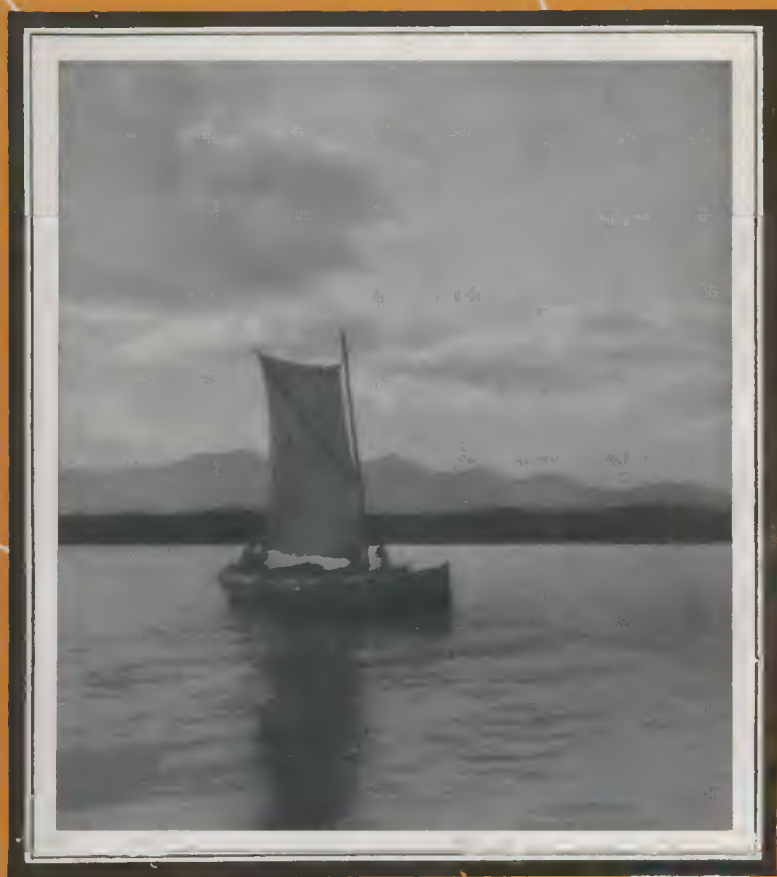


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Vol. 14

JULY, 1937

No. 7

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CONTENTS

(JULY, 1937)

COVER PICTURE <i>Fisherman's Return</i> (See also page 424)	PAGE
THE NATIONAL YOUTH ADMINISTRATION <i>By W. Thacher Winslow</i>	387
THE APPROACH TO BILATERALISM <i>By Folke Hilgerdt</i>	390
THE CORONATION NAVAL REVIEW AT SPITHEAD <i>By Rollin R. Winslow</i>	393
REFLECTIONS AT SEVENTY-FIVE <i>By Ambassador Josephus Daniels</i>	395
THE REDISCOVERY OF BERMUDA BY AIR <i>By Harold L. Williamson</i>	396
BERGEN'S "FOURTH OF JULY" <i>By Maurice P. Dunlap</i>	398
NEW YORK WORLD'S FAIR 1939.....	400
IN MEMORIAM.....	403
THE EDITORS' COLUMN.....	404
NEWS FROM THE DEPARTMENT.....	405
TRADE AGREEMENT NOTES.....	407
NEWS FROM THE FIELD.....	409
A POLITICAL BOOKSHELF <i>Cyril Wynne, Review Editor</i> Claude Kitchin and the Wilson War Policies <i>Reviewed by Harley A. Notter</i>	410
Books of Possible Interest.....	411
DEATHS.....	411
FOREIGN SERVICE CHANGES.....	412
MRS. CARR DISCUSSES FOREIGN TRAFFIC CONDITIONS.....	424
MARRIAGE.....	424
BIRTHS.....	424
LONG OR SHORT ASSIGNMENTS.....	438
F.S.O. CONDUCTS SYMPHONY.....	439
VISITORS.....	442
FOREIGN SERVICE PROMOTIONS.....	444

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INDEX OF ADVERTISERS

American Export Lines	420
American Security and Trust Company	413
Bacardi, Santiago de Cuba	443
Brewood (Engravers)	436
Cathay Hotel—Shanghai	443
Chase National Bank	436
Chrysler Corporation	382
Continental Hotel—Paris	443
Crillon, Hotel—Paris	443
Dunapalota Hotel—Budapest	443
Federal Storage Company	422
Firestone Tire & Rubber Co.	386
France et Choiseul Hotel—Paris	443
General Motors Export Co.	425
George V, Hotel—Paris	443
Goodyear Tire and Rubber Export Co.	417
Grace, W. R., and Company	381
Harris and Ewing	436
Hennessy & Co., Jas.—Cognac	443
Hungaria Hotel—Budapest	443
International Telephone & Telegraph Co.	419
Kressmann & Co., Ed.—Bordeaux	443
Le Boissy D'Anglas—Paris	443
Manhattan Storage and Warehouse Co.	414
Martinique Hotel	435
Mayflower Hotel	383
Merchants Transfer and Storage Company	437
Metropole Hotel—Shanghai	443
Montgomery Ward	431
Motion Picture Producers and Distributors of Amer- ica, Inc.	435
Munson S.S. Lines	426
National City Bank	430
National Geographic Magazine	384
New England Mutual Life Insurance Co.	439
New Yorker Hotel	II COVER
Pagani's Restaurant—London	443
Palace-Ambassadeurs Hotel—Rome	443
Pan-American Airways, Inc.	426
Park Hotel—Shanghai	443
Plaza Hotel	421
Powhatan Hotel	439
Rockefeller Center	III COVER
Sapp, Earle W., C.L.U.	439
Savoy-Plaza Hotel	421
Sea Captains' Shop, The—Shanghai	443
Security Storage Company of Washington	413
Socony-Vacuum Oil Co., Inc.	433
Tyner, Miss E. J.	439
Underwood Elliott Fisher Company	427
United Fruit Company	414
United States Fidelity and Guaranty Company	435
United States Lines	415
Waldorf-Astoria Hotel	IV COVER
Woodward and Lothrop	423

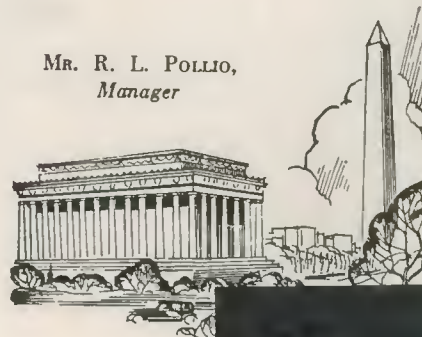
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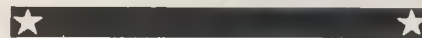
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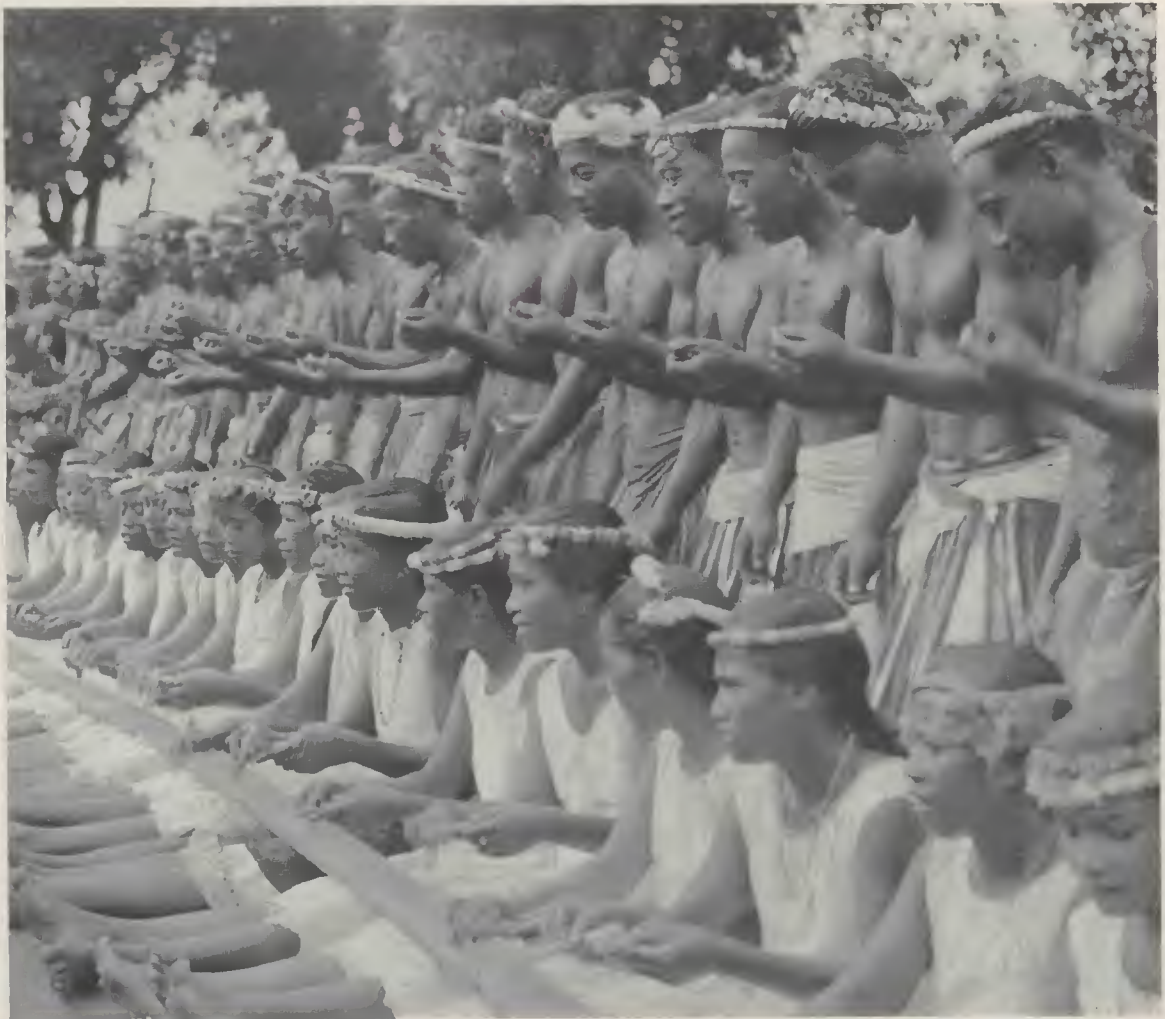
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Photo by Thos. D. McAvoy

An informal study of Joseph E. Jacobs, Chief, Philippine Office.



Leland B. Morris, Consul General, Alexandria, visits Jeddah, Saudi Arabia.

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Charles C. Eberhardt, American Minister, retired, has just gotten off his mule after a three hour ride down mountain trails.



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JULY, 1937



By W. THACHER
WINSLOW
Administrative Assistant

The National Youth Administration

IN the last few decades the world has become increasingly conscious of its youth. From the early youth movements of Germany and the political activities of students in certain Latin American countries down to the recent law regulating the organization and training of Austrian youth, the course of events has pushed youth steadily forward into the public eye. These developments have been viewed both with satisfaction and alarm. Some people, caught in the wave of a resurgent idealism, have seen youth as rebels against the dead hand of the past—rebels who would seize the reins of governmental power and guide the world towards the establishment of a new social and economic order. Other people, either fearing the folly of youth or the unscrupulous leaders who might exploit youth's idealism for their own purposes,



have been dismayed by the prospects of what might take place—and, in some countries, what has already taken place.

True, since time immemorial youth has presented many problems to its elders. Ambitious, confident, daring and ever-ready to question authority, youth has periodically toppled over precious idols, demanded an equal hearing at the council chambers, advocated seemingly wild ideas and behaved, on the whole, in such a manner as to bring amazement and consternation to the community at large. But though these natural qualities of youth are in some measure responsible for what is happening today, nevertheless there are new and more basic factors involved which constitute a genuinely serious problem. What some of these

TOBOGGAN CHUTE BUILT
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SEWING CLASS—ONE OF THE WORK PROJECTS

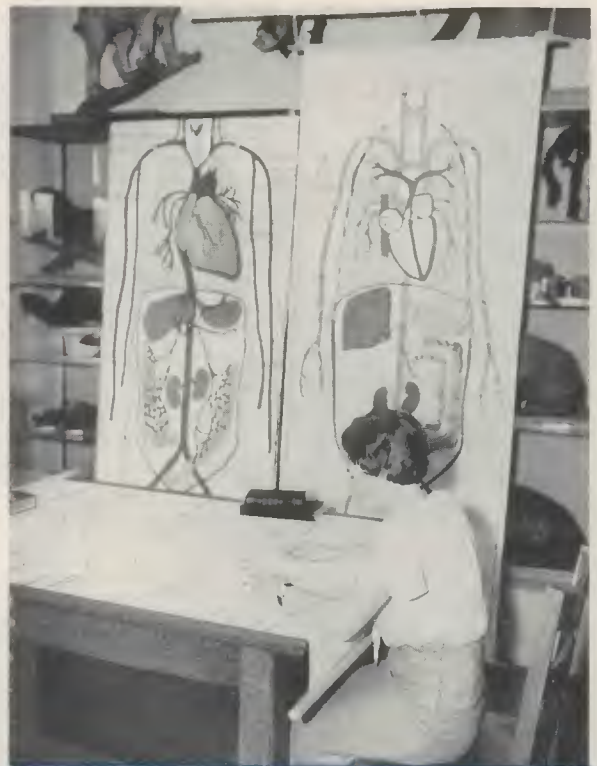
factors are, have been revealed by a study of youth throughout the world—made possible, for the most part, by the extremely interesting consular reports received by the National Youth Administration through the Department of State.

In summary, these reports have shown that as the machine age has made it less and less necessary for young people to go to work until they are 16 or 18 years old, their problems have increased in number and degree. Thus, generally speaking, countries in which industry and agriculture have become highly rationalized have found youth a very disturbing yet important element, not only because educational, vocational training and skilled or professional opportunities have lagged behind the number of young people who are ready to take advantage of them, but also because it has been discovered how particularly impressionable youth is and how readily it can be educated to believe in new political ideologies. On the other hand, those countries in which a primitive agricultural economy prevails have no youth problems, since boys and girls must go to work at a very early age.

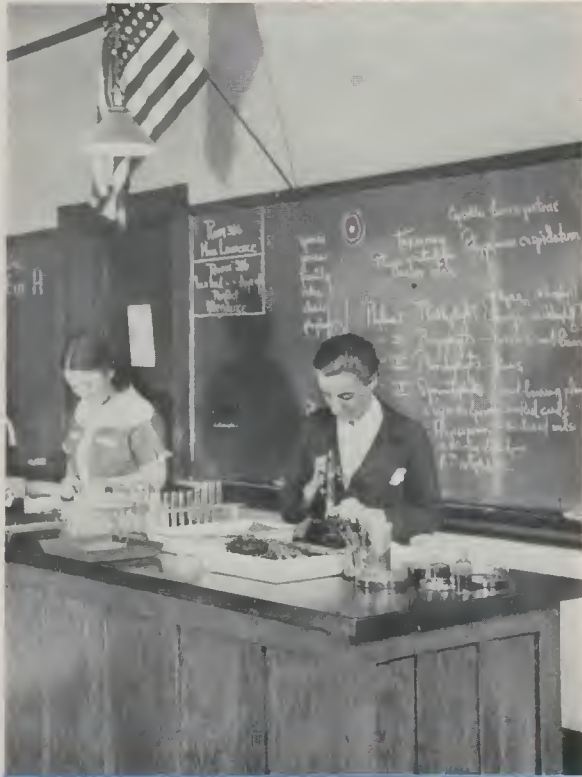
It might be said that such countries as China, India, Egypt, and some of the Latin American countries are exceptions to this latter rule, since the activities of students have been the cause of much concern, particularly in the field of politics. Here, it is true, we are faced with the rather special problem of the education of the indigenous population in these countries. Nationalistic and radically-minded students play a moderately influential part in political affairs by weight of sheer number in comparison with those who are able to think and

express themselves on economic and social matters. At the same time it is also true that much of the general dissatisfaction among the educated young people is the result of a scarcity of white collar jobs or openings in "highly respected" professions, which is due not only to the fact that most students try to enter the fields of law and medicine but also to the fact that many of the best positions in commercial firms have been pre-empted by foreigners.

Though prior to 1929 there were, in the United States, maladjustments which impeded and interrupted what should have been the steady flow of young people from school and college into permanent employment, the depression threw the whole situation seriously out of kilter. With jobs growing scarcer, stay-at-school drives were inaugurated in an attempt to keep young people from entering the labor market. Enrolments, particularly in the high schools, rapidly increased; but, at the same time, depleted town, city and state budgets brought about a drastic slash in educational appropriations. Not only did it become impossible to provide with a full year of school all those who wished it, but many young people who wanted to continue their education were prevented from doing so through lack of adequate clothing and money to cover car-



NYA STUDENT WORKING ON ANATOMICAL CHARTS AT CONNECTICUT STATE COLLEGE



LABORATORY ASSISTANTS—NYA STUDENT AID AT LOWELL HIGH SCHOOL

fares, lunches, textbooks and other expenses.

Those one and one-half million young people who did leave school and college each year were confronted with grave obstacles in their efforts to secure private employment. For millions of adult workers were already seeking jobs; and handicapped by their lack of training and work experience as well as by the preference of most employers for workers who had families to support, many a young person was forced to remain unemployed. By May, 1935, this number had mounted to approximately 5,000,000, according to estimates made by the Office of Education.

The Civilian Conservation Corps, which started operating in April, 1933, had indeed helped to better the situation. Some 250,000 able-bodied young men between 18 and 25 were living in hundreds of camps located in every state of the Union, working upon projects aimed to conserve the natural resources of the country, and earning \$30 a month for the support of themselves and their families. But there were two groups in particular which the C.C.C. program did not reach—young people who were anxious to continue their education, and young women. It gradually became ob-

vious that something had to be done to assist them. The National Youth Administration proved to be the answer.

Established in June, 1935, as a division of the Works Progress Administration, the NYA has three major objectives: to provide needy secondary school, college and graduate students with an opportunity to earn funds enabling them to meet their educational expenses; to provide needy out-of-school young men and women with part-time employment on a variety of constructive and useful work projects; and to establish, and encourage the establishment of, job-training, guidance and placement services.

The Student Aid Program, under which the first objective is being achieved, had its origin in the Federal Emergency Relief Administration. Beginning in February, 1934, the FERA allocated funds to tax-exempt, non-profit-making colleges for the purpose of giving some 75,000 students a chance to earn approximately \$15 a month on various projects selected and supervised by the college authorities. Though this sum was clearly not sufficient to meet all educational expenses, nevertheless it made all the difference between staying in and dropping out of college to a large number of students—especially since, as was later shown by an Office of Education Survey, \$15 a month was enough to cover the room and board of students attending 20 per cent of the colleges participating in the program. For those students living at home, the wages earned were of even greater assistance.

(Continued to page 434)



CONSTRUCTING A COMMUNITY SWIMMING POOL AT ANTIGO, WISCONSIN

The Approach to Bilateralism

By FOLKE HILGERDT

(Reprinted from INDEX, by courtesy of Svenska Handelsbanken, Stockholm)



I.

WHILE the gold value of international trade at present amounts to only one-third of what it was in 1929, its quantum (i.e., its value as measured according to prices in 1929) is only 20-25% below the level of that year. The reduction is greatest for manufactured articles, the exchange of which only amounts to two-thirds of the 1929 volume. The decline is considerable, but not necessarily fatal. A considerable number of manufactured articles may nowadays, with the aid of modern technique, be produced in any large centre of consumption at costs which vary but little with the place of production. It is not impossible that in many cases a more even geographical distribution of industrial production would present economic advantages, in particular as it would, to a certain extent, render unnecessary the transport of raw materials to industrial countries and of manufactured goods to raw material countries. In spite of the old rule *navigare necesse est, vivere non est necesse*, international trade is not its own end. It is no wonder that the modern recovery policy of many countries has shown but small interest in foreign trade. The economic depression is an international phenomenon which has necessarily spread through the agency of international transactions of which trade in goods is the most important. It has seemed natural to obtain protection from the ruinous influence of falling foreign prices by curtailing imports. Social considerations and the wish to stabilize domestic industrial activities have made governments apply a monetary or commercial policy fettering trade.

For this reason, the study of international trade nowadays presents problems which have previously been neglected to a certain extent. The classical theory of trade is based on the assumption that the factors of production are less movable than goods; the conditions connected with the present disturbances in international transactions may, paradoxically, be characterized by the fact that goods are less movable than at least one factor of production, namely capital. Large transfers of vagabond capital invested on short term or on call have during the post-war years been decided on over-night and

confronted merchandise trade with a task which it could not accomplish. The disturbances which then occurred gave rise to monetary and restrictive measures which have not only affected the quantum and composition of trade, but also eaten into the very structure of international business transactions determining the geographical repartition of world production and investments.

About 70% of the world's merchandise trade consists of the mutual and balancing exchange of goods (imports and exports offsetting each other) between pairs of countries. This trade is *bilateral*, but a portion of the remaining 30% is also bilateral — for example the import surplus of certain countries, representing the yield of foreign investments, in cases where this surplus results from the trade with the country in which the investments are made (no third country then partakes in the transfer of the yield). *Triangular* or multilateral trade, which normally represents some 20% of world trade, requires three or more parties: country A employs its excess of exports in trade with B for financing an excess of imports from C; if C employs its excess of exports to A for purchases from B, the claims are cancelled. In reality, C is likely to employ part of its excess in trade with A for purchases from other countries D, E, etc.; the cancellation thus demands a network of transactions between a large number of parties; certain of these transactions do not consist of merchandise trade but of tourist expenditure, interest payments, amortization, etc.

This mechanism did not attract much interest so long as it worked automatically and swiftly. It has, however, been of central importance for the production and trade of many countries. Thus, France, Italy and Switzerland have been able to employ the foreign currency brought in by tourists, mainly from other European countries and the United States, for meeting the excess of imports arising in the trade with other countries on account of purchases of raw materials for industry. The majority of the raw material countries have developed with the aid of British capital; interest payments on account thereof have to a great extent been rendered possible by exports to various industrial countries, which have



in their turn exported their products to England. Similar roundabout ways have had to be employed, e. g., for the transfer of the income of the Netherlands from its investments in Java. Though these transfer systems have reached a considerable degree of permanency, they have naturally now and then been exposed to disturbances; but where a country has withdrawn from the transfer chain, price reactions have occurred which have soon had the result of putting another country in its place.

During the last few years the majority of the multilateral transfer systems have been put out of function to a considerable extent. Their undoing started, as will be shown below, with the employment of the bilateral trade balances which had arisen under the systems for capital transfers of exceptional magnitude; the ensuing disturbances in merchandise trade led to measures of commercial policy aiming at the reduction or extinction of the bilateral balances of trade. Under the prevailing circumstances (falling prices and increased restrictions), a break of one link in a chain of transfer easily caused the destruction of the whole chain. What is now called "reciprocity in trade" implies in fact the suppression of triangular trade; the primitive commercial moral according to which it is abnormal for a country to buy more from another than it sells there, has reached its full fruition.

The following pages will give, to begin with, a summary of recent changes in the system of trade balances connected with British trade and foreign investments. This is the most important of the existing transfer systems and affects almost all countries.

II.

The excess of imports of the United Kingdom, which during the years immediately preceding the depression was fairly constant, amounted in 1929 to £382 (\$1,858) million — a sum which may be taken as representing the yield of the overseas investments of the country, the income of the merchant marine in foreign traffic and net profits on account of various other business activities, after deduction of the amount by which capital exports exceeded capital imports in the form of amortizations, etc. The most important item of income was, of course, the yield of long-term investments abroad, which according to the estimates of the Board of Trade amounted to £250 million.

According to statistics available for 1930, only 21½% of British long-term capital abroad is invested in the United States and 7½% in Europe. It may thus be estimated that about nine-tenths of the income from foreign investments are derived from other countries. Probably the other payments by means of which England met her excess of imports were also due mainly from these countries.

Some 30% of the excess of imports arose, however, in trade with Europe and the United States and only 20% in trade with other countries. In fact, several of the countries indebted to the United Kingdom — for example India, Brazil and Australia — imported more from that country than they sold there; but the balance of their total trade was active on account of their large exports to the United States and Continental Europe.

The transfer of the large amounts which the raw material producing countries had to pay in England was therefore performed in the following manner. These countries sold their products to all industrial countries of the world and employed their export surplus with the United States and the industrial countries of Continental Europe for payments to England. England in her turn employed the currencies she thus obtained for purchases of various products, particularly industrial goods, in the last-mentioned countries.¹ These latter were to a considerable extent dependent upon their export surplus with England for their supply of foreign raw materials and foodstuffs. This system of triangular or rather multilateral trade, extending over the whole world, was one of the most important expressions of international economic interdependence. It determined the economic orientation, the financial power and the standard of living of many countries.

III

When in 1931 this system of trade balances broke down to a considerable extent, as a consequence of monetary measures and trade restrictions undertaken by a number of countries, it had in fact already ceased to fulfill its function as hearer of current payments.

As long as considerable amounts of long-term English and United States capital were put at the disposal of other countries, this capital could be employed for interest payments, whereby the dependence of these countries upon the transfer system described above was concealed to a certain extent. When, somewhat before the outset of the depression, the long-term lending to these countries was reduced, this system was exposed to heavy strain. The reduction of the long-term lending is, however, only to be regarded as a consequence of disturbances originating in the movement of short-term capital.

It is necessary in this connection to refer to the importance of the vagabond capital. The liquidation from the time of the legal stabilization of the French franc (in June, 1928) of the large amounts

¹ In certain cases the mechanism was more complicated; thus, the import surplus of Germany in trade with the raw material countries was offset by an export surplus in trade not with the United Kingdom but with other European countries, which in their turn sold more to the United Kingdom than they imported from that country.



of short-term capital, mainly of French origin, which had been invested in the chief financial centres owing to the monetary disorder characterizing the post-war years, was at the outset most unfavorable to the raw material countries, which could no longer raise long-term loans in the financial centres whose resources were reduced. The exchange reserves of these countries were accordingly exhausted, their currencies depreciated and raw materials fell in price. The industrial countries profited for some time from the improvement in their barter terms of trade and the industrial boom of 1928-29 absorbed the savings of fresh capital which would otherwise have been exported. By this, however, the ability of the raw material countries to purchase goods was further reduced, and with the breakdown of the exporting industries of the industrial countries in 1929-30 the fall in prices became general and the depression spread to the manufacturing industry.

The United States export surplus in trade with Europe was at that time largely required for financing the withdrawal to that continent of short-term capital invested in New York. There was also some flight of American capital to Europe.

According to a semi-official American estimate the United States transactions with Europe (excluding gold and short-term capital movements) resulted during the years immediately before the depression in a surplus accruing to the United States of \$500—700 million, which amount was thus available for purchases of goods from or for credits to other continents. Corresponding figures for later years are not available, but on the basis of the official data concerning the balance of payments of the United States with all foreign countries, the most important transactions with Europe can be roughly estimated. The following table gives the balance of the United States' trade with Europe according to trade returns, the net expenditure on account of tourists in Europe, immigrants' remittances to Europe and long-term loans for European account after deduction of interest and amortization paid on account of loans to Europe (including war loans), and finally the movement of short-term capital which was mainly in the direction of Europe. The gold movement, purchases and sales of existing securities and certain items of small importance are excluded.

UNITED STATES' TRANSACTIONS WITH EUROPE

	\$(000,000's)			
	1929	1930	1931	1932
1. Merchandise trade	+1,008	+930	+547	+395
2. Interest, amortization, new loans, tourist expenditure, emigrants' remittances	— 260	—175	+ 35	—165
3. Short-term capital ¹	— 95	—465	—719	—489
Total	+ 653	+290	—137	—259

It appears from these figures that, owing to the reduction in the export surplus and the increased outflow of short-term capital, the surplus of the United States in transactions with Europe was, in the course of a short period, replaced by a growing deficit. With this an important part of the trade system described above was put out of function. European currencies were on the whole no longer available to the United States for purchases in other continents. The products of these continents accordingly fell in price, and their transactions with the United States (trade, interest payments, etc.) no longer left any considerable surplus for payments to Europe. There was an apparent technical equilibrium in the balance of payments of the United States, and as late as in 1930 gold flowed into the country; but the transfer mechanism determining world market prices was damaged.

The short-term capital which flowed from the United States to Europe was, as indicated above, largely of French origin, though it had to a large extent passed through banks in countries other than France. The capital was now withdrawn to France, whose trade balance turned passive and who bought large quantities of gold sold off by the debtor countries. The French net imports of gold rose steadily during the years 1928-1932 and amounted during this period to almost 1800 million dollars. The outflow of gold from debtor countries was naturally intensified by the flight of domestic capital to France and other countries believed to offer special guarantees against currency depreciation, such as Switzerland and the Netherlands.

England played an important part in these capital transfers. While her net income on account of interest, dividends and services rendered fell between 1929 and 1931 by £180 million or over one-third, her excess of imports rose from £381 million to £408 million. The free market for foreign products which England constituted at that time rendered it possible to transfer large amounts of short-term capital from the United States and Central Europe by merchandise exports to England. But only a minor part of this capital was of English origin, and when its transfer to France and certain other countries was called for in 1931, this could not be carried out through merchandise trade owing to the restrictive trade policy of those countries and the difficulty of bringing about a sufficient reduction in the British price level, which was supported by the afflux of capital. The transfer via England was thus performed by means of goods to England but by means of gold from England — a fact which led to

¹ Assuming that the whole net outflow of short-term capital during the period went to Europe.

(Continued to page 420)



THE ROYAL YACHT PASSES BY IN REVIEW

Photo by R. R. W.

The Coronation Naval Review at Spithead

(Notes from a Consul's Diary)

By ROLLIN R. WINSLOW, American Consul

MAY 20, 1937: After a ride through the beautiful and historic New Forest and a hectic rush through Southampton, we arrived at Portsmouth and proceeded to H.M.S. *Vernon* (which, by the way, is not a ship but a naval establishment ashore). Now we await announcement by loudspeaker that the boat of the U.S.S. *New York* is ready. Around us are Japanese, French, Russians and a host of other nationalities awaiting boats to take them to the naval vessels which represent their countries at the Review.

The *New York's* covered boat holds only a few, so we must await the arrival of the open hoat; the delay is fortunate for among the new arrivals are many familiar faces of the American Foreign Service. The embarkation has just been enlivened by a colleague who made an excellent jack-knife into the boat without injuring himself and only injuring others slightly.

The trip out takes us through a healthy sea which sends showers of spray over us and makes it necessary for many to move aft. On all sides are the boats of warships ferrying passengers and a host of other vessels with hilarious holiday crowds aboard.

We have now reached the long lines of warships. Bedecked with flags, they make a gay yet formidable appearance as far as the eye can see. First we pass the Canadian destroyers *Saguenay* and *Skeena* and the sloop *Indus* from India. Flanking us on

the starboard side are the New Zealand cruiser *Leander* and the new type British cruiser *Devonshire*. Now we pass between the cruisers *Shropshire* and *London*, with their peculiar funnels of varied circumference; next past the bow of H.M.S. *Queen Elizabeth*, flagship of the Mediterranean fleet (an old friend from Trieste days, when Admiral Sir Roger Backhouse offered hospitality), and now we are passing just aft that most imposing battleship H.M.S. *Nelson*, with its long stretch of forecastle deck, its powerful gun turrets and in front of its sister ship H.M.S. *Rodney*, a Plymouth friend.

In front of us is that grand old American battleship the *New York*, formerly flagship of Admiral Hugh Rodman, U.S.N., when attached to the British Grand Fleet in the North Sea from late 1917 until November 21, 1918. What experiences she had (including the ramming of submarines)! First commissioned in 1912 (when I was a gob on the U.S.S. *Tennessee*) she was the sixth ship to bear the name. Though she is one of the oldest of our battleships in active commission, she is still (owing to some modernization) very smart in appearance, and best of all is still a traditionally "happy" ship. What a sight she is and what a thrill to see "Old Glory" floating proudly from her mast, but — best of all — she is flying Admiral Rodman's flag. How thoughtful of the Navy Department to have granted that



privilege to our fine old seadog. It's a sight to remember.

Well, here we are on the *New York*. Captain Welch and his able assistant, Commander Ware, have worked out all details to perfection. I have introduced my contingent of British officials to Admiral Rodman, Captain Welch, Commander Beatty and others, and can now settle down to enjoy the sights. Near us is the new French battleship *Dunkerque*, a wonderful ship with a house-like structure aft for her aircraft. As a landlubber I wonder if that part of the ship, having no armament, wouldn't be rather vulnerable. Behind her is the *Moreno*, an Argentine battleship, then the *Marat* from Soviet Russia, with a strange forward funnel which looks as if it had been broken, and there — barely visible — is the German pocket-battleship *Admiral Graf Spee*; it is very efficient looking.

What a small world — one of the *New York's* officers has just approached me to ask if I were Consul in Surabaya, Java, fourteen years ago. When I told him I was he reminded me that I had helped him out of a scrape (which he had experienced through no fault of his own).

Admiral Rodman is not so full of stories as when he arrived in Plymouth, but the picture I have taken of him with Commander Beatty indicates that he still has one up his sleeve. Never the same story twice, and a good laugh in each one. The dinner given him by his former British liaison officer

at Plymouth (Captain E. W. Money, R.N.), was a revelation, with the Admiral exchanging naval yarn for yarn with Admiral Sir Reginald Drax (British Commander-in-Chief) until we were weak with laughter.

When asked by the press correspondents at Plymouth what he intended to wear to the Coronation, Admiral Rodman replied: "Pink undies." Few could have said that without giving offense to the British, but they know him as an old and well-tryed friend, and the British officers attached to his staff during the World War knew that when he referred to them as "d—— Britishers" he was just patting them on the back. They loved and respected him — a great compliment — for the successful performance of a work requiring greatest tact and decision. One reason for his popularity with the British lies in the fact that he is so thoroughly and essentially American. In appointing him as special American naval delegate to the Coronation, our President paid

a great compliment to Great Britain and bestowed an honor upon one who well merited it.

Have just downed an excellent lunch. Among the Admiral's guests was Lt. Colonel John Lindt, U.S.A., wearing the gold braid of a staff officer. Again, what a small world — we were boys together, his house adjoining ours, and now I see him for the first time in twenty-five years.

It is now time for the review, and we have taken the posts assigned to us for ob-

(Continued on page 428)



U.S.S. NEW YORK



H.M.S. NELSON

Photos by R. R. W.

Reflections at Seventy-Five

Ambassador Josephus Daniels replies to inquiry as to how at seventy-five (May 18th, 1937) he can do as much as when twenty-five

YOU ask me to name ten rules that have governed my life. I am not conscious of having at any time adopted rules of guidance which are responsible for the fact that my eyesight is as good and my general health and ability to work at seventy-five are about the same as they were when I was twenty-five, and which have enabled

me to achieve some measure of success. However, sub-consciously my life may have been influenced by the following practices or rules of conduct:

1. Like Livingston, I have ever been ready to go anywhere provided it is forward. My fundamental optimism has been justified by long experience. I have seen the growth of a new conception of social justice which convinces me that the world is on the threshold of a fairer distribution of the fruits of man's efforts. I hope to live to see the coming day when there will be no underprivileged, no slums, no denial of equality. I am confident that they are on the way and that future generations will fail to understand how our generation tolerated semi-feudalism and child labor and excessive hours, as we cannot understand how our ancestors tolerated slavery, duelling, and economic injustices. As a publisher-employer and as Secretary of the Navy, I endeavored to adopt standards that would recognize the right of collective bargaining and a fair day's wage for a fair day's work.

2. My habits have been regular, with long working hours and plenty of time for sleep. I have never used stimulants of any kind. I early sensed the wisdom of Benjamin Franklin, who



AMBASSADOR DANIELS IN CHARRO COSTUME

with a ball and bat. I can prove by Connie Mack that I still love it. However, in my early days as a youthful country publisher, I obtained all the exercise I needed without time out for play. I had no need for exercise after using my legs in reportorial activity in soliciting subscriptions and advertisements and in collecting for the same, in sometimes propelling the ink roller of an old-time Washington hand press, and in other handy jobs in a country newspaper establishment. Later, when I might have found time for sports, I had forgotten how to play and have thought it wiser to reserve all my strength for my serious duties. I violate all the accepted rules that prescribe a certain part of every day for physical exercise. During the World War I recall that Walter Camp volunteered to keep the Cabinet and other officials fit by superintending their exercise, giving his scientific "daily dozen." I told him I needed every ounce of strength for my daily tasks and could not join his classes. He predicted I would break down under the war strain unless I exercised daily. Some of my colleagues, who joined his class, later went to hospitals. I did not lose a day or an hour from

(Continued to page 442)

said: "Temperance puts wood on the fire, meal in the barrel, flour in the tubs, money in the purse, credits in the country, contentment in the house, clothes on the children, vigor in the body, intelligence in the brain, and spirit in the whole constitution."

3. As a boy I was passionately fond of baseball and almost slept

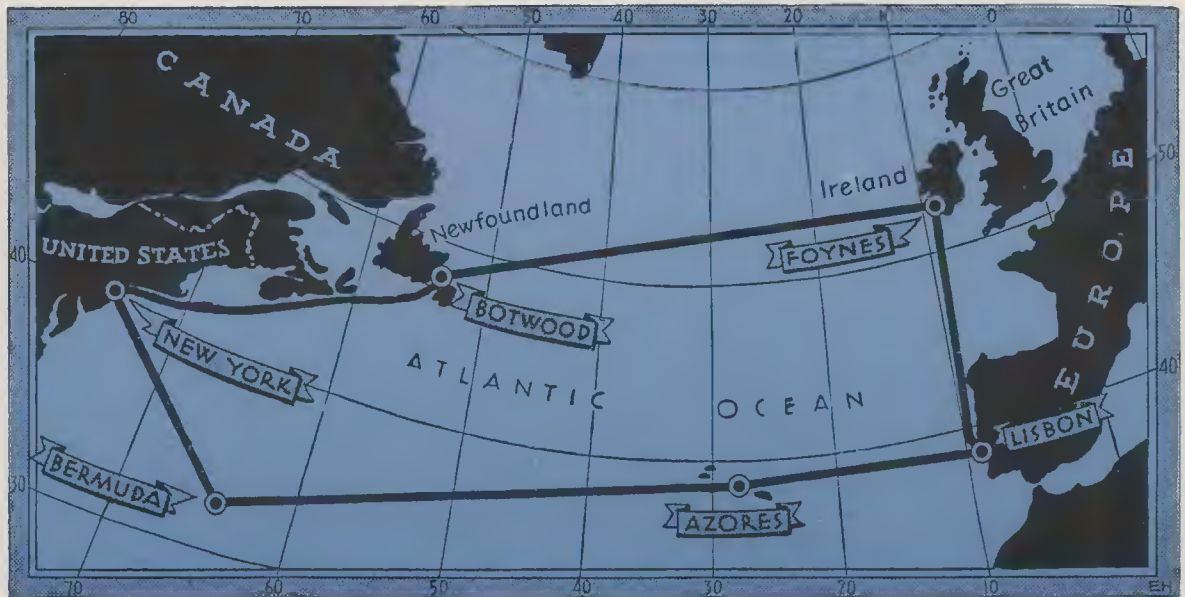


CHART SHOWING AIR ROUTES

The Rediscovery of Bermuda by Air

By HAROLD L. WILLIAMSON, *American Consul*

WHEN Juan de Bermudez some time prior to 1511 discovered the Island that later bore his name he was not aware that Bermuda lay 666 miles southeast of what was to be New York and on approximately the same parallel as the future Charleston, South Carolina, at a distance of some 600 miles to the eastward. Indeed, Sir George Somers, the English founder of Bermuda, was equally unenlightened concerning the geographical potentialities for the tourist trade when, in 1609 on his way to the new colony of Virginia, he was wrecked on this ever treacherous coast, where he remained for a year until he could build new ships in order to continue his journey. Later Somers and his colleagues returned from the American settlement and in 1612 the Islands were formally colonized by the Virginia Company of London.

Although for a great many years now Bermuda has had no direct communication with the south of the United States, the people still possess much of the manner of thought and customs of their Virginia contemporaries. The association with America has always been a close one, patriotic Britishers as are the Islanders. During the Revolution they shipped very necessary powder to Washing-

ton's army and at the time of the Civil War gave the North, and incidentally the American Consul at St. George's, great concern on account of their energy in running supplies through the blockade to the Rebels. The spirit of adventure of the Islanders also caused the early years of their history to be marked with privateering achievements and with many episodes of piracy. One of the favorite sports in the realm of piracy, a professional sport it might be called since it was highly remunerative, was to entice unwary ships, particularly those sailing under the Spanish flag, onto the coral barrier reefs which even today almost solidly enclose these waters and there to pillage them. In the 1850's Bermuda likewise won renown for some of the fastest clipper ships in the world, such as the *Koh-I-Nor* and *Sir George F. Seymour*, built of the solid cedar timber indigenous to these shores.

But quieter times arrived and the Colony found itself a tiny conglomeration of islands and blue bays, comprising less than twenty square miles of land and lacking all natural resources save a limited seasonal agriculture. It therefore eventually turned to the tourist trade for the support of its population, which at present numbers some thirty



thousand persons, only a third of whom are of white blood. The visitor on his part has not been long in discovering the climatic charms of the Islands as well as the attractions for golf, tennis, swimming and yachting, so that now as many as 80,000 visitors a year come for recreation and rest, the majority from the United States. Two other things of which Bermuda is proud may properly be mentioned. Its Parliament is the second oldest in the Empire and the third most venerable in the world. The distinction is also enjoyed of being not a Crown Colony like most of the other Empire possessions, but a self governing colony rather similar in status to a Dominion.



UNLOADING THE HULL OF THE "CAVALIER" AT HAMILTON

In leaving history behind it may be mentioned that as late as the middle of the last century a British man-of-war after weeks of search for this speck of land on the bosom of the Atlantic returned to England to report that Bermuda did not exist. Radio beacons now guide steamers unerringly to port, but it gives one pause for thought to realize that within the next few weeks airplanes will regularly be winging their way to a spot in the ocean which not so very long ago was frequently unfindable to sailing vessels and hardly worth their while to visit save on rare occasions. How this imminent transition occurs and what it portends is interesting to examine.

(Continued to page 414)



THE AIR BASE AT HAMILTON

Bergen's "Fourth of July"

By MAURICE P. DUNLAP, *American Consul*

THE consular windows in Bergen were much in demand for a view of the local celebration of Norway's "Fourth of July." The consulate occupies one of the new buildings on the broad market-place where the people were to gather. Every one of its nine windows overlooking the square was in use.

Norway's "fourth of July" is really the seventeenth of May.

This was explained to me when I first came to Norway twenty years ago:

"You are a son of Uncle Sam?" questioned some one standing by me in the crowd. "Well, so am I. So we both know that this is Norway's Fourth of July."

This is not so illogical as it may sound.

It seems that Norway dates her "independence" from the seventeenth of May, 1814—when a new constitution was drawn up and Norway was declared independent of Denmark. Ever since, this has been Norway's Great Day and the people of Bergen make it a special occasion for merry-making.

Luckily for photographers, Bergen chose a very fine day for the festivities. Or perhaps, one should say that a very fine day chose Bergen. Anyway the sun shone bright on the market-place and thousands of citizens, young and old, with club-emblems and flags, in costume or silk-hat, gathered below the consular windows where the following photographs were taken:

From the South Window

This group has assembled to honor the national hero Admiral Thunder-Shield. The tall admiral is impressive in a colorful costume that suggests the gay 1700s; the triangular hats of the escort also recall that time. Admiral Thunder-Shield—"Torden-skjold" in the Norse—came from the west coast of Norway and is always a popular figure here. I have even seen his picture on match boxes.

From the West Window

Here are a number of groups taking their positions for the grand march. Nearest—in silk hats—are members of the local business club; their appearance would indicate prosperity.

Another group in seamen's uniform is made up

of the sons of citizens. Out in the harbor lies an old-fashioned sailing ship, on which these youths will soon embark on a summer tour. Meanwhile they have been allowed ashore to take part in the procession.

Beyond the crowd, one may note the buildings, typical of the new Bergen that has grown up since the fire of 1916. A feature of the square is a row of cafes on the second floor. Those windows have been full for hours.

The white squares outlined on the street are marble adornments to the pavement and have nothing to do with the Seventeenth of May.

From the North Window

Turning into the square come the Bergen Bowmen, each bearing a medieval cross-bow. This is a very old organization of young men who as members, acquire certain military training before serving in the Army. Today each bow is trimmed with red flowers; this is also a spring festival. Many of the standards shimmer with garlands and bunches of birch twigs.

To the right of the bowmen rolls a car that shines with the silver-green of birch-leaves newly blown. Similar cars appeared in the Viking festivals of spring, carrying a fertility god. But that was long before the motor age.

Not from a Window

This view was taken *not* from a window but just around the corner from the Consulate where the crowning feature of the day took place. A Viking ship has been erected by the shore of a small lake. On just such ships did the first merchants of Bergen carry their furs and fish and salt to foreign lands. Such ships returning, brought wealth and culture from the south. On that staunch keel was founded the prosperous commercial town of the Middle Ages—and the Bergen of today.

To the right of the ship there is pole-climbing, to the left on a raised platform there is boxing. It is all like a three-ringed circus where no one really sees anything yet everybody has a good time.

In the ship a band is playing but this is not audible where the photographer stands. (Happy in the thought that no loud-speaker is permitted!) Behind, similar crowds fill two sidewalk cafes.



FROM THE NORTH WINDOW



FROM THE SOUTH WINDOW

There is comfortable chatter over foaming glasses of Hansa beer. (No cocktails—they cannot be served in public places in Bergen.)

Far into the night—which was a “white night” and never really dark—private parties continued to celebrate independence.

At nine o'clock the newly-formed “American

Club of Bergen” gave a full-dress banquet. Sixty members dined and wined and danced and sang Norwegian and American songs; the latter ranged from Swanee River to *Musikken Gaar Rundt og Rundt*. By this time it was no longer the seventeenth of May but it was still spring and the music still went 'round.



FROM THE WEST WINDOW



THE VIKING SHIP (NOT FROM A WINDOW)

New York World's Fair 1939

FOREIGN participation on a scale never before equalled was assured the New York World's Fair of 1939 when the International Convention Bureau, composed of 22 nations, met in Paris and formally approved the rules and regulations of the Fair.

The Bureau had already allocated the year 1939 to New York, which meant that none of the member nations would participate in any other international exposition during that year. Final action was taken when Mr. Grover Whalen, President of the New York World's Fair Corporation, went to Paris early in May, and shortly thereafter Great Britain, France, Italy and Russia announced officially that they would participate. Finland, Guatemala, Rumania and the Dominican Republic had already agreed to do so. Members of the International Bureau include the following countries: Albania, Australia, Belgium, Canada, Czechoslovakia, Denmark, France, Germany, Great Britain, Greece, Italy, Morocco, Netherlands, Poland, Portugal, Rumania, Russia, Spain, Sweden, Switzerland and Tunisia.

The Italian Government has appropriated \$525,000 for participation. Great Britain, according to the British Consul General's office in New York, will erect an imposing pavilion to house her exhibits. It is known that other European countries are planning along the same lines.

The nations of the Far East are very much interested in the New York World's Fair. Prince Chichibu, younger brother of the Emperor of Japan, was enthusiastic when he visited Fair headquarters recently. He expressed the opinion that his government would take a prominent part in the Exposition. China and the Philippine Islands are in contact with Fair Executives. Before leaving for London to attend the Coronation ceremonies President Manuel Quezon of the Philippines inspected the Fair site and discussed plans with Mr. Whalen. Hawaii may appropriate \$300,000 for a pavilion.

Reports from Latin American countries indicate that these nations, in a constructive effort to continue the good feeling established by President Roosevelt's recent tour, will erect important buildings and send appropriate exhibits. Thirty-seven of the 59 countries formally invited by President Roosevelt have already indicated a desire to participate. "It is an inspiring thing," President Roosevelt told the sponsors of the Fair, "for

nations and communities to have high objectives, to continue their energies in self-appraisal, and boldly plan for the future."

The friendly cooperation of representatives of the State Department in all the capitals of the world was publicly acknowledged by Mr. Whalen in a recent speech when he said: "We are deeply grateful to the State Department for all it has done to make the New York World's Fair an outstanding success."

Howard Hughes, internationally known flyer and holder of numerous flight records, has been appointed aeronautical advisor to the Fair. He will invite both American and foreign aviators to participate in the various events at the Fair. He also will interview personally airplane manufacturers and designers, here and abroad, with a view to having them exhibit their latest models at the Fair.

With the laying of the corner-stone of the Administration Building by Grover Whalen recently, the New York exposition swung into the most active phase of construction. A regular schedule of work has been drawn up, and this is being rigidly adhered to. The Fair will open on time, on April 30, 1939. The Flushing Meadows site, covering 1,216½ acres, only a few months ago unsightly swamp land, has been filled in and graded by the City of New York in preparation for a beautiful park. Two "made" lagoons have been completed. The cost of this work was \$2,200,000.

The financial campaign to sell \$27,829,500 of bonds is nearing a successful end. It is significant that Fair bonds have been purchased not only by large firms, but by labor unions and the public at large. It also is significant that these bonds are being sold in communities other than New York. It was announced recently that large blocks had been taken by utility companies in Philadelphia and Newark, and bonds in the smaller denominations have been purchased throughout the country.

New York State has passed legislation appropriating \$2,200,000 for the erection of a combined exhibit building and marine amphitheatre and for the provision of a State display. New York City has designed, and is preparing the site for, its \$1,099,096 exhibit building. Bills looking to participation in the Fair have already been introduced in 36 of the 42 State legislatures meeting



ARTIST'S SKETCH OF THE TRYLON AND PERISPHERE



MODEL OF THE FAIR ON EXHIBIT IN THE EMPIRE STATE BUILDING, NEW YORK

this spring. Twenty-five States have thus far passed legislation.

The attitude of industrial America toward the New York Exposition was clearly shown when, shortly after the Fair Corporation published its price schedule for building space, Walter Gifford, President of the American Telephone and Telegraph Company, signed a contract for 136,400 square feet (or about three and one-fifth acres)

of exhibition ground. The contract price of the lot was \$48,790. "We plan to erect an imposing structure on the site allocated to us," said Mr. Gifford, "in which we shall give exhibitions of the fascinating forces underlying modern electrical communications. For our own sake we shall make them as interesting and entertaining as possible. But we shall also do it for another reason. The

(Continued to page 440)

In Memoriam

JOSEPH EMERSON HAVEN *American Consul, Florence*

A host of colleagues and many thousands of Americans who knew and admired Joseph Emerson Haven, who died while serving as American Consul at Florence, Italy, on May 4, 1937, will mourn his loss as a friend and as an able representative of our Government. With his passing there has gone from the public service an officer who in numerous ways reflected great credit upon it and who upheld abroad the best traditions of American life.

Few persons have represented this country abroad continuously for so long a period as Mr. Haven and yet he was in fact only 52 years of age at the time of his death. His father, Dr. Joseph Haven, was appointed Commercial Agent at St. Christopher in 1899 and Joseph Emerson accompanied him to his post and assisted him with the work to be done. Upon the death of the father, Mr. Haven was, after examination on August 18, 1904, appointed to the vacant post at St. Christopher. He was then only 19 years of age. Two years later, when only 21 years of age, he was made Consul and served continuously in that capacity until he was taken from us. This record for continuous foreign service is surpassed by only one person now in office, a fact in which Mr. Haven took justifiable pride.

He served the United States successively as Consul at Crefeld, Roubaix, Catania, Turin, Avlona, Trieste, and Florence. He also served with distinction as a member of the American Delegation at the Economic Conference at Porto Rosa, Italy, in 1921, one of the first strictly economic international conferences following the World War, which was held for the purpose of adjusting commercial relations and communications between the countries which divided the territory of the former Austro-Hungarian Empire.

Mr. Haven held the office of Consul at Florence, Italy, his last post, from 1923 until his death. It was a singularly happy meeting of peculiar requirements of a post with the possession of the needed qualities and abilities on the part of the incumbent. In Florence while he was there were thousands of resident and visiting Americans who required a very personal type of advice and assistance from their consular representative. Mr. Haven was endowed with a deep love for people, abundant patience and kindness, a rare sense of humor and a devotion to duty which enabled him with ease to perform not only the services that

were expected of a consular officer but to give a kind of advice and exhibit a personal interest that won for him the trust and the affection of all who came into contact with him. His success in Florence was so outstanding that it had never seemed to be in the public interest for the Department to ask some other officer to attempt to fill the place he had made. It was fortunate that he could have lived his last days in the city and among the friends he loved.

The writer was privileged to enjoy the personal friendship of Mr. Haven over a period of many years, indeed from the date of his examination for the Foreign Service, and he shared with many others the satisfaction that this Government should have been represented in Florence for so long a time by such a fine example of an American gentleman as Mr. Haven.

W. J. C.

ABRIEF press announcement by the Department: "Joseph E. Haven, Consul at Florence, Italy, died at his post on May 4, 1937."

Behind that short sentence is fourteen years in one of the most difficult posts in the Service. Florence has the largest colony of resident Americans in Europe—resident in the sense that they have settled down there for life—or death. In this community Haven has consistently been the family friend, the elder brother, and the wise councillor. His funeral service in the American Church in Florence, packed to the doors with his friends, official and personal, was a testimony to the love, confidence and respect with which his community regarded him. Perhaps the principles which guided his life, embodied in one of his own poems which was read at his funeral service, explain better than any words of ours, why he was the kind of man he was and why he was able to do for others the things that he did. Here is his

C R E D O

I'm not concerned with "sects" and "creeds,"

I'm not disturbed by my soul's needs.

Those "rules," so requisite to some,

(Whose FEAR of God has held them dumb),

Seem abject in their weak appeal,

So distant from RELIGION real.

Why should I take to my embrace

Such "rules," wherein there is no place

For any thought I may conceive?

How can I say that I believe,

And follow, as a shambling sheep

(Continued to page 408)



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THE EDITORS' COLUMN

The usual lethargy (?) of the JOURNAL's editorial quarters has been so thoroughly dissipated by events of the past month or so that the Editors have still not recovered from the steady bombardment of news that has been breaking. We shall not even attempt to compete with the Radio Bulletin.

In all the rush of changes, new offices and officers, mergers, et cetera, the Editors extend their well wishes to the new appointees and to the new agencies and wish for them successful and fruitful administrations.

The JOURNAL itself has several changes to record. Our trusty treasurer, C. Paul Fletcher, has



C. PAUL FLETCHER

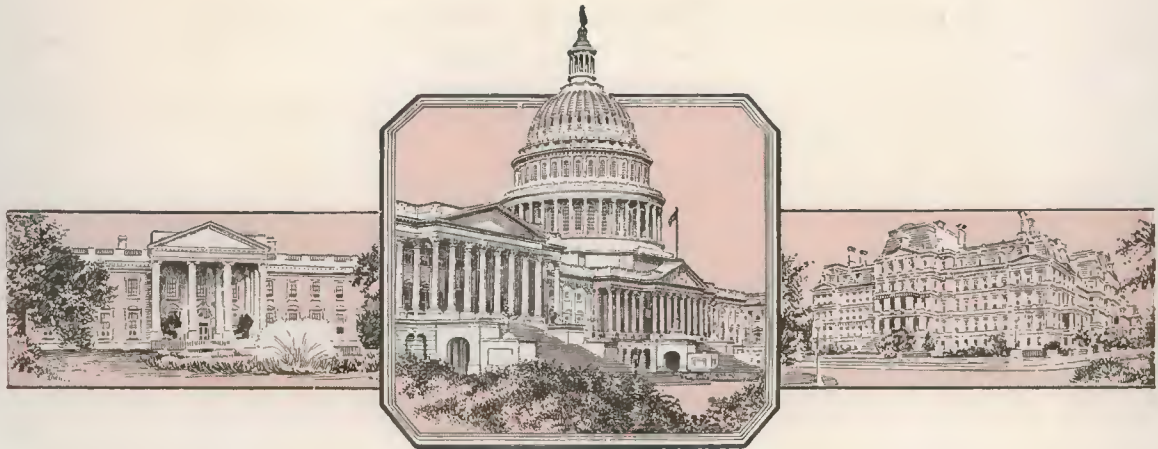
finished his departmental detail and is off soon for his new post at Alexandria, Egypt. He has done a splendid job for the JOURNAL and was also chiefly responsible for the Photographic Register, which has been such a success. In wishing him the best of luck at his new post, we also wish to express our sincere appreciation of his services to the JOURNAL.

We are glad to announce that Charles B. Hosmer has been chosen Mr. Fletcher's successor and anticipate that his régime will continue the healthy fiscal policies under which the JOURNAL has been operating during recent years.

* * *

The article on "The Approach to Bilateralism" reprinted in this issue contains a stock of arguments which should be useful in explaining the merits of the trade agreements program. That the latter is not mentioned in the article is accounted for by the fact that it was written early in 1935.

You will notice that the article was reprinted by permission from the Stockholm Handelsbank's quarterly publication *Index*. We ask our readers to be on the lookout for such material, in English or foreign languages (if someone is willing to do a translation), appearing in publications which are not generally obtainable.



News from the Department

Reorganization in the Department

The President signed a bill on May 18th which provides for the creation of the office of Counselor of the Department of State. On May 19th, the President nominated Assistant Secretary of State Sumner Welles to be Under Secretary of State, and Assistant Secretary of State R. Walton Moore to fill the new post of Counselor of the Department. The nominations were confirmed by the Senate on May 20th and the Under Secretary

efficiency of the Department and of the Foreign Service.

Consolidation of LA and ME

The Secretary of State issued the following Departmental Order on May 21, 1937:

The relations between the United States and the other American Republics are constantly increasing in their importance. There exists today between all of the American Republics a spirit



SUMNER WELLES
Under Secretary of State



R. WALTON MOORE
Counselor

and Counselor took their oaths of office on May 21st.

The Department's Radio Bulletin No. 118 of May 21, 1937, contains an account of the Secretary's press conference during which he commented upon reorganization in the Department, including the appointments noted above and the consolidation of the Mexican and Latin American Divisions, and spoke of what has been accomplished and of what is planned to increase the

of confidence and cooperation which has not previously existed. As the result of this happy development and in order that the appropriate officials of this Government may participate in the work of strengthening inter-American relations more effectively and on a wider scale, it is hereby ordered that there shall be established in the Department of State a Division of the American Republics which shall have charge of relations with Argentina, Bolivia, Brazil, Chile, Colombia,



Costa Rica, Cuba, Dominican Republic, Ecuador, El Salvador, Guatemala, Haiti, Honduras, Mexico, Nicaragua, Panama, Paraguay, Peru, Uruguay, and Venezuela, and with all inter-American organizations.

The Division shall have a chief and such assistant chiefs and other officers as may from time to time be provided.

Mr. Laurence Duggan has been appointed Chief and Mr. Willard L. Beaulac, Mr. Donald R. Heath, and Mr. Richard C. Tanis have been appointed Assistant Chiefs of the Division.

The Division will report through the Under Secretary of State.

The symbol designation will be RA.

The Chief Clerk and Administrative Assistant of the Department will provide room for the new division and will assign such clerks as the work of the division may require.

This order shall become effective on May 24, 1937.

Department Orders No. 19 of November 19, 1909, creating a Division of Latin American Affairs, No. 60 of July 28, 1915, creating a Division of Mexican Affairs, and No. 474 of April 17, 1929, are hereby revoked.

Manual on Official Correspondence

The Department of State has just issued a Manual on the preparation of official correspondence for its own use and the use of its officers in the field. This Manual was prepared by Miss Margaret M. Hanna, Chief of the Office of Co-ordination and Review, and Miss Alice M. Ball, Chief of the Special Documents Section, Division of Research and Publication.

The Manual deals with office procedure and the general preparation of official correspondence. It gives numerous examples of forms of address and salutation for Government officials, diplomats, ecclesiasts, and private individuals, as well as foreign forms of address, and contains much general information with numerous tables of special interest in drafting correspondence.

This publication is for use of the Department of State and is not intended as a guide for general use; however, copies may be obtained from the Superintendent of Documents, Government Printing Office, at \$1.75 a copy.

F.S.Os. Assigned to Dallas

Mr. Donald C. Dunham and Mr. Julian L. Pinkerton, Foreign Service Officers, will be on duty at the Department of State exhibit in the Federal Building at the Greater Texas and Pan American Exposition for one month. Mr. Dunham's detail

commenced on June 12, the opening day of the Exposition, and Mr. Pinkerton commenced his detail on June 19. These assignments are in keeping with the Department's policy of providing Foreign Service personnel for its exhibits whenever possible.

News from old friends.

Livingston Hartley, a Foreign Service Officer from 1928 to 1933, who has been writing on foreign affairs since leaving the Service, has informed the editors that his book "Is America Afraid?" was published recently by Prentice-Hall of New York.

Cornelius Ferris, Consul General, retired, is living in Washington and attended regularly the spring series of Foreign Service luncheons. The JOURNAL understands that Mr. Ferris' hobby is gardening, and that he has one of the most interesting gardens in the city.

Charles C. Eberhardt spent a few days in Washington the end of May. His stay was cut short when he was called to Boston by the death of a close friend, but he said that he expected to return to Washington later. Mr. Eberhardt was looking unusually fit after his winter spent on a coffee finca in Colombia.

Gabriel Bie Ravndal, Consul General, retired, made a brief visit in Washington on his way north from Florida, where he spent the winter, to his summer home at Little Silver Point, Little Silver, New Jersey.

Continuing their annual custom of opening their estate, "Dumbarton Oaks," to the personnel of the Department, former Ambassador and Mrs. Robert Woods Bliss were host to hundreds of their former friends and associates in the Department and in the Foreign Service on June 2, 1937.

Address by Minister Totten

The Honorable Ralph J. Totten, Minister to the Union of South Africa, has arrived in Washington on home leave. While in New York, Mr. Totten was a guest of honor at a large luncheon given by the South African Reciprocal Trade Committee at India House on May 5 celebrating the arrival of the first shipment of South African grapes in this country. Mr. Totten, in a brief address, expressed his pleasure in having been able to contribute to an intensification of trade relations between the United States and South Africa.



THE FOREIGN SERVICE

(Editorial from the *Washington Star*)

In announcing reorganization of the State Department, looking to greater administrative centralization, Secretary Hull has taken useful occasion to rebuke critics who, in a spirit of misguided levity, occasionally delight in scoffing references to the foreign service. The favorite technique is to lampoon career officials of the department and the diplomatic and consular branches as "bespatted, high-hat boys" and "cookie-pushers," or to apply other epithets designed to depict them as persons more interested in cultivating the social graces than in promoting the country's interests.

Secretary Hull reminds all concerned that whenever the foreign service personnel is called upon for serious duty, especially under dangerous conditions, it invariably gives a good account of itself. Recent activities of our representatives at Madrid, Valencia, Barcelona, Addis Ababa and elsewhere are concrete instances of how the "cookie-pushers" comport themselves, as it were, under fire.

On the walls of the State Department there is a memorial tablet containing the names of some threescore diplomatic and consular officers of the United States who, while on active duty, lost their lives under heroic or tragic circumstances. That roll of honor testifies eloquently that members of the foreign service do not deserve the facetious taunts of which they are now and then the targets.

State Department reorganization follows promotion of Sumner Welles to be Undersecretary of State and appointment of R. Walton Moore to the revived post of counselor. Coincident with these changes, the former Mexican and Latin American divisions are merged in a new branch to be known as the Division of the American Republics. Undersecretary Welles, seasoned authority in the field of Latin American relations, will have general supervision over the new division. Secretary Hull emphasizes that the United States' relations with the sister Americas are constantly growing in importance, along with "a spirit of confidence and co-operation which has not previously existed." To promote progress in this direction it is intended to knit more closely the inter-American activities that come within the State Department's scope.

The United States maintains 57 embassies and legations and 259 consular offices throughout the world. The foreign service personnel numbers something less than 4,000. Not the least of its functions is to look after the rights and safety of 375,000 American citizens domiciled abroad. Operating unobtrusively and without benefit of brass-band publicity either at home or overseas,

our "Department of Peace" pursues creditably the even tenor of its way. Not in years has it dedicated itself to a program so constructively and systematically designed to increase international good-will as the drive for reciprocal trade agreements and the breaking down of war-breeding economic barriers.

TRADE AGREEMENT NOTES

By HARVEY KLEMMER

Dr. E. Dana Durand, of the Tariff Commission, is serving as acting chairman of the Committee for Reciprocity Information during the summer in the absence of Dr. Henry F. Grady, who was called to Geneva in connection with his work on the Raw Materials Committee of the League of Nations. John Gregg, active in foreign trade circles, has been appointed secretary of the Reciprocity Committee.

Julius Wadsworth, formerly vice consul at Shanghai, now assigned as consul at Danzig, recently discussed trade possibilities of the Shanghai area before the Manufacturers and Exporters Association of Connecticut at a meeting held in Hartford.

The Department of State will be represented at the International Exposition in Paris by a series of displays designed to emphasize the desire of this Government for amicable relationships, both diplomatic and commercial, with the rest of the world. Although the exposition was officially opened on May 25, many of the larger displays have not yet been installed. The United States Pavilion is scheduled to open on July 4. Material for the Department of State exhibit was shipped some time ago from New York and Baltimore and is now being installed.

The central feature of the State Department display is a diorama designed to illustrate the effectiveness of the trade-agreements program in reducing the excessive barriers that impede our commerce with other nations. The diorama consists of two scenes. The first scene shows a typical American community obviously in the grip of depression. The community is shut off from the rest of the world by a high wall, symbolic of tariff barriers at home and abroad. The light goes out and a second scene comes into view. In this scene an opening has been made in the wall, permitting a flow of goods in both directions, illustrating the restoration of international trade. The tempo of the community, meanwhile, is obviously improved, evidencing the relationship that exists between prosperity and the mutually profitable exchange of goods with other nations.



The diorama is flanked by bronze plaques, on which are reproduced a statement from President Roosevelt's 1935 Armistice Day address. The statement, which is given in English on one plaque and in French on the other, reads: "We have sought, by definite act and solemn commitment, to establish the United States as a good neighbor among nations."

On each side of the central display, and leading into it, is a mural painting. One of the murals depicts workers in our leading export industries; the other shows foreign workers producing commodities required by the United States and to be exchanged, in effect, for the products of our export industries. Over all is a copy of the Great Seal of the United States, executed in bas-relief.

IN MEMORIAM

(Continued from page 403)

Those "shepherds" who delight to bleat;
Whose brains create some practice odd
Then say—"Tis thus one reaches God;
"Come, follow, we will show the way,
"Ask not the reason—just OBEY."

How can I play so false a part?
The God I worship in my heart
Is He who said—"Seek, and you'll find."
(And seeking, one must use the mind);
"A door, and are you barred outside?"
"Just knock, and it will open wide."
When doubt and fear I would relieve,
I need not "ask,"—I shall "Receive."
I wonder if you understand:
"Watch first—then pray," was God's command.
Alas, there are so very few,
"Pray first—then watch," is what most do.
Give to each day the best one can,
Cringe not, since God would wish no man
Who is His image has been made,
To falter, hesitate, evade.
Be honest, not in speech alone,
Judge not—until all facts are known.
Be temperate, in thought and deed.
Be watchful for some other's need,
While humble, be no sycophant,
Be just, but ever tolerant.
Thus my Religion is outlined,
And in this Code I daily find
By its rewards, my Staff and Rod,
The proof of a most loving God.
Whene'er the time—where'er the place—
That I must meet Him, face to face,
I'll have no fear, for I have tried
My God to live—let Him decide.

C. DU B.

STILLMAN W. EELLS

The *New York Times* published on May 13, 1937, the following obituary of Mr. Eells:

"Stillman Witt Eells, a foreign service officer of the United States for nineteen years and formerly a manufacturer here of fireproof wood, died yesterday at his home, 260 Riverside Drive, after a long illness. Mr. Eells retired in 1935, in which year he completed his service as United States Consul at Valencia, Spain. His age was 64.

"Born in Cleveland, he was the son of the late Dan P. Eells, a banker, and the late Mrs. Mary Witt Eells, and the grandson of the late Stillman Witt, a founder of the Chicago & Milwaukee Railroad. After attending Brook's Military Academy and the Cleveland Manual Training School, Mr. Eells became a student in 1890 at the Taft School, then at Pelham Manor, N. Y., and now at Watertown, Conn. According to his family, he was the first student enrolled at that school.

"He was graduated in 1895 from Yale University and the following year served as secretary of the Chicago Drop Forge and Foundry Company. In the same year he became president of the Wheeler Manufacturing Company and the Alignum Company, both of New York, which were concerned with making and selling fireproof wood. He continued as president of the companies until 1903.

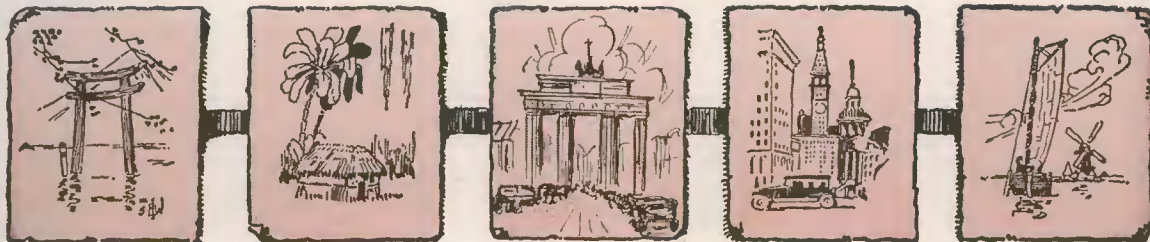
"Mr. Eells formerly was a director of the Sandusky Portland Cement Company at Cleveland."

EDWARD ALBRIGHT, AMERICAN MINISTER

THE passing of the Honorable Edward Albright, American Minister to Finland for nearly four years and under assignment as Minister to San Jose, Costa Rica, at the time of his death, has undoubtedly brought sadness to those who were in any way intimately associated with him, and has deprived the Service of a capable, industrious, high-principled Southern gentleman. Mr. Albright was a man of quiet and unassuming nature whose fine sense of humor and ready human sympathy were combined with an engrossing interest in the duties of his office and a high sense of moral and religious rectitude.

It was my privilege to be associated with Mr. Albright in the initial period of his service in Finland and I carried away with me an increasing appreciation of his qualities. Although well along in middle life when he embarked upon his diplomatic career, he was unusually receptive to advice or suggestion in respect to the routine of his office and invited both. He brought to his subordinates

(Continued to page 426)



News from the Field

COPENHAGEN

Chargé d'Affairs and Mrs. Winship and Consul General and Mrs. Maynard attended the Wash-



AT THE WASHINGTON'S BIRTHDAY DINNER OF THE AMERICAN CLUB IN COPENHAGEN

ton's birthday dinner of the American Club in Copenhagen. Mr. Winship addressed the Club upon this occasion.

GERMANY

Ralph C. Busser, American Consul General, Leipzig, contributes the following account of the General von Steuben celebration at Magdeburg, Germany:

On Friday, May 21, 1937, Ambassador William E. Dodd and other representatives of the United States Government in Germany; visiting "Daughters of the American Revolution"; Herr von Ulrich, President of the Government of the Prussian Province of Saxony; Herr Jordan, Reichsstatthalter for the Province of Saxony and the State of An-

halt; Lieut. General Otto, Commander of the Thirteenth Army Division; Dr. Markmann, the Chief Mayor of Magdeburg, and other local authorities, attended a celebration held in the great assembly room of the City Hall at Magdeburg, the birthplace of General Friedrich Wilhelm von Steuben, famous for his assistance to Washington in the organization and tactical training of the American Revolutionary Army. The purpose of this celebration was the unveiling of a bronze bust of von Steuben, and of a tablet to be placed on the General Post Office, which is the site of the old Reform Church in which he was baptized.

After music by the orchestra the first speech was delivered by the Reichsstatthalter who, in his capacity as the highest official of the German Reich in the Province of Saxony, welcomed Ambassador Dodd and the other American guests. The second speaker was Mrs. William Becker, President of the "Daughters of the American Revolution," who, speaking in German as well as in English, presented to the City of Magdeburg the Steuben tablet from the "Dorothea von Steuben Chapter in Germany" of the "Daughters of the American Revolution"; this Chapter was named after the mother of General von Steuben. The third speaker was the Mayor of Magdeburg, who, after welcoming the guests and accepting the Steuben tablet on behalf of the City of Magdeburg, read from an old church book the original entry of the baptism of General Steuben. His exact birthplace in Magdeburg is unknown. In unveiling the bust of Steuben by the sculptor Pirntke, who was present at the ceremony, the Chief Mayor presented a replica thereof to Ambassador Dodd. After the American National Anthem was played the Ambassador delivered in the German language the principal speech, in which he thanked the Mayor and City of Magdeburg for the replica and gave a vivid picture of General von Steuben's life and military career, emphasizing his

(Continued to page 431)

A Political Bookshelf

CYRIL WYNNE, *Review Editor*

CLAUDE KITCHIN AND THE WILSON WAR POLICIES. By Alex Mathews Arnett. Boston. Little, Brown and Company, 1937.

Into this volume of about 330 pages Professor Arnett has packed essential biographical facts concerning Claude Kitchin of North Carolina, important unpublished letters from the Kitchin papers in the library of the University of North Carolina, and comment upon the foreign policies of President Woodrow Wilson. Interesting though the biographical sections are, perhaps the parts which have the greatest interest to most readers and students of the war years are those which deal with preparedness, Kitchin's claim that "We kept him out of war" (p. 192), and the opposition to the entrance of the United States into war with Germany. The last two chapters of the book treat matters not so clearly remembered by those who otherwise know the issues of the period: Kitchin's determined efforts after we entered the war to "Make the Profiteers Pay" the cost of fighting it, and to keep taxes high, after the war was over, on the groups most benefited economically by the war.

Present-day writing on the World War period is, of course, occupied to a considerable extent with reexamination of decisions, actions, and motives of men active in those crowded years. Professor Arnett is the first to write of Kitchin, writing not only with the advantage of first-hand study of the Kitchin papers, but with the advantage of the lengthened perspective available twenty years after the fateful neutrality years drew to a close. He expresses as his main purpose in this study of Kitchin: "to rectify the grossly distorted impressions of him created in his day. . . ." (p. ix). Secondly, the hope is expressed that this book might throw light upon the problems of maintaining American peace.

In analyzing the factors involved in forming the final decision of the United States to enter upon war with Germany, the author gives attention to President Wilson's policies toward the embattled belligerents, the President's advisers, the character of war information available in America at the time, the activities of the opposing groups of those in favor of going into the war and of staying out, and particularly economic considerations. Of the latter he writes: "The forces which operated most

powerfully to involve the country in the war were economic" (p. 135).

Claude Kitchin became a Representative in Congress in 1900, holding that position continuously to his death in 1923. He supported most of President Wilson's policies in 1913 and 1914. Almost immediately thereafter, Kitchin, Chairman of the Ways and Means Committee and the majority leader of the House, "came to grips" with Wilson's neutrality policies (p. 47). When in 1915 Wilson decided that preparedness was necessary, Kitchin was disappointed. He vigorously opposed the President on that issue, but he wrote in October, 1915, and similarly in January, 1916, that Wilson "in my judgment (though I have differed with him on some propositions) has made the best President since the Civil War" (p. 72).

The most serious of their disagreements, excepting Kitchin's refusal to support the war resolution in April, 1917, was over travel of American citizens on armed belligerent merchant ships. In Congress the opponents of the President's policy struggled in February and early March, 1916, to enact the Gore resolution in the Senate and the McLemore resolution in the House. According to unpublished letters, Kitchin believed as early as February, 1916, that the President was ready to go to war with Germany (p. 161). Whether the argument advanced in support of this does or does not seem convincing is, of course, a matter upon which opinions will tend to vary quite widely.

No subjects of controversy since the neutrality years have called for greater suspense of judgment, pending the presentation of documentary materials giving President Wilson's intentions and point of view, than the House-Grey Memorandum and what has been called the "Sunrise Conference." Upon the first, the publication of the Wilson papers must be awaited. Upon the second, the pertinent materials in the Kitchin papers, have now been published. As is well known, it has been alleged from time to time that at some early morning conference in 1916, on an uncertain date, the President "seemed," to quote Kitchin, "anxious to go to war with Germany immediately" (p. 189). The evidence brought forward by Professor Arnett does not include any diary notations or letters dated at the time at which Kitchin later set the date, in April; the evidence is reminiscence.



Again opinion will probably differ on whether this controversial problem has been satisfactorily settled as to the facts. Professor Arnett has fully presented Kitchin's views in the matter. If the papers of President Wilson covering that period contain any information in this regard, they will likely be known when the next volume of the authorized biography of the President is published by Mr. Ray Stannard Baker.

Professor Arnett's book carries the reader into scenes of swift and dramatic action. Kitchin's disagreements with the President's main policies are explained lucidly, and Kitchin's personality has been presented with sympathetic understanding. A valuable service has been rendered by this study of Kitchin, the Congressman who clashed in opinion with the powerful President of the United States on the difficult, vital decisions of the World War period.

HARLEY A. NOTTER.

Economics of Planning Public Works: A Study Made for the National Planning Board of the Federal Emergency Administration of Public Works. By John Maurice Clark. (Washington: Supt. Docs. 1935. Pp. vi, 194. 25c.)

Cohn, D. L. *Picking America's Pockets: The Story of the Costs and Consequences of Our Tariff Policy.* (New York: Harper. 1936. Pp. xiv, 256. \$2.75.)

Who Owns America? A New Declaration of Independence. Edited by Herbert Agar and Allen Tate. (Boston: Houghton Mifflin. 1936. Pp. x, 342. \$3.00.)

Bigelow, H. F. *Family Finance: A Study in the Economics of Consumption.* (Philadelphia: Lippincott. 1936. Pp. xi, 519.)

Chase, S. *Rich Land, Poor Land: A Study of Waste in the Natural Resources of America.* (New York: McGraw-Hill. 1936. Pp. x, 361. \$2.50.)

Fowler, B. B. *Consumer Cooperation in America: Democracy's Way Out.* (New York: Vanguard. 1936. Pp. viii, 301. \$2.00.)

C. G. NATHAN RETIRES

CONSUL General Edward I. Nathan retired on April 30, 1937, after completing thirty years' active service. At a recent tea in Monterrey the American colony presented to Mr. and Mrs. Nathan a beautiful silver tray of Mexican design. Mr. Frank Hobson, on behalf of the colony, made a very appropriate address wherein he stated that each and every one of the colony and the leading citizens of Monterrey regretted the departure of an able con-

sular officer and good friend and hoped that the Nathans would continue to make their home in the industrial city of Mexico. Mr. and Mrs. Nathan for the present will continue to live in Monterrey, but eventually expect to establish a home in Pennsylvania, Mr. Nathan's home State.

An article entitled "Edwin I. Nathan, American Consul and Benefactor of British Prisoners of War" was published recently in "Town and Country Review," London. The article gives a sketch of Mr. Nathan's career from the time he entered the Consular Service in 1907 until his assignment at Monterrey in 1930, and observes that "his service as Consul was of an exciting nature, and particularly helpful to British and other European nationals."

The article comments upon Mr. Nathan's service at Mersina, Turkey, where he was stationed during the Italian-Turkish war in 1911 and the Balkan wars in 1912. He was there when the world war commenced, and when Turkey entered the war in November, 1914, Mr. Nathan was charged with the protection of British and French interests. His work is referred to in the British White Book, Miscellaneous, No. 24 (1918), which called attention to the exertions of Mr. Nathan as American Consul, through whose appeals to the military authorities many of the sick among the prisoners of war were collected and sent particularly to the American College at Tarsus, where the lives of many were saved. Mr. Nathan also was active in assisting the British and French consular representatives and their nationals to leave Turkey upon the outbreak of the war. Mr. Nathan's personal relations and friendship with Djemal Pasha, Governor of Bagdad, were of great value to him during those trying days.

In 1917, Mr. Nathan was assigned as Consul at Vigo, Spain, and subsequently served at Palermo and Santiago de Cuba before going to Monterrey, his last post.

W. P. B.

DEPARTMENTAL DEATHS

With deep regret the JOURNAL records the deaths of:

The Honorable Edward Albright, American Minister to Costa Rica, who died at Nashville, Tennessee, on May 25, 1937.

Sam Park, American Vice Consul, who died at Biarritz, France, on May 6, 1937.

Manuel Toscano Romero, clerk in the Consulate at Seville for more than ten years, who died at his post, on May 4, 1937.



Foreign Service Changes

The following changes have occurred in the Foreign Service since May 15, 1937:

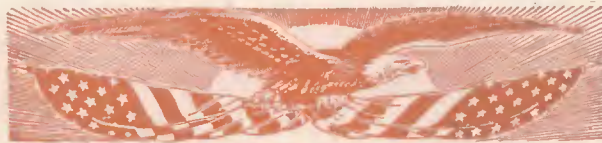
Monnett B. Davis of Boulder, Colorado, American Consul General at Singapore, Straits Settlements, assigned American Consul General at Buenos Aires, Argentina.

Thomas D. Davis of McAlester, Oklahoma, American Consul at Valencia, Spain, assigned American Consul at St. John, New Brunswick.

Alexander C. Kirk of Chicago, Illinois, Counselor of Embassy at Rome, Italy, assigned American Consul General at Singapore, Straits Settlements.

NON-CAREER

The resignation of Mr. John H. Fuqua of Chicago, Illinois, as American Vice Consul at Paris, France, has been accepted.



The following changes have occurred in the Foreign Service since May 28, 1937:

William K. Ailshie of Coeur d'Alene, Idaho, American Vice Consul at Warsaw, Poland, assigned to Montreal, Canada, as American Vice Consul.

Ralph J. Blake of Portland, Oregon, American Vice Consul at Harbin, Manchuria, China, assigned to Osaka, Japan, as American Vice Consul.

Roy E. B. Bower of California, American Consul at Stockholm, Sweden, assigned to Munich, Germany, as American Consul.

William C. Burdett of Knoxville, Tenn., American Consul General at Buenos Aires, Argentina, assigned to Rio de Janeiro, Brazil, as American Consul General.

Gordon L. Burke of Macon, Georgia, American Consul at Foochow, China, assigned to Tientsin, China, as American Consul.

Charles R. Cameron of LeRoy, New York, American Consul General at Osaka, Japan, assigned to Tokyo, Japan, as American Consul General.

Earl T. Crain of Huntsville, Ill., American Vice Consul and Third Secretary of Legation at Te-

heran, Iran, assigned to Algiers, Algeria, as American Vice Consul.

Allan Dawson of Des Moines, Iowa, Second Secretary of Embassy at Rio de Janeiro, Brazil, assigned to Hamburg, Germany, as American Consul.

Walter W. Hoffman of Santa Barbara, Calif., American Vice Consul and Third Secretary of Legation at Tegucigalpa, Honduras, assigned to San Salvador, El Salvador, as American Vice Consul and Third Secretary.

George R. Hukill of Middletown, Del., American Consul at Munich, Germany, assigned to Torreon, Mexico, as American Consul.

Andrew G. Lynch of Utica, New York, American Consul at Jerusalem, Palestine, assigned to Teheran, Iran, as American Con-

sul and Third Secretary.

George A. Makinson of San Anselmo, Calif., American Consul General at Frankfort on the Main, Germany, assigned to Osaka, Japan, as American Consul General.

James E. McKenna of Boston, Mass., American Consul at Zagreb, Yugoslavia, assigned to the Department of State.

John J. Meily of Allentown, Pa., American Consul at Hamburg, Germany, assigned to Zagreb, Yugoslavia, as American Consul.

Paul W. Meyer of Denver, Col., Second Secretary of Embassy at Peiping, China, assigned to Yunnanfu, China, as American Consul.

Walter W. Orebaugh of Wichita, Kan., American Vice Consul at Wellington, New Zealand, assigned to Trieste, Italy, as American Vice Consul.

Nelson R. Park of Longmont, Colo., American Consul at Torreon, Mexico, assigned to Barranquilla, Colombia, as American Consul.

Edward B. Rand of Shreveport, La., American Consul at Algiers, Algeria, assigned to Guayaquil, Ecuador, as American Consul.

Fred K. Salter of Sandersville, Georgia, American Vice Consul at Danzig, Free City of Danzig,



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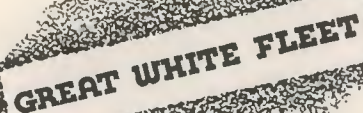
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assigned to Tegucigalpa, Honduras, as American Vice Consul and Third Secretary.

Emil Saucr of Doss, Texas, American Consul General at Rio de Janeiro, Brazil, assigned to Frankfort on the Main, Germany, as American Consul General.

Julius Wadsworth of Middletown, Conn., American Vice Consul at Shanghai, China, assigned to Danzig, Free City of Danzig, as American Vice Consul.

Robert S. Ward of Ohio, American Consul at Tientsin, China, assigned to Foochow, China, as American Consul.

NON-CAREER

William E. Copley of Pennsylvania, American Vice Consul at Asuncion, Paraguay, assigned to Buenos Aires, Argentina, as American Vice Consul.

The following changes in Foreign Service officers assigned to the Department have occurred since May 1:

Arrivals

Charles E. Bohlen, Third Secretary, who was detailed for duty at the Sugar Conference in London, has resumed his regular assignment in the Division of Eastern European Affairs.

R. Borden Reams, Vice Consul at Johannesburg, has been detailed to the Office of Arms and Munitions Control for a temporary period of three to four months.

Departures

Nathaniel P. Davis, American Consul General and Inspector, is now on leave of absence.

Edward L. Reed, former Chief, Division of Mexican Affairs, has been assigned as Counselor of Embassy at Rome, and is at present on leave of absence.

Alan N. Steyne, American Consul, who was temporarily detailed to the Division of Trade Agreements, has left for his new post at London.

BERMUDA BY AIR

(Continued from page 397)

Despite the phenomenal progress made in the design of aircraft since the World War, which incidentally provided much of the impetus for present day development in civil as well as military planes, it is only a matter of months since commercial air lines have been satisfied that the science of aerodynamics has sufficiently advanced to make safe the venturing into certain of the air lanes. One has watched the United States spanned like a cobweb in all directions until an air map is as shaded with lines as the railroad maps of a few decades ago. The hop from London to Paris has



eclipsed the popularity of the "train bleu" and Europe's capitals are all brought into close proximity. From the "Continent" the routes now stretch to India, Australia and even the southernmost tip of Africa. The French have for some time linked, for mail if not for passengers, Le Bourget and Buenos Aires, while the wings of American planes have united the cities of the United States with those of Central and South America in an



CAPTAIN GRAY OF THE "BERMUDA CLIPPER" BEING WELCOMED AT THE BERMUDA AIR BASE BY HAROLD L. WILLIAMSON, AMERICAN CONSUL

even more intensive traffic. Within the year American commercial aviation has reached out, first to Hawaii and then to the Philippines and finally to New Zealand, with China the next step. The vast mileage of the Pacific and of other far flung parts of the world has thus succumbed to man's initiative; yet still the North Atlantic, the first great body of water to be traversed both by water and air, has remained illusive to regular, scheduled flight, if we except the occasional runs conducted by dirigibles.

It is therefore a moment almost as epochal as the first flights of the Wright brothers at Kitty Hawk when experienced and soundly conservative

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pioneers like Pan American Airways, Inc., and Imperial Airways, Ltd., announce that aircraft manufacture has reached a point when the braving of the adverse winds and fogs of the North Atlantic is practical. This historic announcement is not the result of a hasty decision but traces back to careful planning, negotiation and collaboration.

In December, 1935, negotiations were conducted in Washington between representatives of the Government of the United States and those of the Governments of Great Britain, the Irish Free State and Canada concerning the establishment of a trans-Atlantic air service. While accord on the larger principles was reached at that time, it was not possible to achieve an agreement on detail until well on in the following year. Then, in July, 1936, a meeting of minds between the interested governments was attained on the technical questions involved, such as the routes to be followed, reciprocity of service, frequency of flights, et cetera. The British Government designated Imperial Airways as suitable to it for the carrying on of the service and the American Government similarly designated Pan American Airways. Meanwhile the two air companies had held conversations between themselves resulting in agreement for the use of each other's air plants and for complete collaboration. The service was therefore assured and only awaited the construction of planes suitable for traversing the Atlantic.

Now such planes are an accomplished fact and in April, 1937, formal permits were granted the two air companies by the respective Governments. The stage is consequently set, so that the pilots only await the word to proceed before inaugurating the experimental flights. Just what facilities are envisaged may therefore appropriately be sketched on the eve of inauguration.

The agreement makes provision for two distinct services. The first, which will be of wider concern, foresees a service between the United States and Great Britain. Each company may make two round trips a week. The route to be followed will be influenced by seasonal factors. During the summer and other favorable months of the year the shorter and more economical so-called "great circle" course will doubtless be followed. This means taking to the air at the newly created Pan American base at Port Washington, near New York, and thence flying northeastward, either via Montreal and Quebec or via Shediac, New Brunswick, to Botwood, Newfoundland. From there the 1,940-mile hop is undertaken to Ryanna, Irish Free State, with the European terminus in England only a few hours away. In the winter it is contemplated shifting the route to a southern and more hospitable course. The airplanes would fly

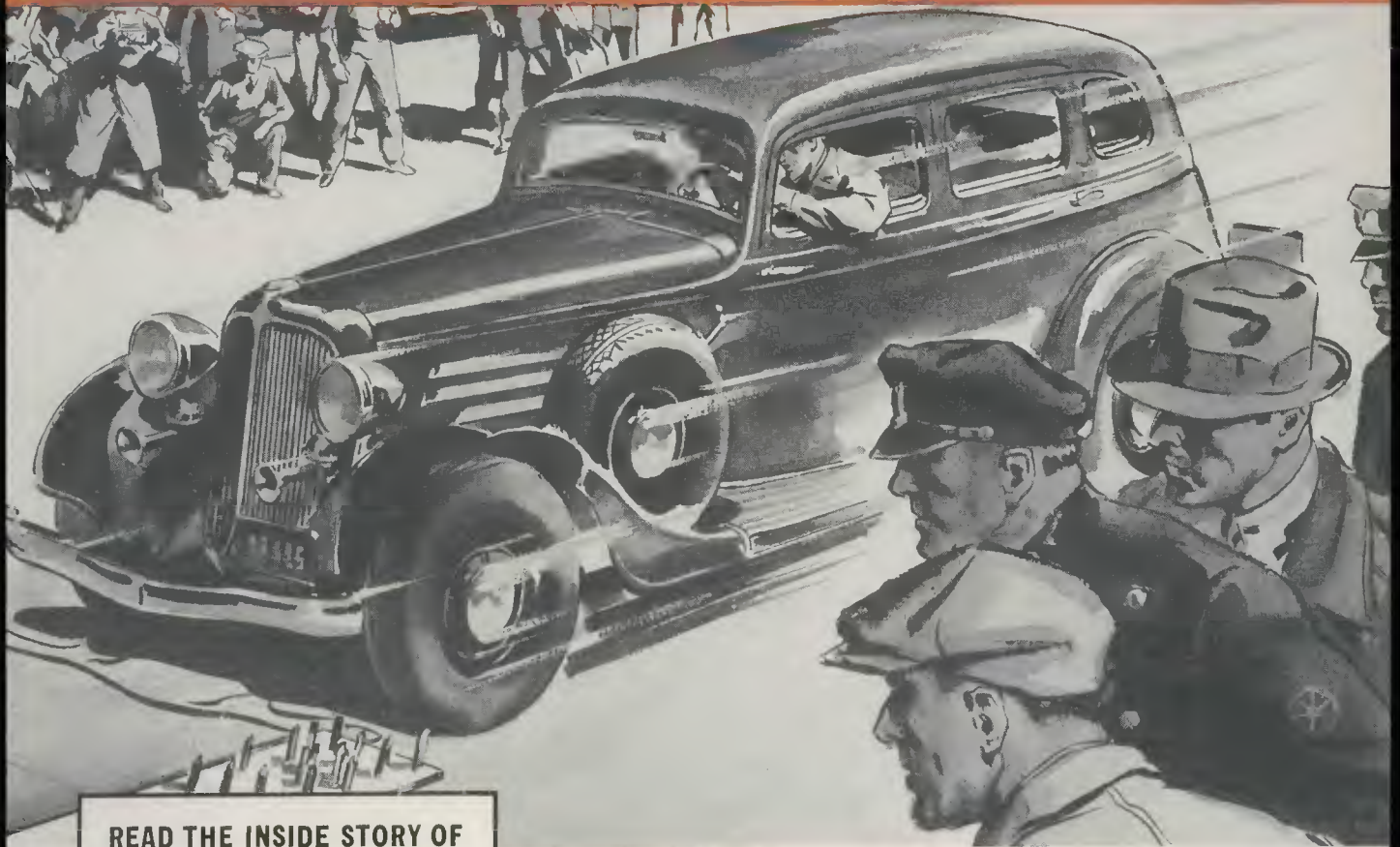
southeast some 666 miles to Bermuda and continue from that Island in an almost due easterly line to the Azores, 2,070 miles, on 1,140 miles to Lisbon, and end with an oversea flight of 916 miles to Southampton. Ryanna would not be touched on the southern route.

The other service is a local one between New York and Bermuda. While each company is granted the authority to operate two round trips a week over this route (aside from the trans-Atlantic planes), it is probable that for a time at least only one weekly service will be maintained by each. The flying time is calculated at about five and a half hours as against the steamer trip of nearly two days.

To make possible this commerce quiet but thorough preparations have been made. Among the first of the prospective ports of call, Bermuda commenced its arrangements almost as soon as the initial inter-governmental conversations had taken place. On the eighteenth of November, 1935, work was formally inaugurated on the Bermuda airport, situated at Darrell's Island in the Great Sound near Hamilton, and the sea base was completed by September 16, 1936. The installation includes a modern, hurricane-proof hangar, 140 by 100 feet, with machine shop, store and office rooms. It is served by two cement runways leading down to the water, equipped with a tractor for hauling up the flying boats. The base is sheltered by adjacent land, so that relatively still water for landing should be available in all but the roughest weather. An executive office for customs, immigration and health formalities has been installed and a house built to accommodate the station personnel. Passengers will be taken the two and a half miles into Hamilton in the speedy and luxurious motor boat of Imperial Airways which already plies back and forth across the harbor. This motor tender is also fitted out with search light, signalling lamps and crash equipment so as to be of use to planes if needed. The base superintendent, Imperial Airways pilots and the ground crew have for some time been on hand. One British mechanic will be sent to New York and one American mechanic despatched to Bermuda, but aside from that Imperial Airways will care for its own and the Pan American ships in Bermuda while Pan American Airways will reciprocate at New York. Most important of all, the British plane to be used in the local service between the United States and Bermuda, the "Cavalier," arrived several months ago. It made its first test flight here in February and now, thoroughly tuned up, is ready to start the experimental flights northwards.

Similar preparations have of course been made at other landing places all the way along the

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course of the projected trans-Atlantic route. Near New York, Pan American Airways has constructed its own base at Port Washington, said to be one of the finest in the world. Whether that excellent station will prove practical during the more severe winter periods, when ice is likely to form in Long Island Sound, is apparently still a moot question. It is asserted that resort occasionally may have to be had to such warmer American terminals as Baltimore or Norfolk, but in any case the hub for both southward and eastward voyages will be the United States rather than Canada.

The air base at Botwood, Newfoundland, is nearing completion. There meteorological data is being compiled, which data will of course be of the utmost importance in assuring the safety of transport. At Ryanna in the Irish Free State a marine airport, complete with the latest direction finding wireless installations, is under course of construction. It is from this port that the westward jump over the Atlantic will be taken and even now it is being used as an experimental base for flights. Work has likewise been initiated at Shediac, New Brunswick, where moorings for six ships and the necessary buildings and ground plant are being installed.

The planes themselves are of course of paramount interest to the prospective passenger. Pan American Airways contemplates employing on the New York-Bermuda run the familiar Clipper ship type craft which has established such an excellent record for comfort and dependability on the route to South America. The ship which will be used underwent its tests at Miami, Florida, from where it was flown to New York on April 21st. It is a four engine low wing Sikorsky S. 42 model seating approximately 32 passengers. The travelling public needs no introduction to this ship.

The plans of Pan American Airways for the Atlantic voyage are still not divulged in their entirety. Suffice it to say that when the specifications of the planes are announced it may safely be forecast that the ships will be found to surpass in engineering anything which has hitherto been known in commercial aviation construction. It is understood that an entirely new type of Douglas plane will be flown, seating some seventy passengers.

The Imperial Airways, in its operation of the local New York-Bermuda line, will use the "Cavalier," a boat built by Short Brothers, Limited. The craft is powered by four Bristol "Pegasus" motors developing a total of approximately 3,000 horsepower. The wing span is 114 feet, the overall length 88½ feet, the height 29½ feet and the gross weight 18 tons. While the maximum speed is about 220 miles an hour, the cruising speed is

160 miles, which gives a large margin of safety in the radius factor. The fuselage is constructed on the two deck principle, with control, radio and crew quarters on the upper level and spacious passenger accommodations on the lower deck. This latter deck contains a smoking cabin, midship cabin, promenade cabin, after cabin, mooring compartment, kitchen, men's and women's lavatories and a mail, freight and baggage hold. A crew of five is provided for and twenty-four passengers may be carried, all furnished with large, adjustable lounge chairs.

In the experimental stage of the trans-Atlantic flights boats of the same series as the "Cavalier" will be employed—the "Caledonia" and the "Cambria." These, with their range of 3,300 miles and space either for 24 passengers in daytime or berths for 16 at night, are considered adequate for pioneer work. Subsequently it is probable that the English company will use much larger ships on the New York run. In the meanwhile, in addition to the class "C" boats, there is now under construction for Imperial Airways an airship of the so-called "Albatross" type which may be employed for trans-Atlantic flights. It is an all wood, land plane built by the De Haviland Aeroplane Company. No information concerning the details of this craft has yet been published. Finally the use is contemplated of the Mayo Composite Aircraft, experimental flights with which are anticipated for the near future. This composite ship will bring into service a unique type of mail plane, designed to take off very heavily loaded with mails and with sufficient fuel for a non-stop flight from England to the United States or vice versa. Since, with such a load, rising of its own power would be difficult if not impossible, the use of a "mother ship" is planned. The small seaplane with its burden of fuel and mails is to be mounted on the back of a larger flying boat similar to the "C" class type. Under the lifting power of the eight engines of the two machines the climb is made. When the required altitude is reached the pilot releases the smaller craft, which proceeds directly to its destination while the "mother ship" returns to its base.

Regardless of whether Bermuda will find itself for an appreciable portion of the year on the trans-ocean route, it will enjoy the distinction of inaugurating the Atlantic venture. As the present article is being written air officials state that in three days, or on May 21st, weather being favorable, an Imperial Airways plane will leave Bermuda for New York while simultaneously a Pan American plane will soar from Long Island Sound, over the Battery, and down to the Island Colony. No pas-

(Continued to page 430)



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APPROACH TO BILATERALISM

(Continued from page 392)

the depreciation of the pound in September, 1931, and the introduction in England of a system of protective duties on foodstuffs and manufactured goods.

IV.

With this the system of roundabout transfer to England was ripe for cancellation. England was no longer willing to admit a large excess of imports from the United States and Continental Europe. She wished to cash her foreign income as far as possible in the form of raw materials derived directly from the debtor countries and employ the increased import of such materials for the production within her frontiers of the industrial products she required. If domestic consumption and exports were going to remain unchanged, the value of total imports would have to be reduced by an amount corresponding to the cost of working up the materials which had previously been imported in a manufactured state. If one admits that a country can only make use of its income from abroad through net imports of goods, it is obvious that the change in England's trade implied a generous writing-off on her foreign investments.

The foreign trade of the United Kingdom had in 1934 changed from mainly triangular to mainly bilateral. Only the net imports from the main countries indebted to the United Kingdom remained at an amount of about the same magnitude as in 1929 (reckoned in pounds sterling the balance exceeded that of 1929). The whole complicated system of indirect transfer had shrunk—to a large extent, in fact: the share of the trade balances with the industrial countries which represents amounts not transferred from other countries but earned on investments in or freights from the countries in question, was naturally larger in 1934 than in 1929.

With the breakdown of the transfer system, the net exports to the United Kingdom of the nine European countries fell to a fraction of their earlier magnitude. The amount that was available to these countries for purchases from Germany, the United States and other countries was accordingly reduced. When German exports to these nine countries fell, the amounts at Germany's command for purchases from the United States and other countries were also reduced.¹ The reduction in the net exports of the United States to Europe had a similar effect upon the purchases of that country in

¹ Later, the expansionist policy of Germany in her domestic economy and the clearing agreements she has had to conclude after the extension of her transfer moratorium in 1934 have completed her elimination from the transfer system.



other continents. Finally, the other countries experienced a reduction in the demand for their export products on the part of Europe and the United States, a reduction which was not offset by the increase in demand on the part of the United Kingdom. The whole chain of repercussions, which has only been broadly described above, explains the panic for liquidity which was released in a great number of countries. The majority of the countries whose export markets were shut tried to adjust themselves to the new position of trade through import restrictions. These restrictions only contributed to the further breaking down of the old commercial connections. The most-favoured-nation clause was undermined through quotas and exchange control. Trade was contracted in certain directions and — though more seldom — expanded in others. The object of these measures was to render trade more bilateral. The most consistent expression of this tendency is the clearing agreement, which directly suppresses triangular trade.

V.

The conspicuous and protracted reflux of short-term capital to certain creditor countries which initiated the disturbances in the system of trade had, broadly speaking, already exhausted its forces during 1933. Only a fraction of the earlier French assets abroad is still outstanding, and the short-term credits granted to certain countries (particularly Germany) are immobilized through standstill agreements. The measures which the countries adopted for their protection against the previous disturbances have, however, affected their production and price systems and are not easily liquidated. In many cases, measures of questionable value taken under the pressure of events have been greeted as expressions of new ideals of planned economy on a national basis.

The contradictions of modern commercial policy, which aims at once at increased self-sufficiency in foodstuffs or manufactured goods and a bilateral organization of trade, are, however, being constantly brought to light. Obviously the majority of industrial countries may increase their production of foodstuffs to a certain extent — at what price may here be disregarded. The difficulties are greater in the case of manufacturing activities. At least in countries with limited natural resources, bilateralism and diversified industrial production cannot easily be reconciled. The raw material production of the world is specialized in such a way that most of the countries that adopt (or are compelled to adopt) the principle of "reciprocal" trade are likely to find their acquisition of raw materials rendered difficult. The policy of industrialization pursued by certain European agricultural countries,



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whose trade is to a great extent regulated by clearing agreements, is fighting against great odds. The exporting industrial countries of Continental Europe, which dispose of the bulk of their exports in Europe but derive their raw materials from other continents, also depend upon triangular trade.

The commercial policy of many countries is therefore at present very confused, as regards both its means and its end. In particular, the countries that are financially weak seem to be faced with the necessity of sacrificing at least certain of the contradictory principles that have hitherto governed their economic policy. They cannot, however, easily evade the change of their trade in the direction of "reciprocity," which is as a rule forced upon them by the stronger countries that are net importers of goods and are thus superior in bargaining power; nor can they easily liberate themselves from that striving after self-sufficiency which during recent years has been bound up with the special interests of large groups of their population.

VI.

As was shown above, the approach to "reciprocity" in trade reduces the volume of foreign currencies available to the majority of industrial countries for the purchase of primary products and thus brings about a fall in the prices of such products. This fall has been avoided in countries with a paper currency, at the cost of a continuous depreciation of its gold value. The gold countries have had to adjust their economy to the price fall, but the deflation that they have carried through has often not been sufficient to keep the competitive power of their export industries intact. The gold countries have therefore attempted by means of import restrictions to reach the equilibrium in the balance of payments which certain paper countries have reached through currency depreciation. But restrictions — particularly in the form of quotas and exchange control — have as a rule a more discriminatory effect upon imports than has currency depreciation. They are usually so adapted as to affect most adversely the countries with which trade results in an excess of imports, as otherwise they would easily give rise to retaliatory measures. Clearing agreements are also closely connected with the monetary policy of the countries concluding them; they are always concluded between parties of which at least one applies exchange control — a measure employed particularly in countries wishing to maintain the exchange value of their currencies at par though the level of their domestic prices corresponds to a lower value.

The approach to bilateralism has thus been hastened particularly by the measures of the countries that maintain their currencies at par. It may be



that a depreciation or devaluation of the currencies of these countries would lead to a mitigation of the restrictions that now promote bilateralism; but a thorough change in the system of trade would appear to demand, in addition, a modification in the commercial policy of the United Kingdom.

A general stabilization of the gold value of currencies would appear to hold out few prospects of success so long as world market prices in gold tend to fall as a result of the increased application of the principle of "reciprocity." This price fall, as well as the uncertainty regarding the future exchange value of currencies, prevents the resumption of capital exports to undeveloped countries. Obviously such capital exports would facilitate the transfer of the outward payments of these countries in the same way as the withdrawal of capital to the creditor countries has rendered these payments difficult.

If no reorientation of commercial policy occurs, the structural change in trade which has taken place is likely to continue — how far and to whose profit it is not easy to anticipate. Over a longer period the production of many countries may to a certain extent adjust itself to a bilateral system of trade that is not too pronounced. The industrial countries would then have to acquire primary products by the export of manufactured articles of a corresponding value to the raw material countries. Germany, for example, would have to direct her exports which are now mainly disposed of in Western and Northern Europe, to the raw material countries (a change which is, in fact, on the way). The same is true of other industrial countries in Continental Europe.

The raw material countries would thus be obliged to change their sources of supply. In the first place, the British export industry would be adversely affected. By sacrificing her export industry, England would be able to maintain an excess of imports sufficiently great to correspond to her income in the form of interest, dividends, etc., from the raw material countries.

It may be that the industrial countries of Continental Europe, which are large importers of primary products, are able to bring heavy pressure to bear upon the raw material countries in order to compel them to buy their manufactured goods in exchange. But such a policy is not likely to prove a complete success. The United Kingdom has by her monetary and commercial policy shown herself determined to assume financial loss rather than to sacrifice her oversea markets. Nor is it to be expected that the United States and Japan, which also export large quantities of manufactured articles to the raw material countries, will give up this market for the benefit of European industrial countries.

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Finally, the manufacturing industry of the raw material countries, which has prospered while the raw material production has grown less profitable, has become a factor of importance, though its development is rendered difficult by the lack of capital. To the extent that bilateralism drives the productive forces of these countries over to the manufacturing industry, it leads to the impoverishment of industrial countries and the annihilation of a considerable proportion of existing investments.

The advocates of a bilateral system of trade consider that it offers the advantage of being simpler and more stable than that which has prevailed hitherto. It is easy to forget, however, that it is only within the last-mentioned system that, at least for staple products, something like a world market could develop, to which all nations have enjoyed free admittance as sellers and buyers. A bilateral system of trade leads, sooner or later, to the division of this market into several, with different price levels and no free admittance. Already certain countries in Central Europe have been partly shut out from the world market and compelled to pay higher prices for their imports than those prevailing in that market. This system, if any, is full of confusion and complications; and it would not appear to offer any special guarantees against cyclical fluctuations. It rather threatens to bring about a new kind of price fluctuations entailing considerable disturbances in economic life. The world market prices, which have been determined by the supply and demand of all countries, have as a rule not been excessively affected by changes in the supply or demand of individual countries; but the limited markets that would result from a bilateral trade system would naturally be extremely sensitive to such changes.

The distribution by countries of world production — determined mainly by trade during past generations — as well as the geographical position and climatic conditions of the various producing and consuming centres, render it necessary for many countries to import from markets other than those in which they sell their products. But it is not easy for individual countries or groups of countries in the long run to oppose an approach to bilateralism which is supported by others. The equalization of trade balances in certain directions entails a similar equalization in others. The economic pressure to which certain countries are exposed during this process reacts elsewhere than in the economic field. As bilateralism particularly renders the supply of raw materials to certain countries difficult, it threatens to lead to an intensified fight for influence upon (or the domination of) the undeveloped countries, and thereby to political controversies, which may ad-

versely affect all forms of peaceful collaboration between nations. The gradual abandonment of the "policy of the open doors" in the colonies and their former commercial attachment to the mother countries during recent years is not unconnected with the problems discussed above.

MRS. CARR DISCUSSES FOREIGN TRAFFIC CONDITIONS

Mrs. Wilbur Carr, in her capacity as member of the Woman's Safety Traffic Committee meeting of the American Automobile Association, recently addressed a meeting of the Committee held at the Sulgrave Club in Washington on "Parking Conditions in Foreign Cities." This was followed several weeks later by a radio broadcast, in which Mrs. Carr participated, devoted to consideration of the same subject.

Mrs. Carr stated that she had added to her own personal knowledge of European traffic conditions by addressing a circular letter asking for certain information on parking methods and conditions to our Consuls General in London, Paris, Belfast, Dublin, Glasgow and the Consul in Edinburgh. In reply they furnished her with considerable information which she made available in her interesting public talks on the subject.

It occurs to the JOURNAL that this is an interesting field for research on the part of the Foreign Service. The JOURNAL would be glad to consider for publication articles on all types of problems created by the automobile and how they are being solved (if they are) by foreign municipalities and countries.

MARRIAGE

Lewis-Bruhm. Miss Hilda Bruhm and Harrison Lewis, American Vice Consul, were married on May 5, 1937, at Leipzig, Germany.

BIRTHS

A daughter, Anne, was born to Mr. and Mrs. James E. Henderson, at Palo Alto, California, on April 10, 1937.

A son, John Walker, was born to Mr. and Mrs. W. Quincy Stanton, at Casablanca, on May 2, 1937.

A son, Arthur Saye, was born to Mr. and Mrs. Gerald Warner, at Tokyo, on May 7, 1937.

COVER PICTURE

"Fisherman's Return." The photograph was taken and contributed by Harry W. Story, American Vice Consul, Santiago de Cuba, and shows a native fishing boat returning to harbor at Santiago.



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IN MEMORIAM

(Continued from page 408)

the benefit of a long experience in political and newspaper life at home and a keen sense of values which were at times of the greatest help.

Mr. Albright's determination to know the country to which he was accredited and its people led him to travel from end to end of Finland, including the little-travelled area of Lapland — often at the expense of personal comfort. At the time of his departure he was certainly more conversant with the geography of Finland than any representative of the United States who had been there. He was keenly interested in the Finns as a people, in their accomplishments and in their history. His acquaintance extended to members of all recognized political parties and he counted friends in all circles.

The Minister was peculiarly alert to the news value and possible political repercussions of situations arising in the country to which he was accredited. About two weeks following his arrival in Helsingfors, Jacobson, the young American communist not long ago pardoned by the Finnish Chief Executive after serving several years in prison for espionage, was arrested by the political police. An appeal from Jacobson reached Mr. Albright late one evening — following his arrest in Helsinki but before official notification had been sent to the Legation. Sensing the importance which the case would shortly command at home, he took immediate steps to interview Jacobson and to report the affair in detail to the Department. While convinced of Jacobson's guilt — to which the latter later confessed — he took a close and humanitarian interest in the case and even visited Jacobson later in prison at Abo, over a hundred miles away, when complaints reached him from the prisoner as to his health and the treatment to which he was subjected. The latter complaint proved, incidentally, to be quite unfounded as the Finnish prison at Abo is as finely administered as any in the United States.

Mr. Albright, during his sojourn in Finland, was very active in his support of the American Club at Helsinki. A ready and amusing speaker, he spoke there on several occasions, greatly to the enjoyment of his auditors. He had a rich repertory of Southern negro stories and told them inimitably. One I recollect very well. A former officer in the Confederate Army was called on business to Greenville, South Carolina, a few years after the War of 1861-1865. Descending at the station he clambered into a dilapidated cab, attached to a decrepit and spavined horse, driven by an ancient darkey and gave orders to be conducted to the principal hotel. The old negro, delighted to be driving such a distinguished client, asked him if he wished to get



there quickly. The officer replied that he did and the old darkey ceremoniously whispered something in the horse's ear. The animal pricked up its ears, snorted loudly and set off down the street at a wild gallop. They reached the hotel in record time, but, to the officer's consternation, passed it by in a cloud of dust. "What the hell's wrong, Sambo? Stop!" he yelled. "Sorry, boss," said Sambo, "but I done forgot what that other order is. We just have to wait till he gets tired out."

Mr. Albright was a man of high religious principle and it was a source of concern to him to discover that in Helsinki there was no English-speaking Presbyterian Church. The Rector of the English Church there, learning of his difficulty, invited him to participate in the episcopal service over which he officiated. For several years — and probably as long as he remained in Finland — the American Minister read a portion of the lessons in the English Church every Sunday. His example contributed in no slight degree to the attendance, particularly among American residents.

Mr. Albright's ambition was to see a government-owned and constructed Legation in Helsinki which should be in every way representative of the power and prestige of the United States. His efforts to this end contributed largely to the perfection of the present plans for our establishment there, and had he lived, the completion of this building would have meant the realization of a treasured dream.

H. S. F.

FREDERIC D. GRAB

Commercial Attaché, Caracas

The tragic death of Frederic D. Grab, Commercial Attaché of the Legation at Caracas, in the jungles of Eastern Venezuela on May 2nd, following an airplane crash, has been the cause of deep



AIR PARTY WHICH SEARCHED FOR GRAB'S PLANE
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sorrow to his many friends in the Department of State where he was well known by reason of his close association with the Department during the period that he served in Washington as the Liaison Officer of the Department of Commerce. As one who had the privilege of Mr. Grab's friendship, and who knew him intimately, both officially and personally, I can testify to his unusual qualities of mind and character.

The Honorable Meredith Nicholson, American Minister at Caracas, in a despatch to the Department, has expressed very fittingly the general conception of Mr. Grab's activities as follows:

"I should like to take this occasion, in reference to the death of Mr. Frederic D. Grab following an airplane crash in Eastern Venezuela, to mention the high type of service rendered by Mr. Grab as Commercial Attaché to the Legation. His wide contacts and experience were of the greatest use to this mission, and his ability to obtain information, frequently in sources not accessible to the Legation, and his promptness in reporting it to the Legation were of vital assistance in obtaining a proper picture of the rapid changes which were taking place along economic, political and financial lines.

"Mr. Grab at all times displayed a spirit of cooperation and loyalty to the Legation, and his death—aside from the sympathetic personal relationship thus terminated—means the loss of an efficient and highly valuable Government officer. He was unfailingly obliging and considerate in the performance of his official duties, and socially he was held in warm regard by the American colony and by a wide circle of Venezuelans."

The profound sympathy of Mr. Grab's many friends in the Department of State and in the Foreign Service is extended to Mrs. Grab, her children and his family.

J. J. M.

CORONATION NAVAL REVIEW

(Continued from page 394)

servation. In front of us on the bridge are four buglers rigidly awaiting the signal from an efficient gob. The bugles ring out as one—a fine demonstration—announcing that the King is on his way. Now the signal for the 21-gun salute. A smart young officer directs the firing by bringing sharply down first one white-gloved hand then the other, followed each time by a deafening roar. Sailors line the decks, side-by-side—a great sight. The Royal Yacht, *Victory and Albert*, approaches—what a strange antiquity, but with very graceful lines. In this land of tradition it is not difficult to appreciate the plea-

sure of the British people when they learned that the new King had decided not to replace the old yacht by one of modern construction. Yet it seems strangely out of place among these modern slips-of-war. The King can barely be discerned on the bridge, but the Queen and one of the little Princesses are plainly seen. As the cheers of our officers and men die out (guests had been advised not to join in), the four buglers stand at attention awaiting another signal from that efficient gob. They look fine to us—but not to him, for he has just reminded them that *they* are not "tourists" but have a job to perform.

The heavy drone of the fleet air-arm is heard. Those who expected to see the planes dip over the Royal Yacht and change formation are disappointed. Perhaps the mist has caused a change of plans.

Tea has just been served in deference to the custom of our British guests—but what a tea! I understand it was an expensive brand, but we Americans never seem able to prepare and serve it correctly. No offense to the Navy, for the British are equally poor as regards coffee.

Six o'clock, and we are speeding back to Portsmouth. As we approach the Naval Dockyard the spars of Nelson's old ship, the *Victory*, loom up—another reminder of the British love of tradition.

Walton Ferris and Sally are off for smoky Sheffield, but we await the searchlight and fireworks display between 10 and 11 p. m. The time has arrived and hundreds of warships, in eight lines of over five miles each, are outlined in lights. On some (including the U.S.S. *New York*) the flags are illuminated by searchlights. Rockets go up from the Royal Yacht and the lights are extinguished—now the sky is alive with innumerable searchlights, first swinging rhythmically, now crossing, now waving irregularly. The scene is somewhat marred by a low ceiling and mist but is none the less thrilling. Now the fireworks; the sky is ablaze in red, white and blue. A happy day is ended, and we must wend a tortuous way through heavy traffic to the "New" Forest of William the Conqueror, where we have made reservations for the night.

May 25, 1937: Saw Captain Money today, and he said he had a hard time keeping back tears when he said good-bye to Admiral Hugh. I'm sure he didn't show it, but there you are: the English are a funny people, they keep their feelings in leash, but they feel as deeply as we do. Money said that on the last night of the Review the commanding officer of the aircraft carrier H.M.S. *Courageous* signalled Admiral Rodman for permission to anchor astern of the *New York*—just another little courtesy to our "Uncle Hugh."



NATHANIEL LANCASTER, JR., THIRD SECRETARY,
AND HUGH MILLARD, FIRST SECRETARY



ADMIRAL RODMAN, U.S.N., SPINS A GOOD YARN
TO HIS AIDE, COMMANDER BEATTY, U.S.N.



WALTON C. FERRIS AND PERRY N. JESTER,
AMERICAN CONSULS



JAMES R. WILKINSON, JAMES E. PARKS, AMERI-
CAN CONSULS, AND CHARLES A. CONVERSE,
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BERMUDA BY AIR

(Continued from page 418)

sengers will be carried on the initial flight or the two or three experimental flights which will ensue. However, after several such trips a special flight carrying press and officials will be made and after that, probably by the first of July, regular service will commence with the carriage of passengers, mail and freight.

Other nations, too, are seemingly on the point of entering the trans-Atlantic competition and in so doing of making use of Bermuda's fortuitous position as a pier in the contemplated bridge across the ocean. From the point of view of actual experimentation the Germans hold the lead. In September of last year two Lufthansa hydroplanes, the "Aeolus" and the "Zephir," made the round trip flight from the Azores to New York, the voyage being tested out by each plane in both the non-stop and the halt at Bermuda manner. For launching the planes a mother-ship equipped with a catapult was employed. The planes themselves were ten-ton Dorniers, powered by twin diesel engines. They were of the mail plane type and neither large nor speedy enough for passengers. However, the tests were considered successful and to be the forerunner of more serious endeavor during the year 1937.

While the French have not yet taken any definite step towards entering the Europe to New York service, it is generally expected that they will during the present summer make some gesture in that direction. Certainly the Air-France, through its experience on the south-Atlantic route, is well schooled in problems of the general nature which would have to be faced. Whether adequate financial resources would be at the French company's disposal is another question.

So we may expect to observe within a short space the colors of numerous nations in the Atlantic airs just as for long we have remarked the flags of many powers on the waters of that ocean. It is reassuring that the leaders in this new commercial race, both Anglo-Saxons, are entered not as rivals but as collaborators. Perhaps this cooperation is an omen of future peace. In any case it is appropriate that, as Bermuda was the child of British adventure in America, its rediscovery by air should likewise be of American and British parenthood.

(Editor's Note: Since the foregoing article was submitted, the following supplemental information has been received from Mr. Williamson. The preliminary flights in the New York-Bermuda air service have been inaugurated. The Pan American Airways "Bermuda Clipper," Captain Gray, commander, arrived at the Bermuda air



base on May 25th. The ship took off from Port Washington at 9:30 a. m. and reached Bermuda at 2.25 p. m. The Imperial Airways "Cavalier" left Bermuda for New York at about the same hour on the morning of the 25th. Both trips were made without incident. The Governor and others informally welcomed the American plane in Bermuda. Since that time the American plane has returned to the United States, trying out the port at Baltimore, while the British plane has come back to its home port in Bermuda. A few more experimental flights will be accomplished rapidly, after which it is expected that the regular service will be established.)

NEWS FROM FIELD—GERMANY

(Continued from page 409)

distinguished services during the Revolution and their great importance in the struggle for American independence. After the Ambassador's speech, which was heartily applauded, the two German National Anthems were sung. The ceremony in the City Hall was followed by a luncheon given in the "Magdeburger Hof" by the City of Magdeburg to the invited guests. After the luncheon the American and other guests were taken on a motoring trip through the city of Magdeburg, passing the General Post Office, where the tablet presented at the ceremony had already been attached to the beautiful Gothic cathedral, which was then visited under the guidance of Dr. Grieschel, Director of the Kaiser-Friedrich-Museum of the City of Magdeburg.

In addition to the persons already mentioned, the celebration was attended by Consul General and Mrs. Douglas Jenkins of Berlin; Consul General and Mrs. Ralph C. Busser of Leipzig; Major Black, Assistant U. S. Military Attaché at Berlin; Mrs. Eichberg of Berlin, President, Miss Geist, and other members of the "Dorothea von Steuben Chapter in Germany"; Mr. Louis P. Lochner, President of the American Chamber of Commerce in Berlin, and other American and German representatives of the Press.

MEXICO

Dr. Manuel L. Quezón, President of the Philippine Commonwealth, visited Mexico during the first half of April. The Mexican Government and people gave the President and his party a warm and spontaneous welcome. President Quezón was accompanied by his wife, his two daughters, and his son. The party included Major General Douglas A. MacArthur, who holds a commission as Field Marshal of the Philippine Army, Major General Basilio J. Valdéz, Philippine Army, Dr.



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Carlos P. Rómulo, a brilliant journalist who acts as adviser to President Quezón, and other officials.

There was a crowded program during the four days of the visit. Ambassador and Mrs. Daniels gave a formal dinner one evening, which was attended by the entire visiting delegation, several members of the Mexican cabinet, other important Mexican officials, and members of the Embassy staff. On the last day of the visit, President Quezón had a most cordial interview with the President of Mexico. President Quezón was visibly moved by the splendid reception accorded him and his party by the Mexican Government and people.

Hearts were young in American official circles in Mexico City the morning of May 18th.

Ambassador Daniels, according to the calendar,

spirits and danced the Jarabe Tapatio in Mexican costume with one of the entertainers. Josephus Daniels, Jr., his wife and their young son, as well as several Mexican friends, participated in the celebration.

Mrs. Ethel Barnes, the senior—in years of service—of the official staff, presented to the Ambassador a silver photograph frame bearing the autographs of all members of the staff. Telegrams of congratulation were received from the Secretary of State, the Mexican Ambassador to the United States, the Mexican Division of the Department, and many other friends.

MONTEVIDEO

On April 23 towards dusk, the U.S.S. *Downes*, one of the newest destroyers in the United States Navy, arrived in Montevideo under the command



PRESIDENT QUEZON AND AMBASSADOR DANIELS CALL ON GENERAL HAY, MEXICAN MINISTER FOR FOREIGN AFFAIRS

had reached his seventy-fifth birthday, according to himself the figures should be reversed giving his proper age as fifty-seven, but according to all who know Mr. Daniels he is really in the prime of life at about forty-five.

The Ambassador was awakened early by serenades furnished by two typically Mexican orchestras. The members of the staffs of the Embassy, the Consulate General, and the Military and Commercial Attachés were at hand to offer congratulations and best wishes. The Chief was in gay

of Commander C. H. Roper, U. S. N., in the course of a shake-down cruise.

During their ten-day visit, Commander Roper and his seven officers were entertained by a luncheon at the Legation, a dinner by the First Secretary and Mrs. Reed, and a lunch and a dinner dance by the American Association, both of the latter being given in the beautiful roof-garden of the Jockey Club.

Shortly after their arrival, the officers gave a splendid reception on board, with many members



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of the Diplomatic Corps and the American colony present. The Commander was also host at Sunday dinner to Mrs. Lay and the First Secretary and Mrs. Reed, as well as being co-host with the Naval Attaché at a large stag luncheon for Uruguyan Government officials.

A signal and most unusual honor was paid the Commander by the Uruguyan Government when he, together with the First Secretary and the Attaché, Commander Thomas J. Doyle, Jr., were received by the President, the Minister for National Defense, and later by the Minister of Foreign Affairs. The visit of the U.S.S. *Downes*



THE PRESIDENT OF URUGUAY RECEIVES THE CAPTAIN OF THE U.S.S. *DOWNES*

Left to right: Leslie E. Reed, First Secretary, the Minister of National Defense, Captain Roper, U.S.N., President Terra, Commander Doyle, U.S.N. (Naval Attaché).

was thus more than usually successful in cementing the already close friendship between the United States and Uruguay.

NATIONAL YOUTH ADMINISTRATION

(Continued from page 389)

So successful was this so-called "college aid" program that it was continued during the academic year 1934-35, when as many as one hundred thousand students were aided during the peak month. Taken over by the NYA, it was expanded to include both secondary school and university graduate students.

In March, 1937, there were 426,666 students in 23,897 schools and colleges earning NYA wages under the Student Aid Program. Of the students, 281,598 were in secondary schools; 139,572 in colleges; and 5,496 in graduate schools. While the hourly rates of pay varied according to the prevailing rate paid for the type of work done in a given school or college, the monthly wage was, in general, uniform. The average monthly wage for

secondary school students was \$4.80, though they earn a maximum of \$6. The average monthly wage for college students was \$12.56 and \$22.62 for graduate students, though it is possible for the former to earn an average of \$15 and the latter \$25 a month.

The responsibility for selecting the students, assigning them to jobs and supervising their work has been placed in the hands of the educational authorities. The work performed by school students consists, for example, of acting as secretaries to teachers and principals, preparing educational exhibits for classrooms, making long-needed repairs to classroom furniture, assisting in school cafeterias, and supervising playground activities. College and graduate students are, wherever possible, employed as research assistants in the field of their concentration, so that, far from cutting into the time which they must devote to study, their NYA work provides practical supplementary training in the all-important courses.

Students majoring in botany at one college are thus making a survey of soil moisture and acidity in several counties. A student majoring in English is making a study of the grammar and composition taught by leading American colleges and universities during the last hundred years. Chemical engineering students are assisting with experimental work on the hardening characteristics and carburization of steel. There is a large number of students, however, for whom it is impossible to find such desirable jobs. These students are assigned, without replacing regular employees, either to clerical museum and library work in the colleges or to jobs in near-by welfare offices, hospitals, YMCAs, YWCAs, and governmental agencies.

For those young people who are out of school and out of work the NYA has instituted a work projects program. Not only does this program attempt to furnish as many young people as possible with worthwhile work, but also to provide them with jobs that will give them vocational training in the most promising fields of employment. On construction projects, for instance, it has been possible to promote the originally unskilled NYA employees to semi-skilled or even skilled jobs as they have shown increasing aptitudes. And on library projects, as many an inexperienced young person has become better acquainted with techniques and procedures, he or she has been re-assigned to more responsible work. With such training and experience, young people have found it easier to secure jobs in private industry; and the turnover on projects has, for this reason, been unusually large.

In the future it is planned to place greater emphasis on the vocational training aspect of the



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work projects. But because NYA employees work for only one-third the monthly or weekly working hours—receiving accordingly, but one-third the prevailing wage rate for the type of work performed—it is not easy to find time for instruction in more highly skilled occupations while simultaneously attempting to complete a project within a given period of months. The most feasible and satisfactory way of providing vocational training has therefore been found to be through the organization of special classes after hours which the project employees may attend if they wish. This arrangement has already been successfully carried out on quite a large number of project units.

During the month of March, 1937, the Work Projects Program employed 191,569 young men and women from 18 to 25 years of age at an average monthly wage of approximately \$17. Largely because of the preponderance of unskilled persons in the youth group, over one-third of these young people were working on manual labor and handicraft projects consisting of the construction of community centers, the improvement and laying out of public parks and playgrounds, the improvement of highways, as well as the construction and repair of furniture, exhibits, playground equipment and toys. One-fourth of the NYA employees were engaged in public service work, performing clerical and similar tasks not provided for by the normal annual budget in local, county and state governmental offices. Nearly one-fifth were working on home economics projects specially designed to give training and work opportunities for young women. Sewing, assistance to home demonstration agents, nursing, domestic training, and canning were included in this type of project. And one-sixth of the young men and women were engaged in recreational work which comprised chiefly the supervision of playgrounds and the activities conducted by such agencies as YMCAs, YWCAs, and community centers. The remaining young people were employed on agricultural, conservation and research projects under the supervision or sponsorship of the Department of Agriculture, the Soil Conservation Service, state and county boards of education, and other governmental and private agencies.

In the fall of 1936 the NYA began setting up its own educational camps for unemployed young women. Employed on such regular NYA projects as the preparation of hospital supplies, the production of Braille books, and bookbinding, the young women attending these camps earn a wage sufficient to cover the monthly subsistence cost and leave them with a net sum of at least \$5 over and above this. Like the CCC camps, two of the major aims of this program are to build up the girls physically and to help them acquire new



skills. As of April 29, 1937, twenty-eight camps had been authorized in twenty-seven states, with a total enrolment of about eighteen hundred.

In accordance with its objective of assisting young people in their search for suitable jobs in private employment, the NYA has, over a period of fourteen months, placed junior employment officers in fifty-eight State Employment Offices throughout the country. During this time the officers have found permanent jobs for 45,038 young men and women, and have interviewed some 107,000 young people, helping many of them work out their vocational plans. In addition, pamphlets and bulletins giving a short history and discussion of various occupations have been prepared and distributed in many states; and vocational guidance services, occupational classes and radio talks have been arranged through the assistance of cooperating sponsors.

That the NYA has not been able to assist adequately all those young people who have been the victims of a rapidly changing economic system must, of course, be readily admitted. With an appropriation of \$45,000,000 during its first year of operation and \$71,250,000 during its second year, it has been able to reach only a comparatively limited number of needy young people. Thus, those receiving cash benefits from the NYA numbered but 618,235 in March, 1937, though through its vocational guidance and placement offices, women's camps and the services provided by its student aid and work project employees, several hundred thousand other young people were directly or indirectly assisted. When these accomplishments are placed against the huge canvas on which are painted the inequalities of opportunity that youth faces, they seem microscopic in comparison.

Much remains to be done before the gap of idleness existing between the end of youth's educational career and the beginning of its vocational career is closed. One solution is more jobs; but in view of the fact that the machine age is steadily adding years to the period of youth, we must also look forward to a broad extension of our educational system. The American Youth Commission, of which Newton D. Baker is Chairman, states that society should be responsible for "the education, welfare and development" of all young people up to the age when they can secure paid work, and accordingly suggests that formal education be provided for all, up to the age of 16, with "less formal and more flexible" methods being used to train and educate young people between 16 and 21. The NYA is pioneering in this new field; and no matter how meagre its accomplishments may now seem, it is laying the foundations for a sound and permanent program for American youth.

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Long or Short Assignments

Following are some extracts from a letter to the editors from a junior officer whose comments upon one of the subjects mentioned in the April issue of the JOURNAL are of interest to the Service:

One subject marked for discussion has particularly interested me, namely, the effect of the length of assignment of an officer to a post upon that officer's usefulness. The question is asked whether an officer tends to go "stale" after three or four years or whether the experience he has gained makes his services more valuable.

It seems to me that under the present system of transfers both alternatives are likely and, even, likely in the same officer. It seems natural enough to suppose that an officer who has had three or four years' time to become acquainted with local conditions will more readily interpret correctly new problems in the light of past experience with the people with whom he has to deal. He will also be in a better position to report upon current conditions in both the economic and the political sphere than his successor will be able to do for some time after his arrival upon the scene. The length of time for an individual officer to acquaint himself with conditions in his district will depend to a certain extent, of course, upon his own intelligence and industry but, I venture to guess, to a far greater extent upon the amount of time he is able to devote to a thorough preliminary study of his district as opposed to the amount of time he will be obliged to devote to the routine duties of his office. The foregoing comments apply, I believe, to both principal and subordinate officers, but under present personnel conditions with particular force to the principal officers since it has been my experience in the offices in which I have served that subordinates are far too busy interviewing applicants for visas or passports or explaining to local merchants the requirements of the Tariff Act of 1930, or to irate seamen just how it happens that the Comptroller General has changed the consular officer from the "seaman's friend" to—if not a foe—at least a disinterested spectator anxious to preserve his own pocketbook. In the average, medium sized consular establishment it is therefore the principal officer who must acquaint himself with the people and the social, economic, and political problems of his district, interpret the available facts correctly and report to the Department. As I have said, this takes time; how much time, how great the lacuna between the departure of one principal officer and the readiness of his successor to submit reports of value it would be interesting to know.

Without personal experience, it would appear safe to assume that in the larger consular estab-

lishments the interruption in the flow of reports need not be so great, since the principal officer will presumably and usually find an administrative officer able to relieve him of the more routine supervisory duties and one or more officers already familiar with local conditions who can advise him.

Why then do officers grow stale after three or four years at a post? For it is my belief that they do get stale. One need not here consider the existence of abnormal circumstances of climate, or primitiveness, or lack of cultural or physical relaxation at some posts. These conditions are not too widespread over the Service as a whole but do, of course, contribute to a very understandable let-down in certain posts. The growing stale, I think, may be attributed to the very thing the absence of which prevents a business man in the usual progressive concern from going stale: a feeling of impermanence. Experience has taught the Foreign Service officer that at the end of three or four or five years he may expect the arrival of a cable any day. I do not believe that an officer can, with the best will in the world, guard against the feeling that his days are numbered, that it is time to speculate upon the probabilities of his next assignment, that there remains little time for him to do work of any great importance at his present post and that the work in hand may at any time be interrupted. This probably applies to principal officers in many cases, but to subordinate officers with even greater force not only because they are, in the nature of things, young and as a whole less stable because of their youth, and because it has been the policy to shift the junior officers more frequently but also because much of the work that has to be done by them is frankly routine and becomes boring unless the principal officer has the courage periodically to disrupt the smooth functioning of his office by shifting his subordinates from department to department.

I think there is a remedy for the situation: a fixed tenure of office. Let an officer know when assigning him to a particular post how long he will be expected to remain there. As at present, a subordinate officer would have a shorter stay than a principal officer in order that he may have the benefit of experience in as many parts of the world and under as many chiefs and in as many phases of the work as possible before he is called upon to administer an office of his own. The



Department, naturally, would retain its right of discretion in cases of emergency.

Should the officer, whether principal or subordinate, be pleased with his post he has the knowledge, fortunately, that the good posts outnumber the bad and that the chances are that he will like his next post, too. When the transfer comes, at the appointed time, and it turns out to be the last place in the world that he would choose to be sent he may—he must!—console himself with the knowledge that in a Service such as ours it is but fair that each shall take his turn at undesirable posts.

The term of tenure at an unhealthful post should, of course, be as brief as considerations of the general efficiency of the Service permit. Thus, should four years be established as the tenure at the average post for an officer not in the higher classes, two years should be the maximum at an unhealthful post. I think the efficiency of the individual would be increased if he were certain of relief from unpleasant conditions within a comparatively short time. He would then have an incentive and would feel it incumbent upon him to do the best work possible during his stay rather than have the feeling, as is now too often the case, of being sunk and forgotten in some hole.

It is recognized, of course, that all officers can not and do not climb the ladder of promotion at the same pace, and that it may be necessary for some of the officers in the middle classes to have several assignments at unhealthful or unpleasant posts. Officers who are obliged during their careers to serve several terms at unhealthful or undesirable posts are compensated by the knowledge that they are getting extra credit toward their retirement by the provision of law which grants eighteen months' credit service for every year spent at an unhealthful post, giving them the privilege of voluntary retirement, should they so desire, at a comparatively early age.

F.S.O. CONDUCTS SYMPHONY

An unusual occurrence in Foreign Service activities took place on April 22 in Bogota, Colombia, when Winthrop S. Greene, Second Secretary of the American Legation in that capital, conducted the National Symphony Orchestra of Colombia in the 13th Symphony of Haydn. It was the first time that a foreign diplomat has participated in one of the Orchestra's concerts. Mr. Greene's conducting was enthusiastically applauded by the brilliant audience in attendance and received high praise from the music critics of the Bogota press.

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NEW YORK FAIR

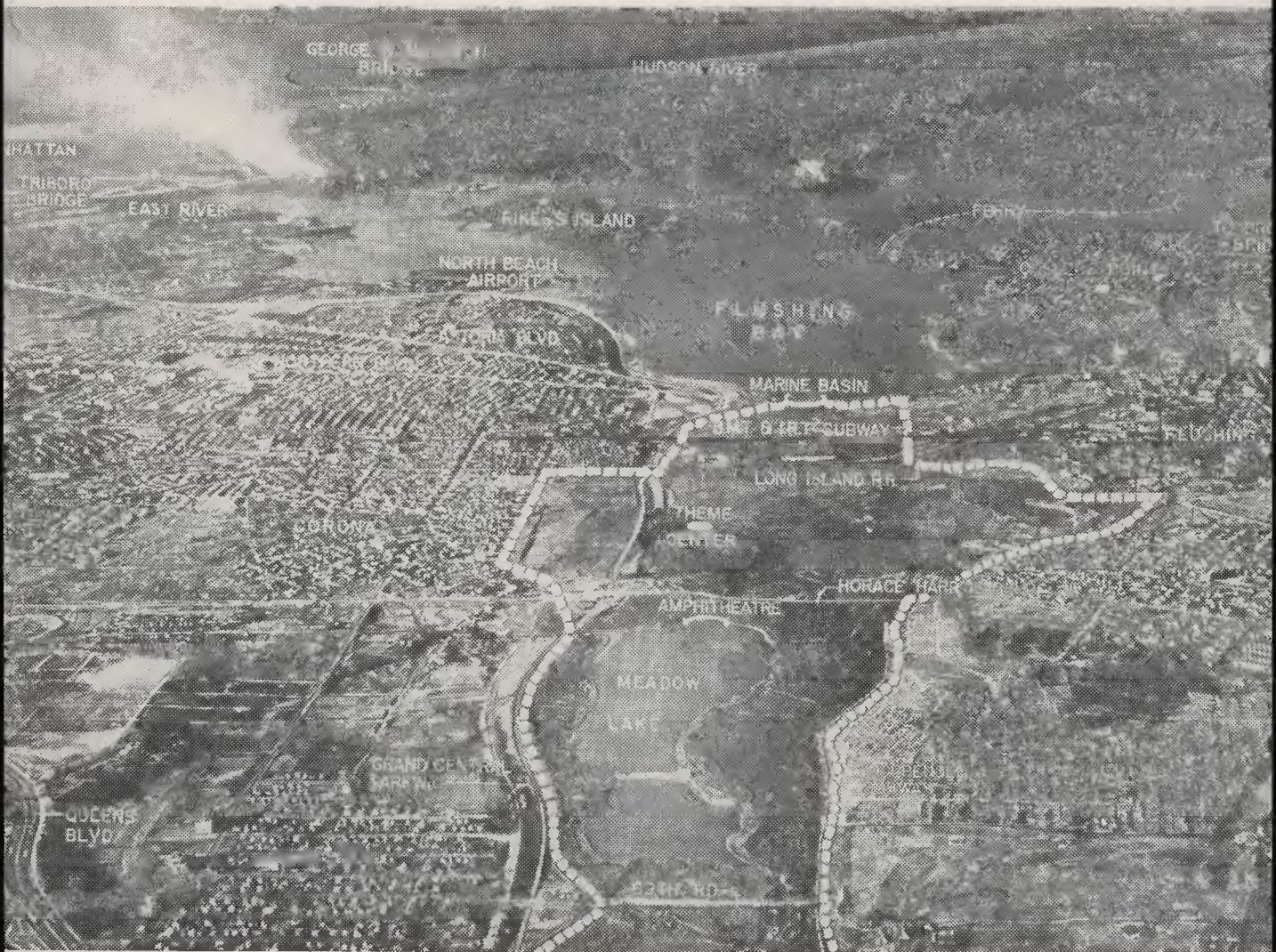
(Continued from page 402)

Fair in Flushing is a national expression. Those who manage it and those who visit it have a right to expect that the exhibitors will make a fitting exposition of American or other enterprise."

An exhibit, which occupies the Fifth Avenue and Thirty-fourth Street corner of the Empire State Building, shows models of the site and of various sections and buildings and some of the novel lighting effects the Fair will feature. Very impressive is a large-scale model of the Theme Building and Plaza as viewed at night. Small

models coated with luminous paints to produce an effect of night lighting also are popular exhibits, as is a bubble fountain or Aqualon, made by forcing water and air up through a lighted glass column.

The announcement of designs for the Persisphere and Trylon—the two dominant architectural features of the Fair—aroused great interest all over the world. Architects and builders were especially interested. Although both sphere and triangle are among geometry's simplest and most fundamental forms, neither has ever before been employed in formal architecture. The Persphere,



AEROGRAPH OF SITE OF FAIR



which will house the Exposition's Theme Exhibit will rise 18 stories above the Fair Grounds. The Tylon will be equal to fifty stories, and will be the point of orientation for the entire Fair.

The Theme Centre will be the focal point of the Fair. From the various zones devoted to such subjects as Production, Distribution, Welfare, Food, Shelter, etc., great avenues and esplanades will lead into the Theme Plaza, which will have a maximum depth of 700 feet. The facades of all the exhibit buildings facing on the plaza will be designed to harmonize with each other so that the ensemble will be given architectural unity. The effect will be further enhanced by a double row of majestic elms, fifty feet high, forming a great horseshoe around the center.

A mile-long area will be devoted solely to amusement; and a modern amphitheatre, its stage set for the lake itself, is being designed to provide for colorful pageants, water sports and dramatic and musical open air performances.

The Exposition now rising in Flushing Meadow Park entails an investment of \$125,000,000. The City of New York, through land acquisition, various basic improvements, and its exhibit; the State of New York through parkways and bridges and an exhibit building; and the Federal Government through channel and harbor improvements and an exhibit building, will account for about \$20,000,000. This gives an official backing and participation never before achieved. The Fair itself plans to spend about \$47,000,000 in the erection of administration and exhibit buildings and in preliminary developments. In addition, it is estimated that private exhibitors, commercial concerns, housing operators, and foreign governments will invest more than \$50,000,000.

Transportation facilities are being arranged on a scale to accommodate 160,000 persons an hour, and a maximum daily attendance of 800,000. The average daily attendance has been estimated at 250,000.

It all sounds like a big job—and it is really far greater than it sounds. "Never before has \$125,000,000 or more been spent to create a Fair," said President Whalen recently. "Never was a more astonishing task assumed, if so much money is to be spent to advantage. Advantage in this case means: a balanced budget, the stimulation of national industry, the cultivation of international amity, and the greatest attainable entertainment for every man. This is both the invitation and the promise extended to the American Nation and the whole world by New York City through the Directors of the Fair Corporation."

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VISITORS

The following visitors called at the Department during the past month:

	<i>May</i>
Frederick L. Royt, Guayaquil.....	12
Donald D. Edgar, Ciudad Trujillo.....	13
A. John Cope, Jr., Stuttgart.....	13
Angus I. Ward, Moscow.....	13
Harris N. Cookingham, Vancouver.....	14
Julius Wadsworth, Shanghai.....	17
Robert L. Hunter, Tirana.....	17
John Davies, Jr., Mukden.....	17
Charles Eberhardt, Retired, Salina, Kansas.....	17
Catherine B. Stewart, Rio de Janeiro.....	18
Samuel T. Lee, Retired, West Rutland, Vermont.....	18
Dorothy Brown, Warsaw.....	18
Donald C. Dunham, Athens.....	19
Stephen E. C. Kendrick, Montreal.....	19
Henry U. Anthiel, Jr., Moscow.....	20
Nathaniel P. Davis, Foreign Service Inspector.....	21
W. Clarke Vyse, Shanghai.....	21
Harold D. Pease, Shanghai.....	21
Frederick P. Hibbard, Bucharest.....	24
Theresa C. Welch, Habana.....	24
Edwin C. Kemp, Winnepeg.....	24
Adam Beaumont, Hamilton, Ontario.....	25
Hugh Corby Fox, Berlin.....	26
John Hubner, 2d, Berlin.....	25
Robert C. Coudray, Hong Kong.....	26
Charles Roy Nasmith, Edinburg.....	26
Louis L. Kirley, Riga.....	26
Camden L. McLain, Santiago.....	27
Edwin McKee, Moscow.....	27
John Cndahy, Warsaw.....	29
J. W. Henry, Managua.....	29
	<i>June</i>
C. H. Hall, Jr., Trinidad.....	1
Leo J. Keena, Tegucigalpa.....	2
Robert Frazer, London.....	2
Frank C. Lee, Berlin.....	3
John H. Fuqua, Paris.....	3
Gilson G. Blake, Rome.....	3
R. D. Wells, Guatemala.....	4
Richard B. Haven, Turin.....	4
John B. Keogh, Nairobi.....	5
Frances Davison Bryant, Callao-Lima.....	7
Walter N. Walmsley, Jr., Habana.....	7
Winthrop S. Greene, Bogotá.....	7
Mrs. Helen L. Wills, Bogotá.....	7
Philip Adams, London.....	8
John Davies, Jr., Mukden.....	8
Thomas Davis, St. John, New Brunswick.....	8
Constance R. Harvey, Milan.....	9
Manson Gilbert, Brussels.....	10
J. Butler Wright, Prague.....	11
John Van A. MacMurray, Istambul.....	11
H. Armistead Smith, Windsor, Ontario.....	11
Leo D. Sturgeon, Manchester.....	12
Hugh Gibson, Rio de Janeiro.....	12
Dorothy Tuggle, Tokyo.....	12
Harold D. Clum, Lima.....	14

AMBASSADOR DANIELS

(Continued from page 395)

my official duties during the World War. This demonstrated that keeping fit for work did not require devoting time to prescribed exercise. In that respect I may advise this course for others. Quite the contrary, I'd like the thrill of knocking a home run or kicking a goal.

4. Because getting angry and losing control of temper injures one's disposition and retards efficiency, I have sought to keep myself free from giving way to wrath. Temper is a blessing if kept under control. When it is master of a man it destroys his happiness and usefulness. For selfish reasons I have tried, but not always with success, to maintain equanimity of life and speech in personal intercourse with my fellows.

5. As a journalist I early learned the wisdom of the declaration of a notable editor, who said that no man could measure up to his duty as an editor unless, as he read in his morning paper of the wrongs and injustices in the world, he was so stirred with indignation that he became animated by a high resolve to do all in his power to redress the wrongs and bring about justice. The paper that is not a prosecutor of evil deeds and evil men falls short of its public responsibility. Righteous wrath is an essential to editorial influence as keen interest in all that goes on in the world.

6. I have always placed loyalty as a supreme virtue and as the very mud-sill of character. Without loyalty to convictions, to friends, to principles, to good causes, to religious faith, to party, no man may hope to achieve his highest goal. Loyalty, however, is a virtue that may degenerate if it causes one to condone wrong in friends or makes one a slave to party.

7. I have always been indifferent to money or its accumulation or the power it confers. I have never tried to make money or been actively associated with any enterprise established for profit. I have always been too busy with other things. Love of money may not be the root of all evil, but it is sure to canker the soul, dry up generous impulses, and corrupt the public service.

8. I have always been in close association with youth and with men of youthful and forward-looking ideas. My closest associates have been my four sons, the young men on the staff of my paper, and older men who believe "the best is yet to be." For many years I taught a Sunday school class of college students. That experience was the best receipt for looking at things from



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the standpoint of tomorrow. These associations, following the guidance of a wise mother and the blessing of a true helpmate wife, have crowned my life with happiness and a large measure of satisfaction. My faith in the wisdom of these two women early influenced my advocacy of giving the ballot to women and opening wider doors to them.

9. From early boyhood I had deep interest in politics, but resolved when a young editor never to become a candidate for public office. I was not willing to risk the temptation of writing with a view to getting votes for myself, or of being exposed to the suspicion that editorial utterance was influenced by personal ambition. I have regarded editorial duty as public service as truly as holding office. In the positions I have held I have endeavored to live up to the Cleveland creed: "Public office is a public trust."

10. A man is as old as his arteries and his interests. If he permits his economic, religious, or social arteries to harden, or loses interest in whatever concerns mankind, he will lose faith in his fellows and in his world, thereby becoming prematurely old and will need only six feet of earth. If he maintains active interest in the affairs of his home town, his state, his republic, and the world in which he lives, and seeks in every way in his power to improve the welfare of his fellow men, particularly those who may not be able to help themselves, he will realize the wisdom of St. Simon: "The golden age is before us, not behind us." And if he accepts the philosophy of Cuyler as I have tried to do: "Every step toward Christ kills a doubt; every thought, word and deed for Him carries you away from discouragement." I am persuaded that there is no sere or yellow leaf as one moves toward the sunset.

FOREIGN SERVICE PROMOTIONS

The following nominations were sent to the Senate June 8, 1937, and confirmed on June 14, 1937:

From Class II to Class I:

John K. Davis
Ely E. Palmer
Louis Sussdorff, Jr.
John C. Wiley
North Winship

From Class III to Class II:

John P. Hurley

From Class IV to Class III:

George L. Brandt
Homer Brett
Dudley G. Dwyre
Joseph Flack
Frederick P. Hibbard
John D. Johnson

From Class V to Class IV:

Hooker A. Doolittle
William R. Langdon
Robert D. Longyear
Winthrop R. Scott
Henry S. Waterman

From Class VI to Class V:

George Atcheson, Jr.
Richard Ford
Lynn W. Franklin
Bernard Gottlieb
Thomas McEnelly
Edwin A. Plitt
Christian M. Ravndal
John Carter Vincent

From Class VII to Class VI:

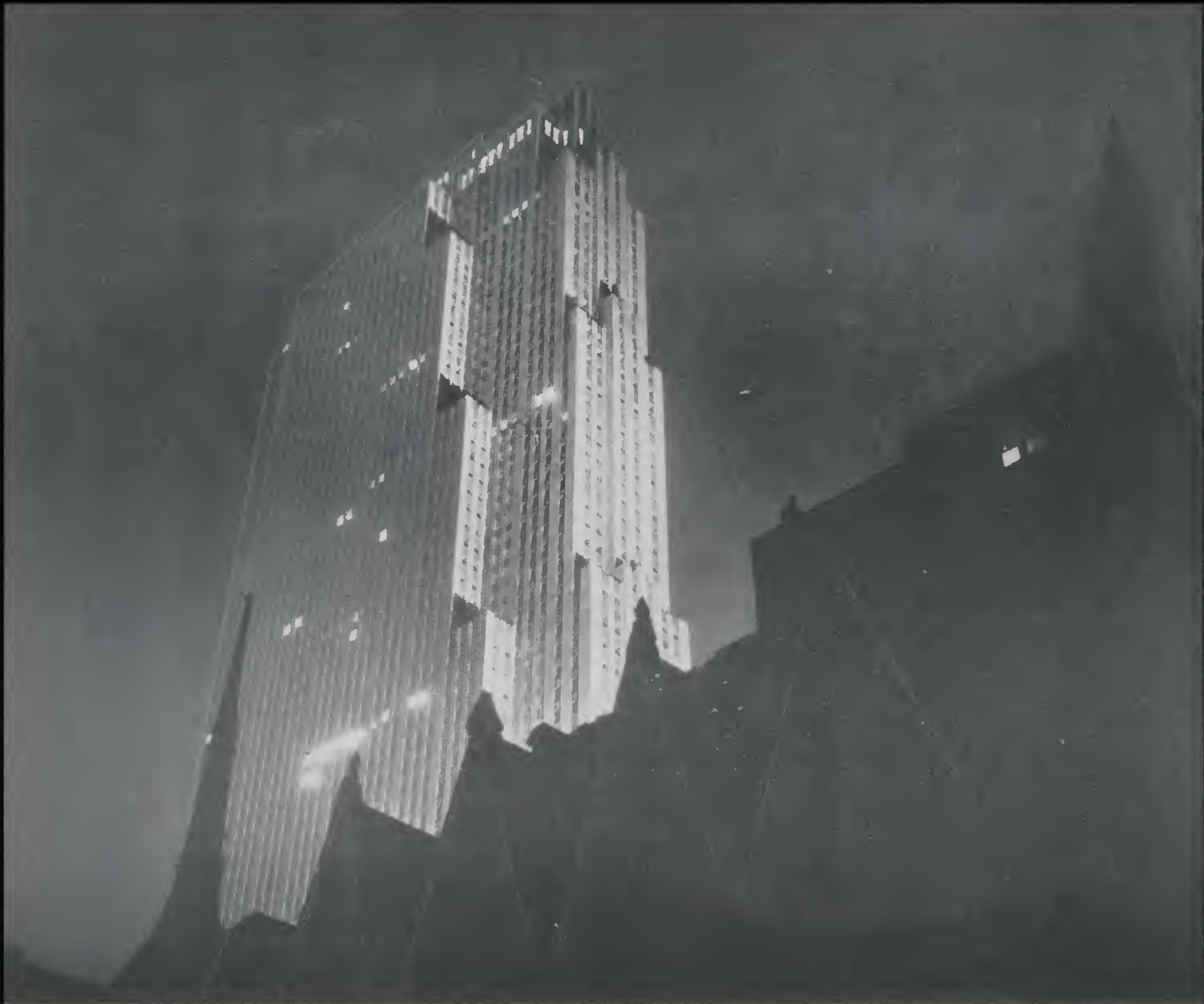
Lewis Clark
Cabot Coville
Fayette J. Flexer
Edward J. Sparks
Robert B. Streeper
William Clarke Vyse

From Class VIII to Class VII:

Charles E. Bohlen
James C. H. Bonbright
James W. Gantenbein
James W. Riddleberger
Alan N. Steyne
Edward G. Trueblood
Edward T. Wailes


From Unclassified (a) to Class VIII:

Albert E. Clattenburg, Jr.
Robert D. Coe
Robert English
Randolph Harrison, Jr.
Frederick P. Latimer, Jr.
Robert G. McGregor
R. Borden Reams
John C. Shillock, Jr.
Stanley G. Slavens
Llewellyn E. Thompson, Jr.
Julius Wadsworth



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