.

Foster H. Kreis, clerk in C. G., Shanghai, appointed V. C. there.

Daniel J. Lynch, V. C., assigned Singapore, resigned.

Jason M. Mack, of Nova Scotia, Consular Agent, Liverpool, Nova Scotia, died.

IN THE NATION'S CAPITAL

GUDE'S FLOWERS

—OF COURSE!

Gude—Florist

1212 F St. N. W. 1102 Conn. Ave. N. W.
WASHINGTON, D. C.

TELEPHONE MAIN 4278

Flowers via Telegraph—Anywhere—Any Time

Alonzo A. Martell, of Nova Scotia, Consular Agent, Louisburg, Nova Scotia, retired due to closing of agency.

Gerald Mokma, clerk in Consulate, Batavia, appointed V. C. there.

Ernest L. Monroe, V. C., temporarily assigned Charlottetown, appointed V. C., Sherbrooke.

George Ogden, now V. C., Guatemala, temporarily appointed V. C., Puerto Barrios.

Walter A. Thomas, Clerk in Consulate, Leeds, appointed V. C. there.

**Carl M. J. von Zielinski
Leslie B. Cooper Luis M. Alzamora**

FOREIGN TRADE AND FINANCIAL ADVISERS

Specializing in

The handling of Alien Property Custodian Claims, and Miscellaneous Collections Here and Abroad.

New Financing, Funding of Debts, Re-organization of

Foreign Firms, Incorporations Under American

Laws, Branch Managements

Financial Investigations and Credit Information

*Agents and Correspondents
in practically all parts of the world*

Haitian-Dominican Development Corporation

Agents for

Savage & Stevens Arms, U. S. Ammunition, and
Sonora Phonograph Co.

E. TOSSE & COMPANY, INC.

Exporters of

CHEMICALS AND DRUGS

90-96 Wall Street

New York City



FOR MORE THAN TWENTY YEARS

Photographers to the
Diplomatic Corps and the
Consular Service

HARRIS & EWING

THE HOME OF
"NATIONAL NOTABLES"

1313 F Street N. W. WASHINGTON, D. C.
Phone Main 8700

Stephen C. Worster, resigned as V. C. at Kingston, Jamaica.

The following persons have been appointed Foreign Service Officers, unclassified, and assigned for duty as follows:

- John E. Carr, Vice Consul, Piedras Negras.
- Andrew G. Lynch, Vice Consul, Liverpool.
- John S. Mosher, Vice Consul, Habana.
- Kennett F. Potter, Vice Consul, Mexico City.
- H. Charles Spruks, Vice Consul, Habana.
- Roy E. B. Bower, Vice Consul, Southampton.
- Joseph L. Brent, Vice Consul, Sault Ste. Marie.
- Bertram Galbraith, Department.
- Carlos C. Hall, Department.
- Gerald Keith, Department.
- W. Quincy Stanton, Department.
- David A. Turnure, Department.

It is the intention of the Department to assign these officers as shown above until October 1,

BURLINGTON HOTEL

WASHINGTON, D. C.
Vermont Avenue at Thomas Circle

Rooms with Private Bath—\$3 to \$4
Double—\$5 and \$6

Table d'hote Dinner: \$1.25 and \$1.50

380 ROOMS 225 BATHS

5 Minutes Walk to Department of State

1927, on which date they will enter the Foreign Service School.

The following Foreign Service Officers, unclassified, at present attending the Foreign Service School, have been assigned for duty as follows:

- Samuel Reber, Jr., Vice Consul, Callao-Lima.
- John M. Cabot, Vice Consul, Callao-Lima.
- S. Walter Washington, Vice Consul, Buenos Aires.
- George H. Butler, Vice Consul, La Paz.

EN ROUTE

(Continued from page 75)

to mark our passage and to cluster in our wake, discussing us. At last they crowded together, merged into tumbled hills, then mountains, and suddenly we discovered enfolded there at the blue-mist shrouded base Kobe. At sunset we stepped ashore in the Land of the Rising Sun.

Consul Diekover revived memories of another day and another part of the world, and the hours sped quickly while we sat chatting with him. And then, of course, we needs must purchase a haori coat, since one does that in Japan, and thereafter we traversed silent midnight streets back to our boat, regretting that the vessel's departure early the following morning precluded a visit to the consulate. Departed, carrying fragmentary memory pictures of clustered small mountains attended by blue afternoon wraiths, of a busily smoky city enfolded, of a softly lighted hotel lobby, of midnight streets; sailed away, carrying echoes of murmuring voices, of a sudden burst of reedy syncopation from the darksome depths of a mysterious byway, of the rhythmic clip-clop of wooden slippers along a deserted street.

And in Yokohama, neatly dilapidated Yokohama, our path again mingled with that of Consul Kemper, and lingered there a little while in delight. We met Vice Consuls Green and Turner and Jordan, were entertained by that busy staff, and after an interval we meandered off to walk where once had stood tall buildings and imposing residences and where now were only one-story frame structures and occasionally heaps of rubble overgrown with ash-nurtured weeds. But as we wandered our ears were attacked by the staccato crash of whirring steam riveters, and the way before us was crisscrossed with the spindly, attenuated shadows cast by mammoth steel webs that presently would be modern skyscrapers, and the air was filled with that resinous fragrance that one associates with fresh lumber. And now round about was being demonstrated



that most amazing of all mortal's characteristics—perseverance in the face of defeat. Here on every hand was being reenacted that most fabulous of all old tales—a modern Phoenix recreating itself, rising rejuvenescent from its own ash heap. Somehow, as we stood watching, there came a strangely incongruous picture—a gnarled, twisted, weather-beaten pine tree standing at timber line. Bent, broken, buffeted, struggling desperately to maintain a foothold in rocky clefts, thrusting forth new branches in the face of a whipping gale, growing there, fighting, persevering, triumphing—triumphing!

The following morning, in one of Japan's wet drizzles, we sped the people-crowded miles to Tokyo, where we met Consul General Neville, Consul Ballantine, and Vice Consul Preston, and where, alas, our utter incompetence with a camera and interior views forbade our securing a picture of the staff. A hurried good-by, a drive through the wet streets of Tokyo, beautiful streets that allure and allure and then, somehow, disappoint, a stop at the picturesque Imperial Hotel, where an obsequiously smiling son of Nippon brought that which nullifies the wettest of Japanese drizzles, and at last a breathless return to Yokohama, where, so fine had we cut it, our boat's departure nearly coincided with our arrival on the dock.

And so we left Japan, left the Orient; left, too, those Meccas that exist in every port of call—the consulates. Hospitable had been our treatment at everyone we had visited. Ready and welcome hands had been extended in every instance. And now, with poignant memories, we left them behind, the consulates—strung around the world like a necklace of softly glowing pearls, of sparkling brilliants. A jewel of great price is that office where we make new friends, but a priceless gem, a keepsake, is that one where old friendships are renewed.

Ensued long days when life itself hinged upon deck golf and shuffleboard. Once we passed another ship, and instantly half a hundred pairs of binoculars had appeared from nowhere. Such straining and staring and anxious-eyed conjecture and solemn-faced wonder! What was its name? Call the captain! Sparks! Strange that a dozen neat liners in port will pass quite unnoticed, while a squatty little rust-crust-ed freighter at sea invariably precipitates a near panic lest its name be missed.

In Honolulu, a solitary fragrant blossom beckoning in a wide, wide meadow of green, an exotic, brilliantly colored rock orchid clinging in the crevices of a round blue-granite boulder, we felt the crinkle and heard the clink of real money



Photograph by O. W. Barrett

NEW MARKETS

Pictures in the National Geographic Magazine frequently open new marketing ideas to manufacturers, so your photographs of natives—their work and play, their utensils and methods of transportation—would bring your work to the attention of American business men as well as to more than a million homes interested in how others in the world live.

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

Many Foreign Service contributors are taking this means of making cameras pay their own way, while others' pens have been means of added income—and in every case the State Department, to which all articles from these contributors are submitted, was glad to approve publication.

Do you know some native photographer—or some friend or acquaintance who writes—who is seeking a magazine outlet? Tell them of The Geographic's eagerness to see their material.

Material accepted is paid for promptly while unavailable matter is returned promptly by insured post. And information regarding contributions desired and about The Society and its Magazine will be mailed without charge on request. Address, The Editor.

National Geographic Magazine

WASHINGTON, D. C.



STANDARD OIL CO. OF NEW YORK

26 Broadway

New York



The Mark of Quality

Socony Products

Illuminating Oils

Lubricating Oils and Greases

Gasoline and Motor Spirits

Fuel Oil

**Asphaltums, Binders and
Road Oils**

Paraffine Wax and Candles

Lamps, Stoves and Heaters

Branch Offices in the Principal Cities of

Japan	Philippine Islands	Turkey
China	Straits Settlements	Syria
Indo-China	Netherlands India	Bulgaria
Siam	South Africa	Greece
India	Australasia	Jugoslavia

for the first time in years without having to endure the fatuous grins of an ogling oriental money-changer. Revivifying sensation, that!

Came then a dawn (not the ones in the movies!) when our boat glided gently through the portals of the Golden Gate, and there across a sheet of silvered water lay San Francisco, and beyond, in the golden glory of a rising sun, was home. A gold and silver home!

A tremulous small exultation came then from the Amazing Person standing near us at the rail.

"Oooh!" Little curlicues of ecstasy clung about the exclamation. "How perfectly divine to see the precious country once more, to be home again!"

"Been away long?" we inquired, politely curious.

"Ages and ages!" came the vehement assurance. "I've been traipsing round out in that dreadfully uninteresting old Orient for *four whole months!*"

"Four months!" With careful condolences we commiserated, then turned away. Four months, indeed! Came a fleeting memory of that day, long ago, when last we had seen this "precious country." Why, we had not glimpsed this blessed Promised Land, whose gates of gold inclosed wide sheets of silver, a silver that now in the early morning sunlight had taken on the glowing sheen of richest silk—we had not seen this Adored Land of Silk and Honey, this Amended Land of—h'm—Milk and Money for—er—ages and ages—and ages.

HARRIMAN SCHOLARSHIP

THE members of the Foreign Service will learn with grateful appreciation of the establishment of the first Foreign Service scholarship. The "*Oliver Bishop Harriman Foreign Service Scholarship*" has been created by Mrs. Elizabeth T. Harriman in memory of her son, Oliver Bishop Harriman, who died while Chargé d'Affaires at Copenhagen, Denmark, on May 1, 1926. The scholarship fund, the principal of which amounts to \$25,000, has been deeded in trust to the Chatham Phenix National Bank and Trust Company of New York, by which it will be administered. The deed of trust provides that the whole net annual income shall be devoted to scholarships for the children of persons who are or have been Foreign Service Officers of the United States. The scholarships are to be used for defraying the expenses of the recipients at an American university, college, seminary, conservatory, professional, scientific or other school. The beneficiaries will be designated by



YOUR AGENT IN PERSONAL AFFAIRS

When you buy life insurance you are appointing the company your agent to deal with you for as many years as you live and after your death to deal with the persons and institutions for which you care most. We invite you to investigate thoroughly the traditions and the present standing of our company with its 82 years of service and 450 millions of assets.

H. LAWRENCE CHOATE AND ASSOCIATES

925 FIFTEENTH STREET

WASHINGTON, D. C.

Commissioned by the leading annual dividend company

THE MUTUAL BENEFIT LIFE INSURANCE CO. OF NEWARK, N. J.

an Advisory Committee, the appointment of which is provided for in the deed of trust. The members of the first Advisory Committee are as follows: The Honorable Joseph C. Grew, Undersecretary of State, chairman; Mr. James F. McNamara, vice president, Chatham Phenix National Bank and Trust Company; Mr. Charles W. Weston, of Montclair, N. J.; and Mr. William Dawson, chairman of the Executive Committee of the American Foreign Service Association.

The deed of trust provides that in the selection of recipients the Advisory Committee shall be governed by the following rules and regulations:

"(a) The recipients shall be selected from among the children of persons who are then or shall theretofore have been Foreign Service Officers of the United States; and the moneys paid to a recipient from the income of the trust fund shall be used by the recipient in paying his or her expenses at such American university, college, seminary, conservatory, professional, scientific or other school as may be selected by the recipient.

"(b) The scholarship may be awarded to a single recipient or may be divided among two or more recipients in such proportions as the Advisory Committee shall determine.

"(c) The candidates for the award of the scholarship shall apply therefor in writing to the Advisory Committee at such times and at such place as may be designated by it on or before May 1 in each year. Such applications shall be accompanied by letters from the parent or guardian of the candidate and by such other data or information as from time to time may be required by the Advisory Committee. Each application shall be made in duplicate.

"(d) Each candidate shall submit evidence that his or her school experience covers the work required for admission to the American educational institution selected by him or her.

"(e) No payments from the income of the trust fund shall be made to a recipient until the recipient shall have been finally admitted to the university or other institution which he or she may desire to enter and payments of such income to any recipient shall continue only so long as the Advisory Committee shall direct."

The Advisory Committee wishes that the scholarship so generously established by Mrs. Harriman be made available for the coming school year, and it therefore invites and urges all children of present or former Foreign Service Officers interested in applying for the scholarship to submit their applications on or before May 1, 1927. While no special form has been prescribed, the committee desires that each application include information covering the following particulars:

Age and sex of applicant; a full statement concerning the education and courses of study pursued by the applicant up to the present time; the courses of study and profession which the applicant desires to follow; the institution at which the applicant proposes to make use of a scholarship if granted; and evidence that the school experience of the applicant covers the work required for admission to the institution selected. The application may include any further information which the applicant deems pertinent and which, in his or her opinion, should be taken into consideration by the committee. Applications should be in duplicate and addressed to the Honorable Joseph C. Grew, chairman, Advisory Committee,



In Office, Factory and School

In the commercial centers—in the cities and far-off corners of the earth—in the schools of every nation—in fact wherever human thoughts and deeds are recorded — there you will find the Underwood the standard of typewriter efficiency.

Stenographers and typists realize that "Underwood" means fast and accurate typewriting—with less fatigue and better work. The executive, too, appreciates the value of "Underwood" work—clear, clean-cut letters down to the last carbon, and he knows that when a letter is "Underwood" typed it represents the company's highest standard.

A demonstration on the "Underwood" will place you under no obligation.

UNDERWOOD TYPEWRITER CO., INC.
1413 New York Avenue N. W.
Washington, D. C.

Branches in all Principal Cities

UNDERWOOD
Speeds the World's Business

Oliver Bishop Harriman Foreign Service Scholarship, Department of State, Washington, D. C. The application should be accompanied by a letter, likewise in duplicate, from the parent or guardian of the candidate.

The committee calls attention to the following conditions, which should be borne in mind by applicants: The amount available for scholarships in any year will presumably not exceed \$1,200 and may, in the discretion of the committee, be divided among two or more recipients. Funds awarded under the scholarship may be used only in defraying expenses at an *American* university, college, seminary, conservatory, professional, scientific or other school. This school may be selected by the recipient. No payments may be made until the recipient has been finally admitted to the particular educational institution selected.

LETTER FROM MR. GREW

JANUARY 30, 1927.

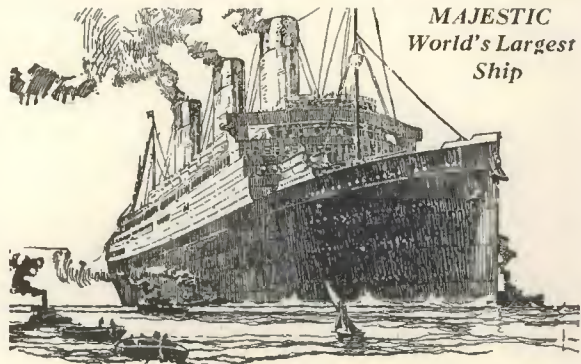
DEAR MR. COLE: It has been suggested that the readers of the JOURNAL might be interested in a pilgrimage to the principal cities of the South which I recently undertook on behalf of the Foreign Service. The trip was proposed by the United States Chamber of Commerce, which felt that direct contacts between the Department of State and the American public were desirable, and that the recent development and future aims of the Foreign Service should be better known to the country. Butler Wright had spoken on the same subject in some of the Western States last year with marked success. I visited Tampa, Atlanta, Birmingham, New Orleans, Memphis and Louisville, and made 10 speeches before Chambers of Commerce, Boards of Trade, Rotarian and Kiwanis Clubs and other bodies of important business men.

There is no doubt whatever that this sort of thing is useful. I found a surprising lack of familiarity with the Foreign Service and a good deal of interest in learning what we have accomplished during the last 20 years, particularly since the passage of the Rogers Act, and the ways in which we promote and protect American commerce abroad, quite apart from the fundamental function of the Foreign Service to safeguard good relations with foreign nations. I also found that the traditional reputation of the Department



of State as a cold, secretive organization still persisted, and was fortunately able to a certain extent to dispel this unjustified illusion. Of course, everyone wanted me to talk about Mexico, Nicaragua and China, but when I told them about our present system of publicity, the activities of the Division of Current Information, with its adjoining press room, where important information regarding foreign affairs is handed in and put on the wires within a few minutes of its receipt in the Department, the availability of Hugh Wilson day and night to answer questions and to put correspondents in immediate touch with an officer who can give them the background of any current topic, and finally the Secretary's press conference four times a week, where he faces a barrage of machine-gun questions and answers them to the best of his ability, my audiences began to appreciate the fact that they, if they read the daily papers, know just about as much regarding our foreign problems and policies as we do. I told them that no sane business house when negotiating a business deal would broadcast the proceedings until the deal was completed, and that the Department of State was in exactly the same position. I also said that no sane business house would formulate a policy or decide upon a course of action until it had all the available facts, and that many a time when the Department of State was charged by the public with indecision or vacillation it was actually working day and night to get at the facts before acting. All of this seemed to appeal to the common sense of the men before whom I spoke, and I believe helped to bring the Department a little more sympathetically in touch with the business world.

As for the Foreign Service, the application of the Rogers Act was described in detail, and the efforts we are making to develop a highly trained, experienced, efficient body of public servants, devoting their lives to a career which is just as much a profession as law or medicine or the Army or the Navy. This, I said, was our first arm of national defense, an arm that comes into play before the Army or the Navy, and which, if it functions effectively, will render it unnecessary for the Army or the Navy ever to come into play save for peaceful purposes. I said also that every American ought to take interest in it for, quite apart from its material services, it involved our national prestige, because our country would be judged abroad by the type of men we sent abroad



MAJESTIC
World's Largest Ship

Ocean freight service—

Ship via



Ocean Freight Service
World-Wide

WHATEVER your shipping need may be, you'll find a ship to fill it in this fleet of 102 vessels.

A world-wide freight service, marked by the skillful handling that is the result of 55 years of experience.

When you ship by International Mercantile Marine you are sure of prompt deliveries and transshipments at minimum cost.

The high rating of our ships enables you to secure the lowest insurance rates.

- 102 Ships
- More than a Million Tons
- 55 Years' Experience
- World-wide in Scope
- Frequent Sailings
- Meeting Individual Needs

Regular Services Between

New York	New Orleans	London	Antwerp
Boston	Galveston	Liverpool	Hamburg
Philadelphia	Houston	and Manchester	Glasgow
Baltimore	Montreal	Avonmouth	Southampton
Hampton Roads	Quebec		

Apply to No. 1 Broadway, New York, or our offices in principal cities

WHITE STAR LINE
RED STAR LINE • AMERICAN LINE
LEYLAND LINE • PANAMA PACIFIC LINE
ATLANTIC TRANSPORT LINE
WHITE STAR • CANADIAN SERVICE
INTERNATIONAL MERCANTILE MARINE COMPANY



to represent us, by what they do and what they are, that we must be represented abroad by men of culture, tact, wisdom, foresight, breadth of view, and a great many other things, and that this element was one which should directly concern every individual patriotic American.

I said that while at the present moment we could not expect that all of the higher positions of Minister and Ambassador should be filled from the ranks of the Service, we definitely looked forward to the day in the not too distant future when we should have developed a sufficient number of outstanding officers to justify such a course. For the present we relied upon the application of Napoleon's principle that every private carried a field marshal's baton in his knapsack to encourage every vice consul and young diplomatic secretary to feel that by his own personal efforts he could eventually climb to the very top of the ladder, and that any other system was illogical, wasteful, uneconomical to the country and deadening to

initiative, energy and enthusiasm. Those who talked with me afterwards heartily endorsed this principle. As a matter of fact, the reaction of the press of the country, whether pro or anti administration, to service appointments to the higher positions in recent years has been wholly favorable.

This leads me to speak of the splendid outlook for the Service at present. Before this letter is printed 13 new appointments to the Foreign Service will have been announced, as well as several Service promotions to positions of Minister and Ambassador, and there is every reason to hope that more of the latter are to follow before long. President Coolidge and Secretaries Hughes and Kellogg have all endorsed this principle, and while for the present a certain number of appointments of distinguished Americans from other walks of life must from time to time be expected, nevertheless I sincerely believe that we are justified in optimism with regard to the future proportion

Plant Executives

in

46 Countries

do business with

Lubrication Headquarters

WHY? Because big industrial executives the world over recognize the Vacuum Oil Company as the world's foremost experts in lubrication.

Because all our recommendations are based on more than 60 years experience in manufacturing and in applying high-



Friction—
the unseen enemy
of Production

grade lubricating oils to mechanical equipment in every country of the world.

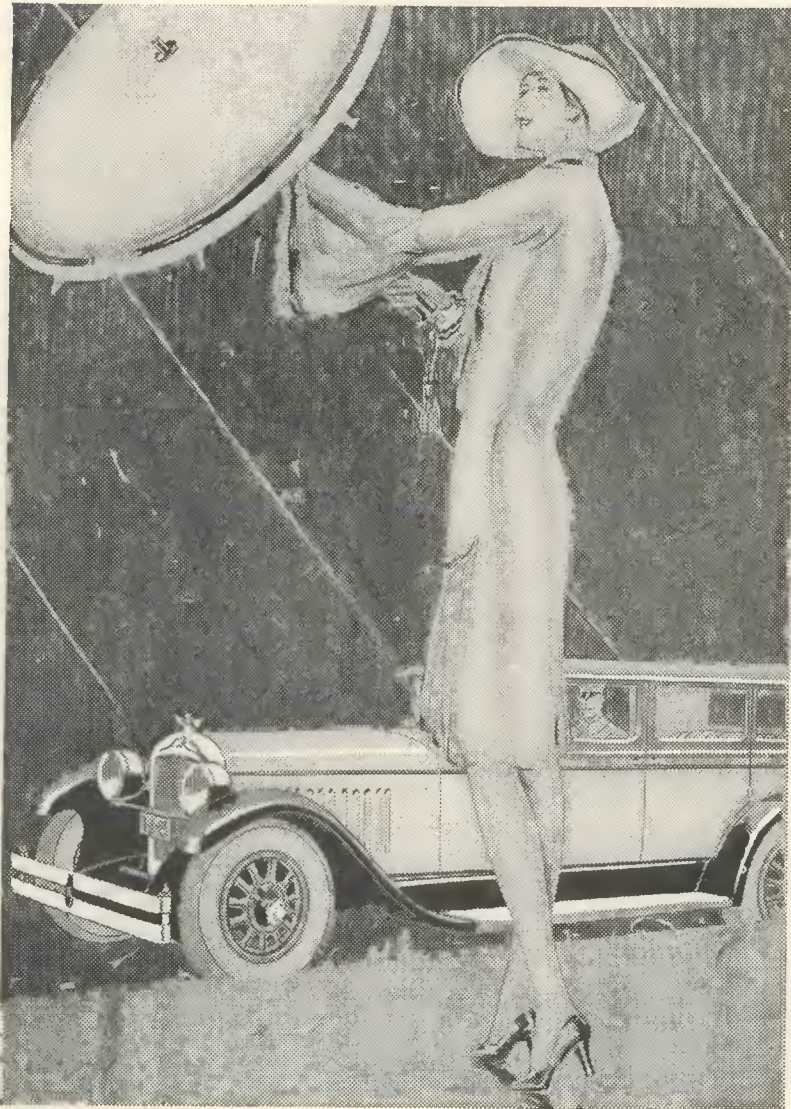
Because the aim of the Vacuum Oil Company is to benefit the industrial world by bringing about smoother and more efficient operation of machinery.



Lubricating Oils

A grade for each type of service

VACUUM OIL COMPANY



B 260 R

THE most beautiful cars Hupmobile has ever built. No finer performance at any price. A perfection of the eight and six cylinder engines for those who never own or drive any but the finest cars.

HUPP MOTOR CAR CORPORATION
DETROIT, MICH., U. S. A.
CABLE ADDRESS: HUPP, DETROIT

HUPMOBILE



of Service men who will be selected to fill the higher posts in the Service.

One other matter upon which I touched in these speeches in the South was the cordial cooperation between the Department of State and the Department of Commerce in foreign trade work. I described trade protection and trade promotion and explained that while trade promotion material was disseminated to the American public through the Department of Commerce, the Department charged by law with that duty, nevertheless a large proportion of this material was collected and furnished by our 50 diplomatic and 320 consular establishments abroad and the 3,000 people staffing them. I told also of the work of the commercial attachés and spoke of the cooperative spirit in which they carried out their important duties.

Butler Wright's western trip and my southern talks will, I hope, be the forerunners of more contact work of this nature in future. I think the public is entitled to know what its Foreign Service is accomplishing, what it aims to accom-

plish in future, and the specific ways in which it can assist, protect and promote the interests of our business men abroad.

Sincerely yours,

JOSEPH C. GREW.

EASTER IN SEVILLE

(Continued from page 69)

groups of people. The passing *nazarenos* did not attract their attention. Christ nailed to the cross, symbol of tragedy, came forth from the cathedral and turned in the shadow of the Giralda toward its parish church. Two or three people hurried past, unheeding. More *nazarenos*, and a Virgin. . . . Daylight outshone her candelabra. The spell of the night was gone. Curled up against the Giralda lay half a dozen men. . . .

Holy Week in Seville—a picture of strange, strong contrasts. Like a narrow Spanish street where the sun shines hot and bright on one side while the other lies in deep, cool shade. Like Spain herself.

To the Consular Representatives of the United States:

The United States Fidelity and Guaranty Company puts at your disposal its services in writing your bond. Special attention is given to the requirements of consular officers, our Washington manager, Mr. Lee B. Mosher, having formerly been in the Consular Service. When you have in mind any form of bond, this company will be pleased to write it for you.

JOHN R. BLAND, President.

United States Fidelity and Guaranty Company

RESOURCES OVER \$34,000,000.00

Washington Branch Office

Suite 327, Southern Building, 15th and H Streets, Washington, D. C.



Always Sell "C. I. F." and Specify American Ships

BY quoting prices on a basis of "c.i.f." rather than "f.o.b." you are enabled to choose for the carriage of your cargoes American ships operated for the United States Shipping Board, and thus in two ways give impetus to the expansion of your export trade.

The United States Shipping Board Freight Services are constantly developing and fostering new markets for American business—sailing regularly and frequently and carrying their cargoes promptly and safely to their destinations. Furthermore, they are under the direction of experienced American operators who are in a position

to give valuable advice to prospective shippers.

Included in this fleet are the speedy passenger ships of the United States Lines, sailing from New York to principal European ports. In addition to carrying passengers, the United States Lines ships, led by the famous Leviathan, provide an exceptional express freight service.

For complete information regarding freight or passenger services consult "Schedule of Sailings," a comprehensive publication issued by the Traffic Department, or write direct.

"Americans Ship On American Ships"

TRAFFIC DEPARTMENT

United States Shipping Board Emergency Fleet Corporation

Washington, D. C.