

The AMERICAN FOREIGN SERVICE ★ ★ JOURNAL ★ ★



VOL. XIII

DECEMBER, 1936

No. 12

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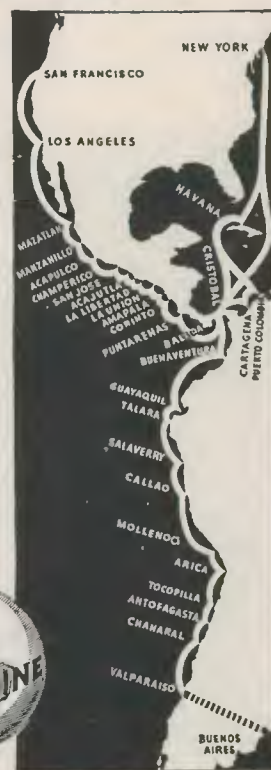
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THE AMERICAN FOREIGN SERVICE JOURNAL

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DECEMBER, 1936

The Ice Patrol

By F. A. ZEUSLER, Commander, U. S. Coast Guard



ICEBERGS FREQUENTLY RESEMBLE ANIMALS.
NOTE THE DOG'S HEAD

ONE of the dreariest areas on the globe is near the southeastern edge of the Grand Banks of New Foundland. It is usually at the mercy of the sweeping gales or in the grip of the densest fogs. Through this desolate region passes the busiest water trade route in the world and here also is found one of the famous fishing banks. Quiet reigns in the radio shacks of the trans-Atlantic vessels when approaching these waters in order that not one word may be missed of the ice broadcast being transmitted from NIDK, the Ice Patrol vessel on guard.

It was in this area of peril that the greatest disaster ever recorded in the history of ocean travel occurred—the sinking of the Titanic on the night of April 14-15, 1912, after a collision with an iceberg, with a loss of more than 1,500 lives. It seems that sometimes great nations only arise to perils common to all of them, through disas-

ter, and so it was this great catastrophe which aroused an international demand for safeguards against the iceberg menace in the North Atlantic.

Pending the adoption of an international agreement for conduct of the Ice Patrol, the United States Navy assigned two Navy scout cruisers to maintain a patrol in the region during the remainder of the 1912 ice season, but in the following year, the Coast Guard started upon its career as the guardian of the North Atlantic shipping against the iceberg peril. It was not until January 20, 1914, that the International Convention for the Safety of Life at Sea was signed at London, by the representatives of the various maritime powers. This

International Convention provided for an international derelict destruction, ice observation, and ice patrol service, consisting of two vessels, which should patrol the ice regions during the season of danger from icebergs and attempt to keep the trans-Atlantic lanes clear of derelicts during the remainder of the year. Each of the contracting parties consented to bear a share of the cost in proportion to its shipping tonnage. The United States Government was invited to undertake the duty, and the Coast Guard was selected by the President as the federal agency to carry on the work. Thus, when the cutters sail for the Banks ice guard every March, they go in the name of Germany, Austria, Belgium, Canada, Denmark, Spain, United States, France, Japan, Great Britain, Italy, Netherlands, Union of Socialist Soviet Republics, Sweden and Norway, and to serve the shipping interests of the entire world.



Photographs in this article by courtesy of U. S. Coast Guard (official photographs); Commander F. A. Zeusler, U. S. C. G.; and Henry Charles Suter

Greenland's glaciers are the source of the icebergs that come as far south as the steamer lanes. As the ice mantle of the glaciers moves down the slope of the land toward the sea, the face noses out into the water until buoyance lifts it up and then the front edge breaks off at a weak spot. There is a deafening roar, a thunderous crash and with a terrific splash it plunges into the sea, almost submerging, the tidal wave formed thereby being a danger to any small craft in the immediate vicinity. The water is churned to creamy waves as the newborn berg shakes off the sea, and regains its equilibrium and starts on its journey southward. Bergs are discharged in vast numbers from the Greenland fiords, but only a few come south of Greenland. Many are too small to last long. Some ground on the shores of Labrador. Only the fittest, some frequently as long as a city block and half as high above the water, survive the buffeting of the sea to be carried south on the flow of the Labrador current and then along the eastern edge of the Grand Banks propelled along now by ocean currents, now by tides, and now by winds and wave, into the Gulf Stream. This warm gulf current gives them short shrift; but until they are no larger than the top of a desk, they are still capable of staving in a vessel's plates.

There are two recognizable types of bergs, solid and dry dock. The solid type is a solid block, often with the massive symmetry of a great block of white marble. It usually lies comparatively low in the water. Its sides are rounded by water erosion because it has tipped one way and then the other. The solid bergs assume all imaginable shapes, such as of sleeping dogs and other profiles. The dry dock type of berg consists of two high sides with a low valley between them. Sometimes this valley is awash. These types of bergs seldom turn over, at least not until their top hamper has disappeared. They are the fastest travelers, not only are they affected by the current but also with the wind they sail on as majestically as a well ballasted ship. Smaller bergs, remnants of the larger bergs, are called growlers. They are very dangerous to shipping because of their low freeboard. Often bergs have tongues of ice projecting from their sides, just below the surface of the water. These pointed ledges are capable of mortally wounding any vessel that runs onto them. It was probably one of these under water daggers that inflicted the fatal wound on the *Titanic*.

Generally the bergs float with about one part out of water to seven parts under water. It can be seen what a tremendous volume of ice is present.

(Continued to page 682)



HAVING successfully broken up three large icebergs, one five hundred feet long and ninety feet high above water, Doctor Howard T. Barnes, after activities in Newfoundland, was convinced that bergs can be treated on their way down and destroyed before they get near the steamer lanes.

With two tons of thermite, which, he declares, is "the answer to the iceberg problem," Doctor Barnes with a small staff went to Newfoundland to experiment in breaking up icebergs near their source. His headquarters at Twillingate Island, Newfoundland, was within reach of forty-five large bergs, some grounded and others floating. At one time the party viewed two hundred and fifty.

In an expedition that lasted three weeks, including time taken for traveling, Doctor Barnes was victor over three bergs that might have wrecked another Titanic. He has had nearly forty years' experience in ice research, and finally has devised the most powerful method of ice destruction ever produced. The thermite-ice reaction opens up many new, unexplored lines of research in the field of ice work.

There has been much experimenting in the destruction of icebergs by the use of the high explosive TNT, but those who have been trying it out have admitted its failure to destroy tremendous icebergs satisfactorily and economically. Moreover, the poor results of the TNT process have been reported by the instituted ice patrol which has to continue the tedious and expensive work of warning stations by wireless of the vicinity of icebergs, while these stations in turn notify shipping of the location of the bergs, so that danger from them may be avoided and disasters averted.

With the admission that efforts with TNT have been futile, all it has been possible to do is stand by and watch nature or the warm currents do the work. Hence the experiments of Doctor Barnes have been received with acclamation.

For the task in hand, the members of Doctor Barnes's party were equipped with scaling ladders and other articles such as are used for alpine climbing. Landing and ascending the sheer sides of the ice towers required cutting steps to the summits, after which the best places for planting thermite had to be selected.

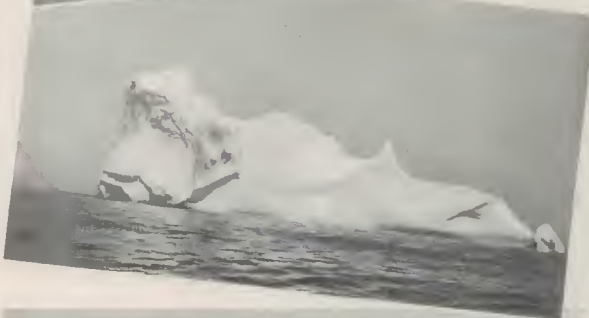
"Thermite in its container is planted at the selected spot and set off with a time fuse," says Doctor Barnes. "Intense heat is rapidly developed, the thermite becoming a seething mass of 5,000 degrees Fahrenheit, cracking the ice as a flame will crack annealed glass, and causing it to explode. Thermite itself is not an explosive."

Thus we understand the process is one of burning up ice, as it were, and in distinction from the

(Continued to page 682)

Burning Icebergs

By HENRY CHARLES SUTER



Ambassador Grew on the American Foreign Service

DEAR MR. STONE:*

Your letter requesting a letter concerning the Foreign Service which might prove useful in advising young men as to their life's work appeals to me strongly. Having spent more than thirty years in the service myself, and with our three daughters married to members of it, there is naturally no subject which interests me more, and I should like to be as helpful to you as possible.

Since the pertinent facts concerning the Foreign Service are set forth in a booklet published by the Department of State entitled "The American Foreign Service" and available to all on application, I will not write primarily about the practical details but shall try to indicate in a more general way some of the elements of our life and work abroad and, occasionally, at home, because all Foreign Service officers are likely to be assigned to the Department of State in Washington for one or more periods of duty during their career.

I think that the first thing to be considered by students interested in the subject is that the Foreign Service is a profession quite as much as law or medicine or the ministry and requires background and certain technical knowledge if one is to enter and make a success of it. Some of this background and technical knowledge must be acquired in order to pass the examinations, the rest comes through practical experience in the service. General education, especially a University education, puts one well along on the road of preparation which must be supplemented by study and proficiency in a few special subjects. It is not required that a candidate have a college education. However, of the officers now in the Service, about 70 per cent are college graduates; a little over 22 per cent attended college but did not graduate, and only about 7 per cent have had no college education.

The subjects prescribed for the examinations include the elements of international, maritime and commercial law; arithmetic as used in commercial statistics, tariff calculations, exchange and simple accounting; modern languages (French, Spanish or German is required, and a candidate may offer in the oral test in addition to one of

these any languages with which he may be familiar); elementary economics, including the natural, industrial and commercial resources of the United States; political and commercial geography; American history, government and institutions since 1776; and the history of Europe, Latin America, and the Far East since 1776. Candidates will also be examined in political economy, and they will be rated in English, composition grammar, punctuation, spelling and penmanship as shown by their replies to questions in the written examination. The oral examination is designed to ascertain the physical, mental, and temperamental qualifications of candidates for the proper performance of the duties of the Foreign Service; their character, ability, address, judgment, fitness, general education, culture, contemporary information, experience, and business ability. In this part of the examination the applications previously filed, together with all other available information concerning the candidates, will be utilized in ascertaining the pertinent facts. The political and religious affiliations of candidates are not considered.

In general I may say that the deeper and broader the general education and culture possessed by a candidate or officer, the greater is the success he is likely to achieve. In my own opinion, the ability to express one's self concisely and precisely in clear "readable" English is an asset of prime importance. It is essential in drafting official communications to foreign governments and individuals, and it is expected by our own government in the official reports submitted from the field. Proficiency in speaking and writing foreign languages, especially French, the generally accepted language of diplomacy, is equally important, but this is a subject which, apart from the basic requirements for the examinations, can and should be constantly improved by study and practical application throughout one's career. An economic, financial and commercial background is a prime asset, as is also a legal training, because there is no greater aid to clear, orderly and accurate analysis which plays so important a role in our work.

So much for the academic requirements or needs for success in our profession. When one possesses or is able to develop cultural interests in other

*In reply to a letter from Mr. Harry E. Stone, Dean of Men, West Virginia University.



fields, whether it be in art or music or literature, in science or the humanities, his qualifications to represent the best elements of our national life become so much the greater, and one of the outstanding advantages of our life in the Foreign Service is the constant opportunity and incentive to develop such interests.

The American Foreign Service has grown into a recognized professional career during the last generation. The consular service was first placed on a civil service basis by President Cleveland and later, under President Theodore Roosevelt, the diplomatic service was given similar status up to but not including the grades of Minister and Ambassador. In 1924 the two services were combined in one Foreign Service with interchangeability between the diplomatic and consular branches, classification was arranged, provision was made for promotion from class to class on the basis of merit with steadily increasing pay, while the salaries and allowances were materially increased in order to provide a living wage. Thus, whereas formerly all appointments to the diplomatic and consular services were made on the basis of political patronage and with inadequate pay, now the officers of the Foreign Service advance by merit, are given a living wage and are protected by law (unless separated from the service for inefficiency or disability) up to and including the grade of Class I, which includes Consuls General and Counselors of Embassy, with a salary of from \$9,000 to \$10,000 annually. An annuity is likewise provided for retired officers.

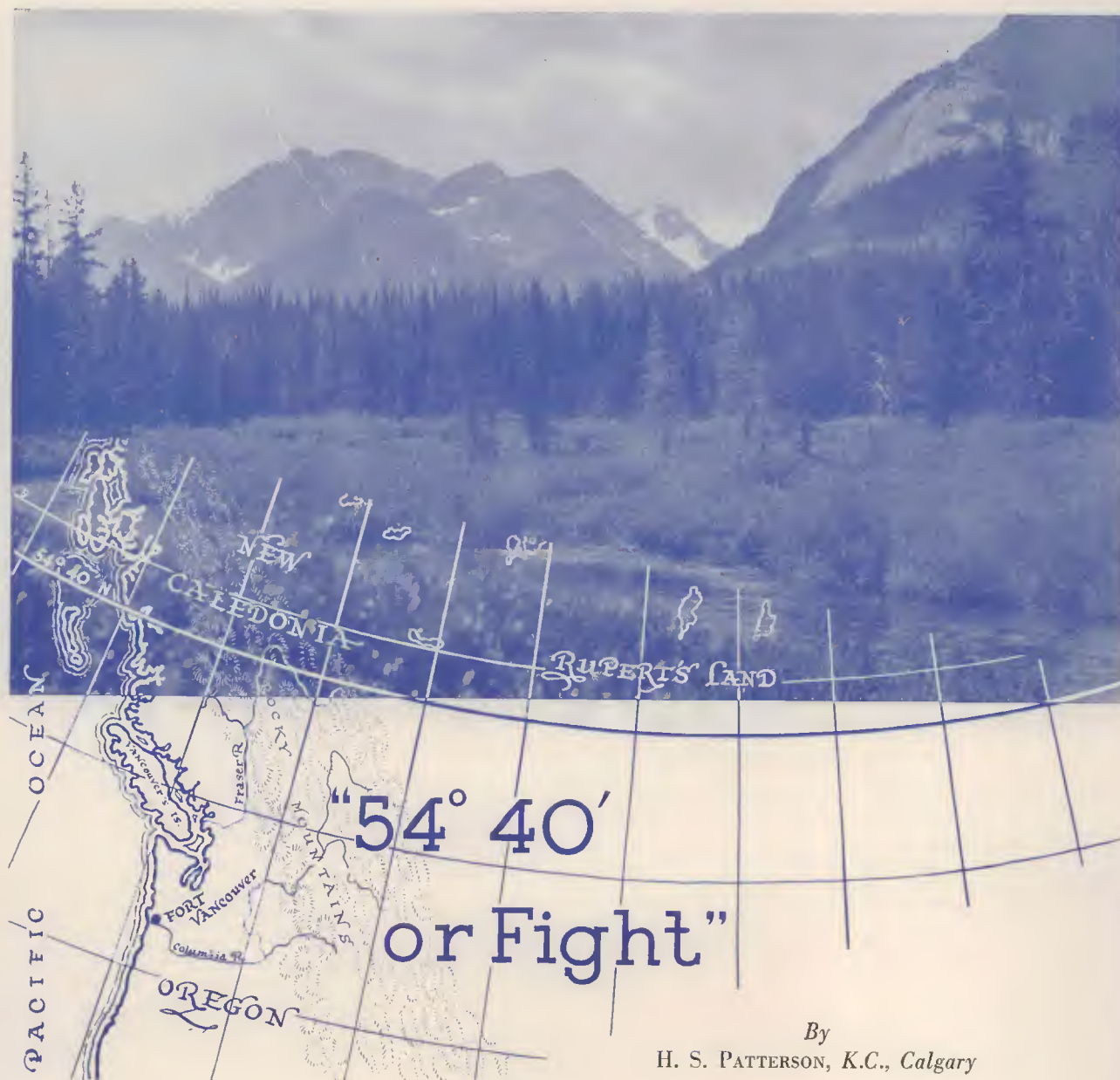
As for the chiefs of mission, namely the Ministers and Ambassadors, their appointment is a presidential prerogative, but recent Presidents have supported the professional and career aspects of the Foreign Service by promoting to these grades many men who have worked up through the ranks and by retaining them in office, or further promoting them, regardless of their political affiliations or the fact that they may have been originally appointed by a President of the other party. The annual register of the Department of State, issued on July 1, 1934, shows that of the Ministers and Ambassadors then in office, 26 were of the career (namely those who had worked their way up through the ranks) and 27 were non-career or political appointees, one of the latter having formerly been a Foreign Service Officer. This proportion shows a great advance over the days some fifteen or twenty years ago when comparatively few career men were able to reach the highest ranks, or to remain there when the presidency passed to the other party. Foreign Service Officers are also now frequently pro-

moted to the positions of Under Secretary or Assistant Secretary of State, and after a period of duty in Washington they generally return to the field.

A young man aspiring to the Foreign Service should stop to consider that for the advantages gained, there are disadvantages on the other side of the ledger. When we enter the Service we voluntarily give up life at home with the relatives and friends of our youth. We do not seek wealth for we know that we shall never become affluent. We know also that henceforth, despite a considerable degree of independence at some posts, we shall not be masters of our own movements and cannot choose the places where we are to live; every few years we must uproot ourselves and our families, travel sometimes far across the world and settle in some distant land, sometimes in unhealthy climates and drab, uncongenial surroundings. It is true that the Department of States takes a constant interest in the personal welfare and family considerations of every officer and endeavors to arrange a fair balance of so-called "good" and "bad" posts during his career, but there are still many handicaps which should be carefully weighed before embarking on this comparatively new profession in American life, and no one should ever embark on it unless he is determined to "play the game" through thick and thin, to take the bad with the good without complaint and to develop a certain quality which is highly rated by our Government in determining an officer's efficiency and merit and his right to promotion, namely "service spirit."

On the other and brighter side of the picture, some of us are attracted to the Service by a love of the unknown and untried; far away cities, adventure, new scenes and unaccustomed experiences are of greater allure than the thought of a lifetime behind a desk in the narrow confines of our native places. Others have joined because they have an abiding interest in the great problems which beset the nations in dealing with each other and because they have a burning ambition to share in the settlement of these problems. With an open mind and broad interests, they wish to play their part in the broadest arena of human endeavor. All of us, whatever our original motives in entering, soon find that there is one element of our work which overshadows all else; our career is one of service to the United States, and whether it brings advancement to the highest posts or not, it may also bring the rich, personal satisfaction which the word service implies. In no matter what capacity we serve, even the humblest, we represent our country, and in some

(Continued to page 694)



By
H. S. PATTERSON, K.C., Calgary

In 1844 the Far Western Boundary Between Canada and the United States Was a Matter of Bitter Dispute. Polk, Democratic Candidate for the Presidency, That Year Ran His Famous Election on the Cry "54° 40' or Fight." In 1845 Two British Officers, Warre and Vavasour, Were Sent to Consider the Feasibility of Sending Troops Overland Through the Rocky Mountains to the Oregon Boundary.



TWO travellers might have been seen in the autumn of 1845 near Fort Vancouver, a Hudson's Bay fort on the Columbia River. They had come by canoe and horseback across Canada all the way from Montreal. In Oregon they came in contact with the immigration then pouring in to that territory and California. Parkman, in his "Oregon Trail," has left an interesting account of this movement, which he had encountered in his journey of the previous year. He shunned these immigrants, partly because some, as he puts it, were the vilest outcasts of society, but principally because of their insatiable curiosity. There was nothing of one's past history or present intentions which they did not eagerly explore; and, when the last answer was given, suspicion still remained.

No doubt these travellers were cross-examined, as Parkman was. To all who asked, they replied that they were men interested in sports and science, that they had come to the country to hunt and fish, to classify the animal and vegetable life and to enjoy the scenery. They played the part of wealthy tourists, for we know that they appeared on occasion in frock coat and vest and wore fine heavier hats. In support of their story, one of them could point to his companion, who might have been seen before an easel, surrounded by natives, immigrants or Hudson's Bay Company servants, who watched with delight how skilfully the external world was translated to the artist's canvas.

These men were the secret agents of the

government of Great Britain. They had been sent across the continent to report on the feasibility of sending troops over Canada and through the Rocky Mountains to the Oregon boundary, then in dispute, and to make recommendations for the fortification of the Columbia River and for the protection of British interests in that region. Their party constituted the first British military expedition to cross the continent and marked the first appearance of the Royal Engineers in what is now Western Canada.

A word or two in regard to the background. The boundary between Canada and the United States had been settled as far as the Rocky Mountains in 1818, and from then on the situation was governed by treaties of joint occupation. In the meantime the United States had bought Spain's claim and the rights of Russia south of 54°40'. The North-West Company had gone into the country in 1806, and, after the amalgamation of the two fur companies, the Hudson's Bay Company in 1829 had sent Dr. John McLoughlin to Fort Vancouver as chief factor.

McLoughlin was a colonizer and brought in Canadians from Red River. The first party, consisting of four families, came in 1830, and was followed by larger parties in subsequent years. In 1841, according to some reports, one hundred and fifty Canadians and their families crossed the prairies and, leaving their carts at Bow Fort and mouth of the Kananaskis River, proceeded through the Rocky Mountains to the Oregon territory. The emigration under Sinclair which took place in this year is well known. Up to this time there were only about thirty Americans in Oregon, and it was in this year that the first small party came in from the frontier districts of the United States.

When these arrived



The Beaver

MOUNT VAVASOUR

Reprinted by permission of *The Beaver*, publication of the Governor and Company of Adventurers of England trading into Hudson's Bay—commonly known as the Hudson's Bay Company, Winnipeg.



The Beaver

FORT VANCOUVER OF THE COLUMBIA RIVER (From the drawing by Lieut. H. J. Warre)

McLoughlin made a decision which had grave consequences. He decided to colonize them. He made grants of land, gave them credit at the Hudson's Bay stores and afforded them the use of the Company's shipping facilities.

The treatment accorded the Americans undoubtedly had something to do with the latter immigration. In 1843 this amounted to 1,000, in 1844 to 1,400, and in 1845 to about 3,000 souls. Those who came in 1845 brought 6,000 cattle and 570 wagons, drawn by oxen.

The situation in Oregon now no longer depended on naval power, and the Americans were quick to realize this. In 1844 Polk ran his famous election on the cry of "54°40' or fight." Had his policy succeeded the western boundary of Canada would have been the eastern range of the Rocky Mountains, and we would have been completely cut off from the Pacific Ocean. In his presidential message of the following year he referred to the "clear and unquestionable" claims of the United States to the whole of the Oregon territory. After this pronouncement insurance rates rose and many

American craft would not undertake sea voyages. England sent the warships *Collingwood*, *Modeste* and *America* to the western coast, and the latter vessel wintered at Fort Vancouver. The home authorities instructed Governor Metcalfe to send an expedition to the Oregon boundary for the purposes hereinbefore referred to.

On May 2nd, 1845, Metcalfe asked Sir Richard Jackson, commander of the forces in Canada, to make the appointments, and on the 3rd Jackson instructed Lieut. Henry J. Warre, of the 14th Regiment, and M. Vavasour, of the Royal Engineers. On the 5th they were on their way, accompanied by Sir George Simpson, Governor of the Hudson's Bay Company. Their instructions were to proceed "ostensibly as private individuals seeking amusement." It was to be given out that they were known to the Hudson's Bay Company only as "private travellers for the pleasure of field sports and scientific pursuits."

In their journey west they followed the well-known fur trade route of the Ottawa River, Lake Nipissing, Georgian Bay and Lake Superior; then



The Beaver

THE AMERICAN VILLAGE, PROBABLY NEAR FORT VANCOUVER (From the drawing by Lieut. H. J. Warre)

over the Grand Portage and down the Winnipeg River to Fort Garry, which they reached June 7th.

Here they wrote their first report, dated June 10, 1845. This document, the writer believes, has never been published, and for this reason is quoted at length.

"The Route by which we were conducted from Montreal to Lake Huron must be considered very objectionable for the conveyance of Troops in consequence of the numerous obstacles arising from the Rapids and Falls in the Ottawa, Matawa and French Rivers rendering it impracticable for any Craft that cannot be easily transported over the Rocky Passes or through the deep Swamps upon the shoulders of Four Men.

"Bark canocs are the only Vessels at present adapted for this navigation, and will carry, in addition to the 4 experienced guides (required in each canoe) 15 men and about 30 cwt. of baggage. This route can never be rendered necessary so long as the navigation of the Lakes is open, and would occupy five or six weeks in the transport of One Regiment, supposing the Hudson's Bay Com-

pany are enabled to furnish the required number of canoes for their conveyance.

"Troops can without difficulty and in 14 days be conveyed by steamers from Montreal to the Saulte St. Marie at the head of Lake Huron, where the Hudson's Bay Company have a trading Post capable of being formed into a Depot for Provisions and affording shelter for the Troops on their arrival. From the foot of the Saulte St. Marie there is a short Land Carriage or Portage of one mile to the shores of Lake Superior.

"Sir George Simpson informs us that the Hudson's Bay Company will undertake to supply the requisite number of Craft suitable to the navigation to convey the Troops to Fort William on the Kamanistaquoik River situated near the head of the Lake.

"From Fort William the Troops will be transported up the River Kamanistaquoik (350 miles) as far as the Lac la Pluie in light bark Canoes carrying Ten Men each, and 20 Cwt. of Baggage.

"Similar difficulties and impediments exist in

(Continued to page 689)



Horydczak

The President's Christmas Tree



Walter G. Nelson

Christmas in Naples

By DR. WALTER G. NELSON, U. S. P. H. S.

Four blind men, in a warming sun,
Play by an ancient wall.
Though sealed their eyes, yet perfect tunes
They skillfully forthcall.

One bows the viol, while two breathe
In flute and clarinette,
And one strums silver-stringed guitar,
Sweet music to beget.

I pause with other listeners
To hear what they now play;

It is a joyous little song
That tells of Christ's Birthday.

The warming sun makes me most doubt,
That Yule time it can be,
For this is my first Christmastide
In sunny Italy.

The thought of home and northern Yules
Brings a wave of loneliness,
But the Christmas song the blind men play
Helps make my longing less.



THE "ASIA" OF THE SOUTH MANCHURIA RAILWAY IS AIR-CONDITIONED

Manufactured Weather at Home and Abroad

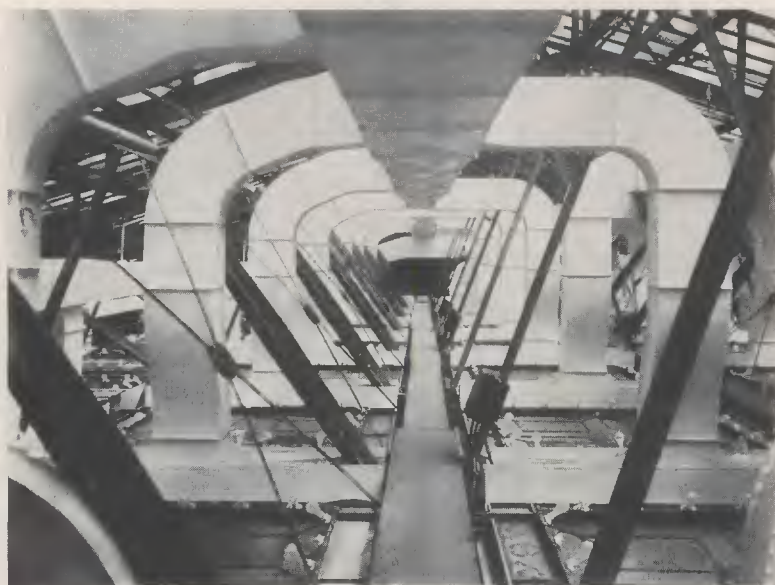
By E. V. ERICKSON

TWENTY-FIVE years ago a young engineer, Willis H. Carrier, stood before the Annual Session of the American Society of Mechanical Engineers and presented for the first time the technical fundamentals of a new branch of science—Air Conditioning. Today—on the Silver Anniversary of the disclosure of the Carrier Rational Psychrometric Formula, everyone has seen and experienced the benefits and comforts of air conditioning in theatres, department stores, office and homes. In the field of transportation, air

conditioning is becoming standard equipment on railway trains and ocean liners. Experimental buses and private automobiles, equipped for summer comfort, are now on the proving grounds—and at the world's largest airports during the past summer, giant air liners have been cooled by portable equipment which maintains comfortable temperatures inside the plane while it is standing on the loading station and exposed to the hot rays of the sun.

Abroad, in the luxurious palaces of Indian princes, in newsreel theatres in Palestine, in cotton mills of Japan, apartment houses in Buenos Aires, and 8,500 feet below the ground in the gold mines of South Africa, air conditioning is already an important link in the social and industrial life of our modern world.

Today, amid blatant advertisements of air-conditioned gasoline, air-conditioned straw hats, and air-conditioned automobile tires, there is little wonder that we ask ourselves just what this new industry is all about, where did it come from so quickly, and where is it going? Are we entering a new synthetic era in which we not only will eat synthetic foods and wear clothes made of synthetic materials, but live in an atmosphere of Manufactured Weather and breathe air, scientifically controlled? Will we spend our vacations at home or



DUCTWORK IN CEILING OF UNITED STATES SENATE CHAMBER SUPPLYING COMFORT FOR LEGISLATORS DURING WARM, HUMID MONTHS IN WASHINGTON, WHICH CITY IS SAID TO BE THE MOST AIR-CONDITIONED IN THE WORLD



in our office and bring the fresh mountain air or the sea breezes to us merely by pushing a few buttons?

Is air conditioning to become as commonplace as electricity and water supply in our homes? And will we, perhaps, in the air-conditioned world of the future, venture forth into the perils of the outdoor "natural" weather only after donning a gas mask to protect us from the concentration of carbon monoxide gases from motor exhausts, and from the airborne smoke of factories, the dust, dirt and filth stirred up by millions of people scurrying about? Science has already found that air conditioning gives prompt relief to sufferers from hay fever and asthma.

Let us start at the beginning. None of us need be told that the weather exerts an immense and easily discernible influence on our comfort and capacity for work, both physical and mental, and there is no question but that we are conscious of being stimulated or depressed by climatic conditions. Most of us seldom give any further consideration to the nature of the air which surrounds us; we simply accept it, as a matter of course, as one of the few remaining free requirements of modern life.

We take into our systems, at most, a very few pounds of food and water during a day, yet we give a great deal of attention to regulations governing their production, distribution and preparation in order to insure our health.

South America's tallest building, "Kavanagh Apartments" Buenos Aires—34 stories completely air-conditioned.



With little thought, however, we take from 25 to 30 pounds of air each day into our respiratory system, which includes the most sensitive organs in the body. We can live but a few moments without air—though we can survive for days without food or water.

Nature wisely provided us with an abundance of air. Our earth is surrounded by it to a depth of at least 40 miles and some scientists set the figure at 100 miles.

We live, as it were, at the bottom of this sea of fluid air, and we are adapted to utilize it in the maintenance of life, just as marine creatures are adapted to their fluid environment—water. In our air we must have water—moisture—humidity. In fishes' water there must be some air. In both there must be a suitable amount of heat. Our bodies are continually bathed in this ocean of air, which, in a large measure, controls the rate of heat production and dissipation from our bodies through the process of metabolism.

Most of us have to stay in the same place through the whole run of the seasons. Hence, long ago man learned to treat air artificially to compensate for seasonal variations in its condition. To begin with, we were able only to heat it to compensate for our thermal needs in "cold weather." This relieved the bite of the cold—and we let it go at that. For generations, we let it go at that—even through the parching, shriveling era of steam-heated radiators with winter conditions dryer than the Sahara desert.

Then this dry, artificially heated air came to interfere



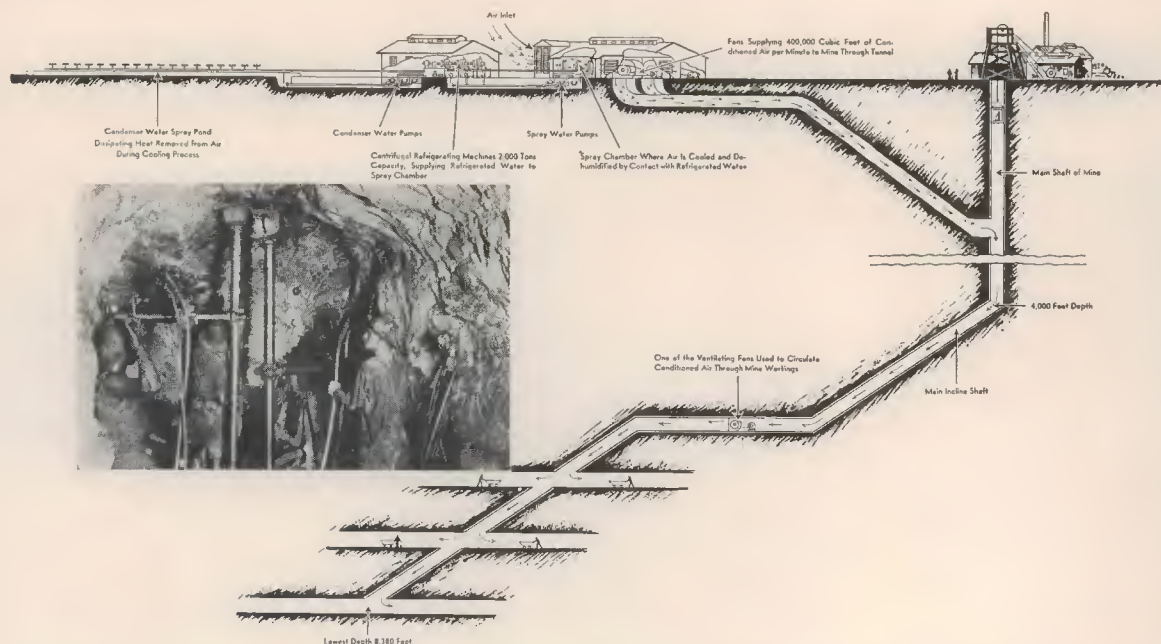
with our industries, too-dry unhumidified air blocked production—cost money. Air conditioning was born in the factory to overcome the losses in product, to speed up production, and to maintain uniform quality regardless of weather conditions. When man learned to overcome the heat and depressing humidity of summer weather, then true and complete air conditioning was created. It all started in the factory, and years elapsed before people became directly conscious of the art itself. Air conditioning has proved itself indispensable or tremendously profitable in more than two hundred industries, affecting and controlling the production of nearly everything which contributes to our highly developed modern life—Food products, bread, meat, confections, chemicals, cigars, cigarettes, bricks, film, furs, lacquers, shoes, paper, printing, and even razor blades.

Air conditioning, properly defined, is the process of simultaneously controlling the physical and chemical properties of the air in an enclosed space, or, popularly speaking, the temperature, humidity, cleanliness and motion of the air. There are, thus, normally two phases to the process of air conditioning. The first, in winter, requires the addition of heat and moisture,

while the second, in summer, entails the removal of excess heat and moisture from the air.

As the use of air conditioning in the industrial field grew, it was inevitable that it should soon be applied to the comfort of human beings. It remained for the motion picture industry to see first the possibilities for summer cooling. In 1925, the old Rivoli Theatre on Broadway was air-conditioned in an effort to overcome the normal summer slump which closed most theatres during the warmest months. The experiment was an immediate success. People flocked to the theatre on hot, stuffy summer days as much for the pleasure of securing a few hours' relief from the weather as for the entertainment on the screen. The increased box office receipts paid for the entire air conditioning system, the first three months. Thus was heralded the real destiny of Manufactured Weather—the protection of human health and the assurance of human comfort during both summer* and winter seasons. In spite of the tendency of many theatre managers to maintain temperature

*A leading manufacturer reports the receipt of a letter from a well known Ambassador stationed in Washington, who said: "The only good night's sleep I have had in Washington during the summer is since I had this air conditioning unit installed in my bedroom."



SCHEMATIC DRAWING: AIR CONDITIONING INSTALLATION, ROBINSON DEEP GOLD MINE, UNION OF SOUTH AFRICA. INSET: AT WORK IN THE MINE.

Some economists are reported to have predicted rising commodity prices to follow the increased rate of gold production expected to result from the victory of engineers over heat and humidity in mine depths.



MISR STUDIOS, GIZA (CAIRO), ALMOST IN THE SHADOW OF THE PYRAMIDS
FORTY AGES NEIGHBORS OF AMERICAN PRODUCTS

conditions too low for summer comfort, people came to expect and to demand air conditioning with their moving pictures.

In the next decade hundreds of theatres, department stores and offices were equipped with air conditioning systems.

Other enterprising business men, observing what air conditioning had done for the theatres and department stores, decided to try it as a means for drawing more people into their places of business. We find air conditioning being installed in restaurants, drug stores, beauty shops, dance halls, in fact in any place where people gather and spend money. No place is too small or too large; from the largest department store in the world to the tiniest roadside hot-dog stand and lunch-cart.

Between 1920 and 1933 the railroads of this country suffered a decrease close to one-half of their passenger traffic. Of our hundred and twenty million people, a large percentage avoided travel as much as possible, especially in summer, when its discomforts were almost unbearable, combining suffocating heat and humidity, choking smoke, cinders, soot and grime. The railroads lost more and more of the summer travel to the bus lines and private automobiles.

Early in 1930 they grasped at air conditioning in an effort to combat this growing competition of bus, airplane and car. The fact that nearly 8,000 passenger cars in this country have since been

equipped with apparatus for furnishing cooling indicates that such equipment has become a necessity for first-class passenger trains.

With completely air-conditioned trains on all first class runs and with lower rates, 1936 has brought a decided upswing in rail passenger traffic. Warm days are a boon to Pullman traffic. Air conditioning has changed the public's attitude about comfort in travel.

It is interesting to note in passing that a large portion of the railway cars in this country and abroad are cooled and heated automatically by a system which uses steam only. Hot steam to produce warmth—hot steam to produce cool comfort.

This same system is also used to cool the Main Dining Salon of the giant Cunard Liner *Queen Mary*. It is the first installation of its type on board ship. In addition to the Main Dining Salon, the four private dining rooms, the Tourist Dining Room, the Main Lounge, the Beauty Parlor and the Barber Shop are completely air conditioned. Three separate systems of refrigeration are used to provide the greatest flexibility of operation for this largest air conditioning plant afloat. It has a cooling capacity equivalent to the melting of half a million pounds of ice each day.

The *Normandie's* air conditioning system is only slightly smaller. This ship is not only an embodiment of the utmost refinements of French luxury, but is also a pioneering example of a radical de-



parture in the treatment, and more particularly, the location of the dining salon, made possible by air conditioning. Orthodox marine design would have placed the dining salon with an outlook over the sea, not so much for the view, but to provide a fresh air supply. But such placement obviously condemns valuable space otherwise available for outside staterooms which are most in demand and most productive of greater revenue.

In the *Normandie*, a 300 foot dining salon was located in the center of the ship and flanked on both sides with outside staterooms. Air conditioning equipment provides under all circumstances a sufficient volume of cleansed air, at the correct temperature and moisture content to maintain comfortable conditions for the occupants. This magnificent dining salon, designed to accommodate 1,000 persons, is 30 feet high, 50 feet wide, runs the length of a standard football field and is situated directly over a half-acre of kitchens. The air conditioning installation is designed to function under the most varying conditions and provide comfort during the sultry summer days of New York as well as during the rigorous winter weather of the North Atlantic.

We find the Hindus and Mohammedans have also discovered that American engineering skill and machinery bring cooler breezes than the old-fashioned punkah fans. While many sections of the country have no electrical facilities of any kind, the Government Buildings and the Palaces of the more enlightened rulers make use of electricity and all other modern equipment.

Today, in far-off Rajputana, India, a new and imposing masterpiece of architecture is rising atop of Chithhar Hill. It is the Maharajah's new Jodhpur Palace. Construction was begun about the middle of 1933, and is expected to be completed about 1939. When completed, the building will occupy an area of more than 360,000 square feet. It is being built of red sandstone which is obtained from a nearby quarry, and the exterior walls will be faced with pink sandstone brick. The exterior facings and decorations are all hand-carved.

To this magnificent Palace, on the backs of elephants, is being transported equipment for air conditioning the Ball Room, the Durbar Hall, a Theatre, a Banqueting Hall, a number of luxurious suites and a separate wing for the staff. When completed, the Palace will have cost more than \$4,000,000, and will represent the culmination of years of work of a huge army of enterprising artists, interior decorators, craftsmen and engineers gathered from all parts of the world to create this beautiful castle.

What of the tropics? The wealth of the tropics has been the lure of mankind since history has

been recorded. As a potential field, it is still as great as ever.

The principal drawback which has always existed in the exploitation of tropical wealth is the climate, which is not suited to man, especially to the northern race of men, who derive a great deal of their energy and vitality from the favorable climate of the temperate zone.

Dr. Ellsworth Huntington, in his "Civilization and Climate," says: "Practically every northerner who goes to the torrid zone says at first that he works as well as at home, and that he finds the climate delightful. He may even be stimulated to unusual exertion. Little by little, however, even though he retains perfect health, he slows down. He does not work so hard, nor does the spirit of ambition prick him so keenly. With inhabitants of tropical regions one finds practical unanimity as to this tropical inertia, and it applies to body and mind. Few people will question its reality. It is the same lassitude which everyone feels on a hot summer day—the inclination to sit down and dream, the tendency to hesitate before beginning a piece of work and to refrain from plunging into the midst of it in the energetic way which seems natural under more stimulating conditions."

It is clearly a question of race versus place. Science shows us that much of our European and American energy, initiative, persistence and other qualities upon which we pride ourselves is due not only to racial inheritance, but to residence under highly stimulating conditions of climate and weather.

The uniformity of the tropical climate seems to be as deadly as the heat and high humidity. Day after day displays no appreciable variation from its predecessor. Such uniformity is a most potent cause of physical debility which affects so many white men in the tropics.

If, in the tropics, the northern man could pass at least half of his time under ideal climatic environment, during the remainder of the time he would be able to resist almost any objectionable conditions of heat and humidity. This becomes obvious when we find men working strenuously in the excessive heat of the rolling mills day after day, and in other similar industries, without loss of energy or vitality. It is because they are able to give their bodies a rest from this unnatural and trying condition. In the tropics, man suffers the entire twenty-four hours, day after day, from the languorous effect of combined heat and moisture without relief, and without the tonic of atmospheric change—unless he enjoys the benefits of air conditioning.

Air conditioning in the home, office and club is

(Continued to page 686)

The Captain's Monkeys

By CAPTAIN EDWARD H. WATSON, U. S. Navy (Retired)

Illustration by Roderick Beach

YEARS ago, "when ships were wood and men were iron," one of our frigates was commanded by a mean old bachelor captain who was the worst kind of a martinet. What affection, if any, he had left, he lavished upon four monkeys that lived in pampered ease in his cabin. Every day, at about five bells in the forenoon watch, he sent them on deck to the officer of the deck, with orders to have them exercised. This consisted in releasing them to scamper all over the ship and engage freely in the mischievous vagaries of their idle and evil minds. They plucked the watch caps from the heads of the sailors and threw them over the side, wrecked the galley in a swift, chattering flight through it, and upset the ordered scene generally. By the time they were re-assembled in their wicker cage, all hands, and especially the officer of the deck, were in a state of frantic irritation. And to complete their discomfiture, they were convinced that the captain took a keen pleasure in it. This state of affairs drove them to assiduous consideration of expedients to put it to an end.

A close study of the creatures' daily procedure finally provided them with the basis of a plan. Promptly upon being released, the monkeys sprang to the ridge-rope, wound the tip of their tails around it, and did the giant swing.

Armed with this knowledge of their habits, and provided with lumps of sugar and a small piece of bacon rind, the officer of the watch fed them the sweet while he gently stroked their tails with the grease.

The deep-laid plot worked to perfection. With a look of consternation and surprise upon their grotesque countenances, they made an almost simultaneous flight over the side and disappeared into the sea.

The wily watch officer instantly did everything possible in their behalf. He stopped the ship, lowered both lifeboats, and made a thorough search—to no avail.

An enraged and suspicious captain found it impossible to fix any blame for the inexplicable incident, and felt

grudgingly constrained to commend the prompt and seamanlike manner in which the officer of the watch had handled the ship in the emergency.—
From the U. S. Naval Institute Proceedings.



GREASING THE MONKEYS' TAILS

Roderick Beach



THE AMERICAN FOREIGN SERVICE JOURNAL



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TEN YEARS AGO IN THE JOURNAL (December, 1926)

- George Washington's Unofficial Rules of Official Conduct were reprinted in the December, 1926, JOURNAL. The source of this material was not indicated.
- How to Learn a Language, by Thomas F. Cummings, D.D., was reviewed by John Dynely Prince, then American Minister at Belgrade, himself a distinguished linguist.
- Commercial Work at Shanghai was interestingly described by A. M. Gupta.
- Extracts were published from a report to the Department by Consul Horace Remillard on the Fayal Earthquake of 1926.
- Harriet M. Cowling contributed an article "Habana."

PICTORIAL SUPPLEMENT

Although the Pictorial Register of the American Foreign Service has been off the press only a few days, a number of orders have already been received for extra copies. Even from officers who have not seen the publication, orders have been received, including one by air mail from an American Ambassador in South America for a *de luxe* copy and an order for ten copies from a Consul in Europe.

Until the present printing is exhausted, copies of the regular edition will be sent to any address for \$1.90 each *postpaid*; copies of the *de luxe* bound edition will be sent *postpaid* to any address at the price of \$3.50 per copy.

STATEMENT OF THE OWNERSHIP AND MANAGEMENT, REQUIRED BY THE ACT OF CONGRESS OF AUG. 24, 1912, OF THE AMERICAN FOREIGN SERVICE JOURNAL, published monthly at Washington, D. C., for October 1, 1936. District of Columbia, City of Washington.

Before me, a Notary Public in and for the District and City aforesaid, personally appeared Harry A. McBride, who, having been duly sworn according to law, deposes and says that he is the business manager of THE AMERICAN FOREIGN SERVICE JOURNAL and that the following is, to the best of his knowledge and belief, a true statement of the ownership, management, etc., of the aforesaid publication for the date shown in the above caption, required by the Act of August 24, 1912, embodied in section 411, Postal Laws and Regulations.

1. That the names and addresses of the publisher, editor, and business manager are:
Publisher: American Foreign Service Association, Washington, D. C.

Editor: Herbert S. Bursley, Dept. of State, Washington, D. C.
Business Manager: Harry A. McBride, Dept. of State, Washington, D. C.

2. That the owner is: American Foreign Service Association, Washington, D. C., an incorporated association composed of several hundred members. President, Coert du Bois, State Department, Washington, D. C.; Secretary-Treasurer, John Carter Vincent, State Department, Washington, D. C.

HARRY A. MCBRIDE,
Business Manager.

Sworn to and subscribed before me this 30th day of September, 1936.

WILLIAM MCNEIR,
Notary Public.

(My commission expires September 1, 1937.)



News from the Department

The President's address delivered on October 23 on the occasion of the ceremonies marking the fiftieth anniversary of the Statue of Liberty follows in part:

"Fifty years ago our old neighbor and friend from across the sea gave us this monument to stand at the principal eastern gateway to the New World. Grover Cleveland, President of the United States, accepted this gift with the pledge that 'We will not forget that liberty has here made her home; nor shall her chosen altar be neglected.' During those fifty years that covenant between ourselves and our most cherished convictions has not been broken."

The President said that in Europe as well as in Asia, four hundred years ago, there was little hope of liberty for the average man. One of "the great ironies of history" came when the men sent by the rulers to search for gold to pay their armies and increase their power over the common man, found not gold but "the way of escape for the common man from those rulers." He said, "What they found over the western horizon was not the silk and jewels of Cathay, but mankind's second chance—a chance to create a new world after he had almost spoiled an old one."

After referring to the steady stream of men and women who, for over three centuries, followed "the beacon of liberty which this light symbolizes," the President continued: "It has not been sufficiently emphasized in the teaching of our history that the overwhelming majority of those who came from the nations of the Old World to our American shores were not the laggards, not the timorous, not the failures. They were men and women who had the supreme courage to strike out for themselves, to abandon language and relatives—to start at the bottom without influence, without money and without knowledge of life in a very

young civilization. We can say for all America what the Californians say of the Forty-Niners—'The cowards never started and the weak died by the way.'

"Perhaps Providence did prepare this American continent to be a place of the second chance. Certainly, millions of men and women have made it that. They adopted this homeland because in this land they found a home in which the things they most desired could be theirs—freedom of opportunity, freedom of thought, freedom to worship God. Here they found life because here there was freedom to live. * * *

"Within this present generation that stream from abroad has largely stopped. We have within our shores today the materials out of which we shall continue to build an even better home for liberty. * * *

"The realization that we are all bound together by hope of a common future rather than by reverence for a common past has helped us to build upon this continent a unity unapproached in any similar area or population in the whole world. For all our millions of square miles, for all our millions of people, there is a unity in language and speech, in law and in economics, in education and in general purpose, which nowhere finds its match.

"It was the hope of those who gave us this Statue and the hope of the American people in receiving it that the Goddess of Liberty and the Goddess of Peace were the same. The grandfather of my old friend the French Ambassador, and those who helped him make this gift possible, were citizens of a great sister Republic established on the principle of the democratic form of government. Citizens of all democracies unite in their desire for peace. * * * Even in times as troubled and uncertain as these, I still hold to the faith that a better civilization than any we have known is in



store for America and by our example, perhaps, for the world. Here destiny seems to have taken a long look. Into this continental reservoir there has been poured untold and untapped wealth of human resources. Out of that reservoir—out of the melting pot—the rich promise which the New World held out to those who came to it from many lands is finding fulfillment. The richness of the promise has not run out. If we keep the faith for our day as those who came before us kept the faith for theirs, then you and I can smile with confidence into the future.”

The President concluded his remarks by saying, “It is fitting, therefore, that this should be a service of rededication to the liberty and the peace which this Statue symbolizes. Liberty and peace are living things. In each generation—if they are to be maintained—they must be guarded and vitalized anew. We do only a small part of our duty to America when we glory in the great past. Patriotism that stops with that is a too-easy patriotism—a patriotism out of step with the patriots. For each generation the more patriotic part is to carry forward American freedom and American peace by making them living facts in a living present. To that we can, we do, rededicate ourselves.”

In addition to the President, the speakers at the Statue of Liberty ceremonies included Secretary Ickes, the French Ambassador, M. de Laboulaye, and Francois de Tesson, Under Secretary of State for France and special emissary of the French Government to the exercises.

On the occasion of the celebration of Columbus Day on October 12, the Secretary of State took part in an inter-American radio broadcast which was carried by the National Broadcasting Company network. On this occasion the Secretary spoke in part as follows: “Our life blood is the blood of the individual—that freedom which the immigrants to our shores sought and found; that freedom which permits progress to the fullest extent conceivable by free minds. * * * No greater tribute to the strength and the principle of fundamental freedom can be paid than the reliance which is placed upon it, here in the United States, even by those whose doctrine would destroy it. We are compelled to recognize that even they who deny precisely that freedom have the right, under our democratic institutions, to appeal to freedom. We are not disposed in the slightest to abridge that fundamental liberty, despite its abuse in certain quarters. Our American charter contemplates matching ideas with ideas and fighting the long battle of human liberty with reason.

“And it follows from this that defence of our fundamental ideas must be the defence made by our enlightened public opinion and by the mobilization of our spiritual forces. We welcome such mobilization which may in any degree assist and forward freedom of life, of thought and of worship anywhere in the world. Indeed, we have no faith in any other form of persuasion, for, in the long and dreary history of war, no idea has yet been conquered by force. The only true conquests are those in which reason and faith have eventually triumphed because of their own inherent strength.

“The Columbian era furnishes a magnificent example of what can be done when moral principles are brought to bear. You will recall, as a matter of history, that Columbus’ discovery of the Western World brought Spain into conflict with a great and powerful neighbor, Portugal. If matters had been handled differently, centuries of bloody conflict for the American shores might have resulted. In place of that, the sovereigns of the two powers at length decided to settle their difficulty by the application of reason; they sought an arbitrator and found him in the Pope, and he, drawing the famous line of the forty-fifth meridian, established a frontier which has been at peace during four centuries. One flash of reason established the peace of the continent. Dare we say that moral and spiritual forces are not real?

“And so, my particular message today must be to the sons and grandsons of those who have sought peace and happiness within the borders of both Americas. I say to you, let no passing chance of unhappiness, of temporary obscurity, diminish your recognition of the great heritage of culture which every European nation represented on this continent has handed down to its children. For these are glorious heritages. But they are now a part of the fabric of the Americas you have helped to make; they are for the use of the American democracies, and he who seeks to twist or divert them to the use of any foreign power seeks to deny both the heritage of the fatherland and the genius of America as well. The things that are seen are temporal; the things that are unseen are eternal. America and the traditions of the older civilizations can only live by the free acceptance of these eternal truths.”

Just before the *American Legion* sailed for Buenos Aires on November 7 Secretary Hull issued the following statement: “Our delegation to the Inter-American Peace Conference is sailing today



with earnest hope for placing the relations of this hemisphere upon a firmer basis of mutual trust and cooperation than ever before. There is good ground for this confidence. A strong feeling of mutual understanding prevails throughout the hemisphere and there is a growing realization by the peoples of the twenty-one American Republics of their common interest in the peaceful and orderly progress of civilization.

"The great Republic of Argentina has extended an invitation to the other twenty American Republics to meet in Buenos Aires to consider, in accordance with the suggestion of President Roosevelt, the means whereby peace may best be safeguarded. Although substantial progress has already been made by the establishment of conciliation and arbitration tribunals and in other methods of the pacific settlement of international disputes, much remains to be done. Our delegation will make every appropriate endeavor to carry forward the work already started and to strengthen the structure of peace.

"The depressed economic conditions which have weighed heavily upon us all are gradually being dissipated. Economic conditions are improving. Trade is increasing and business is better. But we must continue our efforts to push forward for economic progress and rehabilitation. Healthy economic conditions are essential for sound peaceful relations between nations. The progress of each depends more and more upon the progress of others, and by mutual efforts there can be built a prosperous and contented community which is one of the best assurances for the maintenance of peace.

"Personally, I am looking forward with particular pleasure to revisiting South America. I have happy memories of my trip to the Montevideo Conference in 1933 and I expect to renew the many cordial friendships which were there established. But beyond personal considerations, I welcome with all my heart this new opportunity to collaborate with my colleagues of the other Republics in furthering the cause of peace. We go on this mission with humble hearts and a resolute spirit, confident that further constructive action can and will be taken looking to the elimination of the scourge of armed conflict in the Western Hemisphere."

Dr. Cyril Wynne, Chief of the Division of Research and Publication in the Department, has recently been promoted from the grade of Major to that of Lieutenant Colonel in the Reserve Corps, Military Intelligence Department, United States Army.

TO DR. JULIUS D. DREHER

Next Wednesday is your birthday. You will be ninety—four-score-and-ten years! from early manhood spent in useful and honorable service: Soldier of the Confederacy, then twenty-five years as president of Roanoke College in Virginia, then eighteen years as American Consul in widely separated ports in the Society Islands, Jamaica, Canada and Panama.

A teacher for a quarter of a century, yet you never ceased to be a student and are still a student, well abreast of the times, the public library's most constant patron.

I speak for the community when I offer you congratulations and all good wishes.—*Colonel Clearwater, in the Clearwater, Florida, Sun, October 25.*

CHRISTMAS IN DENMARK

When it's Christmas time in Denmark,
The little stars hang low,
And silver all the roof-tops,
And twinkle on the snow.

And in the twilit harbor,
Where ice is forming fast,
A ship comes steaming into port,
With a fir-tree at its mast.

And over narrow Strget
The evergreens hang high.
There's a Christmas tree at Raadhus
That reaches to the sky.

A thousand bearded elfin-men,
With pointed caps and red,
Will bring the Christmas presents,
When children are in bed.

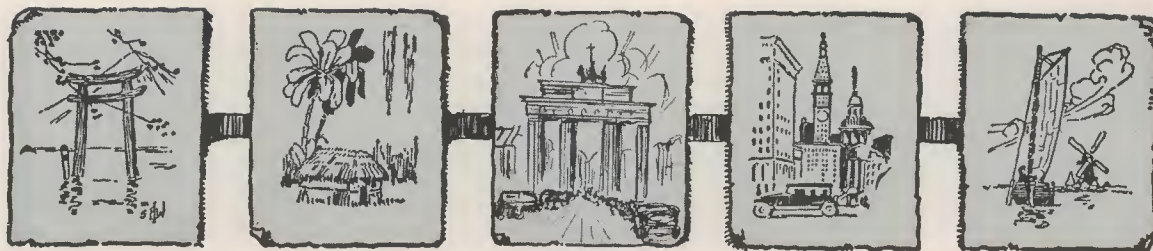
There's an almond in the porridge
Which the wooden spoons will share,
And oh, the special present,
For the one who finds it there.

There's roasted goose in plenty
Where the hearth-fire is aglow,
And candles on the window sill.
Shine out upon the snow.

And in the barren winter trees,
The sheaves of oats are hung,
So grateful birds can join the song,
When Christmas hymns are sung.

And lights will gleam and sparkle,
As the bells of Christmas ring
In the cottage of the peasant,
And the palace of the King.

—RUTH BRYAN OWEN.



News from the Field

JAMAICA

Kingston has just had the pleasure of welcoming the new United States Coast Guard Cutter *William J. Duane*, bringing as a passenger Rear Admiral Russell R. Waesche, Commandant of the Coast Guard, who spent a day here. After a two-day visit, the *Duane*, under Commander P. F. Roach, sailed for Honolulu, T. H., via Panama, Manzanillo and San Diego.

Other recent distinguished visitors to Jamaica have included Dr. J. D. Arosemena, now President of Panama; Mr. Elie Lescot, Haitian Ambassador to the Dominican Republic and delegate to the Buenos Aires Peace Conference; and the Honorable William Dawson, American Minister to Colombia, en route to Bogota with Mrs. Dawson. The Rt. Hon. David Lloyd-George is expected at the end of November.

J. S. L.

BRIDGE WHILE CANNONS ROAR

The United States Embassy in Madrid has become a snug little village of refugees in the heart of this siege-bound city, with each resident taking an active part in its daily chores and administration.

Each of the 33 men and 22 women—and even the children—contributes something toward making it as safe and comfortable as possible.

The men are assigned to guard duty or assist in clerical work while the women direct the cooking, laundering and other housework.

Some of the male refugees, including newspaper men, use the Embassy only at night, attending business outside during the day. Except for those few exceptions, the refugees, once inside, are not allowed to leave the Embassy grounds.

There are very few restrictions imposed on the Embassy's guests. But one thing is absolutely taboo—discussion of Spanish politics. The Em-

bassy has been insisting on strict neutrality from the very start of the civil war and has warned every American citizen against taking sides or even appearing to take sides in the present conflict.

Those whose work demands coming and going carry cards specifying that the Embassy assumes no responsibility for them while they are outside.

The day starts with breakfast at 8:30 a.m. Most of the inhabitants are up long before then, however. The heavy reverberations of artillery rocking the city make alarm clocks unnecessary.

After the work of cleaning the Embassy is done, the guests are free to stroll in the gardens, play games, read or amuse themselves as best they can, under the ever-present menace of whining shells or insurgent bombers droning overhead.

Lunch comes at 1 p.m.; dinner at 8:30.

Generally, there are several bridge games in the afternoon—sometimes interrupted by a heart-stopping lull when one of the "howlers" explodes near by or a black-painted fascist plane swoops low with a staccato burst of machine-gun fire. Then hearts are trumps, in every throat.

Nearly everyone is asleep by 11 o'clock—most of them on mattresses on the floor. The Embassy's few beds could not accommodate more than a few of the over-flow "house party."

Servants occupy the top floor of the building, which was formerly the Duke of Montellano's Palace.

Newspapermen use a large combined "city room" and sleeping quarters on the second floor, with two telephones installed for their special use.

Because of the limited food supply, the refugees are on strict rations. A typical menu for breakfast lists oatmeal, coffee and a dry roll. Lunch—bean soup and boiled potatoes. Dinner—lentils and rice pudding.

Many of the guests brought canned goods, bar chocolate and tea wafers, and use them to supplement the sparse menu.



In addition to the 61 Americans, meals must be provided for 77 other persons, including 14 guards and their families and 24 employees and servants and their families.—*Extracted from a despatch in the Christian Science Monitor.*

LETTER

THE BUCKO

By COERT DU BOIS

TO THE EDITORS:

There is an ex-Foreign Service officer living on Staten Island who has got more driving power than anybody I know. His name is Carl von Zielinski and when I was helpless in the Marine Hospital in Stapleton last winter he made me design him the sail plan of a brig, sew sails, splice rope and assume, with only feeble protests, the part of a blue-water, square-rig shell-back. The only thing I was able to fight him off about was splicing wire rope. I did keep clear of that and saved some awful gashes in the fingers. He even had me studying navigation out of a little blue book.

It happened like this. He called on me one night in the hospital and, as he is never without a bit of tarred rope or the model of a four-masted bark or something, he was toting the blueprints of a 15 foot, Bermuda rigged, center-board sloop he owned and crying softly because nobody would help him rig it as a brig. Thirty-odd years ago I went as a passenger on the bark *R. P. Rithet* from San Francisco to Hilo, Hawaii, so I said of course I'd draw him a sail plan.

Right there the servitude started. Before we got the dimensions worked out he had bought Sitka spruce lumber, sail cloth, rope, swivel clips, blocks, fair leaders, fife rails, belaying pins, turnbuckles, chain plates, parrals, screw eyes and grommets. Every day or two he would bring to the hospital a new sail for me to hem and sew the luff rope onto. He made me make him a running rigging plan that would lead the sheets and braces of thirteen sails to where one man with only two arms and one set of teeth could put the ship about.

When it got to the trial trip stage he took his seven year old son along as sailor in among the steamer traffic of the Narrows because the kid was in scale with the boat.

I admire a man who knows what he wants and goes after it and sends everybody else after it. Von Zielinski wanted a 15-foot brig and he got a fine one. Witness the picture.

COERT DU BOIS.

See page 596 of the October, 1936, issue.—Ed.

JAPANESE-AMERICAN GOLF MATCH

The Japanese could sink their putts from off the green, but the Americans swore more lustily and made more potent use of body English.

The result: State Department 5, Japanese Embassy 1.

The occasion was a sunny afternoon in late October when six pairs of teams representing the Department and the Embassy gathered at the Burning Tree Golf Club to match their skill at digging divots. The district which gives its name to the elub is said to have been so designated by an Indian whose poetic sense was struck one autumn day by the flaming mass of red and gold spread lavishly over the countryside. A more delightful time and place for a golf game could not have been found, so that those who were unfortunate enough to lose their matches found it almost a pleasure to do so.

The result was not as one-sided as the result might indicate, for although the State Department won handily, the best team it could put into the field was beaten easily by the Japanese number one team. And the best score registered by an American, Chip Bohlen's 84, was bettered by two youngsters from the Embassy. These two, Noma and Karaki, with their hot wood shots and sizzling approaches left the course in such a state that it might be appropriately re-named the Burned Grass Club. They should be really good against competitors who do not take advantage of their natural politeness to try to talk them out of every hole.

Of the American pairs, Simmons and Bohlen, Southgate and Hamilton, Achilles and Dooman, Admiral Standley and Flack, Culbertson and Myers all won their matches. Only Bucknell and Janz upheld the Department's inherent appreciation of the niceties of diplomatic usage by deferring to their opponents.

After the matches, Ambassador Saito, who, like the late King George, speaks English with almost an American accent, was host at the nineteenth hole, where he gave everyone the opportunity of proving proficiency in one of the most attractive phases of the royal and ancient pastime.

PICTORIAL SUPPLEMENT

As the December issue goes to press the business office reports the completion of the mailing of copies of the pictorial supplement to officers of the SERVICE, and the circulation department reports the receipt, among others, of an order from an officer abroad for nine copies and another order from a local organization for ten copies.

Through a wide distribution of the photographic register to friends and relatives in the United States and abroad of officers, the SERVICE should become better known; never before has such a comprehensive collection of photographs of establishments abroad of the American Foreign Service been published.

Officers are reminded that extra copies will be mailed promptly by the JOURNAL upon receipt of the names, of addresses and \$1.90 for each copy.

A Political Bookshelf

CYRIL WYNNE, *Review Editor*

RICH LAND, POOR LAND. By Stuart Chase (New York, Whittlesey House, McGraw-Hill, 1936, pp. 361. \$2.50).

A great deal has been written and spoken of the state of the nation, but comparatively little of the state of the continent. The continent of North America, the author proclaims, is the hero of his book, and at the bar of public conscience he draws up an indictment of a whole people for ruthless exploitation of our natural resources. Edmund Burke to the contrary notwithstanding, the truth of the indictment is evidenced by dwindling mineral riches, disappearing top soil, and devastated forests. The plight of the vanishing American, if the process of waste continues, will soon be paralleled by that of a vanishing America.

Waste there has been, and on a colossal scale. Mr. Chase's presentation of the facts, figures and maps showing the extent of this waste is indeed startling. Assuming that these figures are correct, the total of the loss that has occurred makes the national debt look like pin money by comparison. We congratulate ourselves on being the richest country in the world with the highest standard of living but, as the author points out, the congratulations overlook the fact that we have been living on our capital. The lure of the almighty dollar, coupled with the former belief that our resources, like the oil in the widow's cruse, were infinite, are fast taking us down a dead end street.

"What has posterity done for us?" the author quotes Uncle Joe Cannon as saying, and one finds it difficult to deny that the quotation describes the prevalent unthinking attitude. The effect of such an attitude is evident in the continent which, as we now see it, affords a macabre comparison with the *primaeval* continent abundant in wealth. The settler who burned the forests to clear land for cultivation, the farmer who plowed oversteep slopes, the legislators who passed the Homestead Acts, the speculators who turned grass lands into crops during the World War, to cite only a few examples, have all taken their part in a sort of dance of death.

Mr. Chase's discussion of the subject is logical. He allows nature to plead its own case by means of figures and specific illustrations which bring into relief rather than obscure the main theme. He goes back to the first frontier and compares the "rich land" of Captain John Smith and the Pil-

grim Fathers with the "poor land" of today. He then explains in concise and readable language the causes and forces operating in the various sections of our country which have produced this result. Crop lands, grass lands, forest lands, wild life, and our underground resources furnish the main heads for his discussion. Most interesting and very timely is the lucid explanation of the interrelation between soil erosion, floods and droughts. When the soil in the drainage basin is eroded because of improper farming methods, cut-over forests or some other reason, the rainfall is not held in the soil but swells the brooks and streams which go rushing into the river producing the flood while the lands along the river's upper courses, denuded of their natural moisture, will later suffer from drought. This is not news to the Department of Agriculture; it may not even be news to the general public, but the presentation of these facts in the forcible manner in which Mr. Chase presents them may awaken a general public which has been hitherto indifferent.

Among the masses of facts collected and compiled by the author the most disillusioning is the absolute failure of private enterprise, of the state governments and, until recently, of the national government to stem the tide of exploitation. Private business sacrificed its own long term interests for the sake of immediate pecuniary gain; the Forest Service estimates that of the total wood removed only thirty-two per cent has been utilized (page 126). The state governments could not deal with problems of river basins affecting several states as, for example, that of the Tennessee which affects five states. And the national government seemed concerned only with getting rid of the public domain on any terms as quickly as possible.

But what of the future? What are the signs of promise? Or must we, to paraphrase Macaulay, look forward to a far distant day when some traveler from the Virgin Islands will, in the midst of a vast solitude, take his stand upon a broken arch of the Memorial Bridge to sketch the ruins of the Washington Monument? Shall erosion and floods be allowed to play havoc with the valley of the Potomac River as they have with the valley of the Yellow River in China?

In answering such questions Mr. Chase shows that if he can sharply criticize a policy—or lack



of it—his criticism can also be of a decidedly constructive nature. Conservation as a national policy really began with Theodore Roosevelt (page 298), but it is interesting to have Mr. Chase's opinion that largely due to Franklin D. Roosevelt's personal interest conservation has "made more progress in three years than during the preceding thirty" (pages 301-302). In support of his opinion the author lists the more important acts and executive orders of the present administration that have promoted conservation, among which the best known are the acts establishing the CCC camps, the TVA, and the Taylor Grazing Act. The reviewer ventures to add that in spite of what has been said by some people about an unbalanced budget there are good grounds for believing that this administration will be recorded not as one of the most extravagant but as one of the most thrifty in the history of the country. In this regard it may not be irrelevant to point out that according to the dictionary thrift consists in "care and prudence in the management of one's resources."

What has been done, however, brings us only to the threshold of what remains to be done. Resource planning, along the TVA principle of reconditioning the resource base, must be extended in order to save a continent and to save the standard of living which depends upon its preservation. Such a program would not only produce tangible assets but create new fields of work which would reduce unemployment (page 319). It is necessarily a long time policy, as the period required for replenishment of natural resources varies from one year for some forms of grasses to centuries for soils (page 255). Every one will agree with Mr. Chase's diagnosis, but not all with his remedies. Like the villagers who had many of their number fall off a nearby cliff and then out of the kindness of their hearts built a hospital at the bottom, we may prefer to go on with flood relief and drought relief *ad infinitum*. The aims of conservation, when stated outright, may provoke a hue and cry about bureaucracy, extravagant expenditures, the sanctity of private enterprise, and states rights. These familiar bogies, however, may be somewhat quieted by the experience of other countries. England, German, Austria, Switzerland, Italy, Czechoslovakia and France have "more or less complete government control of water resources, . . . highly developed forestry departments," and "hydroelectric plants either owned or effectively controlled by government" (page 347). It might be the essence of wise conservatism to follow their example.

A reading of Mr. Chase's book leaves one with

the conviction that the time has come for the American people to realize the difference between myth and fact; between the myth of the rugged pioneer who carved a home in the wilderness and the fact of the tenant farmer of today trying to eke out an existence from eroded sub-marginal land; between the myth of great corporations who "built up" the country and the fact of our vast ruined forests; between the myth of a country of forty-eight sovereign states and the fact of dust storms which might keep right on blowing across state lines. Certainly he brings these realities home to the reader and in doing so makes a timely and valuable contribution to the whole problem of conserving the resources of North America.

MARY WALTON McCANDLISH.

STORMY YEARS. By Carter H. Harrison. (Indianapolis, The Bobbs-Merrill Company, 1935. Pp. xv, 351.)

Those who have had experience or direct contact with the realities of municipal politics in any large city in the United States will read with understanding and appreciation this book by a man who was five times mayor of Chicago between 1897 and 1913 and, it is interesting to add, whose father before him also served Chicago as mayor for five terms. Whether learned professors of municipal government will read the book with the same understanding and appreciation is another question. For the author does not like college professors in spite of, or perhaps because of, the fact that he possesses an A.B. as well as an LL.B. degree. "While I do not believe it possible," he writes, "in a university classroom or laboratory to educate mayors, aldermen, precinct captains, ward-healers, nor any of the other apparently essential parts of the municipal political machine, I believe some benefit may be gleaned from knowledge of the practical experiences of a somewhat successful participant in the exciting game and this has led me to a rather unusual amount of frankness in detailing my life."

Certainly Mr. Harrison is frank—particularly when he is describing an old political campaign in which the contestants apparently hit each other with everything, including the time-honored huckster. One may be piously offended at such descriptions, but there is a feeling that they are accurate—perhaps all too accurate in showing how to obtain votes to win a municipal election. But Mr. Harrison has no apologies. He played the game and he generally won. And he enjoyed winning.

C. W.



Foreign Service Changes

The following changes have occurred in the Foreign Service:

John M. Allison of Lincoln, Nebraska, American Vice Consul at Dairen, Manchuria, assigned to Tsinan, China.

George A. Armstrong of New York City, American Consul at Kingston, Jamaica, assigned to the American Legation at Dublin, Irish Free State, as Second Secretary.

Reginald Bragonier, Jr., of Baltimore, Maryland, American Vice Consul at Montevideo, Uruguay, designated Third Secretary of Legation at that post, where he will serve in a dual capacity.

Herbert S. Bursley of Washington, D. C., Foreign Service Officer assigned to the Department, commissioned as a Secretary in the Diplomatic Service.

James G. Byington of Norwalk, Connecticut, American Vice Consul at Buenos Aires, Argentina, assigned to Torreón, Mexico, as Vice Consul.

Alfred D. Cameron of Seattle, Washington, American Consul at London, England, died at his post on October 14, 1936. Mr. Cameron had recently been transferred from London to Vancouver but had not left for his new post.

James Orr Denby of Indiana, First Secretary of Legation at Dublin, Irish Free State, assigned American Consul at Capetown, Union of South Africa.

The Honorable H. Percival Dodge of Boston, Massachusetts, former American Minister to Denmark, retired, died at Zürich, Switzerland, on October 16, 1936.

Clifton P. English of Chattanooga, Tennessee, American Vice Consul at Torreón, Mexico, assigned to Buenos Aires, Argentina, as Vice Consul.

Harold D. Finley of Saratoga Springs, New York, American Consul at Bordeaux, France, assigned to Port-au-Prince, Haiti, where he will serve as Consul and Second Secretary.

Raleigh A. Gibson of Decatur, Illinois, Second

Secretary of Legation at Tegucigalpa, Honduras, assigned to the Department of State.

Charles C. Gidney, Jr., of Granger, Texas, American Vice Consul at Guadalajara, assigned to Tampico as Vice Consul.

George M. Graves of Bennington, Vermont, American Consul at Malaga, has been evacuated from that post and assigned to Vigo for temporary duty.

Charles B. Hosmer of Lewiston, Maine, American Consul at Naples, Italy, assigned to the Department of State.

Gerald Keith of Evanston, Illinois, American Consul at Bern, Switzerland, commissioned as a Secretary in the diplomatic Service.

Thomas J. Maleady of Fall River, Massachusetts, American Consul at Tampico, assigned to Bogotá, Colombia, where he will serve in a dual capacity as Consul and Third Secretary.

Harold B. Minor of Holton, Kansas, American Consul at Rio de Janeiro, Brazil, assigned to Jerusalem, Palestine, as American Consul.

James R. Riddle of Talladega, Alabama, American Vice Consul at Winnipeg, assigned to Guadalajara as Vice Consul.

Paul C. Seddicum of Washington, D. C., American Vice Consul at Cardiff, Wales, who has been serving temporarily at Southampton, England, assigned permanently to Southampton as Vice Consul.

Edward T. Wailes of Northport, New York, Foreign Service Officer assigned to the Department of State, assigned to the American Embassy at Brussels, Belgium, as Foreign Service Officer. Upon the approval of his recess appointment Mr. Wailes will be designated Third Secretary of Embassy at Brussels.

William C. Young of Christiansburg, Kentucky, American Vice Consul at Patras, Greece, assigned to Izmir, Turkey.





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DEPARTMENT OF COMMERCE CHANGES

Mr. Douglas P. Miller, Acting Commercial Attache, Berlin, Germany, arrived in the United States recently for statutory leave.

Assistant Trade Commissioner B. Miles Hammond left Washington en route to his new post at Mexico City.

Commercial Attache Frank S. Williams, Tokyo, Japan, recently left Washington to return to his post.

Trade Commissioner Basil D. Dahl, Stockholm, and Assistant Trade Commissioner Paul H. Pearson, Copenhagen, have sailed for the United States for triennial leave.

L. C. Z.

BIRTHS

Born to Vice Consul and Mrs. Shiras Morris, Jr., on August 11, at Marseille, France, a daughter, Felicia Morris.

A son, Walter Alan Ray, was born in Managua, Nicaragua, on September 28, 1936, to Mr. and Mrs. Guy W. Ray.

Born to Vice Consul and Mrs. V. Harwood Blocker, on October 19, at Martinique, French West Indies, a son, V. Harwood Blocker, Jr.

Born to Mr. and Mrs. James W. Gordon, Jr., on September 21, 1936, a daughter, Margaret Waddell Gordon, in Glasgow. Mr. Gordon is a clerk in the Consulate General at Glasgow.

Born, September 24, 1936, to Vice Consul and Mrs. Culver Earl Gidden, at Belize, British Honduras, a son, David Shufeldt Gidden.

MARRIAGES

Grazioli-Withey. Mr. Paolo Grazioli and Miss Jeanne Marie Withey, daughter of Consul and Mrs. Howard F. Withey, were married in Naples on October 31, 1936.

Simmons-Huston Thompson. John Farr Simmons and Miss Caroline Huston Thompson were married in Washington on November 11, 1936.

IN MEMORIAM

With deep regret the JOURNAL records the deaths of:

Hugh S. Hood, retired Vice Consul, who died at Cincinnati, Ohio, July 17, 1936.

James S. Benedict, Foreign Service Officer, retired July 1, 1924, who died at his home in Toronto on November 7, 1936.

Mrs. Harold G. Villard, the mother of Henry S. Villard, Foreign Service officer. Mrs. Villard died in New York City, November 18.



F. S. EXAMS PASSED

The following candidates were successful in the recent Foreign Service examination:

W. Stratton Anderson, Jr., of Carlinville, Ill.; born in New York City Apr. 21, 1912; attended Fordham Univ., 1929-30; Harvard College, 1930-33 (S.B. cum laude).

William Barnes, 3rd, of Belmont, Mass.; born in Albany, N. Y., Dec. 23, 1914; attended Harvard University 1931-35 (A.B.).

Maurice M. Bernbaum, of Chicago, Ill.; born in Chicago Feb. 15, 1910; attended University of Wisconsin 1927-28; University of Michigan Feb., 1928-June, 1929; Harvard University, 1929-31 (S.B.); Northwestern University, 1931-32.

Aaron S. Brown, of Bloomfield Hills, Mich.; born in Pontiac, Mich., Apr. 15, 1913; attended Princeton University 1931-35 (A.B.); Georgetown University School of Foreign Service.

Stephen C. Brown, of Herndon, Va.; born in Washington, D. C., Dec. 7, 1910; attended George Washington University 1926-28; Georgetown University School of Foreign Service 1931-35 (B.S. in Foreign Service).

Harlan B. Clark, of Brookfield, Ohio; born in Brookfield Jan. 5, 1913; attended Michigan State College 1931-35 (A.B. magna cum laude); Fletcher School of Law and Diplomacy 1935-36 (M.A.).

William E. Cole, Jr., of Fort Totten, N. Y.; born in Fort Totten Nov. 29, 1908; attended Dartmouth College 1928-30 and 1931-32 (A.B.); University of Paris, France, 1930-31.

J. Dixon Edwards, of Corvallis, Ore.; born in Wausau, Wis., Feb. 9, 1913; attended Oregon State College 1928-30; Columbia University 1930-35 (A.B. 1934); Fletcher School of Law and Diplomacy 1935-36 (M.A.).

Herbert P. Fales, of Pasadena, Calif.; born in Detroit, Mich., Oct. 29, 1904; attended Princeton University 1923-25; Pomona College 1926-28 (A.B.); Oxford University 1935-36.

Jule L. Goetzmann, of Moline, Ill.; born in St. Paul, Minn., Dec. 12, 1912; attended St. Ambrose College (B.A. 1934).

Edmund A. Gullion, of New Castle, Ky.; born in Lexington, Ky., Mar. 2, 1913; attended Princeton University 1931-35 (A.B.).

Kingsley W. Hamilton, of Wooster, Ohio; born in Manila, Philippine Islands, of American parents, Aug. 6, 1911; attended College of Wooster 1929-33 (B.A.); University of Strasbourg, France, 1934-35; Fletcher School of Law and Diplomacy, 1933-34 (M.A.) and 1935-36.

(Continued to page 697)



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Linking the British and American Newark

By EMMA G. DWYRE

VOICES from across the sea recently placed the Newark of the Old World, England, and the Newark of New Jersey, on speaking terms—as it were.

A day was set aside during the Pageant of Newark-on-Trent as “American Day” and a call was made to the Mayor of Newark, New Jersey, U.S.A., to inaugurate the performance by radio-telephony. How closely associated the world can become! We were invited as honor guests, Mr. Dwyre, as the American representative, being made Chairman of the day—Let me begin at the beginning—

On a misty, moist morning we left London by motor, driving through one hundred and twenty-five miles of the lovely countryside of England, fields of red poppies, blue cornflowers and small white blossoms growing together along the roadside as though all of nature was making an effort to be patriotic on this memorable occasion. Upon our arrival we were taken to the historic Town Hall, the large central room of which had been transformed into a delightful reception room by the use of draperies and pictures of great historical value. On one flower-bedecked table were displayed the Corporation's gilt plate, the Minute books of the Councils since the 11th century, and the Charter of the City. We were greeted by the Mayor and Mayoress, the Honorable and Mrs. Staniland and the Duke and Duchess of Portland with

many of the leading citizens of the city. After a delightful tea we were officially escorted to the pageant grounds, this beautiful outdoor amphitheater, with the vine-covered remaining walls of mediaeval Newark Castle as a background. As our party walked into the grounds an audience of several thousand people rose to their feet as the band burst forth into the “Star Spangled Banner” and, with the sun streaming through the windows and arches of this ancient wall, the American flag was unfurled. We were de-

lighted with this graciousness of the people of Newark-on-Trent.

We were then escorted to the Mayor's box where I was presented with a beautiful bouquet of flowers by a very gracious little girl. It was all so beautifully done and gave us a feeling of sincere friendliness for our country. And there on the grass-covered terrace, in the setting for this historical play

to portray events beginning with the year six hundred, stood a microphone, only awaiting the pressing of a button to hear voices from across the sea from a land that was not known nor dreamed of in the early episodes about to be re-enacted.

Mr. Dwyre was called to the microphone and, after being formally introduced, and presenting his compliments to Mr. Meyer C. Ellenstein, Mayor of Newark, New Jersey, addressed his fellow-countrymen in America and said, in part, “We



PAGEANT SCENE--THE GRAND FINALE

*Something any Father
can be proud of—*

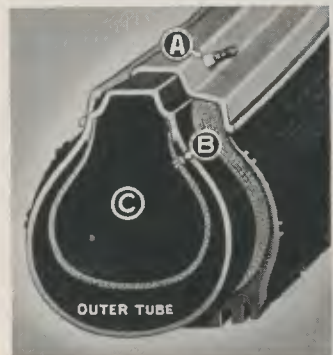


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NEWARK-ON-TRENT TO NEWARK, NEW JERSEY
Consul General Dudley G. Dwyre at the microphone introducing the Mayor of Newark to the Mayor of Newark

are standing here before a vast audience who are about to witness the Pageant of Newark-on-Trent. The setting is one of charm and great interest. The stage is in the foreground of the historic old Castle of Newark, and I cannot imagine a more charming and beautiful setting for the historic background of this great pageant. As I stand here, I see on my right the Stars and Stripes at full-mast, which adds greatly to the impressiveness and beauty of the scene. Mr. Mayor of Newark, New Jersey, we are pleased and honored to have you open this Pageant tonight."

Mr. Ellenstein, in his speech opening the Pageant, which was distinctly heard throughout the vast audience in the castle grounds, said, "Mr. Mayor, members of the Corporation of the ancient and loyal Borough of Newark-on-Trent, and all citizens of our mother municipality in the Old World, I salute you, and as Mayor of Newark, New Jersey, I extend to you both my personal and official greetings from your municipal daughter in the New World in filial respect and veneration for an honorable parent." He continued by referring to the part played in the establishment of Newark, New Jersey—almost three hundred years ago—by the Reverend Abraham Pierson, who brought to America from the mother city of Newark-on-Trent those high ideals and the embodiment of stalwart manhood so pronounced in that unfaltering and unfailing leader of men. He then called attention to the strange coincidence that Newark-on-Trent should be celebrating with pagantry while Newark, New Jersey, was observing the one hundredth anniversary of the granting of its charter as a city.



PAGEANT SCENE ON CASTLE FRONT

The Lord Mayor of Newark-on-Trent, addressing his reply to the Mayor and citizens of Newark, New Jersey, and those in the audience assembled in the Castle grounds of Newark, in England, said, in part, "By one of the marvels of modern science we have just listened with great pleasure to the speech of the Honorable The Mayor of Newark, New Jersey, declaring open this evening the pageant which will portray scenes from the history of our ancient town after which this modern and far larger city was named. We are grateful to you, Mr. Mayor, for your kindness in performing this ceremony, and we wish that we could have welcomed you here in person." He thanked the broadcasting companies for their cooperation in making possible this interesting ceremony and in a practical way uniting the two towns.

The terrace was then cleared of all the appearance of the modern, and we turned back the pages of history to see Newark's proud story in brilliant pageantry as two thousand performers re-lived the past in thrilling scenes! The bright and colorful costumes representing each and every period appropriate to Norman, Saxon, Elizabethan, Royalist, Puritan, and Georgian, worn by the performers made a series of pictures of exquisite charm which could never be forgotten, some representing the fervent rites of the early Christians, others the tragedy of Kings, the coming of Wolsey, the benefactions of Magnus, and the Civil War, when Newark stood firm for the Royalists. All through these episodes of history were interwoven scenes of lighter vein. There was much merriment in many of the street scenes of the town-folk with their sheep and goats and the popular cock fights. It was varied with numbers

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of folk songs and folk dances—the Scotch sword dance accompanied by the bagpipes; the dance of death, and the stately gavotte by King James and his court.

Let us give a very brief outline of each of the five episodes. The first episode dates from 600 to 1216. Newark history goes back to those early Britons who lived in tribes across this wooded country. After the Romans came hordes of warriors from the rivers of the North Sea and the Baltic region. The first scene showed us Paulinus, the Christian Priest, visiting small villages on the Trent, bringing the people his messages and baptizing them. Years later came the Bishop of Lincoln, Alexander, famed for his grandeur and magnificence—the builder of castles. He saw in Newark the strategic site and started this famous old castle. Then came John, that troubled King, to die. The last scene was based on Shakespeare's play.

The second episode dated from 1216 to 1603. Newark's history entered upon an interesting period. Wars and rumors of war brought hostile forces to the town when Robert de Gauci seized the castle and, only after an attack, would he agree to surrender and hand his sword over to the youthful King Henry III. The two central figures of this scene were Thomas Magnus, a Newarker, and Cardinal Wolsey. As Ambassador to the Holy Roman Empire and to the throne of Scotland, Magnus was a great success. He bought land in Newark for the foundation of the Grammar School. About this time, Wolsey, disgraced at Court, passed through Newark on his way to Southwell. The religious houses grew apace and Newark benefited from their influence until they were ruthlessly destroyed by King Henry VIII. So it is that we saw this episode close with the handing over of the castle to representatives of the Crown and the appointing of Anthony Forster as first Alderman.

The third episode opened with a Newarker, Henry Constable, reading to the Gracious Queen Elizabeth, a poem in her praise, written by himself. King James VI of Scotland arrived at Newark on his way to assume the crown of England. As he was being greeted and entertained by the people there was discovery of a eutpurse in the crowd. The lawbreaker was brought before James, who immediately ordered his hanging and, despite pleas that "an Englishman is entitled to a fair trial," sent to his doom. So it was that James first exercised in England his belief in "The divine right of Kings." He then won the people's affection by giving an order that all prisoners in the Castle be released. Thus came James, and for fifty years Newark became a town

beloved by the Throne. No place more deserved it!

Episode 4—the Civil War period—is the peak period of Newark's past history. No Royalist center stood firmer. To the end, the citizens refused to surrender. The scene opened with a visit of King Charles himself, who thanked the people for their loyalty to him and calls on all men to fight for their religion and laws. The first shots were exchanged from the Norman window of the Castle. Three sieges they withstood and still the cry was "No surrender." The famous "quarrel scene" between the King and Prince Rupert and Maurice and Sir Richard Willis was but a prelude to the end. Shortly afterward Charles was a prisoner at Southwell, having surrendered to the Scotts when he sent a command that Newark should surrender. This caused dissatisfaction and the Mayor called upon the Governor to "Trust in God and sally." No enemies were to be allowed to humble a proud borough! But the war was at an end. With the honor of victory, the Newarkers marched out.

Newark's part in this struggle between Crown and Parliament was of great importance. Its strength influenced the whole course of the war. "Royalist, Newark was. Royalist, Newark is."

The martial period gone, the scene in the last episode changed to a period of prosperity and commercial progress. Byron, that ill-fated but romantic poet, came to Newark to publish his first poem. Then the last scene was one of great commotion and excitement, the street being filled with excited people carrying banners bearing familiar names and political slogans. There was shouting amidst the blaring of brass bands, all electioneering for their favorite candidate. Then in marched the correctly-dressed candidates in sober black, large top hats, and gaudy rosettes in their buttonholes. The election was held and much cheering greeted the result—Gladstone, the Conservative, was in! as a member of Parliament, which he was to charm, to move and to dominate for 60 years.

And now we came to the spectacular and colorful grand finale. Amidst the carillon of bells the different groups massed before the old Castle, surrounding which all this history actually occurred, Paulinus and the Christians, Alexander and the soldiers, King John and his retinue, Wolsey and his train, Magnus and the scholars, Isobel Markham and John Harrington, Anthony Forster and the Guilds, James the First and his retinue, Twenty men, accompanied by his councillors, Charles, Rupert, Willis Ballasis, with cavaliers, Volunteers with their colors, Lord Byron and Gladstone, they took up their positions and the



crowd massed around them on the floodlit terrace. So impressive was the scene, with flags unfurling, bands playing, and the voices of thousands ringing out on the night air, echoing back on that famous old castle wall, as though from the past, the words of that lovely old song, "Land of Hope and Glory!"

Could we but live to see enacted the next episode of this Pageant what an unfoldment of rapid progress and accomplishment would be revealed, but best of all it would doubtless include a scene showing this manifestation of friendliness and goodwill between our lands as exemplified in the linking of the mother and child Newarks in bonds of friendship—God grant that it may always be so!

PEACE CONFERENCE

Delegation of the United States of America to the Inter-American Conference for the Maintenance of Peace, Buenos Aires, 1936:

Chairman of the Delegation: The Honorable Cordell Hull, Secretary of State.

Delegates: The Honorable Sumner Welles, Assistant Secretary of State; the Honorable Alexander W. Weddell, United States Ambassador to Argentina; the Honorable Adolf A. Berle, Jr., Chamberlain of New York City; the Honorable Alexander F. Whitney, President of the Brotherhood of Railroad Trainmen; the Honorable Charles G. Fenwick, Professor of Political Science, Bryn Mawr College; the Honorable Michael F. Doyle, Lawyer, Philadelphia; the Honorable Elise F. Musser, State Senator, Utah.

Secretary General: The Honorable Richard Southgate, Chief of the Division of Protocol and Conferences, Department of State.

Assistant to the Chairman: Mr. Edward L. Reed, Chief of the Division of Mexican Affairs, Department of State.

Counselor of Jurisprudence: The Honorable Emilio del Toro Cuevas, Chief Justice of Puerto Rico.

Special Assistant to the Delegation: Mrs. Warren Delano Robbins.

Special Advisers: The Honorable R. Henry Norweb, United States Minister to Bolivia; Dr. Herbert Feis, Economic Adviser, Department of State; Mr. George F. Milton; Dr. Samuel Guy Inman.

Technical Advisers (from the Department of State): Mr. Joseph R. Baker, Mr. Robert M. Carr, Mr. Warren Kelchner, Mr. Leroy D. Stinebower, Miss Marjorie M. Whiteman.

Secretariat: Mr. Joseph C. Satterthwaite, Second Secretary, American Embassy, Buenos Aires; Mr. Cecil Wayne Gray, of the Department of State.

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W. Robert Moore photographed this fumarole in Wairakei, New Zealand, ejecting a tin can.

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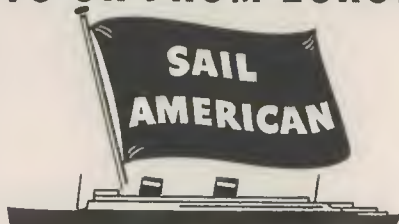
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SERVICE VISITORS

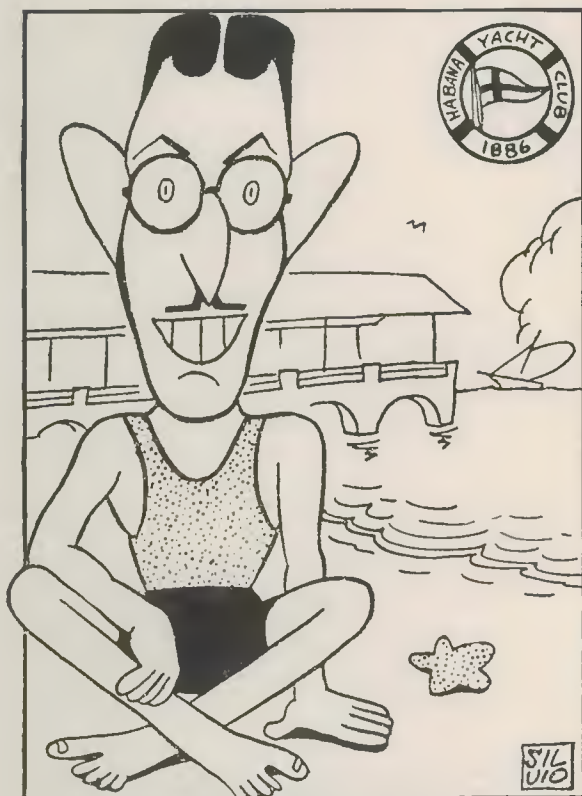
The following visitors called at the Department on leave or en route to their posts:

	October
John J. O'Keefe, Nogales, on leave	10
Edwin B. Earnest, Edinburgh, on leave	12
Thomas J. Maleady, Tampico, on leave	12
J. E. Maleady, San Salvador, on leave	12
Harry S. Haines, Porto Alegre, on leave	12
Myles Standish, Manchester, on leave	13
Bertel E. Kuniholm, Moscow, assigned to Department	14
Foy D. Kohler, Athens, on leave	14
Doreen Granger, Paris, on leave	14
Alfred D. Cameron, London, on leave	14
Jack D. Neal, Mexico City, on leave	14
Samuel C. Ebling, Lourenco Marques, Portuguese East Africa, on leave	15
Leonard E. Thompson, Port-au-Prince, on leave	15
Whitney Young, Tientsin, on leave	15
Boaz Long, Managua, on leave	15
H. Earle Russell, Johannesburg, on leave	16
Edwin L. Murphy, Paris, on leave	16
Joseph Flaek, assigned to Department	17
Walter C. Thurston, Madrid, on leave	19
E. Talbot Smith, Dundee, on leave	19
Prescott Childs, Barbados, en route to post	19
James E. Callahan, London, on leave	20
Maxwell K. Moorhead, Istanbul, on leave	20
Joseph C. Grew, Tokyo, on leave	20
Arthur R. Williams, Nuevo Laredo, on leave	21
S. R. Lawson, Winnipeg, on leave	21
James A. Noel, Ensenada, on leave	21
Lily B. Noel, Ensenada, on leave	21
Edmond J. Dorsz, Warsaw, on leave	20
James G. Byington, Torreon, on leave	21
F. A. Bohme, Toronto, on leave	22
Robert W. Harding, Toronto, on leave	22
Henry P. Kiley, Montreal, on leave	22
Walter T. Prendergast, Strasbourg, on leave	22
George F. Kelly, Kingston, Jamaica, on leave	22
Charles S. Wilson, Belgrade, on leave	22
Robert J. Cavanaugh, Montreal, on leave	22
Frank P. Corrigan, San Salvador, on leave	24
Frederick S. Barny, Port Said, on leave	24
Douglas Flood, Barcelona, en route to post	24
Marie E. Johnson, Istanbul, on leave	24
Walter H. Sholes, Brussels, on leave	26
Mrs. A. P. Cruger, wife of Consul Cruger, Funchal	26
Courtland Christiani, Newcastle-on-Tyne	26
Antonio C. Gonzalez, Quito, on leave	27
L. E. Salisbury, Peiping, on leave	27
Philip K. Tattersall, Guayaquil, on leave	28
George Alexander Armstrong, Kingston, on leave	29
Arthur C. Frost, Zurich, on leave	29
Robert D. Murphy, Paris, on leave	29
Milton Patterson Thompson, Matanzas, on leave	29
Harry Clinton Reed, Quito, on leave	29
Kenneth C. Krentz, Kobe, on leave	29
Orsen N. Nielsen, assigned to Department	29
Hugh Gibson, Rio de Janeiro, on leave	29

	November
Lewis Clark, Paris, on leave	2
Waldo E. Bailey, Lyon	2
Walter A. Leonard, Stockholm, on leave	2
Lloyd D. Yates, Goteborg	2
Robert Janz, Belfast, assigned to Department	3
Louis Sussdorff, Jr., Brussels, on leave	3



CUBAN AIR CONDITIONING



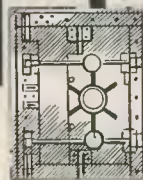
ELLIS ORMSBEE BRIGGS
Relaxes after a busy day in the Embassy at Habana

SERVICE VISITORS

(Continued from preceding page)

Harold B. Minor, Jerusalem, on leave	4
George T. Summerlin, Panamá, on leave	4
Walter H. McKinney, Guatemala, en route to post	5
C. H. Hall, Jr., Cairo, on leave	5
J. K. Caldwell, Tientsin, on leave	5
Morris N. Hughes, Tokyo, on leave	5
Isabel Pinard, Guatemala, on leave	5
Mason Turner, Tenerife, on leave	6
Odin G. Loren, Rio de Janeiro, on leave	9
Charles A. Cooper, Tokyo, on leave	9
Clifton P. English, Buenos Aires, on leave	9
Frances Burkhead, Saltillo, on leave	9
G. Howland Shaw, Istanbul, on leave	9
Henry S. Villard, Caracas, on leave	9
Elsa Jonn, Stockholm, on leave	10
J. Stanford Edwards, Copenhagen, on leave	10
Sidney Lafoon, Nanking, on leave	10
Edward Caffery, Niagara Falls, on leave	10
Andrew W. Edson, Mukden, on leave	10
Llewellyn E. Thompson, Geneva, on leave	11
H. Arthur F. Schoenfeld, Santo Domingo, on leave	11
J. E. Burke, Zagreb, on leave	12
Sidney B. Redecker, Frankfort-on-Main, on leave	12
Nathaniel Lancaster, Jr., London, en route to post	12
Perry N. Jester, Southampton, en route to post	13
James S. Moose, Jr., Baghdad, on leave	13

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BURNING ICEBERGS

(Continued from page 647)

explosive properties of TNT, there is in thermite a process of spontaneous combustion, and it is the continual heat created which ultimately melts and destroys the mass of ice.

The largest of three icebergs treated was five hundred feet in length and was loaded with one-hundred-pound charges. The ice was heard crackling all night, and in the morning the inside of the iceberg came out with a noise that awakened the people of the village of Twillingate in Newfoundland. Flames shot up one hundred feet. Later, half the berg treated came away on the side where the thermite had been.

Another berg treated was about one hundred feet long and thirty to forty feet out of the water. The first explosion took off a large mass of ice. Then the whole iceberg cracked, and by next morning it was broken up.

In the third instance a berg shaped like an inverted teacup, about sixty feet out of the water, almost round and very thick and solid, was treated. No effect was discerned, but in the morning it could not be found; only the remains were floating around.

Doctor Barnes, another winter, experimented with thermite on an ice blockade on the Alleghany River and there discovered the powerful possibilities of his process. There was a flare forty-five feet high, from the reaction. The units were placed four feet down in slush ice underlying the surface of the ice. This jam was moved out by two thermite heat units placed at the key points.

Since the continual warmth of water streams and atmosphere has proved the most effective destroyers of icebergs, so Doctor Barnes's process of continual internal heat units by thermite is a hastening process of nature's way of melting these dangerous, massive icebergs, and has proven the solution to the great and grave difficulties these ice masses make for shipping.

It should be added in closing that Doctor Barnes has been engaged by New England city corporations to use thermite in clearing away the snow after a storm. This has been accomplished by sprinkling a thermite compound on the snow somewhat as water is sprinkled. This has speedily melted the snow, which rapidly runs away down the gutters thus adding another item to the thermite contribution to technology.

According to a number of authorities the cost of thermite and the difficulty of placing it effectively on icebergs create problems difficult of solution.—Ed.

ICE PATROL

(Continued from page 646)

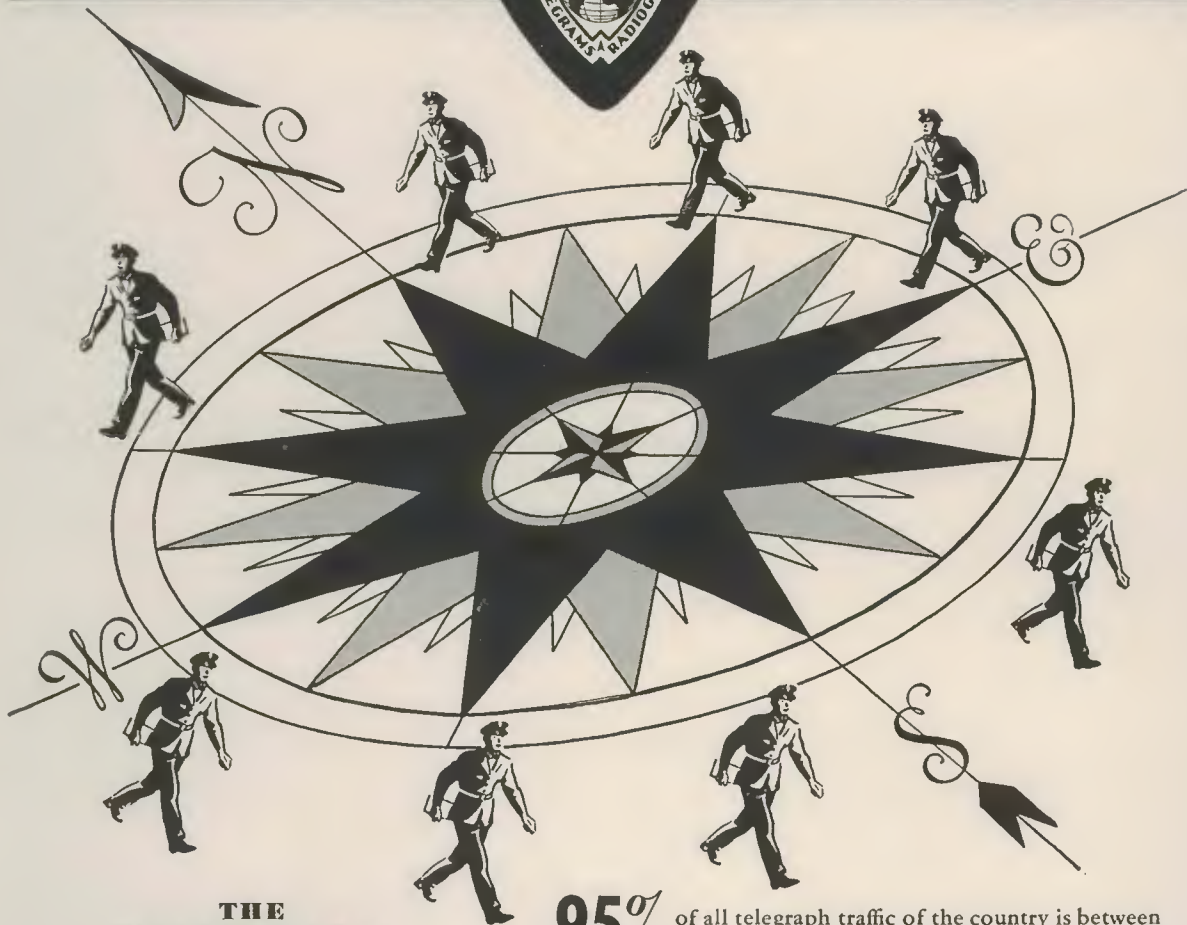
Thus, one of the dry dock type of berg observed with sides 512 feet long and 200 feet high with width somewhat over 200 feet, was calculated to have enough ice to supply New York's summer demand for two and one-half months.

The Ice Patrol area covers a region of about the size of the State of Pennsylvania, in the general region of the Grand Banks of Newfoundland. The ice season usually extends from March to July. Because of the large area and the duration of the patrol, it is customary for the Coast Guard to assign two of its latest types of cutters on Ice Patrol duty at the beginning of the season, about March 15th, to alternate on patrol and relieve every fifteen days, and also an oceanographic vessel, with a scientific staff and equipment aboard, to collaborate with the Ice Patrol cutters in determining the direction and rate of flow of the currents existing in the danger region. The Ice Patrol work has two main aspects. First, and foremost, is the practical task of keeping in touch with the ice limits as they change from day to day, and week to week, and placing this information in the hands of all approaching ship masters as quickly as possible. This requires not only an active and intelligent program of search, but an efficient system of radio communications as well. The ice is often distributed over a very wide area, and this combined with protracted periods of fog, renders it impossible for the patrol always to cover the ground. Recourse is had to reports of ice sighted, collected by radio from all ships in the region, and so the Ice Patrol becomes a veritable clearing-house of information. The other feature of the work centers on carrying out a program of scientific observation which will bring a clearer insight into the ice problems and lead to a determination of the most efficient methods of protecting life and property. The scientific work deals mainly with subjects of an oceanographic character, studies of ocean currents, their drift and set.

In order that all data relating to ice conditions may be properly assembled and prepared for release on the daily broadcasts, an officer having special aptitude for the duty, and who has made an intensive study at Harvard University on the subject of oceanography, weather, icebergs and their formation, their drift and their disintegration, is detailed by Coast Guard Headquarters as the ice observation officer. This officer goes out on the first patrol vessel and then transfers to the relieving cutter every fifteen days, taking with him all his assembled information and ac-

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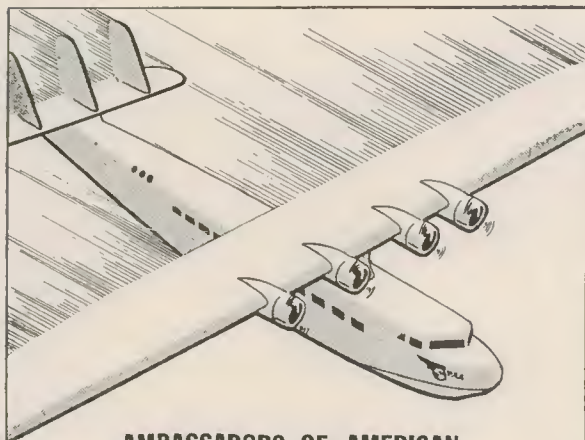


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culated reports so that he has personal knowledge of all matters relating to the Ice Patrol ready at hand at any time during the entire season.

The Ice Patrol would be of little value in protecting the merchant marine were it not for radio. It is for this reason that the patrol vessels are equipped with the most modern receiving and transmitting instruments. Six operators are kept busy day and night. An average of 90,000 words are sent and received during a fifteen-day patrol. The ice broadcasts must be maintained precisely on time and preference is given to the broadcasts, ice and temperature reports and special requests from vessels over all other traffic. "A Safe Crossing to All Shipping" is the slogan.

The cutter on duty is a busy place. To carry out the orders "to locate the icebergs and ice fields nearest the trans-Atlantic steamship lanes, and to determine the southerly, easterly and westerly limits of the ice as it moves to the southward and to keep track of all ice reported or seen" is not an easy task. It means constant attention to duty. It is very strenuous while it lasts but thanks to nature it covers only approximately four months. The carrier of the ice is the Labrador current, which does not have a year around flow along the Grand Banks. Like a river, but for different reasons, it is flood in the spring. Beginning with spring, it picks up volume and speed, reaching a maximum toward the last of April when it has a real power, gathering sufficient force to whirl the bergs along at a rate of more than two miles per hour. And then as the Gulf Stream starts its northerly invasion, it gradually pinches off the Labrador current and then the bergs cease to come down for that year. This cycle continues year after year. And so the berg danger period coincides with the flow period of the Labrador current and hence it is during this time that the cutters patrol the banks.

Since the patrol vessel lies in the main steamer lane, it must keep track of its position at all times, on the position of all ice in the area, of ice entering the area and must keep a changing record of all ships within 400 miles, it must send radio warnings of the weather, derelicts and ice, prepare weather charts, and receive and answer requests from ships by radio.

On the steamer lanes between Europe and America, liners, fishermen, tramps, cargo carriers pass constantly. On what is known as the west-bound tracks are the ships coming from Europe and on the eastbound tracks, 60 miles away, are the ships going to Europe. The Ice Patrol cutter stands as a traffic officer on this avenue of traffic. Vessels off the tracks are reported. If ice threatens the lanes, the cutter sets the stop



sign and detours the traffic to the southward, on the next lower track. Like a good traffic officer ashore, the cutter answers all queries and will help any ship in distress. Ice broadcasts covering the exact condition of the ice, reports of all new ice, set and drift of threatening ice and the weather report go out at regular intervals. Queries flood the cutter after each broadcast and continue throughout the day. Where is the southernmost ice? Is there any ice northeast of my position? I am in a dense fog in latitude —, longitude —, what is my best course to clear the ice? What are the latest weather and ice conditions? And many other similar requests come in. The oceanographer notices while plotting the water temperature reports from the steamer X that its present course will carry it close to a dangerous berg. Immediately a radio warning is dispatched, which the vessel acknowledges with thanks and alters its course to clear the ice.

Thousands of passengers sailed back and forth between Europe and America last spring. Few of them were aware as they retired to their staterooms for the night, of the precautions that were being taken for their safety. They did not know that in the radio room of their steamer a message from the Ice Patrol ship was coming in telling them about weather, fog and ice. Nor did they realize that their ship was reporting to the cutter their position, the weather and temperature reports, and cooperating to the utmost to make sea travel safe through the ice-menaced area.

The Coast Guard has received many suggestions from well meaning but uninformed persons of means which they think would put an end to the iceberg peril. One suggestion was that of placing lighted buoys on the bergs. But the person making this suggestion undoubtedly did not realize that an average of 420 bergs annually come below the 48th parallel; that to place a lighted buoy on each one, even if it were possible, would require many vessels, and to mention the physical impossibility of getting aboard the bergs, except under the most favorable conditions and then with hazard to life of the boarding party, and he failed to mention how they were to be secured to the icebergs. Another suggestion was the destruction of the icebergs by gunfire. The Coast Guard has tried this method and I venture to state that the United States Fleet, firing continually night and day for several months, would give up the task as impracticable of accomplishment. Mining has been tried but the ineffectiveness of mines has precluded its use. It would require innumerable mines, making the cost prohibitive. "Burning" icebergs by the use of thermite has been effectively done in harbors where

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bergs were found by Dr. H. T. Barnes, but up until the present day it has not been done successfully on the high seas where they are a menace. Their tremendous size, their general instability, the dangerous boarding operation necessary properly to plant the thermite charges to be most effective and then firing have been the most important factors of discouragement at sea.

The iceberg menace is one of nature's elements which man in all his ingenuity and resourcefulness cannot control, regulate or avoid. It is beyond human power to hold them back, to destroy or divert them from their course.

Icebergs have always been the dread of the trans-Atlantic navigator. The bergs come down every year as they have for centuries, but now every berg that follows the eastern edge of the Banks is kept under surveillance by the Ice Patrol. From this service, navigators learn the answer to their most important question as they approach the tail of the Grand Banks,—Where is the ice? A vessel speeding through area infested with moving ice, during the night or in the fog, plays a game of chance. Even on a starlit night, a berg cannot be seen more than a half mile, but when the position, set and drift are known, the navigator can eliminate the danger by altering his course and thus avoid the menace.

Man's only safeguard, therefore, against the danger of icebergs is to keep out of their way, and it is the duty of the Coast Guard to advise shipping of the location of these bergs. This duty assumes extreme importance in these days when liners of the Europa, the Queen Mary and the Normandie type, travel across the ocean at a speed as fast as you drive your car along the country roads, with a passenger and crew list equivalent to the size of many small cities, and with a cargo and property value of many millions. The officers and men of the Ice Patrol fully appreciate their responsibility, and go about their tasks with a seriousness of purpose that gives North Atlantic travel in all types of ships as full a measure of security as lies within the power of human endeavor.

ICE CONTROL IN THE TROPICS

(Continued from page 660)

bringing the necessary relief for the man in the tropics which will maintain the vigor of the individual at a point nearly equal to that experienced in our temperate climate. He obtains not merely comfort, but health; not merely luxury, but efficiency. It solves the problem of successful and efficient living for the northerner in these regions,

and makes possible the successful exploitation of the great natural resources, thus adding greatly to the material advancement of mankind generally.

An example of such development on an immense scale is found in the Robinson-Deep gold mine in South Africa, where five billion dollars of gold has been extracted during the past forty-five years. More than half of the present gold production of the world comes from this small section.

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And so, on the twenty-fifth anniversary of this new branch of engineering, what do we see ahead? What will be our air-conditioned city of the future? Is it too much to say that in 1946 we will sleep in comfort in an air-conditioned bed-room with windows tightly sealed, ride to work in an air-conditioned automobile, railroad car or subway train, work in an air-conditioned office, dine in an air-conditioned restaurant and go to the theatre or night club in an air-conditioned building—in fact, be conscious of the outdoor weather only during the few moments while we are stepping from one building or one means of transportation to another? Is it too much to visualize a realignment of social and industrial centres with a gradual shifting away from cooler temperate zones toward the warmer, tropical regions, as man frees himself from the bonds of weather and climate?

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DISTANT VIEW OF THE ROCKY MOUNTAINS (From the drawing by Lieut. H. J. Warre)

The Beaver



SOURCE OF THE COLUMBIA RIVER (From the drawing by Lieut. H. J. Warre)

The Beaver



54.40 OR FIGHT

(Continued from page 653)

the navigation of the Kamanistaquoik River as far as the Lac la Pluie as in the Ottawa arising from the same causes; viz. the strength of the Currents the numerous Rapids and frequent Portages which vary in length from a few yards to the distance of four miles, in several instances over high rocky lands and often through swamps, over which some more practicable Road-way would be required to facilitate the passage of any body of Troops.

"From the Lac la Pluie to the Red River Settlement, about 400 miles, the Lake and River connections admit the use of Flat bottomed Boats capable of carrying about 30 men with the requisite quantity of baggage etc.

"In the letter addressed by Sir George Simpson to ourselves dated Lac la Pluie May 30th, he informs us that the Hudson's Bay Company will be willing to contract for the conveyance of whatever Force may be deemed requisite from Fort William to Red River, a distance of 740 miles, at 40 shillings sterling per man, provided the soldiers gave their assistance in the Transport and in the Conveyance of Baggage etc. across the "Portages." In this case the journey from Fort William would occupy 20 to 25 days. Should the Troops be conveyed merely as passengers the Company would charge 60 shillings sterling per man, and nearly double the time would be lost in the passage.

"Artillery or Heavy Baggage, Ammunition or Stores could not be conveyed by this Route in its present state, but we are informed that ordnance, stores, etc., can be conveyed with Much greater facility to the Red River Settlement by the Hudson's Bay Company's Ships to York Factory on the Hudsons Bay from thence a distance of about 600 miles of which Lake Winnipeg forms 250 miles.

"Should the facilities of this more Northern Route be such as have been represented to us it would appear preferable for the conveyance of *all* such Troops as may be required in the Settlement.

"The only apparent objection of this Route being the probability of the detention of the Ice in Hudsons Bay."

After a description of the Red River Settlement the report proceeds:

"Having thus in accordance with the wishes of Sir George Simpson and acting on the spirit of our instructions given our opinion as to the possibility of Troops being conveyed from Canada to this Settlement we would beg to call your Lordship's attention to the inutility of employing Infantry in a Country where the distances required to be traversed are so great that no Infantry Soldiers could compete with the Half-Breeds or Indian Tribes—

the great majority of whom would be on Horseback either as an enemy or as an Ally

"As the Troops required in this Country would be to form a nucleus on which many hundreds of the Inhabitants might be formed into an irregular Corps for which their active pursuits and hardy life admirably adapt them, we would venture to suggest should it be deemed advisable to send any Troops to this quarter that a certain number of Steady Active Cavalry or Artillery Men who would have some knowledge of the Infantry Manœuvres and the defence of Posts would appear preferable for the description of Warfare carried on in this Country. The unmounted Men would be able to act as a Reserve for the defence of the Posts which the proximity of the American Boundary renders necessary.

"Within the Boundary line of the United States on the right bank of the River St. Mary at the head of Lake Huron is a small Fort and Military Station giving the Government of the United States the Command at this important Point which may be considered as the Key to Lake Superior.

"We have the honour to inform your Lordship that perfect secrecy as to our destination has been maintained."

In the letter to Lord Metcalfe, accompanying the report, they say:

"With reference to the last paragraphs in the letter addressed to His Lordship the Secretary for the Colonies we deem it right to inform your Lordship that the Citizens of the United States have at present Five Schooners on Lake Superior. They have also a small Steam Propeller (with machinery etc. complete) about to be launched, for the conveyance of ore etc. and the Implements connected with their Mining Operations at Longue Pointe, situated about half way from the head of the Lake.

"Near Longue Pointe the Govt. of the United States are about to form a Military Post, ostensibly for the protection of their citizens on Lake Superior, but with the ultimate intention of placing another post at the head of the Lake (called Fond du Lac) in connection with the other posts already established on the River Mississippi, thus forming a complete cordon of Military Posts around the North Western Frontier and securing the complete command of the River and Lake communications in the event of hostilities ensuing."

On June 16th they left Red River on the journey over the prairies. The expedition was in charge of Peter Skeen Ogden, whom Simpson describes as an influential officer of the Hudson's Bay Company. He was the son of Chief Justice Ogden, of Montreal, had been chief factor at Stuart's Lake in New Aberdeen for over ten years and had formerly



been in the Oregon country in charge of a party. Ogden was a short, stout man, well known as a practical joker and slightly over fifty years of age. One judges he would make good company. With them was also one Lane, whose given name does not appear in the reports but who seems to have been Richard Lane, mentioned in the Company's records as an apprentice clerk some years before. There were also six servants of the Hudson's Bay Company. Warre and Vavasour had two saddle horses and one pack horse each and changed mounts at the various forts, the first of which was Fort Ellice, "a trading post about two hundred miles from the settlement." From this point they proceeded to Fort Carlton, which they reached on July 1st, having been detained half a day crossing the southern branch of the Saskatchewan River, a task which they accomplished in batteaus, swimming the horses. Then they crossed the North Saskatchewan and ascended its left bank "through fine dry and open prairies to Fort Pitt," where they crossed again to the south bank, arriving at Fort Edmonton on July 12th. They had taken the northern route to avoid the bands of hostile Indians on the plains. The various posts are described in some detail. They were all similar in construction, being surrounded by pickets with a gallery inside to enable the defenders to fire over the top. The buildings were made of logs, "the intervals filled with clay." The forts were located having regard to firewood, and they state that some of them had been moved several times as the wood became scarce. They were incapable of resisting a siege and depended on the rivers for water. Some of them were commanded in the rear within musket range and could easily have been set on fire.

They left Fort Edmonton, which they describe as the best of the forts visited, on the 15th, went southerly, passing between Gull Lake and Buffalo Lake, and crossed the Red Deer River west of its junction with the Medicine.

Hereabouts they met a friendly band of Crees, to whom they gave presents. For some days Warre and Vavasour's party had been followed by a hostile band of Blackfeet, and these fell upon the Crees the day after they parted with them, killing most of the men and carrying off the women and children as slaves.

After crossing the river, they continued in a southerly direction, then turned westerly, and crossed the Bow River on July 25th in skin canoes carried for the purpose.

Their route through the Rockies can be determined with reasonable certainty. The sketch showing the Rocky Mountains from a distance was undoubtedly made at Big Hill Creek near Cochrane;

so it is clear they did not go by Devil's Gap and Lake Minnewanka; and as they crossed the Bow River the day they entered the mountains, Simpson's pass may be eliminated. The only remaining routes would be Kananaskis pass or Whiteman's pass. It is extremely doubtful if the former was known at that time. Furthermore it would be impossible to go by Kananaskis and reach the Kootenay River by the 28th, on which day they crossed it. Palliser took twelve days. So it seems that Whiteman's pass must have been the route, and the meagre map filed with the reports bears this out. The joint report of October 26, 1845, says the pass was about 50°30' N. This would be considerably south of any pass then in use. Vavasour's report of March 1, 1846, puts the location about 51° N. The engineer would probably be more accurate, and this is the position given by Simpson, who also refers to it as the most southerly British pass. It lies twenty-five miles south and a few miles west of Canmore, and must not be confused with the ravine just south of this village sometimes called Whiteman's pass.

After crossing the Kootenay, they passed over another range of mountains "to the lake whence flows the Columbia River." This was reached on the 31st. A sketch made by Warre is shown. After following down the right bank of the Kootenay River, they crossed another range of mountains to "Flat Bow" lake, which was the name commonly applied to Kootenay lake. This lake, they say, is on Flathead River, and there is evidently some confusion as to place names. Fort Colville on the Columbia River was reached on August 16th.

The first report from the Oregon territory was sent from Fort Vancouver (on the Columbia) on October 25th. They say that facilities for sending troops over the prairies "do not exist to the extent Sir George Simpson represents," and in a later report express a very definite opinion. "Without attempting to describe the numerous defiles through the burnt forests and over the highlands, we may venture to assert that Sir George Simpson's idea of transporting troops, even supposing them to be at Red River with men, provisions, stores, etc., through such an extent of uncultivated country and over such impracticable mountains would appear to us quite impossible."

They give a detailed history of the settlement of the country, and refer in rather uncomplimentary terms to the lawless elements in the new arrivals. After describing the neutral organization set up in 1845 for the purpose of establishing law and order, the first report says: "Nor could (if we can express an opinion) a more judicious course have been pursued by the parties for the peace and prosperity of the country at large. The gentlemen



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of the Hudson's Bay Company appear to us anxious that their motives should not be misunderstood in uniting with the Americans for the mutual protection of their property or that their allegiance to the mother country should not be impugned. Every information has been afforded us in the kindest manner by Dr. McLoughlin and Mr. Douglass, the gentlemen in charge of the H. B. Company in the Oregon territory, without reference to our ulterior objects and we are convinced that the same kindness and hospitality is extended to all of whatever nation arriving in this wild country."

In the autumn of 1845 they visited Fort Victoria on Vancouver Island, the site of the present capital. "Fort Victoria is situated on the southern end of Vancouver's Island in the small harbor of Comusman, the entrance to which is rather intricate. The fort is a square enclosure of 100 yards, surrounded by cedar pickets 20 feet in height, having two octagonal bastions containing each six 6-pd. iron guns, at the N. E. and S. W. angles. The buildings are made of square timber 8 in number forming three sides of an oblong. This fort has lately been established; it is hadly situated with regard to water and position, which latter has been chosen for its agricultural advantages only. About three miles distant and nearly connected by a small inlet, is the Squirrel harbor, which is very commodious and accessible at all times, offering a much better position and having also the advantage of a supply of water in the vicinity.

"This is the best built of the Company's forts, it requires loop-holing, and a platform or gallery, to enable men to fire over the pickets; a ditch might be cut round it, but the rock appears on the surface in many places."

In another report they say the bay referred to is called the Squimal by the Indians.

The winter of 1845 produced a change of opinion in the United States as to that country's claim to Oregon. Adams, in a theatrical speech delivered early in 1846, stated that the only title the United States had was the biblical one of occupation. Calhoun's speech in the senate on March 16th was to the effect that none of the agreements under which the United States claimed gave any actual title to Oregon and that further insistence on Polk's claim could only lead to war. Daniel Webster's speech on April 4th was on similar lines. On June 10th, 1846, President Polk submitted to the senate a treaty settling the boundary at the 49th parallel and providing indemnity to the Hudson's Bay Company and British citizens in the Oregon district. The treaty received its final reading and passed by a vote of forty-one for and



fourteen against, every senator being present, one not voting.

England at this time was going through a difficult period. There was war in India and famine in Ireland, and in the spring of 1846 Peel delivered his famous speech renouncing protection and advocating free trade. The nation was then embarking on a new fiscal policy with a world outlook, and it might easily be supposed that colonial matters would receive little attention. British diplomacy, however, stands in good light. From the first it was conciliatory, and Pakenham endeavored by every possible means to settle the dispute by arbitration, but without success. On the other hand the claim of the American government to 54° 40' was obviously absurd. Having committed themselves to it, they rejected arbitration on the ground that they would not arbitrate a perfectly good title.

Neither nation originally had a preponderant claim to the territory, and such as either had, required to be perfected by occupation. The prior settlement by the Hudson's Bay Company along the Columbia gave England the better claim, but the large immigrations in the early forties made this difficult to assert, and undoubtedly turned the scale in favour of the United States.

It is a curious fact that when Warre and Vavasour were penning their final report from Red River the treaty settling the dispute was then passing the senate, a fact not known to them for some weeks. They probably reached Montreal about the end of July, 1846. An item in the New York *Albion* of September 5th of that year states that Lieut. Henry J. Warre, who had been on a confidential mission to the Oregon territory, had safely returned to Montreal, and that during his absence alarming reports had been current as to his safety.

On Warre's return he was made a captain, and in the same year a portfolio of his sketches was published by Dickinson and Company, of London. The young artist dedicated his volume in most affectionate terms to The Governor, the Deputy Governor and Committee of the Honourable The Hudson's Bay Company. This volume is now very difficult to obtain. There is one copy in the possession of the Oregon Historical Society, one in the Provincial Library at Victoria, B. C., and one is owned by Dr. Rutherford, first premier of Alberta, whose library is a veritable treasure house of material relating to the early history of Canada. The book contains nineteen sketches in colour, some of which are reproduced here.

There is a short reference to the expedition in Bancroft's "History of British Columbia," but it is wholly inaccurate and misleading. So far as the

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writer is aware the expedition has received no notice from any Canadian historian. This is unfortunate. The reports contain one of the best accounts, at first hand, of the situation which developed in the Oregon territory and are extremely valuable on this account alone. Of greater general interest, however, are Warre's sketches. These represent scenes and modes of life which have definitely passed away, never to return, and constitute the best pictorial records we have of these aspects of early life in the Canadian West.

The only recognition given to these travellers consists in the naming of two mountains near Whiteman's pass, and this was brought about by the efforts of a private individual interested in the expedition. Mount Warre is 9,000 feet and Mount Vavasour 9,300 feet in height. It is indeed fitting that these peaks, under whose shadows they passed, should receive their names.

AMERICAN FOREIGN SERVICE

(Continued from page 649)

measure the dignity of our nation is in our hands because America and Americans will, to some extent, be judged abroad by what we are and by what we do.

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country in which I have served I feel that there are such permanent friends.

Also, living in foreign lands, new vistas of cultural interest are constantly opening up. For those who are alive to its possibilities there is no stagnation in the Foreign Service whether the job in hand is signing invoices in the tropics or analyzing the political development of a nation in the comfort of a great capital.

Another feature about life in the Foreign Service which appeals to many men is the fact that preparation for the Service is never completed. Just as the successful doctor or lawyer is steadily learning, studying, exploring new fields, so does the Foreign Service officer. There is always the opportunity for growth, increased knowledge, and the development of that "flexibility of mind combined with experience and hard common sense" which is said to mark the ideal consular or diplomatic officer. Our work conduces to the development of valuable qualities—unfailing courtesy under often trying circumstances, patience, stamina, resourcefulness. As in all walks of life the development of character and personality are an important duty of a man who wishes to be of the utmost usefulness to his country.

The brief presentation of the Foreign Service which I have tried to give you in this letter is a personal and unofficial one. For an official statement it would be well to consult the booklet mentioned above. But in closing I should like to say that world problems are more vitally interesting to the United States and to Americans than ever before; great things will happen in the lifetime of the men now in college, and the Foreign Service will be in intimate touch with these things. I have in mind the remark of a great Secretary of State, Mr. Hughes, who said in 1924 on the day that our Service was organized on its present basis:

"There is endless fascination in the study of peoples, of their institutions, of their lives, of their aspirations. Keep up the zest of intimate study. There is no post which will not yield valuable returns in knowledge and experience."

Trusting that this letter may be of some use to you, I am,

Yours sincerely,

JOSEPH C. GREW,
American Ambassador.

PHOTOGRAPHIC REGISTER, AMERICAN FOREIGN SERVICE

The Pictorial Supplement to the November issue of the JOURNAL has been mailed with that issue. Extra copies, while available, will be mailed to any address at the price of \$1.90 *postpaid*, promptly upon receipt of order. Binding of the *de luxe* edition (price \$3.50 per copy, postage paid) is being deferred for a few weeks in order that the demand may be gauged. Because of the high cost of production and the heavy demand there can be no "free list."



F. S. EXAMS PASSED

(Continued from page 673)

Fred Harvey Harrington, of Elsmere, N. Y.; born in Watertown, N. Y., June 24, 1912; attended Cornell University 1929-1933 (A.B.); New York University 1933-36 (M.A. 1934, Ph.D. 1936).

John D. Jernegan, of Palo Alto, Calif.; born in Los Angeles, Calif., June 12, 1911; attended Stanford University 1929-33 (A.B.) and 1934-35 (A.M.); Georgetown University School of Foreign Service 1933-34.

Hartwell Johnson, of Aiken, S. C.; born in Aiken Aug. 6, 1897; attended University of South Carolina 1915-16.

Leslie W. Johnson, of Minneapolis, Minn.; born in Minneapolis Aug. 5, 1903; attended University of Minnesota (B.A. 1930).

G. Wallace LaRue, of Columbia, Mo.; born in Moberly, Mo., Oct. 14, 1910; attended University of Missouri 1927-32 and 1933-36 (A. B. 1931, B.S. 1932, LL.B. 1936).

Perry Laukhuff, of Mount Vernon, Ohio; born in Dayton, Ohio, Aug. 4, 1906; attended Otterbein College 1923-27 (A.B.); Harvard University 1927-30 (A.M. 1928).

Gordon H. Mattison, of Wooster, Ohio; born in Washington, D. C., Jan. 19, 1915; attended College of Wooster 1932-36.

Roy M. Melbourne, of Ocean View, Va.; born in Philadelphia, Pa., Apr. 11, 1913; attended University of Pennsylvania, 1931-35 (B.A.); Fletcher School of Law and Diplomacy 1935-36 (M.A.).

John F. Melby, of Bloomington, Ill.; born in Portland, Ore., July 1, 1913; attended Wesleyan University 1930-34 (A.B.); University of Chicago 1935-36 (M.A.).

Brewster H. Morris, of Philadelphia, Pa.; born in Bryn Mawr, Pa., Feb. 7, 1909; attended Haverford College 1926-30 (B.S.); Oxford University, England, 1930-33 (B.A. 1932, B.Litt. 1933).

Carmel Ofie, of Portage, Pa.; born in Sharon, Pa., Sept. 22, 1909; Western Reserve University Extension 1930-31.

Herbert V. Olds, of Lynn, Mass.; born in Lynn Dec. 19, 1913; attended Harvard College 1930-34 (A.B. magna cum laude).

Elim O'Shaughnessy, of New York City; born in Berlin, Germany, of American parents, Aug. 3, 1907; attended Yale University 1925-1926; Columbia University 1926-30 (B.A.).

J. Graham Parsons, Jr., of New York City; born in New York City Oct. 28, 1907; attended Yale University 1925-29 (A.B.); New York University Graduate School of Business Administration, January, 1931-May, 1932.

Henry V. Poor, of New York City; born in New York City (January 7, 1914; attended Harvard University 1932-36 (A.B.).

G. Frederick Reinhardt, of Oakland, Calif.; born in Berkeley, Calif., Oct. 21, 1911; attended University of California (A.B. 1933); Cornell University (M.A. 1935).

Milton C. Rewinkel, of Minneapolis, Minn.; born in Columbus, Nebr., Dec. 7, 1913; attended Concordia Junior College 1927-29; University of Minnesota 1930-31 (B.A., magna cum laude, 1935; M.A. 1936).

Fred K. Salter, of Sandersville, Ga.; born in Sparta, Ga., Nov. 22, 1906; attended Mercer University (A.B. 1928).

Maynard N. Shirven, of La Crosse, Wis.; born in Osage, Iowa, Oct. 28, 1908; attended University of Michigan 1927-29; La Crosse State Teachers College 1932-34 (Bachelor of Education); University of Wisconsin 1934.

Walter Smith, of Oak Park, Ill.; born in Chicago, Ill., Nov. 5, 1909; attended Washington State College 1926-27; University of Illinois 1927-30 (B.S.).

Myles Standish, of New York City; born in New York City May 21, 1909; attended New York University 1926-27, 1928-29; Columbia, Feb.-June, 1929.

Rav L. Thurston, of Madison, Wis.; born in St. Louis, Mo., Feb. 4, 1913; attended Washington University (St. Louis) 1930-31; University of Texas 1931-35 (B.A. 1934, M.A. 1935); University of Wisconsin 1935-36 (Ph.D.).

Arthur R. Williams, of Golden, Colo.; born in Denver, Colo., Nov. 12, 1892; attended University of Colorado two years; University of Pennsylvania, B.S. 1921.

Philip P. Williams, of Berkeley, Calif.; born in Sacramento, Calif., July 5, 1912; attended Stanford University (B.A. 1934).

Evan M. Wilson, of Haverford, Pa.; born in Rosemont, Pa., Jan. 20, 1910; attended Haverford College 1927-31 (A.B.); Oxford University, England, 1931-34 (B.A.); Geneva School of International Studies, summers of 1932 and 1933 (certificate).

Robert E. Wilson, of Tucson, Ariz.; born in Burlington, Iowa, May 8, 1911; attended Kenyon College one year; University of Arizona 1929-32 (A.B.); and 1932-33 (M.A.).



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WELCOME TO THE SERVICE, NEW APPOINTEES

The following men have been taken from the list of eligibles and appointed as Foreign Service Officers, Unclassified, as American Vice Consuls and as Secretaries in the Diplomatic Service:

Maurice M. Bernbaum of Illinois
Stephen C. Brown of Virginia
John D. Jernegan of California
Hartwell Johnson of South Carolina
Leslie W. Johnson of Minnesota
Brewster H. Morris of Pennsylvania
Carmel Offie of Pennsylvania
J. Graham Parsons of New York
Fred K. Salter of Georgia
Maynard N. Shirven of Wisconsin
Myles Standish of New York
Arthur R. Williams of Colorado
Philip P. Williams of California
Robert E. Wilson of Arizona.

FUTURE FOREIGN SERVICE EXAMINATIONS

The Department has announced that a written examination for commission to the Foreign Service will be held commencing September 13, 1937, and annually in September, at the following points: Atlanta, Boston, Chicago, Cincinnati, Denver, New Orleans, New York, Philadelphia, St. Louis, St. Paul, San Francisco, Seattle and Washington.

Applicants desiring to qualify for the Foreign Service must be specially designated for examination.

Applications for designation are to be addressed to the Secretary of State and must be filed not later than forty days before the date set for the written examination.

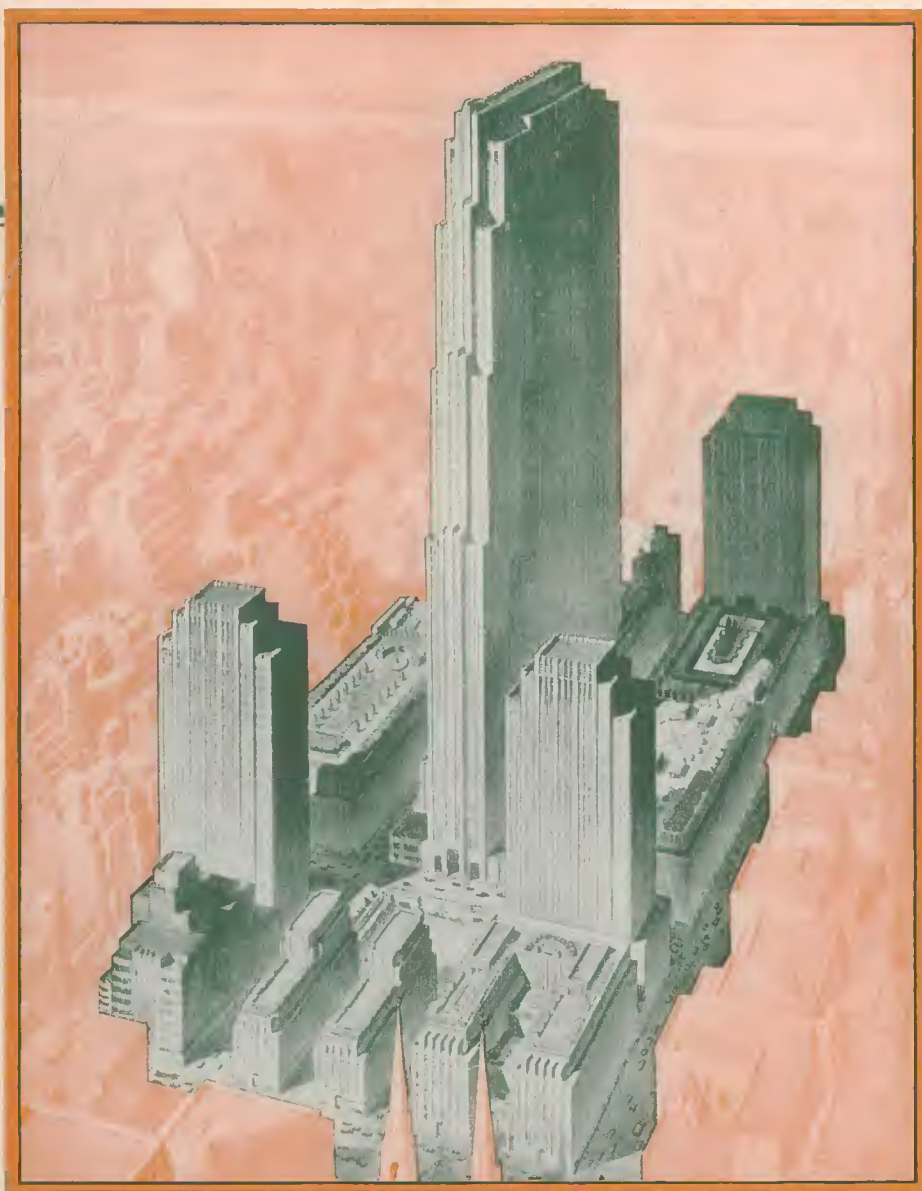
No designations for the examination to be held on September 13, 14 and 15, 1937, will be made after August 3, 1937.



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FOREIGN SERVICE OFFICERS' TRAINING SCHOOL, CLASS OF DECEMBER, 1936.

Front row, left to right: S. Roger Tyler, Lowell C. Pinkerton, Director; Wilbur J. Carr, Assistant Secretary; Cordell Hull, Secretary of State; R. Walton Moore, Assistant Secretary; Thomas M. Wilson, Chief, Division of Foreign Service Personnel; M. Williams Blake. Second row: Marselis C. Parsons, William F. Busser, Norris S. Haselton, Albert R. Goodman, Robert B. Memminger, T. Eliot Weil, John W. Bailey, Assistant Chief, Division of Foreign Service Personnel. Third row: C. Perry Ellis, Glion Curtis, Hector C. Adam, Ivan B. White, Carl W. Strom and E. Paul Tenney.



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