

THE AMERICAN FOREIGN SERVICE JOURNAL



LOOKING DOWN THE RIVER ILL, STRASBOURG, FRANCE

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DECEMBER, 1933

A Legislative Honeymoon

By WALTER F. BOYLE, *Consul, Auckland, New Zealand*

LEGISLATIVE furlough. A whole month to spend with nothing to spend. Then the counsel of the consul with the consul's wife. The finding. Let's call it, and make it, not a furlough, but a "Legislative Honeymoon."

And so we primed the flivver with the old familiar juice, in New Zealand called "benzine," and set us out to explore the peninsula running some two hundred and fifty miles to the north of the City of Auckland.

Rolling green hills fading into blue mountains in the far background. The sweet breath of the New Zealand countryside. A smooth but winding road. The fascinating swish of the tires on the roadway.

On the second day, after some miles through a thousand foot high sheep country, ever in sight of the blue waters of the Tasman Sea, we turn into the Waipu forest reserve.

If you like the company of giants, you will feel at home among the immense kauri trees rising here, there, and everywhere. But why do the kauri trees stand so clean of trunk and limb, while seemingly all other trees are hosts to parasites? For the high humidity and deep shadows make for the growth of the green parasites which lend an added beauty to the forest. The answer is simple. Unlike most other New Zealand trees, the kauri sheds its bark and thus constantly divests itself of parasites in their infancy.

Here and there are giant specimens of the "rata." The rata starts life as a vine, climbs a tree, fastens itself on to it, gradually saps the life

from it, and then when the tree dies and rots away, the rata remains, but in a changed form, having become a tree instead of a vine. Rata trees with their crimson flowers are often a hundred feet in height and six or seven feet in diameter.

On the third day we take a spin on the "Ninety Mile" beach. For right up here at the north east corner of New Zealand is a glorious beach ninety miles long and ever so wide. Daytona must look to its laurels. So out we go, on we go, and up goes the speedometer. Ninety miles of ocean smoothed untracked boulevard. No grades. No traffic. No traffic cops. And, alas, no bridges. There are about three small streams to cross. Take them close to the crashing surf of the unbought brine. There they merely trickle over the sands, a few inches deep and twenty to thirty feet wide. But remember that where these streams do their trickling there is a tendency to quicksand. You must take them at not less than thirty miles an hour. When you splash through a puddle of salty water thirty feet wide at thirty miles an hour you give your car an unwelcome shower bath. It is not the water that hurts, but the salt that is in it.

And so we speed on. The sky's the limit. The closer we hug the breakers the smoother the beach. And what a surf. The roar drums into insignificance the paltry hum of the engine. Toot the horn. No use, the bellow of the surf overrides it.

Back once more on firmer terra firma. The fierce beating of the heart refuses to die down with the pulse of the now silent motor. Vainly



we ransack our vocabularies for a word to describe it. We give it up. "Thrilling" is entirely too tame and commonplace.

Late the next afternoon, just as we are about to reach the picturesque fjord-like bay of Whangaroa, the throb of the motor dies down and fades away. Stranded. Two Maori boys drive along in a motor car and offer to tow us into Kaeo.

The Maoris are the natives of New Zealand. An able, lovable, kindly race. One-third of the sixty thousand in New Zealand live in the three northern counties, and right at this moment we are in the most northerly of them all.

Unfortunately, neither our Maori Samaritans nor ourselves have a tow rope or even a piece of wire. But one of our rescuers says that he knows where he can get a piece of wire and departs over the hill. In ten minutes he is back with some forty feet of good stiff wire. We are duly towed into Kaeo, and a garage takes care of our trouble.

And now a friend tells us that what really happened was that our kind hearted and resourceful rescuer cut some forty feet from the telephone line.

We did not fail to visit Russell and Pahia on the Bay of Islands. It was here that New Zealand history began, and some of the families who are proud to have their names linked with their country's history still keep their summer homes here.

The first American Consulate in New Zealand was at Russell. The stories it might tell of American whaling in the South Pacific, for here it was that the New Bedford whalers put in to replenish their stores and to refit.

The first industry of New Zealand is sheep rearing. This is shearing time. His bleating majesty is being driven along the highways to the shearing sheds. So we have several restful periods as we park along the roadside while a thousand woolly backs go by. However, for fear that it might induce sleep, we carefully avoid trying to count them.

The little country hotel at Kamo sits in a park-like area close by the bubbling springs from which issue real gas charged, fizzy, soda water. You drink it and then you bathe in it. What a sensation. Imagine yourself bathing in a swimming pool of champagne or Canadian dry. You swim, and with every stroke the water gives off the fizz, bubble, and sizzle of Mum's extra dry.

One bath is well named the champagne bath. Open entirely at the sides. Two iron rings on the end of ropes hang over the pool. If you hold on to these rings and let yourself down, ordinarily your head will not come close enough to the surface of the water to make it dangerous. However it is always well to light a match and bring it down towards the water. Where it goes out is the danger point. For the natural gas which charges the champagne bath is very strong, and there have been fatalities where persons have failed to take precautions.

On our way back we stop at the luxurious mineral baths at Helensville. But then hot water coming out of the ground is no curiosity in the Auckland Province.

A day or two in Auckland and then the gypsy call of the road again. Green fields, crystal streams, rolling hills, blue mountains. The first stop is at Okoroire. Some more hot springs in a sylvan setting.

A day or two later we roam around the mighty works of the hydro-electric plant at Arapuni, supplying the City of Auckland and half of the Auckland Province with electricity. Here we take a squint at the buried forest, or perhaps more correctly



Photo by W. F. Boyle

KAURI TREE IN THE WAIPU FOREST
Just one of a noble family



the sluiced out forest. Some six or seven years ago when the water of the Waikato river was temporarily diverted to simplify the building of the Arapuni dam, the said water at once set itself to sluicing the silt out of some fairly level fields. In a few months there was laid bare a forest which until then had lain, or perhaps it is more correct to say stood, buried for centuries and centuries.

That night we lodged in the comfortable and even luxurious Government-owned hostelry at the Waitomo Caves. Of course we did not fail to visit the glow-worm cave. On a boat on an underground stream we look upward at what they tell us are glow-worms. Really it seems that we are looking at the heavens with a bigger and brighter Milky Way and thousands and thousands more stars. The guide books fall short of describing it. When you emerge into the outer air the astral Milky Way and even the Southern Cross seem dim and paltry. You know that you have seen one of the wonders of the world.

And so on to the Chateau. Here some four thousand feet above the level of the sea has been erected an almost palatial hotel. This is the mecca for the winter sports. The people of Auckland, who never see snow or ice at home, drive the two hundred miles here to the foot of Mount Ruapehu to frolic in the snow, with skis and the like. But now it is summer, and save for air with a Colorado Springs tang to it the only snow is on the permanent glaciers on the side of Ruapehu. From the sitting room of the hotel, as though framed in a plate glass window, one looks out on the cone of Mt. Ngaruahoe, a not inactive volcano. A wisp of smoke is over the summit.

Several days at the Chateau and with our lungs full of ozone we start northward again. Twenty miles away we turn into a side road of extreme roughness, drive for about three miles and park the car close by a saw mill. From here to the Ketetahi hot springs is said to be three and a half miles. However our informants failed to mention that there was also an ascent of three thousand feet and that the trail was a hard and rough one.

We are climbing the sides of Tongariro, an extinct, or at least a sleeping volcano. A mile



Photo by W. F. Boyle

THE WOOLY WEALTH OF NEW ZEALAND MARCHES BLEATINGLY BY

before we reach the springs our ears are greeted by a thunderous roar, our eyes by clouds of white steam rising hundreds of feet into the air. Plodding on we come to the great mile long gash in the side of the mountain from which belches every indication of an inferno below. Slowly we make our way into the gash, carefully feeling the none too certain ground on which we tread. Now and then we pause by cauldrons of seething boiling mud or water. Not only boiling but steam filled, and with such a roar that one must place his mouth directly on to the ear of his companion to be heard.

That night we rest at Tokaanu at the southern end of Lake Taupo, the big lake in the center of the North Island of New Zealand. This is where lusty fishermen come to catch the biggest trout in the world. The visitors' book of the little hotel is not without the names of some prominent Americans. This place is in the zone of steamy fissures, and so we climb into a bathing pool so hot that you come out scalded red.

From Tokaanu the road more or less follows the shores of Lake Taupo. One wonder if the Italian Lakes are as beautiful. At Taupo we stop at the Spa. We have become wedded to the hot mineral baths, and here a whole stream of hot water runs right through the hotel grounds. When you get up in the morning you go to the place where the stream leaves the grounds and in a special place fenced off for the purpose stand

shoulder deep in the hot water and shave, mirrors being placed there for you.

The hotel here has its own hydro-electric plant and wonder of wonders the water wheel, the turbine, is turned by hot water, using only a small portion of the capacity of the hot water stream.

Back of the hotel the Waikato river flows swiftly, clearly, and deeply from Lake Taupo. Along its shores are any number of small geysers and boiling pools. Cast your line in the cold water of the stream. A trout strikes. Lift your pole and throw your fish into a boiling spring. Take it out shortly thoroughly cooked. This, of course, provided you like your fish cooked without being cleaned or scaled, and are not averse to having them boiled.

We step on the gas and speed down a magnificent road. Now and then a glimpse of stream issuing from some fissure in the earth. We come to Rotorua. This is the mecca of the tourist. Geysers, hot springs, miles and miles of steaming pools and mud, mountain lakes, beautiful scenery, mineral baths de luxe and otherwise. But it is a tame show as regards



Photo by W. F. Boyle

WHEN THE ROAD TRAVERSES A GORGE WE COME ON TO
FERNY BITS LIKE THIS

steaming earth and hot water as compared with the Ketetahi springs.

In the little cemetery in the church yard at Ohinemutu steam is coming up from some of the graves.

From Rotorua we drive over the mountains to picturesque and fertile Taurangi, then over the high Kamai pass to the Hot Springs at Te Aroha. And as we are determined not to skip any hot bathing place, on the way we take a dip in the hot pool near Matamata.

Te Aroha was delightful. About two dozen different kinds of mineral water to drink, and almost as many baths, from lukewarm to hotter than we can stand. Besides the town nestling at the very foot of a forest-clad mountain is a picturesque and lovely place.

And thus it was that when we returned to Auckland, with the thrall of lovely New Zealand still upon us, we almost wanted to thank Congress for our Legislative Honeymoon.



Photo by W. F. Boyle

A BIT OF NEW ZEALAND "BUSH"

Aces in the New Deal

IV. MONETARY POLICY

By HENRY L. DEIMEL, JR., *Department*

THE following constitutes an attempt, with much misgiving and apology, to describe an ace in the hole.

When the new Administration took office on March 4, 1933, the banks throughout the country had been closed by action of the separate States, and one of the administration's first official acts was to meet the situation by the declaration of a national banking holiday. In the months that have followed we have witnessed a succession of legislative acts, executive orders and pronouncements significantly affecting our monetary system. We have seen foreign exchange transactions restricted and the export of gold embargoed; we have seen the holders and hoarders of gold and gold certificates ordered to turn them in to the Treasury in exchange for other currency; we have seen legislation drastically modifying the legal limitations on the issue of our national currency; we have seen the definite departure of the dollar from the gold standard and its progressive decline in the foreign exchanges; we have seen the passage of legislation authorizing the executive to take further steps of a nature commonly termed "inflationary"; quite recently we have seen the announcement and initiation of a policy of gold purchase abroad at a constantly increasing dollar-price and an accompanying decline in the foreign exchange quotations for the dollar—a phenomenon with which the American Foreign Service is only too well acquainted.

This succession of events has been accompanied by a running commentary of general discussion, informed, ill-informed, and uninformed. Largely, of course, the discussion has been between two general and rather vaguely defined groups, the "inflationists" and the "sound money" advocates. Undoubtedly the majority of those most ready to express their opinions have no real understanding of what it is they are talking about. Frequently, especially among those accustomed to deal, assuredly and light-heartedly, with the abstractions of economic doctrine, the discussion resembles nothing so much as a conjuror's juggling with algebraic symbols. Meanwhile those who are not only well versed in monetary theory, but are conversant with the characteristics of the economic situation to which the various monetary measures are applicable, generally hold their peace. Occa-

sionally, however, they may be heard, by those who listen carefully. Then the subject assumes form and substance, and we are not left with the sensation of having seen only the cobweb-spinnings of logic applied to unreal premises. It is noticeable, on such occasions, that the subject is treated as one element, important and intricate indeed, but only as one element in the general situation, one factor in the problem that has to be dealt with as a whole.

This leaves a situation of acute embarrassment for anyone who has been reckless enough to attempt to outline, however inexpertly and summarily, the major features so far revealed of what has generally come to be termed the New Deal. Assuredly it would not do to pass over in silence so essential a pillar of reconstruction as monetary policy must be. On the other hand, what is to be said, even most summarily and inexpertly, on so difficult, intricate, and controversial a subject?

There is, in the present connection, a further difficulty. The attempt of this series of articles has been to present the essential legislative basis of the principal elements in the New Deal. The task has been simplified by the fact that each element heretofore dealt with has found its essential legislative expression in a single act, from the study of which, despite limitations of discernment and understanding, it is possible to recognize the general form and plan and intent of the project. No corresponding single enactment contains within its paragraphs the complete essence and structure of a new monetary policy. The earliest acts of the new Administration were taken under the authority of war-time legislation, and were approved and confirmed by the act "to provide relief in the existing national emergency in banking," approved, be it noted, on March 9, 1933, the first day of the special session of Congress—an act, in other words, that went through the entire legislative procedure in one single day. The same act authorized the restriction of dealings in foreign exchange and other financial transactions, and the emergency impounding of gold; it amended the provisions governing the issue of currency—already drastically amended by legislation of the previous year—making possible an immense expansion of the currency to meet the



flood of bank-deposit withdrawals and hoarding of currency that had inevitably accompanied the collapse of public confidence in the banking system. The decision to permit no further exports of gold, the action generally referred to as marking our departure from the gold standard (a phrase open to varying definitions and interpretations) was taken by executive action on April 24. The somewhat anomalous position of the gold clause in contracts—the clause whereby a borrower would oblige himself to repay in gold dollars of the weight and fineness standard at the time of the loan—following the prohibition against dealings in gold was dealt with in a Joint Congressional Resolution of June 5, "To assure uniform value to the coins and currencies of the United States," which abrogated the gold clause in existing contracts and prohibited its inclusion in future contracts, as being "inconsistent with the declared policy of Congress to maintain at all times the equal power of every dollar, coined or issued by the United States, in the markets and in the payment of debts." Meanwhile there had been attached to the Agricultural Adjustment Bill, and retained in it as finally enacted and approved on May 12, a third title conferring extensive though conditional authority upon the Executive to expand the currency.

While some of the monetary legislation of the emergency session of Congress was definitive, mostly it was in terms of authorization to the Executive. In this it bears distinct resemblance to the other principal legislative enactments of the New Deal, but there is this difference, that while each of the latter strikes out a definite pattern and plan, the essentials of which are plain to be seen, the monetary legislation leaves the Executive with powers the intended use of which he does not have to reveal, and which he has not been revealing except to the degree necessitated on specific occasion. In a word, the monetary policy of the New Deal is its ace in the hole.

In order, however, to avoid passing over this subject entirely, it is here proposed to describe the essentials of the principal one of the various monetary enactments, namely, Title III of the Agricultural Adjustment Act, and to conclude with a tentative effort, offered with much hesitation, to adumbrate a purely personal view, entirely from the outside, of the place and setting among the major phases of the New Deal, in which the new monetary policy, whatever form or forms it finally assumes, is most appropriately to be regarded.

Title III of the Agricultural Adjustment Act

was added while the bill was under consideration in the Senate, the House having passed upon it already. It was added shortly after a surprising strength had been shown for a proposal to establish a bimetallic standard, the narrow margin of votes by which this proposal was defeated being taken, it seemed, as an indication of the strength behind the current sentiment for "inflationary" currency proposals.

The purpose of this title is explained in a brief statement appended to the Senate Committee on Agriculture and Forestry's report on the Agricultural Adjustment Bill. This statement asserted that "the policy of deflation of commodity and farm prices still persists," citing various developments precedent and subsequent to the bank holiday, including the failure of thousands of banks to reopen thereafter. "No substantial relief," it declared, "is possible for agriculture until the policy of deflation is not only checked, but reversed and a substantial sum of actual money is admitted and, if need be, forced into circulation."

The provisions of this title of the act are based, according to the wording of the title itself, upon that clause in Section 8 of Article I of the Constitution which gives the Congress authority "to Coin Money and Regulate the Value Thereof." In the exercise of that power, Congress has authorized the President, in his discretion, to take certain action toward an expansion of the currency whenever he finds, upon investigation, that

"(1) the foreign commerce of the United States is adversely affected by reason of the depreciation in the value of the currency of any other government or governments in relation to the present standard value of gold, or (2) action under this section is necessary in order to regulate and maintain the parity of currency issues of the United States, or (3) an economic emergency requires an expansion of credit, or (4) an expansion of credit is necessary to secure by international agreement a stabilization at proper levels of the currencies of various governments."

Having found any such condition to exist, the President may, in his discretion, direct the Secretary of the Treasury to enter into agreements with the Federal Reserve Banks with a view to the conduct by these banks, throughout specified periods, of "open market operations in obligations of the United States or corporations in which the United States is the majority stockholder," and for the purchase and holding by these banks, "for an agreed period or periods of time," of "Treasury bills or other obligations of the United States Government in an aggregate sum of \$3,000,000,000 in addition to those they may then hold, unless prior to the termination of such period or



periods the Secretary shall consent to their sale."

In order that reserve requirements may not impede these operations, it is provided that the suspension of reserve requirements as authorized under existing law (Section 11c of the Federal Reserve Act), when necessitated by reason of these operations, shall not require the tax upon reserve deficiencies nor the automatic increase in interest and discount rates of the Federal Reserve Banks, stipulated in the Federal Reserve Act. It is on the other hand also provided, evidently as a safeguard against the possibility of a runaway expansion of bank credit following upon these operations, that "the Federal Reserve Board, with the approval of the Secretary of the Treasury, may require the Federal Reserve Banks to take such action as may be necessary, in the judgment of the Board and of the Secretary of the Treasury, to prevent undue credit expansion."

The first effort is therefore to consist of the large scale purchase of Government securities by the Federal Reserve system. If, however, this method is not found successful, either because the agreement of the Federal Reserve Board and banks is not obtained, or the operations prove to be inadequate, "or if for any other reason additional measures are required in the judgment of the President to meet the purposes of the act," the President is given authority to take the two steps described below:

In the first place, he is authorized to direct the Secretary of the Treasury to proceed to the direct issue of United States Notes ("Greenbacks") as provided in the old Civil War Legislation of February 25, 1862, subsequently supplemented and amended. This currency, however, is to be limited to a total of \$3,000,000,000 outstanding at any one time, and is to be issued "only for the purpose of meeting maturing Federal obligations to repay sums borrowed by the United States and for purchasing United States bonds and other interest-bearing obligations of the United States." Moreover, the Secretary of the Treasury is directed "to retire and cancel annually 4 per centum of such outstanding notes."

In the second place, the President may also proceed

"By proclamation to fix the weight of the gold dollar in grains nine-tenths fine and also to fix the weight of the silver dollar in grains nine-tenths fine at a definite fixed ratio in relation to the gold dollar at such amounts as he finds necessary from his investigation to stabilize domestic prices or to protect the foreign commerce against the adverse effect of depreciated foreign currencies, and to provide for the unlimited coinage of such gold and silver at the ratio so fixed, or in case the Government of the United States enters into an agreement

with any government or governments under the terms of which the ratio between the value of gold and other currency issued by the United States and by any such government or governments is established, the President may fix the weight of the gold dollar in accordance with the ratio so agreed upon, and such gold dollar, the weight of which is so fixed, shall be the standard unit of value, and all forms of money issued or coined by the United States shall be maintained at a parity with this standard and it shall be the duty of the Secretary of the Treasury to maintain such parity, but in no event shall the weight of the gold dollar be fixed so as to reduce its present weight by more than 50 per centum."

This is, of course, the much discussed authority to devalue the dollar and reestablish it on the gold standard. It is not always realized, however, that the provision includes authority to establish a bimetallic standard.

Finally, by way of precaution, the act closes by adding to the Federal Reserve Act the following provision:

"Notwithstanding the foregoing provisions of this section, the Federal Reserve Board, upon the affirmative vote of not less than five of its members and with the approval of the President, may declare that an emergency exists by reason of credit expansion, and may by regulation during such emergency increase or decrease from time to time, in its discretion, the reserve balances required to be maintained against either demand or time deposits."

Such are the powers granted to the President. To what extent they will in the end be used, and whether or not they will further be modified by Congress, remains to be seen. Meanwhile, of course, everyone is interested in seeking to anticipate the probable effects of such action upon himself. That, however, is a hopeless task. The direct questions in which we are individually most interested are not susceptible of being definitely answered. How far will the dollar continue to fall in the foreign exchanges? To what extent and how will prices rise within the country? What will happen to stocks, bonds, and other investments? What is a man wisely to do with such savings as he may have left over from the havoc wrought by these calamitous years? These are questions to which we would all like to know the answer. We will search in vain for definite and reliable answers, however, but not only because it is not known just how and to what extent the authority provided to the Executive in monetary matters is going to be used. Even if it were known, or if Congress had laid down a definite prescription without leeway or alternatives, it would take great hardihood to attempt to predict the particular incidence thereof upon individual situations.

(Continued to page 441)

Twenty Years Ago

By HENRY S. VILLARD, *Department*

“AND if I had told you a few years ago,” rose the shrill voice of the side-show barker, “that you would one day see an a-eerio-plane pass over your heads, you would not have believed me. And yet—look, look—watch the marvel of mechanical flight by man!”

His triumphant scream was drowned out by the sputter and drone of an unmuffled gasoline engine. Into the air above the gaping crowd suddenly tilted a yellow, cylindrical gas bag, beneath which was suspended a triangular open framework almost as long as the bag itself. At one end was a large square rudder, at the other a slowly spinning propeller and the buzzing motor. Most sensational of all was the figure of a man in shirt sleeves, khaki trousers and puttees, straddling the flimsy framework—for all the world as if he were riding a cross between a horse and a bicycle.

The scene was Palisades Park, just across the Hudson from New York. The time was sundown of a breathless summer day in 1913. One of the earliest American dirigibles was in the air, piloted by Frank Goodale, whose flights were the feature of the amusement park on the Jersey palisades. Not one person in twenty of the crowd that assembled daily at the resort had ever seen an “a-eerio-plane,” much less a dirigible, and they watched excitedly as the frail, swaying craft



Photo by H. S. Villard

PREPARING FOR THE TAKE-OFF

floated off into space. Boldly the aviator swung out over the river, the last rays of the sun striking a golden glint on the envelope, the angry hum of the motor like a gigantic insect seeking a place to alight. Ballast there was none; to raise or lower the nose of the craft the pilot edged himself backwards or forwards on the framework where he rode astride.

Ten, fifteen, minutes and the show was over. As the lights of Manhattan began to twinkle in the distance a rope was dropped and seized, and the strange fat fish of the air was recaptured by its earthly crew and led from the gaze of the curious into its canvas hangar. A murmur of applause, and the spectators reluctantly dispersed. A fascinating performance, this venturesome exhibition of power-driven flight. But, one heard, could such a daring invention ever be put to general use?

Frank Goodale's tiny dirigible, measuring less than 50 feet over-all, was not the only lighter-than-air ship in the United States at that time. Captain Baldwin and the Knabenshue brothers were experimenting with bigger craft, Walter Wellman and his martyred aide Melvin Vanniman were known to many, and in Europe the Zeppelin was an accomplished fact. But if the barker at the side show could have peered ahead a few years, or were he to bark today, to what extremes



Photo by H. S. Villard

FRANK GOODALE TAKING OFF

Note: He is manoeuvring the airship by moving his weight along the keel

of comparison would his imagination be put! And even then he would probably be using the radio instead of a megaphone.

Through the courtesy of the United States Navy, the writer was recently allowed to inspect the mammoth *Akron*, just before the crash of that ill-fated craft off the Jersey coast. Letting the mind roam back to the pioneer ship of Frank Goodale, the gulf that has been spanned in twenty years of dirigible construction seemed little short of staggering. Put Robert Fulton's first steamboat alongside the *Bremen*, or the original "Iron Horse" next to a modern transcontinental locomotive, and you have some idea of the difference; but remember, at the same time, the scores of years it took to develop the ocean liner and the locomotive of today—and then consider the strides made in American airship building since 1913.

Like some living monster of the air the *Akron* reposed in her hangar at Lakehurst, a craft so huge that one could not grasp its true size close up. Everything aboard was ship-shape to the last degree. Forward, the control room was a model of orderly arrangement; levers and instruments and pulleys in precise groups, governing every movement of that vast body, directly at hand. Ballast tanks, the separate balloons of helium that composed the "innards" of the long envelope, the engines and steering gear, all were subject to what appeared to be the most intricate and elaborate control. The rudimentary equip-

ment of the Goodale airship reminded one of a dory with an outboard motor in comparison.

Quarters for the officers and crew were like those of a ship afloat. Bunks, mess room, galley, lavatories, wireless room, chart room, offered every facility for a cruise of many days—instead of the few minutes that Frank Goodale kept aloft. The aluminum alloy furniture was comfortable and complete, and feather-like in weight. Only the windows, except in the control room, were not made to open. Ventilation and heating were specially provided for.

Going aft on the cat walk of a modern dirigible, past the balloonets and the tanks for fuel and water, one is in for a long stroll—thereby getting an impression of the craft's size. It was almost absurd to think that members of the crew here passed freely to and fro without the slightest thought of disturbing the balance of the ship—when Goodale's least motion was utilized to shift the angle of his ship's nose. An emergency control section in the tail to manipulate the great elevators and rudders in case the forward part of the ship were disabled, space for scouting planes carried like launches, the spick and span engine rooms, and a small platform in the nose holding the machinery for hitching up to the mooring mast, completed a view of this stately queen of the skies.

No less impressive than the advance in lighter-than-air craft since pre-war days is the perform-



Official Photograph, U. S. Navy

"AKRON"—(Showing Golden Gate, California, Background)



Photo by H. S. Villard

"FARMAN" BIPLANE, 1912

ance of the airplane. In an accompanying illustration is pictured a French army machine in which the writer made his first passenger flight, back in June, 1912. The Maurice Farman biplane of those days was a "pusher" type, in which the passenger sat wedged behind the pilot and directly in front of the 70-hp. engine—an unpleasant thought in case of an accident. That flight was a matter of 20 minutes, at an altitude of 500 feet, the speed some 55 miles an hour, with the aerodrome always close at hand; and so rare were the occasions on which flyers gave the "baptism of the air" to their friends that it was reported in the newspapers next day.

Just by way of contrast, glance at the photograph of the latest Vought scout plane used by



Official Photograph, U. S. Navy

"VOUGHT" NAVY SCOUT BIPLANE, 1932

the Navy, the type of ship in which the inspection flight to Lakehurst was made. Its cruising speed is close to 150 miles an hour, its ceiling is 20,000 feet, and it knows aerodromes only as a place to take off and land.

The *Akron* disaster is still fresh in the minds of those who have the interest of aviation at heart, but the loss of that unfortunate ship is not likely to dim the spirit of progress alive in the industry today. Improvement goes on, and the *Macon* has taken the place of the *Akron*—essentially the same craft, only brought up to date with refinements of construction and handled in the light of added experience and wisdom. Glancing back on the scenes of twenty years ago, the advance in the art of mechanical flight, compared with other means of transportation, is as outstanding as its further development is inevitable. It would be rash to predict what sort of aircraft will be in use twenty years hence, but one thing seems certain: today's types will then appear just as crude and elementary as those of 1912 or 1913 do today.

"Aviation is drawing the world closer together, drawing people closer together, and that helps to better understanding."—Mrs. Franklin D. Roosevelt in "*Speed*."

"American Diplomacy Around Russia" was the title of an article by Frederic J. Haskin in a recent issue of the *Washington Sunday Star*. After saying that "the vital fact of interest to the American people today is that the delicate matter of rehabilitating relations with the Russian people will be in the hands of some of the most highly skilled specialists in Russian and Far Eastern affairs the Nation possesses," the writer detailed the lengthy service of John Van A. MacMurray, now Minister to Esthonia, Latvia and Lithuania; Joseph C. Grew, Ambassador to Japan; Nelson T. Johnson, Minister to China; Robert P. Skinner, Ambassador to Turkey; and Arthur C. Frost, Consul General at Calcutta. Mr. Haskins concludes by saying:

"So there is a ring around the Soviet Union, a ring of skilled career diplomats who know Far Eastern and Russian affairs and how to deal with them. No short-sleeve diplomats, newly fledged from political nests, will handle the many-angled problems which will rise out of renewed relations. The shifting of these experts into these posts is regarded as the final triumph of the careerists. The long-standing practice of giving the big diplomatic posts to political henchmen has, in this important instance at least, been abandoned."

Marine Insurance

By FRANCIS M. COX, *Vice President, Appleton & Cox, Inc., New York City*

IN traveling abroad, one undoubtedly has need for Marine Insurance protection from time to time on household goods, personal effects or other articles that are shipped by water and connecting conveyances from one place to another. One may be leaving this country for a foreign destination or one may be returning home from some nearby or far-off place. In either event it is well worth while to give careful consideration to insurance requirements during the transit risk. Likewise, American importers and exporters will find it to their advantage to give this question careful consideration, so that their shipments of cargo are properly covered.

Adequate protection may be secured in sound American insurance companies having many years of experience in writing marine insurance, and with claims and settling agents throughout the world.

Marine insurance is, perhaps, the most interesting of all branches of insurance, but nevertheless tends to be somewhat complicated. One must not think that because "insurance" has been arranged one is properly or sufficiently protected. There are many different forms of cover available, and like most everything else one generally receives in protection exactly what one pays for.

If a limited cover against merely the basic perils of transportation is sufficient, a form of cover known as "F. P. A." or "Free of Particular Average" is available at a very low rate. There are a number of "F. P. A." clauses and the following is one commonly used:

"Free from Particular Average unless the vessel, craft or lighter be stranded, sunk, burned or in collision."

This means that the merchandise is insured free from partial loss from marine perils unless the vessel strands, sinks or is in collision with another vessel, or unless there is a fire on board. In other words, one of these basic perils must occur before there would be any claim under the insurance. In the absence of the above perils there would be no recovery for damage to the merchandise by sea water, which might be caused by a storm or heavy weather, or which might be unexplained. Nor would ordinary breakage, theft, pilferage, short or non-delivery be covered under the above clause.

At a slightly higher rate a somewhat broader

cover may be arranged, however, subject to what are known as "Particular Average" conditions by which is meant partial loss from Marine Perils. As in the case of the "F. P. A." conditions, there are a variety of "Particular Average" or "With Average" clauses available. Clauses frequently used are as follows:

"Free of particular average under three per cent (3%) each case and/or shipping package, separately insured."

"Each shipping package free of particular average under three per cent (3%) each case and/or shipping package separately insured."

"Subject to particular average if amounting to three per cent (3%) each case and/or shipping package separately insured."

These three clauses all mean the same thing and afford the identical protection. Goods are protected against the risks of fire, stranding, sinking, and collision of the vessel, and also against sea water damage if amounting to three per cent (3%) of the value of each case and/or shipping package. This means that if a case of merchandise is worth \$100 the claim would have to amount to at least \$3, thereby weeding out troublesome small losses. If the agreed percentage is reached, however, the claim is paid in full, the \$3 not being deductible.

None of the above clauses includes protection against ordinary theft, pilferage, short or non-delivery, breakage, rain or other fresh water damage, or damage caused by sweat of the ship's hold or by contact with oil or other cargo. To recover for any of these risks under the "Free of Particular Average" or "Particular Average" clauses it would be necessary to show that the loss was directly caused by the stranding, sinking, or collision of the vessel, or by fire. For instance, if a shipment of glass and chinaware is insured on a trip from Washington to Paris, and upon arrival at destination it develops that all or a portion is broken there would be no claim under any of the above clauses, unless it could be proved that the breakage was due to the vessel's having been stranded, sunk, in collision or on fire. The risks of breakage, theft, pilferage, etc., may be insured, however, at an additional rate. The rate depends upon the nature of the merchandise, the packing, the length of the voyage, etc.

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THE AMERICAN FOREIGN SERVICE JOURNAL



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The editors extend their personal good wishes to all American Foreign Service officers and to their families for Christmas and the New Year.

Attention is called to the JOURNAL's advertisement on the inside of the back cover of this issue. It is a splendid opportunity to send a Christmas or New Year remembrance to your family or friends, and at the same time it will not only help to increase the circulation of our magazine but also thereby spread information throughout the country as to the activities of the American Foreign Service.

The Editorial Board, in collaboration with the Business Manager, is planning an interesting program for the JOURNAL in the New Year, details of which will be announced in the next issue.

Our advertisers are friends of the Service and of the JOURNAL. If you cooperate with them whenever possible, and mention the JOURNAL to them, it will help your Staff to produce a better and more useful publication.

TEN YEARS AGO

(From issue of December, 1923)

The number opened with Christmas Greetings to the Service from the Honorable Charles Evans Hughes, Secretary of State, who said, "Only those of a very narrow vision and a meagre patriotism can fail to realize the vital need of your Service or to recognize the splendid spirit and market efficiency with which your duties are discharged." This was followed by a similar message from the Honorable Wilbur J. Carr.

"The Pan American Union and some of its Activities," by Dr. L. S. Rowe, Director General, described the work accomplished by the Union and expressed appreciation of the assistance rendered by the American Foreign Service, mentioning especially the consular reports and "volumes written by United States Consuls while stationed in Central and South America."

"Christmas in Other Lands," was an interesting symposium of articles, namely: "In Siam," by Maurice P. Dunlap; "In Jerusalem," by Hasell H. Dick; "In South America," by William Dawson, and "On the Baltic," by Evan E. Young.

"The Magnificent Province," by Chester W. Davis (resigned 1929), described a river trip to the Hinterland of British Guiana, and to the Kaieteur Falls, on the Potaro River, which are said to be one of the most beautiful natural sights on the continent. Describing the various native river boats, the writer said: "The *ballyhoo* is a large passenger boat, some times 20 or 30 feet long, propelled by paddles wielded by the passengers themselves regardless of age or sex."

"Requiescat—The Kawas," by G. Bie Ravndal, Constantinople, gives an extremely interesting account of the origin in Turkey of these picturesque consular guards who by the abolition of the Capitulations were shorn of the right to carry some of their theatrical looking weapons. Consul General Ravndal paid a tribute to the faithful, unselfish devotion of these Kawasses.

"The Archaeological City of Teotihuacan," by Thomas D. Bowman (then stationed at Mexico City and now Consul General at that city), tells of this "Abode of the Gods," distant 28 miles from Mexico City, which is remarkable in that one finds there "evidence of four civilizations, three extinct and one modern."

Charles R. Cameron contributed a very interesting account of his journey "Across the Andes," from Valparaiso to Buenos Aires.

E. C. Soule, Consul at Cardiff (retired 1924), contributed a lengthy list of books for study in connection with the consular examinations as well as for the general reading of those in the Service who desire to refresh themselves in their consular duties by constant study and review.



THE American Delegation to the Seventh International Conference of American States, to be held at Montevideo beginning December 3, 1933, left Washington at 9 a. m., November 11, and sailed from New York City on the afternoon of the same day on the S. S. *American Legion*.

The Honorable Cordell Hull, Secretary of State, is the Chairman of the American Delegation, the other Delegates being: Mr. Alexander W. Weddell, Ambassador to Argentina; Mr. J. Reuben Clark, formerly Ambassador to Mexico; Mr. J. Butler Wright, Minister to Uruguay; Mr. Spruille Braden, of New York; and Miss Sophonisba P. Breckenridge, of Kentucky.

Other members of the American Delegation are: *Assistant to the Chairman*, Mr. Hugh S. Cumming, Jr.; *Secretary General*, Mr. James Clement Dunn, of the Department of State; *Adviser*, Mr. Ernest H. Gruening, of New York; *Technical Advisers*: Dr. Wallace McClure, Treaty Division, Department of State; Mr. Alexander V. Dye, Commercial Attaché at Buenos Aires; and Mr. James C. Corliss, of the Department of Commerce; *Press Officer*, Mr. Ulric Bell, of Kentucky; *Secretary*, Mr. Warren K. Kelehner, Department of State; and *Assistant Secretaries*: Mr. Hayward Gibbes Hill, of Louisiana, and Mr. Hartley Edward Howe, of Massachusetts.

President Roosevelt regards the Montevideo conference to be of such importance in increasing understanding and accord among the American States that he directed Secretary of State Hull to attend in person. Secretary Hull will not only participate in the sessions at Montevideo but he will stop at the regular steamship ports of call

on both coasts of Latin America. He will, furthermore, visit the capitals of several other Latin American countries which he hopes may include Mexico. In addition to the Administration's aim to contribute some practical expression of the President's good neighbor policy, it is the intention of the United States to urge upon the conference that the section of the Agenda relating to transportation be taken up as one of the early subjects. It will be the policy of the United States to work out, in collaboration with the other governments, an exploratory program looking to the immediate acceleration of all forms of transport and passenger travel—by air, highway, water and rail. The immediate program proposed by the United States in this connection is to have a proper scientific survey made of a contemplated highway—probably from the border of Texas to Santiago, Chile. Secretary Hull, in making a study of the Latin American situation, has borne in mind that there are about 120,000,000 people in Latin America who are in adverse economic conditions as are the peoples in other parts of the world. Mr. Hull thinks that the present is an excellent time to exchange information, to study the viewpoints and problems of Latin America, and to develop methods of cooperation for use during the months to follow.

The Secretary believes that the nations of the Americas should engage in any and every method, whether it be unilateral simplification of trade barriers, bilateral bargaining treaties, multilateral arrangements or regional agreements, designed to improve the situation—having out in front as an objective the converging by the nations as rapidly as possible on the unconditional form of the "Most-favored-nation" policy.



Mr. Maxim Litvinoff, People's Commissar for Foreign Affairs of the Union of Soviet Socialist Republics, arrived in the United States on the S. S. *Berengaria* on Tuesday, November 7, as a result of the President's telegram of October 10 addressed to Mr. Mikhail Kalinin, President of the All Union Central Executive Committee, Moscow, and Mr. Kalinin's reply of October 17, for the purpose of exploring all questions outstanding between the two countries. Mr. Litvinoff was met in New York by Mr. James Clement Dunn, Chief of the Division of International Conferences and Protocol. Accompanying the Commissar for Foreign Affairs to Washington were Mr. Peter A. Bogdanov, Chairman of the Board of Directors, Amtorg Trading Corporation, New York; Mr. Alexander Y. Rosenshein, President of the Amtorg Trading Corporation, New York; Mr. Konstantin A. Umanski, Chief of the Press and Information Division, People's Commissariat for Foreign Affairs, Moscow; and Mr. Ivan A. Divilkovski, General Secretary of the Secretariat of the Collegium of the People's Commissariat for Foreign Affairs, Moscow.

Mr. Litvinoff was met at Union Station, Washington, by Secretary Hull; Under Secretary Phillips; Honorable Marvin MacIntyre, Secretary to the President; Honorable R. Walton Moore, Assistant Secretary of State; Mr. William C. Bullitt, Special Assistant to the Secretary of State; Mr. Robert F. Kelley, Chief of the Division of Far Eastern Affairs; Colonel E. M. Watson, Military Aide to the President; Mr. Harry A. McBride, Assistant to the Secretary of State, and Mr. Charles Lee Cooke, Ceremonial Officer of the Department of State. Shortly after 6:00 p. m. on the same day, Mr. Litvinoff, accompanied by Mr. Dunn, proceeded to the White House to meet the President.

At 11 a. m., November 8, Mr. Litvinoff called at the Department of State where he remained in Conference with Secretary Hull until 1 p. m. At the end of this conference, Secretary Hull introduced Mr. Litvinoff to the State Department correspondents at the regular press conference. The Foreign Minister said: "I can only say that I am very glad to be in Washington and have found the real friendly atmosphere and quiet which is necessary for the object of my visit." Mr. Litvinoff and his party were then entertained at lunch at the White House by the President.

On November 9th Secretary Hull entertained the party at a luncheon at the Carlton Hotel.

During his stay in Washington, Mr. Litvinoff is

staying at the residence of Mr. Boris Skvirsky, Chief of the Russian Information Bureau.

On November 16, as the result of lengthy conversations, the President exchanged notes with Mr. Litvinoff establishing normal diplomatic relations with the Government of the Union of Soviet Socialist Republics, and providing for the exchange of ambassadors. At the same time it was announced that Mr. William C. Bullitt would be the American Ambassador.

The Department of State, in a press release dated November 16, said that it had been approached by the chairman of the Reconstruction Finance Corporation with a view to obtaining the services of Mr. Harry F. Payer, Assistant Secretary of State, as Special Counsel on Foreign and Export Matters. Mr. Payer expressed to the Acting Secretary of State his great interest in the proposal of the Reconstruction Finance Corporation and his desire to become Special Counsel of the organization. Accordingly the Acting Secretary consented, with regret, to Mr. Payer's request and forwarded his resignation to the President.

It was announced on November 17 that Mr. Francis B. Sayre, son-in-law of Woodrow Wilson, and a professor at Harvard University, had been appointed as Assistant Secretary of State to replace Mr. Payer. Mr. Sayre was adviser for foreign affairs to the Siamese Government for several years during which time he negotiated commercial treaties on behalf of Siam with the principal countries of Europe, including France, Great Britain, the Netherlands, Spain, Portugal, Denmark, Sweden, Norway, and Italy. He therefore has had a great deal of practical experience in treaty negotiations and in commercial matters.

On November 7 the Department announced that Dr. David Hunter Miller, Historical Adviser, is expected to return to Washington on November 16 to resume his duties. Dr. Miller will continue to give advice and submit recommendations on historical, constitutional and geographical questions. Because of his extensive experience in international affairs, Dr. Miller will also assist the Secretary on matters of policy relating to current questions before the Department.

The other duties of the Historical Adviser's Office have been assigned to a new division in the



Department of State which will be called the Division of Research and Publications. Dr. Cyril Wynne, formerly Assistant Historical Adviser, has been named Chief of the new division, and Dr. E. Wilder Spaulding has been named Assistant Chief.

Full details concerning the duties of these two divisions will be contained in the Department's printed press releases.

At the present writing the Department has received ratifications of the repeal of the Eighteenth Amendment to the Constitution from thirty States.

In addition thereto, seven States have elected "wet" delegates to constitutional conventions. Two States, North Carolina and South Carolina, voted "dry"—being the only States thus far to break the wet parade. Constitutional conventions will be held as follows: Florida, November 14; Texas, November 25; Kentucky, November 27; Ohio, December 5; Pennsylvania, December 5; Utah, December 5; and Maine, December 6, making a total of thirty-seven wet States. It appears, therefore, that the Eighteenth Amendment to the Constitution will be repealed on December 5, 1933.

It will be of interest to our readers to know that Fiorello H. La Guardia, who on November 7 last was elected Mayor of New York City, was for some years connected with the American Foreign Service. Born in New York City, December 11, 1882, his father being a bandmaster in the United States Army, he went over early in life to Europe, and in 1900 obtained a position in the American Consulate at Budapest and later at Trieste; he was the Acting Consular Agent at Fiume from June, 1901 to January, 1902; and on February 8, 1904, he was commissioned as Consular Agent at Fiume, which position he resigned May 31, 1906, to return to the United States.

Henry L. Deimel, Jr., author of a series of articles entitled "Aces in the New Deal," which commenced in the issue of the JOURNAL of August last and is now followed by a very timely chapter in this issue on the monetary policy, was born in New York City, June 7, 1899. He attended school in Belgium and England, but obtained the degree of A.B. at the University of California in 1920, and Ph.D. in 1923. He served in the United States Army from August to December, 1918. From 1920 to 1922 he was a teaching

fellow in economics at the University of California. After being engaged for a year or more in foreign trade and research work, he was appointed in 1923 assistant chief, Division of Foreign Tariffs, Department of Commerce, and served until March, 1931, when he was appointed divisional assistant in the Department of State.

Mr. Francis M. Cox, author of the article on Marine Insurance published in this issue, is one of the Vice Presidents of Appleton & Cox, Inc., of 8 South William Street, New York City, attorney in fact for a number of important insurance companies which have marine departments. Attention is called to the advertisement of Messrs. Appleton & Cox, Inc., on page 438.

FROM THE VISITORS' REGISTER
Room 115, Department of State

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News Items From The Field



PARIS

NOVEMBER 1, 1933.

During the latter part of September all United States Government offices in Paris were transferred to the new Government building at 2 Avenue Gabriel, on the corner of the Place de la Concorde and near the entrance of the Champs Elyses. The handsome quarters, which include such equipment as rapid elevators, automatic drinking fountains, a garage, air-conditioners and mail chutes, have been very favorably commented on by the public. For reasons of ill health, Ambassador Straus was obliged to return to the United States before the new building was occupied, so as yet there has been no official inauguration; however, this will probably take place after the Ambassador's return in November.

First Secretary and Mrs. Robert M. Scotten left during October for home leave in the United States and will return early in January.

Mr. Niels I. Neilsen, Agricultural Attaché, who formerly maintained offices in Marseille, has transferred to the Government building in Paris.

Consul George Tait has arrived from Washington and has been assigned to the Commercial Department of the Consulate General.

Colonel and Mrs. Charles Lindbergh were visitors to the Government building on October 27. This was the Colonel's first trip to Paris since his record-breaking trans-Atlantic flight in 1927.

The following listed officers have called recently at the Consulate General: Consul C. Porter Kuykendall, en route from Naples to his new post in Cherbourg; Consul John G. Erhardt, on his way to his new post in Hamburg; Consul General John F. Simmons and Vice Consul James H. Wright, on leave of absence from Cologne; and Vice Consul Harry M. Donaldson, returning to Marseille from home leave.

NAPLES

On October 25, 1933, Mr. and Mrs. James Roosevelt and Mr. and Mrs. Cord Meyer arrived here from Rome for a short stay in Naples before

sailing on the *S. S. Rex*, November 1, 1933. They are spending most of their time at Capri where Consul General du Bois through the courtesy of a Naples attorney has placed at their disposal the yacht *Lucia*. Mr. and Mrs. du Bois sailed the boat over to Capri under mainsail, foresail and forestaysail from Posillipo in two hours and 45 minutes where the Consul General turned the boat over to Mr. Roosevelt.

Dr. and Mrs. Hugh de Valin left on October 29, 1933 for Paris where Dr. de Valin will be United States Public Health Service Medical Director for Europe.

Passing through Naples during the month were Senator and Mrs. Albin W. Barkley with their daughter, Laura, and Miss Mary Elizabeth MacArthur; Mr. Walter Williams, President of the University of Missouri, and Mrs. Williams; Mr. Douglas Fairbanks; Senator and Mrs. William Gibbs MacAdoo; Mrs. Walter Schoelkopf, wife of Diplomatic Secretary Schoelkopf of the American Embassy at Madrid; Mrs. George R. Hukill and her two children en route to Genoa to join Consul Hukill.

Consul Harold Shantz en route from the Legation at Prague to take charge of the Consulate at Nairobi stopped in as did Diplomatic Secretary Morris N. Hughes, formerly at this post, who went through on the *S. S. Exeter* on his way to Tokio.

H. M. B. JR.

BARCELONA

OCTOBER 23, 1933.

The American Ambassador to Spain and Mrs. Claude G. Bowers paid a four-day visit to Barcelona from October 10 to October 13. Invited to the city by the American Club of Barcelona, they were the house guests of Consul General and Mrs. Claude I. Dawson.

On their arrival in Barcelona on the morning of October 10 the Ambassador and Mrs. Bowers were greeted by a number of members of the American colony, and the event was recorded by a Fox cameraman. Luncheon was served in the

Dawson home, and in the late afternoon a reception was held there at which the opportunity was given the American colony and their Spanish friends to meet and talk informally with Mr. and Mrs. Bowers. At the end of the reception they were spirited away to see the famed illuminated fountains of the Barcelona Exposition.

The high point of the visit was the banquet organized at the Hotel Ritz on the following night under the auspices of the American Club, at which 132 persons were present. Introduced by Mr. Martin L. Glidewell, President of the Club, the Ambassador addressed the gathering, and spoke with earnestness of the debt that civilization, and particularly American civilization, owes to Spain. He recalled vividly the voyages of Columbus (models of Columbus' ships were displayed before the speaker's table) and spoke of the close tie which should exist between the discover and the discovered. Bringing his speech down to the present day, he then paid tribute to the work done by the American Chamber of Commerce in Spain and to the public services rendered by Consul General Dawson. Moving pictures and dancing followed the dinner, and the occasion served as a triple celebration, as it was in honor of the Ambassador and Columbus Day, and at the same time fell on Mrs. Bowers' birthday.

COPENHAGEN

Counselor of Embassy and Mrs. Louis G. Dreyfus, Jr., until recently Consul General at Copenhagen, left this city on October 25, for their new post at Lima. They boarded the train under a deluge of flowers and the best wishes of a crowd of one hundred friends who were at the station to see them off. Thirty luncheons and dinners, not to mention the teas and breakfasts, were given in their honor during their last month and a half in Copenhagen. The staff entertained them at tea and presented them with an appropriately engraved silver pitcher. At a formal luncheon given by the American Club, on October 20, Mrs. Dreyfus was presented with a porcelain figure of the Danish fairy story writer, Hans Anderson.

Consul General and Mrs. Lester Maynard arrived in Copenhagen on October 23 at 10:45 in the morning by automobile from Marseille. Ten minutes later Mr. Maynard had taken over the office and was examining the records. Within two days Mr. and Mrs. Maynard had located a suitable apartment and had begun to make themselves a part of the active life of the community.

HELSINGFORS, FINLAND

From Daily New Finland, of Oct. 21, 1933

The Finnish-American Society of Helsingfors gave a luncheon yesterday for the new American Minister, Mr. Edward Albright. The meeting was presided over by Mr. John L. Bouchal, American Consul, and a welcoming address was delivered by Mr. Axel Solitander of Helsingfors, former Finnish Consul General in New York.

Mr. Albright, in replying to Mr. Solitander's speech, proved to be a born speaker. America seems to be the only country in the world where the classical art of oratory is still practised, and it is evident that Mr. Albright is accomplished in that art.

The speaker's mastery of the art of public speaking was especially noteworthy when he described his experiences while traveling through

(Continued to page 443)



COUNSELOR OF EMBASSY AND MRS. LOUIS G. DREYFUS, JR.,
LEAVING COPENHAGEN, DENMARK



FOREIGN SERVICE CHANGES

Released for publication October 21, 1933

The following changes have occurred in the Foreign Service since October 14, 1933:

Non-Career

John F. Claffey, of Waterbury, Conn., American Vice Consul at London, England, appointed Vice Consul at Bristol, England.

John J. Coyle, of Buffalo, N. Y., American Vice Consul at Bristol England, appointed Vice Consul at London.

Russell B. Jordan, of Wyoming, American Vice Consul at Valencia, Spain, appointed Vice Consul at Ottawa, Canada.

Released for publication, October 28, 1933

The following changes have occurred in the Foreign Service since October 21, 1933:

Richard F. Boyce, of Lansing, Mich., American Consul at Barcelona, Spain, assigned Consul at Yokohama, Japan.

Culver B. Chamberlain, of Kansas City, Mo., American Consul at Harbin, China, assigned Consul at Hankow, China.

William M. Cramp, of Philadelphia, Pa., American Vice Consul at Belize, British Honduras, now in the United States, assigned Vice Consul at London, England.

Charles L. De Vault, of Winchester, Ind., American Consul at Yokohama, Japan, assigned Consul at Paris, France.

Hasell H. Dick, of Sumter, S. C., American Consul at Port Elizabeth, Union of South Africa, assigned Consul at Amoy, China.

Lynn W. Franklin, of Bethesda, Md., American Consul at Amoy, China, assigned Consul at Barcelona, Spain.

Cecil B. Lyon, of New York City, Third Secretary of Embassy at Tokyo, Japan, assigned Third Secretary of Legation at Peking, China.

Edward Page, Jr., of West Newton, Mass., a Foreign Service Officer, Unclassified, now assigned to the Department, assigned Vice Consul and Language Officer, Paris, France.

James B. Pilcher, of Dothan, Ala., American Vice Consul at Hankow, China, assigned Vice Consul at Harbin, China.

Guy W. Ray, of Wilsonville, Ala., American Vice Consul at London, England, now in the United States, assigned Vice Consul at Guaymas, Mexico.

R. Borden Reams, of Luthersburg, Pa., American Vice Consul at Johannesburg, Union of South Africa, assigned Vice Consul at Port Elizabeth, Union of South Africa.

Released for publication, November 4, 1933

The following changes have occurred in the Foreign Service since October 28, 1933:

Clement S. Edwards, of Albert Lea, Minn., now American Consul at Bradford, England, will retire from the Service on March 31, 1934.

George M. Graves, of Bennington, Vt., now Third Secretary of Legation at San Salvador, El Salvador, designated Third Secretary of Legation at Managua, Nicaragua.

Theodore Jaeckel, of New York City, now American Consul General at Rome, Italy, assigned Consul General at Zurich, Switzerland.

S. Walter Washington, of Charles Town, W. Va., now Third Secretary of Embassy at Tokyo, Japan, designated Third Secretary of Embassy at Istanbul, Turkey.

Released for publication, November 11, 1933

The following changes have occurred in the Foreign Service since November 4, 1933:

William W. Adams, of Washington, D. C., American Vice Consul at Lyon, France, assigned Vice Consul at Berlin, Germany.

Lawrence S. Armstrong, of Penn Yan, N. Y., American Consul at Lisbon, Portugal, assigned Consul at Tunis, Tunisia.

Burton Y. Berry, of Fowler, Ind., American Vice Consul at Istanbul, Turkey, designated Third Secretary of Embassy at Istanbul.

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John K. Davis, of Wooster, Ohio, American Consul General at Seoul, Chosen, assigned Consul General at Vancouver, British Columbia.

John B. Faust, of Denmark, S. C., American Vice Consul at Paris, France, assigned Vice Consul at Lisbon, Portugal.

Claude H. Hall, Jr., of Baltimore, Md., American Vice Consul at Naples, Italy, assigned Vice Consul at Alexandria, Egypt.

William R. Langdon, of Dedham, Mass., American Consul at Montreal, Canada, assigned Consul at Seoul, Chosen.

John H. Morgan, of Watertown, Mass., American Consul at Berlin, Germany, assigned to the Department of State for duty.

R. Henry Norweb, of Elyria, Ohio, Counselor of Embassy at Santiago, Chile, designated Counselor of Embassy at Mexico City.

Ely E. Palmer, of Providence, R. I., American Consul General at Vancouver, British Columbia, assigned Consul General at Jerusalem, Palestine.

W. Leonard Parker, of Syracuse, N. Y., American Vice Consul at Alexandria, Egypt, assigned Vice Consul at Lyon, France.

Henry C. von Struve, of Plainview, Tex., American Consul at Tenerife, Canary Islands, died at his post on November 5, 1933.

Howard F. Withey, of Reed City, Mich., American Consul at Tunis, Tunisia, assigned Consul at Naples, Italy.

Non-Career

Henry H. Leonard, of San Francisco, Calif., American Vice Consul, Retired, died in San Francisco.

Marc Smith, of Hamilton, Ohio, American Vice Consul at Geneva, Switzerland, died at Hamilton on November 4, 1933.

Mr. Bolard More, Vice Consul at Port-au-Prince, Haiti, recently completed the Foreign Service examination, and his name now appears on the list of those eligible for appointment as Foreign Service officers.

PUBLIC HEALTH SERVICE

In the Lists of Duties and Stations of the United States Public Health Service, received since the last issue of the JOURNAL, the following changes in foreign posts have been noted:

Surgeon W. G. Nelson. Relieved from duty at Berlin, Germany, and directed to proceed to Oslo, Norway, for duty in the office of the American Consul. September 9, 1933.

Medical Director Hugh De Valin. Relieved from duty at Naples, Italy, and directed to proceed to Paris, France, for duty as Medical Officer in Supervisory Charge of European activities. September 9, 1933.

Passed Assistant Surgeon Ralph Gregg. On October 1, 1933, relieved from duty at Genoa, Italy, and directed to proceed to Naples, Italy, for duty. September 9, 1933.

Passed Assistant Surgeon R. B. Holt. Relieved from duty at Oslo, Norway, and directed to proceed to Dublin,

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Ireland, for duty at the American Consulate. September 9, 1933.

Passed Assistant Surgeon R. B. Holt. Relieved from duty at Oslo, Norway, and assigned to duty at Washington, D. C., relieving officer on duty at Dublin while on leave prior to returning to United States. September 19, 1933.

Passed Assistant Surgeon A. T. Morrison. Relieved from duty at Dublin, I. F. S., on or about October 1, and assigned to duty at Warsaw, Poland. September 21, 1933.

Assistant Pharmacist Carl Stier. Relieved from duty at Paris, France, and assigned to duty at Ellis Island, N. Y. October 2, 1933.

Acting Assistant Surgeon J. B. Arnold. Relieved from duty at Dublin, I. F. S., on or about November 17, and assigned to duty at the Quarantine Station, Curtis Bay, Baltimore, Md. October 13, 1933.

Passed Assistant Surgeon P. A. Neal. Relieved from duty at Naples, Italy, and assigned to duty at the U. S. Public Health Service Dispensary, Washington, D. C. October 14, 1933.

Passed Assistant Surgeon E. M. Gordon. Relieved from duty at Angel Island, Calif., about December 1, and assigned to duty at Manila, P. I. October 18, 1933.

Passed Assistant Surgeon E. G. Williams. Relieved from duty at Warsaw, Poland, and assigned to duty at Naples, Italy, about November 1, 1933. October 18, 1933.

Passed Assistant Surgeon I. W. Steele. Relieved from duty at Berlin, Germany, and assigned to duty at Stuttgart, Germany. October 28, 1933.

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BIRTHS

A daughter, Didine Anita Shuttack, was born on September 19, 1933, at Aubonne, Switzerland, to Mr. and Mrs. Stephen J. Shuttack. Mr. Shuttack, who is of Nesquehoning, Pa., is clerk at the American Legation at Tirana, Albania.

A son, Miguel Angel Phelan, was born on September 29, 1933, to Vice Consul and Mrs. George Roosevelt Phelan. Mr. Phelan is Vice Consul at Maracaibo, Venezuela.

A son, Christopher Otken Riddleberger, was born on October 2, 1933, at Geneva, Switzerland, to Vice Consul and Mrs. James W. Riddleberger.

A son, Robert Edwin Stout, was born on October 14, 1933, to Vice Consul and Mrs. Kenneth S. Stout. Mr. Stout is stationed at Tela, Honduras.

A son, Robert Lane, was born on October 24, 1933, at London, England, to Consul and Mrs. William E. Chapman. Mr. Chapman is Consul at Bilbao, Spain.

A daughter, Anne, was born on November 10, 1933, at Washington, D. C., to Mr. and Mrs. Paul H. Alling. Mr. Alling is assigned to the Division of Near Eastern Affairs of the Department.

MARRIAGES

Higgs-Weeks. Married on September 2, 1933, at Chicago, Vice Consul L. Randolph Higgs and Miss Gladys Marice Weeks, of Lafayette, Indiana. Mr. Higgs is stationed at Surabaya, Java.

Taft-Davidson. Married on September 11, 1933, in Washington, D. C., Vice Consul Orray Taft, Jr., and Miss Janel Chapman Davidson, of Palo Alto, California. Mr. Taft is stationed at Warsaw, Poland.

Merrill-Duffill. Married on September 28, 1933, at Yokohama, Japan, Vice Consul Gregor C. Merrill and Mrs. Phyllis Chamberlin Duffill, of Berkeley, California. Mr. Merrill is stationed at Yokohama. (This is a correction of the notice that appeared in the November issue.)

Schott-Bunnell. Married on November 7, 1933, at New York City, Mr. William W. Schott and Mrs. Janet Mabon Bunnell, daughter of Mr. and Mrs. James Brown Mabon, of 420 Park Avenue, New York City. Mr. Schott is Second Secretary of the American Embassy at Mexico City.



IN MEMORIAM

Henry Harrison Leonard, formerly American Vice Consul at Matamoros, Mexico, died in October last at San Francisco, California, according to a brief statement received in Washington. Mr. Leonard was born at Connersville, Indiana, March 9, 1865, and after being engaged in business in Mexico and Central America for some years was appointed on March 19, 1907, Consular Agent, and later Vice Consul, at Corinto, Nicaragua. In December 1917 he was appointed Consular Agent at Buenaventura, Colombia, but returned to Corinto as Vice Consul and clerk in July 1920, and served there until January 30, 1925, when he was assigned to Matamoros, Mexico. On November 24, 1930, he was transferred to Acapulco, Mexico, but retired on March 31, 1932. Mr. Leonard was married and had one daughter; sincere sympathy is extended to his family.

Marc Smith, American Vice Consul at Geneva, Switzerland, died suddenly at Hamilton, Ohio, on November 4, 1933, from a cerebral hemorrhage. Mr. Smith arrived in New York only during the closing days of October on leave of absence in order to proceed to his old home to obtain a medical diagnosis.

Mr. Smith was born at Hamilton, Ohio, July 1, 1875. After graduating from the Cincinnati Technical School, he went to France in 1904 and obtained the position of assistant secretary of the American Chamber of Commerce at Paris, which position he held for many years. Later he became general secretary and director of the American Hospital in Paris, where his work was commended very highly. On December 1, 1919, Mr. Smith was appointed Vice Consul at Odessa, and thereafter he was stationed at Jerusalem, Munich, and Stuttgart. On December 6, 1928, he was transferred to Geneva where he served until the time of his death.

Mr. Smith had acquired a thorough knowledge of French and German through close study; he was widely read; and his long residence in Europe and his powers of observation gave him an unusual knowledge of European life which made him very valuable at the Geneva Consulate where he performed many duties in connection with the recording and filing of matters with which the League of Nations and the International Labor Office were concerned. He also acted on numerous occasions as disbursing officer for American delegations to international conferences meeting at

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Geneva, performing these intricate duties with great promptness and accuracy.

In 1929 Mr. Smith married Miss Catherine Isabel Graham, daughter of the Archdeacon of the American Church at Munich, to whom sincere sympathy is extended.

Henry Clay von Struve, American Consul at Tenerife, Canary Islands, died suddenly at his post on November 5, 1933, from angina. This sad news will be a great shock to his friends, for only last June Mr. von Struve passed through Washington on his way to his new post, and he then looked so hale and hearty, and as usual so smiling and cheerful.

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Mr. von Struve was born at Shovel Mount, Tex., on July 30, 1874, and was a resident for many years at Plainview and Abernathy, Tex. In 1894 he obtained the degree of LL.B. at the University of Texas, and LL.M. in 1896. He was a member of the Bars of Texas and Missouri, and was for a while Librarian of the Law School, University of Texas, at Austin. Thereafter he was a teacher of German and Latin in the High School, and later principal of the public school.

From 1901 to 1906 he was engaged in the practice of law; he was the founder and editor of a German newspaper, and later engaged in banking. On April 24, 1914, he was appointed, after examination, Consul at Curacao; in 1916 he was assigned to Erfurt; in 1918 he was transferred to Habana, the following year to La Guaira, and again the following year he was transferred to Antilla. In October, 1923, he was detailed to Mexicali; two years later he was assigned to Stavanger; and in 1926 he was transferred to Goteborg, serving in 1927 as representative at the meeting of the International Chamber of Commerce at Stockholm. On July 24, 1930, Mr. von Struve was transferred to Caracas, where he served until May, 1932, when he took charge of the office at North Bay, Ontario. On May 15, 1933, he was transferred to Tenerife.

Last month's issue of the JOURNAL contained the announcement of Consul von Struve's marriage to Miss Margoth Olesen on September 22, at Tenerife, and sincere sympathy is extended to the widow in her sad bereavement.

E. Claude Babcock, president of the American Federation of Government Employees, reports that he has received pledges from various United States Senators and Members of the House of Representatives that they will work and vote in the next session of Congress for the restoration of full pay to Federal employes. Senator Reynolds, of North Carolina, is reported as having said: "I believe the Government should give back the 15 per cent to its employes. That would be just and proper."

At the same time it was stated in a local newspaper that 100 scientists in the Geological Survey face a three months' payless furlough.

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MARINE INSURANCE

(Continued from page 427)

Under certain conditions, when the shipments are properly packed for export, an "All Risks" clause is available. One wording of this clause is as follows:

"Against all risks of physical loss or damage from any external cause irrespective of percentage."

As indicated, these conditions are very broad and cover virtually everything, including theft, pilferage and breakage. Inherent vice—for instance decay or rotting of fresh fruits or vegetables—of course, is not covered nor is delay, loss of interest or market, nor the risks of war, strikes and riots.

In addition to the above risks, insurance may also be placed against the perils of war, strikes, riots, civil commotions, etc., and under present conditions it may be advisable to include these risks on shipments to, from, or via certain countries. The rates for this form of insurance vary from day to day, depending upon existing conditions.

The marine insurance policy includes a clause commonly known as the "Warehouse to Warehouse" clause, which means that the merchandise is covered, against perils agreed upon, from the time of leaving the house, store, warehouse, or other originating point, while on motor trucks, railroads, piers, barges, and lighters until delivered in the hold of the steamer and at all times during the ordinary course of transit until the merchandise is safely delivered at final destination, whether a seaport or interior point. Any undue delay, however, is not covered unless the insurance is specially extended. For instance, when shipping household goods from Washington to London and the shipment goes forward to New York by railroad, and it is decided to keep the shipment there in a warehouse for say two or three months, the ordinary policy would not cover during the storage risk. As mentioned above, however, the policy could be extended to include protection during the detention, subject to an additional premium.

"General Average Contributions" and "Salvage Charges," which under certain conditions may be assessed in accordance with Maritime Law, are also covered by the usual marine insurance policy, regardless of whether the conditions are Free of Particular Average, With Average, or All Risks. By General Average is meant a general damage to either the ship or some of the cargo, resulting from a voluntary sacrifice made by the captain or

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master of a vessel, in case of imminent peril, for the common benefit of all the parties interested in the venture—that is, all the cargo owners, the ship owner and the owner or charterer of the vessel who receives the freight charges.

As an example, let us assume that a steamer runs aground and is stranded. As she is in real danger of being broken up by the waves and the rocks, thus causing a loss of both ship and cargo, the master may decide to jettison—i. e., throw overboard—a portion of the cargo, thereby lightening the vessel and enabling her to get off. Assuming the sacrifice is successful, it would be unfair to make the owner or owners of the cargo which was thrown overboard stand the entire loss, as the sacrifice had been made for the common benefit of all. Hence the other cargo owners and the ship owner are rightly required by Maritime Law to contribute their proportionate share of the loss. This is known as a General Average contribution.

Before the saved cargo is released by the steamship company at destination, the owner or con-



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signee is required to show that he has proper and adequate insurance to cover his General Average contribution, or in the absence of such insurance, he is required to put up a cash deposit to cover his contribution. The percentage of contribution varies, of course, depending upon the extent of the sacrifice. Assuming that it is 10 per cent, a cargo owner or consignee having a shipment valued at destination at say \$2,000 would be required to pay \$200. It is, accordingly, well to keep in mind the advisability of arranging sound and adequate insurance to take care of any possible General Average contributions which may be assessed on cargo in transit by water.

American Marine Insurance companies are in a position to grant sound insurance subject to the particular conditions that may be required. Claim and settling agents are located at various ports and places all over the world, to make surveys and settle claims. While insurance may be placed with foreign insurance companies, this practice has its disadvantages in such cases where the foreign companies are not entered or authorized to do business in the United States. In the event of a loss on a shipment to the United States, if the foreign company is not authorized to make payments here, claim papers would have to be sent abroad. This would result in considerable confusion and much delay before settlement would be made.

In the event of a general average contribution, if the adjusters are not satisfied with the security of the foreign insurance, a cash deposit would be required before the goods would be released. Furthermore, in certain instances, when a loss occurs on a shipment insured with a company not entered in the United States, a substantial collection fee is charged, thus reducing the amount which is recoverable.

Considering the various factors which enter into the handling of a shipment by water, it seems advisable to secure marine insurance protection from companies established in the United States.

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ACES IN THE NEW DEAL

(Continued from page 423)

Possibly, however, an attempt may reasonably be made to see the matter in its general setting. The inauguration of the New Deal has marked, essentially, a transition in our warfare upon the depression. Previously the policy had been a defensive one, constituted primarily of an intent to await the readjustment of the unbalanced economic situation by the operation of the "natural" or automatic factors held to be inherent in the economic structure. While a complete policy of *laissez-faire* was not practicable, the constant purpose appeared to be to keep Government interference to a minimum. Even so, it was found necessary to come to the rescue with political action of substantial extent, as for instance in the establishment, in January, 1932, of the Reconstruction Finance Corporation in an effort to prevent a general collapse of financial institutions and security values by lending to the banks, railroads and insurance companies the support of Government credit. But the action taken was essentially defensive, almost reluctant, and meanwhile the natural or automatic factors of readjustment did not operate effectively to check the creeping paralysis of a continually intensifying depression. Employment and business activity fell to their nadir in the early months of 1933.

The new policy has implied an abandonment of the single reliance upon automatic readjustment. It constitutes a direct attack, a positive offensive upon the depression by politico-economic action. In part it was of course necessary to continue defensive action to save tottering structures from collapse: much of the emergency banking legislation was of this character. The more positive portion of the program, however, proceeds in two phases: in part it is essentially of an immediate emergency character, designed to halt the onset of the cumulative factors of depression and to reverse their trend; to this class belong primarily such measures as the Emergency Relief Act, the Agricultural Adjustment Act, the Public Works Program established in Title II of the Industrial Recovery Act, and also, undoubtedly, many of the provisions of the recent monetary legislation. The other phase of the offensive consists of measures having a longer perspective; to this phase belong those implying primarily an attempt to modify and reform the rules and institutions under which our economic activity is carried on; They include such measures as the Industrial Recovery Act, the Securities legislation, and the act

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on the basis of which a great social experiment is now proceeding in the Tennessee River Valley.

But much of the monetary legislation, particularly that appended to the Agricultural Adjustment Act, may prove to have also another function.

The direct offensive upon the depression involves large-scale Government expenditure, and its success would be jeopardized by an excess of penurious timidity. The policy having been decided upon, it is important that it should be carried through with determination and courage.

Public expenditure is in essence an appropriation and diversion of a portion of the national income, but levels of expenditure which might easily have been borne in the flood-tide of prosperity—might indeed, in the belief of some, have contributed to the maintenance of that prosperity—are a heavy burden when that income has dwindled so very drastically. Even under the previous defensive policy Government revenues were insufficient to cover expenditure: ever since 1931 there have been a succession of large Government deficits which have necessitated an increase in the public debt of about five billions of dollars. A further draft on the national capital—lying so largely idle and unproductive, in factories closed or on short time, warehouses glutted with unmarketed surpluses, ruined farmers and unemployed men—was therefore to be anticipated, and if courageous effort is to be made in the direct attack upon the depression, then the draft will have to be a large one.

The established, normal method of making such a draft to finance expenditures not covered by current revenues is through the issue of Government securities. If the emergency expenditures may be regarded as in the nature of a capital investment—an investment in the intangible values of national economic rehabilitation—then there would seem to be good reason for regarding their financing by bond issues as appropriate. The policy of economy in ordinary Government expenditures which was manifested in the earliest acts of the new Administration, the diligent effort to present a balanced "ordinary" budget under which regular Government expenditures are covered by current tax revenues, and the levying of new taxes for the purpose of assuring the service of the securities to be issued for the financing of the emergency expenditures, seem to provide clear indication that these expenditures are regarded as in the nature of a capital investment.

If, however, for any reason the established method of financing that capital expenditure fails



or is found inadequate, there remains this other method which Congress has placed in the hands of the Executive for the financing of the direct attack upon the depression.

It is in this light that an inexpert outsider, looking with consuming interest upon the progressive unfolding of the New Deal's offensive upon the depression, is impelled to regard the function of that ace in the hole.

NEWS ITEMS FROM THE FIELD

Continued from page 433)

Europe, or related anecdotes, as well as in his presentation of the progress of President Roosevelt's NRA campaign, and other public issues of interest to Americans and to the people of Finland. Mr. Albright's speech gave evidence of an alert and wide-awake intellect, and it is not to be wondered at that he took his auditors by storm.

The luncheon was also intended as a farewell party for Mr. S. S. Dickson, the departing Secretary of Legation, who is leaving for his new post at Havana, and as a welcome to the new American Legation Secretary, Mr. Hugh S. Fullerton, who has just been transferred to this post from Lyons, France.

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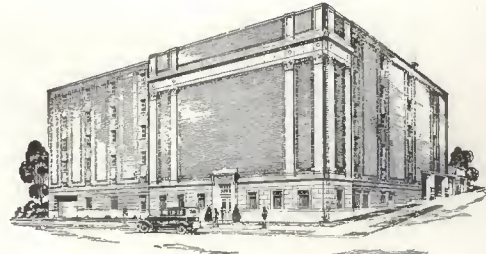
NOVEMBER 9, 1933.

The Honorable Warren Delano Robbins, American Minister at Ottawa, visited Kingston on October 28 in order to receive the honorary degree of Doctor of Laws from Queen's University. That University had likewise honored the first American Minister to Canada, the Honorable William Phillips. At the 1933 convocation, degrees were also conferred on the Honorable W. D. Herridge, Canadian Minister at Washington, and Mr. Owen D. Young.

Mr. Robbins gave the opening address in an appropriately humorous mood, concluding with words of advice which made a lasting impression on the students.

The Minister was the house guest of Consul Fuller during his stay. A luncheon was given for them and the other guests by the Principal of the University. Plans for other social functions were dropped because of the shortness of the Minister's visit. He returned to Ottawa immediately after luncheon upon hearing that his garage, automobile and riding equipment had gone up in flames in celebration of the ceremony.

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LETTERS

(This column will be devoted each month to the publication, in whole or in part, of letters to the Editor from members of the Association on topics of general interest. Such letters are to be regarded as expressing merely the personal opinion of the writers and not necessarily the views of the JOURNAL, or of the Association.)

Editor, the American Foreign Service JOURNAL,
Department of State, Washington.

DEAR MR. INGRAM:

In the editorial column of the April issue you invited frank criticism of and constructive suggestions for improving the JOURNAL.

My own personal opinion is that the JOURNAL contains too much personal news. With the best of intentions it lacks that quality vulgarly known as "guts." It is of comparatively little interest to the men in the Service at large, I feel, to learn that Vice Consul and Mrs. Whoosit gave a tea which was hugely enjoyed by all those fortunate enough to be present, or that Ex-Senator Soandso spent a day or two at some pleasant European post. But it is vitally interesting and important to all of us to know, for instance, just what Congress has done, is doing, or is going to do to the Foreign Service; what the chances are, if any, ever again of being able to return home on leave at Government expense, to get automatic salary increases, to claim reimbursement for the transportation of vehicles other than baby carriages; more about exchange relief. The Legislative Diary is a step in the right direction, but might it not be carried a step or two further?

Surely vital Service questions are discussed among the men in Washington and I have no doubt but that a very good idea of what is going on and is going to go on circulates around the Department but we in the field never know what is about to happen until the lightning strikes. Would it not be possible to introduce a new feature into the JOURNAL, perhaps a Monthly Letter

along the lines of Mr. Kiplinger's Washington Letter in the *Nation's Business*, containing real Service news? Let it have tendency (tendentiousness)—why not?

In lighter vein, the "sporting" members of the Service, of which there are no small number I have no doubt, should be able to exchange, to mutual advantage and interest, experiences and prospects at various posts through the medium of the JOURNAL. To some of us the presence, or absence, of a golf course, a bit of shooting and/or fishing, makes a whale of a difference at any post. It would be nice to know, for instance, that at such and such a post the woodcock shooting leaves nothing to be desired, that the trout rise well to a dry Greenwell in May, or that one's niblick pitch at the seventh hole must be laid on a dime. Let us have a column entitled, say—"Golf Courses for Consuls," and/or "Shooting, What Have You?", and/or "Where, When and How the Service Fishes." I for one can guarantee contributions. I enclose a sample.

Sincerely yours,

J. HOLBROOK CHAPMAN.

(Sample published in the October issue under the title "Nagoya—Not So Bad," and on page 368 of that issue Mr. Chapman's desire for articles on sport at the various posts was set forth. The request is repeated.)

It would be appreciated when officers write to the Editor that they state whether or not they are willing to have their letters, or extracts therefrom, appear in this column. Also it is again stated that anonymous letters cannot be considered for publication unless the writers send, as an evidence of good faith, their names and addresses for the confidential information of the Editor.

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