

The **AMERICAN**
FOREIGN SERVICE
JOURNAL

OCTOBER, 1939

NAVY NUMBER





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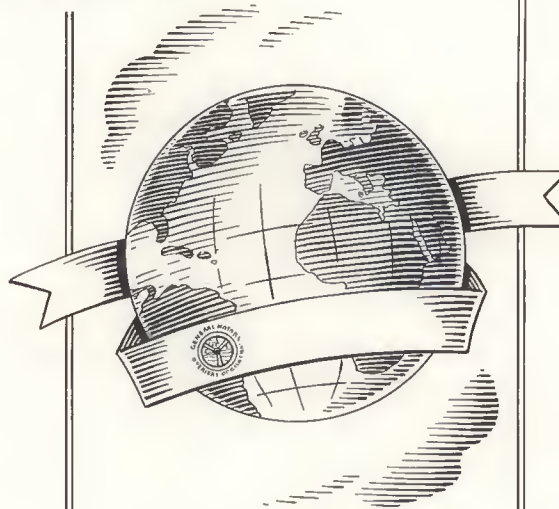
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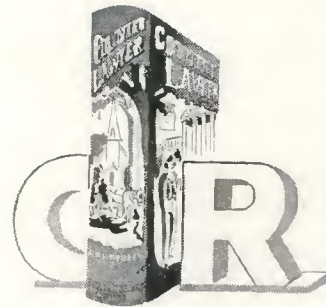
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THE AMERICAN FOREIGN SERVICE JOURNAL

PUBLISHED MONTHLY BY THE AMERICAN FOREIGN SERVICE ASSOCIATION

VOL. 16, No. 10

WASHINGTON, D. C.

OCTOBER, 1939

Our Navy Now and in Prospect

By LIEUTENANT COMMANDER BERNARD L. AUSTIN, U.S.N.

THE maintenance of close contact between the diplomatic branch of our government and the armed forces is conducive to the proper fulfilment of their respective duties. In a world which unhappily persists in respecting might more than right, the nation's military and naval forces are both supplementary and complementary to the diplomatic service.

It is in keeping with the object and spirit of Navy Day that the FOREIGN SERVICE JOURNAL devotes its October number to a furtherance of that mutual understanding between our two services which promotes our common charge, the public interest. On this eighteenth Navy Day, observed on October twenty-seventh, birthday of the ardent Navy supporter Theodore Roosevelt, the Navy is at home to all citizens who would improve their acquaintance with the organization which defends our sea frontiers.

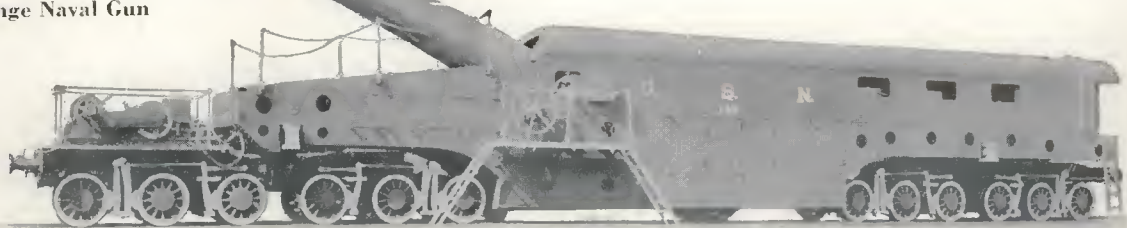
The facts upon which are based our need for a navy are well known to those of the Foreign Service. The

chaotic condition of world affairs which makes it necessary to be prepared against various uncertainties is to them an open book. In this article it is intended to present facts which projected against a background of comprehensive general knowledge will give a clear understanding of our Navy's condition now and in prospect.

Much has been said about our billion dollar naval building program, rotogravure sections have depicted the launchings of new ships, and imposing figures have appeared in print about our naval rearmament. But figures are often misleading or confusing unless one has a basis for evaluation. In a democracy such as ours it is highly important that such a basis be made available, for otherwise the people who determine national policies and provide the means for national defense can hardly be expected to take timely and adequate steps to avoid grave mistakes.

It is one thing to know that we have 546 operating vessels in our Navy and another to know that only 348 of this number are commissioned naval vessels. Some of these 348 can hurl a broadside of 19,000 pounds of steel whereas others can only deliver a 13 pound shell. Strictly speaking, only 236 of the

Long Range Naval Gun



Courtesy "The Leatherneck"



Official U. S. Navy Photograph

U. S. Navy Scout Observation Planes

one hull. Naval experts are in general agreement that battleships are the backbone of naval power. Admiral Leahy, recently retired Chief of Naval Operations, has said that: "a fleet of which battleships are the main element of strength, is the only certain means of repelling an attack by existing foreign navies before they could reach our shores, in either ocean, and it is the only certain means of bringing a war to a successful conclusion."

There are 15 battleships in our battle line. The normal useful life of this type is 26 years. On this basis one of our fifteen is already over age, two will become over age next year, and four more in

348 are fighting types and of these 236 fighting craft but 131 are underage ships. In addition to the operating vessels we have 138 decommissioned fighting craft which, in an emergency, could be put into service. All of these are overage, 110 being destroyers and 28 submarines of World War vintage.

Let us now consider each fighting type beginning with the battleship. It is a large armored ship mounting guns greater than eight inches in caliber. This type combines the greatest concentration of fighting strength and power of survival possible in

1942. Thus we are confronted with the fact that one-half of our battle line is obsolete. Looking at the other half, our two newest battleships are sixteen years old, the next two eighteen and the rest still older. In brief, we have but one battleship which was designed after the World War. Ten of our battleships have been modernized but it is patent that modernization of an old ship does not make it the equal of a new one.

Great Britain has two new battleships completing in 1940, two more in 1941, and she already

The *Saratoga* and the *Lexington* from the deck of the *Ranger*





has two post-Jutland ships in her battle line. Germany, France, and Italy, likewise have new battleships but it is not believed that Japan will complete her first new vessels of this type before late 1941. Relatively we have no cause for alarm over the condition of our battle line for in total power no nation is comparable to our strength except the British.

The aircraft carrier is a comparatively new type, requiring high speed and having little defensive armament. We have five underage carriers with a plane capacity of approximately 450 planes. With the exception of the *Lexington* and *Saratoga* which were converted from battle cruiser hulls, our carriers are of modern design. A sixth carrier is nearing completion and a seventh has been laid down. Britain is well ahead of us in the number of carriers, having nine built and seven building. Japan is about equal and France and Germany are well behind. Italy has none.

In all, our naval plane strength is now about 1,500 operating planes plus 600 spares and reserve planes. Our present program is designed to reach 3,000 by the end of 1944. Each battleship and cruiser carries scout observation planes launched from cata-

pults. Our large patrol planes are operated from tenders and strategically located bases. We have such bases at Norfolk, Virginia; Panama Canal Zone; San Diego, California; Pearl Harbor, Hawaii, and Sitka, Alaska. The last Congress authorized additional base facilities at Kodiak, Alaska; Sitka, Alaska; San Juan, Puerto Rico; Pensacola, Florida; Jacksonville, Florida; Banana River, Florida; Tongue Point, Oregon; Norfolk, Virginia; Palmyra Island, and Pearl Harbor, Hawaii. Work has actually been started on the last five of these bases and should be completed in three years.

Cruisers are of two kinds classified by treaty as class (a) and class (b). The class (a) mount guns not exceeding eight inches in caliber and the class (b) not exceeding six inches. The eight-inch gun cruisers are commonly called "heavy" and the six-inch, "light" cruisers. We now have 18 of the heavy type and are restricted by treaty from building more until 1942. All of these are underage as are the 19 light cruisers in service. This gives us a total of 37 underage cruisers built with six light cruisers building.

(Continued on page 579)

Destroyer Tender and Division of Destroyers

Courtesy "The Military Engineer"





Courtesy "The Leatherneck"



Official U. S. Navy Photograph

The Hon. Charles Edison
Acting Secretary of the Navy



Official U. S. Navy Photograph

Admiral Harold R. Stark, U.S.N.
Chief of Naval Operations



Courtesy "The Leatherneck"

Major General Thomas Holcomb, U.S.M.C.
Commandant of the Marine Corps



LEGISLATION OF INTEREST TO THE DEPARTMENT OF STATE,
ENACTED AT THE FIRST SESSION OF THE
SEVENTY-SIXTH CONGRESS

The following general legislation of particular interest to the Department of State was enacted during the first session of the Seventy-sixth Congress. Nearly all of these laws were drafted and submitted to the Congress by the Department of State, although in several cases bills were drafted by other Government agencies or initiated in Congress and the Department of State gave its active support to procuring their enactment. In addition to the acts enumerated below, the regular annual Appropriation Act of the Department of State and several Deficiency Bills containing items of interest to it, were also passed.

Public Laws

Public No. 40, Act of April 24, 1939. Revision of Sections 3, 10, 26 and 33 of the Foreign Service Act of February 23, 1931, and including the revision of the Foreign Service retirement and disability system.

Public No. 63, Act of May 3, 1939. A revision of the act authorizing the detail of civilian officers of this Government to the Governments of the American Republics, the Philippine Islands and Liberia, the principal change being to authorize the reimbursement of appropriations of the various departments and agencies from which such details may be made.

Public No. 120, Act of June 10, 1939. The bill authorizes the Secretary of the Navy to sell stores and extend post exchange privileges to civilian officers and employees of the United States stationed beyond the continental limits.

Public No. 134, Act of June 19, 1939. An act to authorize the American Commissioner, International Boundary Commission, United States and Mexico, to settle certain types of claims that do not exceed \$1,000.

Public No. 181, Act of July 15, 1939. Act authorizing the payment of \$100 toward the expenses of the last illness and burial of certain alien employees in the Foreign Service.

Public No. 197, Act of July 19, 1939. An act to establish more definitely and equitably the retirement privileges of Ambassadors, Ministers and offi-

cers of the Department of State appointed as such after serving as Foreign Service officers.

Public No. 200, Act of July 20, 1939. An act authorizing the construction of a highway between Chorerra and Rio Hato in the Republic of Panama, in cooperation with the Republic of Panama.

Public No. 277, Act of August 5, 1939. An act authorizing Foreign Service officers to purchase or to be accorded service credit toward retirement for Government service other than foreign service or in the Department of State, prior to their appointments as Foreign Service officers.

Public No. 300, Act of August 7, 1939. An act to revise certain sections of the Philippine Independence Act, which includes in Section 8 authorization for the Secretary of State to assign Foreign Service officers to the Philippine Islands for the performance of any duties customarily performed by foreign Service officers, that may be required.

Public No. 319, Act of August 7, 1939. An act to amend and clarify certain provisions of the Act approved June 8, 1938, to require the registration of certain persons employed by agencies to disseminate propaganda in the United States.

Public No. 355, Act of August 9, 1939. An act to authorize appropriations to utilize the services of the departments, agencies, and independent establishments of the Government in carrying out the reciprocal undertakings and cooperative purposes in the treaties, resolutions, declarations and recommendations adopted at the Inter-American Conference for the Maintenance of Peace held at Buenos Aires in 1936 and the Eighth International Conference of American States held at Lima in 1938.

Public No. 379, Act of August 10, 1939. Amendments to the Social Security Act, which include in Section 209 provisions exempting employees of foreign governments and instrumentalities wholly owned by foreign governments from the payment of social security taxes.

Public Resolutions

Public Resolution No. 6, approved March 29,

(Continued on page 566)

The Seal of the United States

THE custom of solemnizing an important document by affixing a seal to it had its origin deep in antiquity and has continued to be observed to the present day among governmental authorities the world over. A document that has been "signed and sealed" is regarded as bearing legal evidence of its authenticity. Four principal methods of placing a seal upon a document have been employed: (1) spreading a small quantity of wax on the document and impressing the design of the seal upon the wax by means of a die; (2) impressing the design upon a separate wax disk (sometimes one design upon the obverse and another upon the reverse), placing the disk in a protective box known as a skippet, and attaching the disk to the document by a ribbon; (3) impressing the design of the seal upon a paper wafer which has been glued to the document; and (4) impressing the design of the seal upon the document itself.

The desirability of adopting an official seal for the newly established Republic was recognized by the Founding Fathers within a few hours after the adoption of the Declaration of Independence. Late in the afternoon of July 4, 1776, the Continental Congress appointed a committee "to bring in a device for a seal for the United States of America."

A report was presented by the committee on August 20, 1776, but this report was not acted upon. A report of a second committee, appointed March 25, 1780, was presented May 11, 1780, but it met a similar fate: it was recommitted on May 17.

A third committee appointed early in May, 1782, presented on May 9 of that year a design prepared by William Barton, a private citizen who had studied heraldry. The report was referred on June 13 to the Secretary of Congress, Charles Thomson, who sug-

gested certain changes and returned the design to Barton. On June 19 Barton presented a design incorporating most of Thomson's suggestions, and on June 20, 1782, the Continental Congress adopted Thomson's report on the subject, which embodied with some modifications Barton's "improvement of the Secretary's device." The "Device for a Great Seal for the United States in Congress Assembled" as adopted consists of a verbal description of an obverse and a reverse (including directions in regard to the colors of the various parts), with certain "Remarks and Explanation," but without any accompanying pictorial representation.

On the obverse, according to the Remarks and Explanation, the stripes of the escutcheon on the breast of the eagle "represent the Several States all joined in one solid compact entire" and the upper portion of the escutcheon "unites the whole & represents Congress." The motto "E Pluribus Unum" (one out of many) "alludes to this union. . . . The Olive branch and arrows denote the power of peace & war . . . The Constellation denotes a new State taking its place and rank among other sovereign powers." On the reverse, the pyramid "signifies Strength and Duration"; the eye over it and the motto "Annuit Cœptis" (He [God] has favored our undertak-

ings) "alude to the many signal interpositions of providence in favour of the American cause." The date 1776 and the words "Novus Ordo Seclorum" (a new order of the ages) "signify the beginning of the new American Æra, which commences from that date."

A brass die to be used for making impressions of the obverse of the seal was cut within a few weeks after the adoption of the design. An example of a seal impressed by this die is found on a commission of the Continental Congress dated



The Seal of the United States



September 16, 1782, which grants full power and authority to General Washington to negotiate an exchange of prisoners of war with the British Army.

Provisions relating to the custody and use of the seal were included in the act of September 15, 1789, which changed the Department of Foreign Affairs (the first executive department created under the Constitution) to the Department of State and designated the principal officer thereof the Secretary of State. Sections 3 and 4 of the act read as follows:

"Sec. 3. *And be it further enacted*, That the seal heretofore used by the United States in Congress assembled, shall be, and hereby is declared to be, the seal of the United States.

"Sec. 4. *And be it further enacted*, That the said Secretary shall keep the said seal, and shall make out and record, and shall affix the said seal to all civil commissions, to officers of the United States, to be appointed by the President by and with the advice and consent of the Senate, or by the President alone. *Provided*, That the said seal shall not be affixed to any commission, before the same shall have been signed by the President of the United States, nor to any other instrument or act, without the special warrant of the President therefor."

These sections are incorporated in the current Code of the Laws of the United States of America, title 4, sections 4 and 5.

The die that was cut in 1782 continued in use as late as 1841, when it was replaced by one that was intended to impress the seal upon a document by



The reverse of the Seal

the insertion of the document between the die's two faces bearing respectively the raised and sunken cuts of the design. The new seal, however, departed from the specifications of the design adopted in 1782 and contained only six arrows in the eagle's sinister talon instead of the "bundle of thirteen arrows" provided for in the report adopted June 20, 1782. A die made about 1877, which superseded that of 1841, also contained only six arrows in the sinister talon. Agitation over the difference of the die from the seal as adopted resulted in

the cutting of a new die in 1885. The die now in use was cut in 1903. Two dies were also made, one about 1825 and a second about 1856, for use in embossing pendant seals to be placed in skipets and attached to the ratifications of treaties.

All of the dies mentioned are of the obverse of the seal only. The reverse has never been cut for the purpose of sealing documents. Engravings of the obverse and the reverse of the seal were, however, made on the two sides of a medal struck by the mint at Philadelphia in 1882 in commemoration of the centennial of the adoption of the seal.

The seal of the United States is kept in the Division of Personnel Supervision and Management of the Department of State. It is affixed to proclamations of the President, ratifications of treaties, the commissions of members of the Cabinet and of American ambassadors, ministers, and Foreign Service officers, and certain other documents after they have been signed by the President.

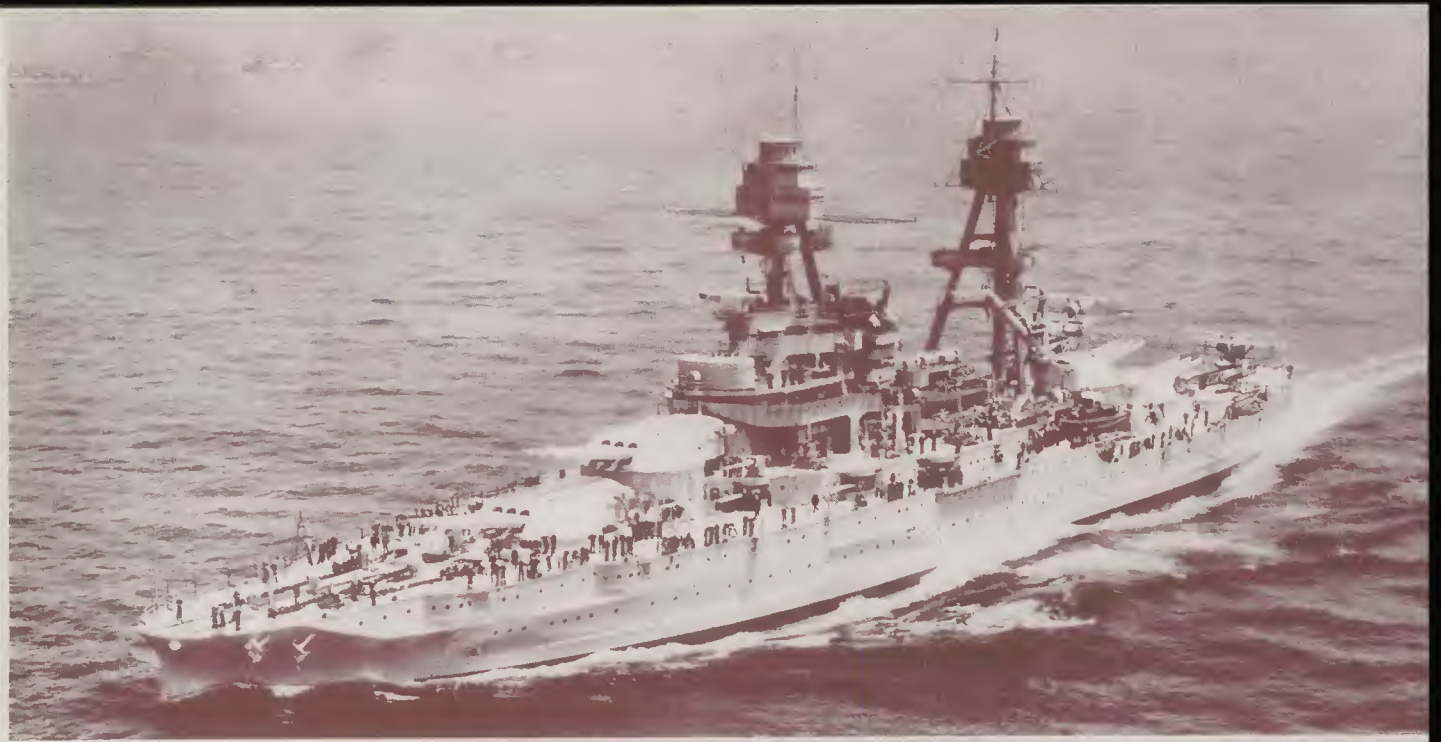
BIRTHS

A son, Philip Durel, was born on August 22 to Mr. and Mrs. Philip P. Williams in Rio de Janeiro, where Mr. Williams is Vice Consul.

A son, Huston Thompson, was born on September 2 to Mr. and Mrs. John Farr Simmons in Ottawa, where Mr. Simmons is Chargé d'Affaires.

COVER PICTURE

The U.S.S. *Arizona* is 608 feet and it has a displacement of 32,600 tons. It has a speed of 21 knots and its armament is: Turret 12 14-inch, 45 caliber guns; Secondary 12 5-inch, 51 caliber guns; Anti-aircraft 8 5-inch, 25 caliber guns. The photograph was furnished the JOURNAL by the Navy Department.



Study by Foreign Service Officers in American Universities

By JAMES W. GANTENBEIN, *Second Secretary, Buenos Aires*



FEW days ago one of the country's authorities in international finance of whom I was taking leave at the end of a university detail, remarked "your Department should greatly increase the number of officers assigned to study economics; to have only three or four men doing that kind of work each year is not adequate to meet the requirements of the day." He added that his work had brought him into contact with a number of Foreign Service officers abroad and that he had formed a very high regard for their ability and loyalty, but that their usefulness could be increased by a wider knowledge of present-day economics.

To subscribe to this view would not imply that one need belong to that fashionable school of thought of the hour which holds that in order to be progressive one must jettison the "old fashioned" economics that he learned in the past and then study the new masters. Economic laws are the same today as they always were, and most of them are by no means new discoveries. What is new is their application to existing institutions, more particularly to systems that have been evolved in defiance of economic laws. The professor was correct, however, when he suggested that the utility of the Service could be increased by a more extensive knowledge of some of these new forms and by the opportunities that are offered in universities to analyze them in a non-political atmosphere with leading American economists.

What plans the Department may have with respect to study by Foreign Service officers in the future, I do not know. Perhaps it intends to proceed on an experimental basis and on modest proportions until the value of such work can be more definitely established. Not unlikely an important

factor will be the recent reorganization of the foreign services of the Departments of Commerce and of Agriculture, which will presumably call for greater specialization in the combined Foreign Service. It would seem, however, that the American taxpayer in this day when international relations are so vitally important in the national welfare could count upon receiving considerable dividends on the investment that would result from having a substantially increased number of men in the Service study each year in American universities.

The university-detail plan has apparently thus far been predicated on the hypothesis that there exists a need for more extensive functional specialization in the Service. It has been felt that the pattern of work in the field is becoming so increasingly complex, involving a number of technical subjects of great import to the interests of this country, that increased specialization is a requisite for efficiency. In this regard, one cannot but be impressed by the movement toward greater specialization that has been developing for some years in the medical and legal professions, as well as in business and industry. In the Foreign Service, stress is being placed upon specialization in economics and in certain branches of economics, but there would seem to be good reason to believe that functional specialization in other fields, such as cultural relations and military and naval matters, would also, within certain limits, be in the interests of efficiency.

If, however, one accepts the thesis that further functional specialization would be desirable in the Service, he cannot fail to recognize some rather definite limitations and even pitfalls of such a program. First of all, the very nature of specialization makes for a narrowing vision. If a man becomes an expert in a small field of work, he tends to interpret all life in terms of the small compartment in which he labors, and his general perspective is likely to become warped accordingly. An officer in the Service devoting a large part of his life to work of such a nature could easily become by degrees disqualified to assume responsibilities for which a broader vision and characteristics other than specialized knowledge are necessary requisites.

Secondly, and I think this is the more important

(Continued on page 562)

Top—U.S.S. *Pennsylvania*
Center—U.S.S. *Nevada*
Bottom—U.S.S. *Arizona*
U. S. Navy Recruiting Bureau Photos.
Courtesy "The Leatherneck"

Press Comment

Extracts from a three-column article appearing in the "Washington Star" of August 6, 1939, headed by photographs of Ambassadors Armour, Grew and Phillips under which appeared the following caption: "These three career men have risen to the top in the Foreign Service and are indicative of the new order."

Professionalized Diplomacy

Career Men Come to Fore in U. S. Foreign Service

By JOSEPH H. BAIRD

THE United States today, in the opinion of State Department officials, has entered an extremely dangerous and delicate period in world affairs. Everywhere treaties are being destroyed, armaments mount, national passions are inflamed and the issue of peace or war may hinge upon the wisdom and caution of those who represent this country abroad.

Therefore, the State Department finds reason to congratulate itself that within the past decade and a half it has built up what, in fact, amounts to a new United States Foreign Service, trained to meet the problems of the modern world.

We Americans stubbornly cherish our popular ideas long after time has squeezed all essence of truth from them. Thus, if the often-quoted "man in the street" from Yonkers or Reno were asked to sketch the outstanding characteristics of an American diplomat, he probably would present a picture something like this:

This composite diplomat would, above all, be a young man of wealthy family, probably a Social Registerite; he probably would be a graduate of one of the big Eastern universities—Yale, Harvard or Princeton; he would be a model of fashion, and he probably would know much more about bridge, vintage wines and debutantes than about say, short-term credits, ocean-borne commerce and the strategic importance of Singapore.

KEY DIPLOMATS DISSENT

To all of which G. Howland Shaw, chief of the Foreign Service Personnel Division of the State Department, and other department officials charged with the responsibility of building up a modernized, "streamlined" American Foreign Service to meet the responsibilities of American diplomacy in a chaotic world, file emphatic dissent. Rather, Mr. Shaw would present this picture of the young American Foreign Service officer in the year 1939.

It is more likely that his parents are people of moderate means, or even poor, than wealthy. The majority of Foreign Service officers have no other incomes than their salaries and post allowances.

He is as likely to be a graduate of a Mid-western university as of Harvard.

And without a sound, comprehensive knowledge of modern economics, politics and business, he would never have passed the rigorous examination required for entrance into the service. In the last examination held for the service only 23 of 456 candidates made marks sufficiently high to qualify them.

Like most ideas that gain a hold on the popular mind, the notion that a typical diplomat is a wealthy, gilded youth with little knowledge of mundane affairs, once had a solid basis in fact. Before the World War—indeed, until passage of the Rogers Act in 1924—most diplomats were recruited from the ranks of monied young men. There were two reasons for that: Political support was necessary to obtain an appointment, and this gave the son of rich, influential men long odds over sons of ordinary parents; too, the salaries paid in the diplomatic service of those days were so low that only men with independent incomes could afford the cost of living and entertaining abroad.

Ambitious but poor young men, interested in representing America abroad, found their only opportunity in the more prosaic consular service—then separate and distinct from the diplomatic service, where a knowledge of business was more important than social opinion and money and social demands were fewer.

During the World War and chaotic readjustment years which followed it changed all this. Suddenly, the State Department became aware that some of its ornamental officers who served admirably in the polite diplomatic dalliance of peaceful times were woefully inadequate in solving the prosaic problems of a war-sick world. Fresh recruits from the business and professional realms often acquitted themselves much better.

For the first time, the department realized the necessity of building up a well-trained, professional foreign service to represent America throughout the world. The foundation for this was laid in the Rogers Act of 1924.



A MULTITUDE OF DUTIES

The Foreign Service today consists of 839 officers stationed in every part of the world, from the tropics to the sub-Arctic regions. They man the 55 embassies and legations and the 294 consular offices where the American flag flies in foreign lands. Their duties range over the wide scope between negotiating a treaty with a major power to helping some obscure American citizen to locate a missing relative in Yugoslavia.

It is the belief of the State Department that the United State Foreign Service today is a representative cross-section of the American people—and the "typical American," rather than the youth nurtured in some select circle, is the most-sought recruit.

Mr. Shaw recently completed a study of the origin and place of education of those who apply for entrance to the Foreign Service which throws a new light on the type of men who are now entering it. Consolidating the applicants for the three years 1932, 1937 and 1938, he found that:

Two hundred and forty came from 61 universities and colleges in the East North Central States, 152 from 72 schools in the East South Central States, 305 from 55 schools in the Middle Atlantic States, 47 from 16 schools in the Mountain States, 240 from 41 schools in the New England States, 134 from 24 schools in the Pacific States, 254 from 48 schools in the South Atlantic States, 127 from 35 schools in the West North Central States and 67 from 23 schools in the West South Central States.

VARIETY OF REPRESENTATIVES

Thus every part of the country and every type of school from small, obscure colleges to the great universities were represented among the applicants. That these applicants bear a numerical relationship to population is shown by the fact that New York State and California—leaders in population—have the largest number of natives in the American Foreign Service.

To gain admission to the Foreign Service, a young man—the age limits are 21 to 35—must first pass a written examination, covering the general fields of education, but stressing economics, commercial and international law. If he passes this with a grade of 70 or better, he is then called by the Board of Foreign Service Examiners for an oral quiz—his final ordeal, in which many are called but few are chosen.

The written examination is merely a test of knowledge. But those who pass the oral quiz must give evidence of reasoning ability, tact, clearness in presenting ideas and a strong, pleasant personality. "Trick questions" often are asked to catch the slow-witted and unwary.

In a recent examination of 481 candidates, 108

passed the written examination, but of 106 who appeared for the oral quiz, only 32 were selected. These figures illustrate the rigidity of the examination and the carefulness with which recruits are selected.

Once admitted, the neophyte is commissioned as an officer in the United States Foreign Service—"unclassified." Before him stretch years of arduous work segregated by law into nine "classes" before he reaches his potential earning capacity of \$10,000 per year.

A VICTORY OF PEACE

The gravity of the European crisis tends to obscure a very promising development on this side of the Atlantic. This is the announcement by the Department of State that negotiations for a reciprocal trade agreement with Argentina are about to begin . . .

The opening of negotiations for an Argentinian-American reciprocal trade pact represent a notable victory for Secretary Hull. Without the slightest sacrifice of American interests, he has opened the way for increased trade with the great nation which, next to Canada, is our most important market in this hemisphere. In so doing he has again proved that peace has its victories no less than war. And such victories benefit everybody.—*Washington Post*, August 25, 1939.

FOREIGN SERVICE OFFICERS' TRAINING SCHOOL

There follows the calendar of the course of study of the Foreign Service Officers' Training School for the month of September:

September 5—Report for Departmental duty.

September 6—10 A. M., Assistant Secretary Messersmith, Chairman, Foreign Service Personnel Board; Mr. Shaw, Chief of the Division of Foreign Service Personnel. 2:30 P. M., Mr. Yardley, Director of Personnel of the Department of State: The Department of State, its History and Organization.

September 7-9—Accounts (Mr. Mitchell).

September 11-16—Accounts (Mr. Mitchell).

September 18-20—Near Eastern Affairs (Mr. Murray).

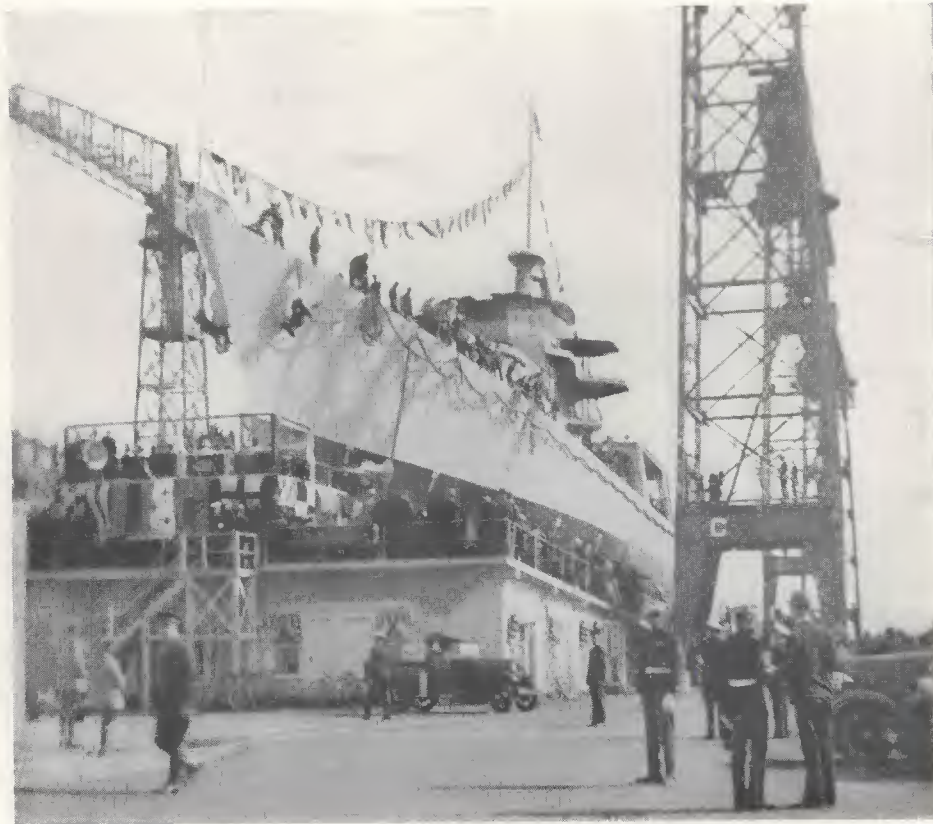
September 21-23—*

September 25-27—European Affairs (Mr. Mofat).

September 28-29—Trade Agreements (Mr. Hawkins).

September 30—*

Dates marked (*) are reserved for special lectures and assignments, research, development of notes and papers, round table review and discussion. They may be scheduled for special courses.



The launching of the U.S.S. *Charleston* at Charleston, South Carolina.

Navy Ship Names

WITH shake-down cruises on the increase as more and more new vessels for the Navy are completed, the Foreign Service is becoming better acquainted with the ships which are the material evidence of our sea power. It may be interesting to know the policy which guides the naming of the various classes of vessels which make up our naval defense.

Until recently there was no standard policy governing Navy ship names except with regard to the larger vessels. Some months ago, however, the President approved a plan which, while following some past usages and confirming some new tendencies, gave definite form to our ship naming policy.

Under the new plan battleships will continue to be named for the states of the Union and, including the huge 45,000-ton battleships recently authorized, we shall have twenty-five of the states represented by ships of this class. Three unclassified vessels, formerly battleships, are also named after states. Cruisers are named after large cities and gunboats take their names from smaller cities. Since we have only five seagoing gunboats, the *Erie*, *Charleston*, *Asheville*, *Tulsa*, and *Sacramento*, we easily know

that a ship with the name of a city is either a light or heavy cruiser. The only exceptions, a few miscellaneous vessels, are not often seen in foreign waters.

In the past fifty-six years, since the advent of the "New Navy," every state has been represented on the Navy list once or more times by a battleship named after it and practically every state has had at least one cruiser or gunboat named after one of its cities. At present, only the states of New Hampshire, North Dakota, and Vermont are unrepresented. Rhode Island's sole representative is the harbor tug *Pawtucket*, now out of commission, and named before the adoption of the system now in effect.

Massachusetts has the greatest representation among navy ship names having no less than eight vessels called after it or its cities. New York and California follow with four each, and eight states are represented by three ships each. Fifteen have two ships each, and nineteen, one ship each.

Aircraft carriers proudly bear the names of historic ships and famous battles as, for example, the *Ranger*, *Wasp*, *Saratoga*, and *Lexington*. Destroy-



ers carry on the historic touch by being named after famous officers and men of the Navy, Secretaries of the Navy, Members of Congress, and certain others who have contributed toward the development of our naval power. The last group of destroyers to be named includes examples of most of these. We thus will have the *Edison*, named after the famous inventor, and father of the present Acting Secretary of the Navy, the *Swanson*, named for the late Secretary of the Navy who served for many years as a member of the Senate Committee on Naval Affairs, as well as several to be called for heroic officers of the sea service.

Submarines, formerly identified merely by letter and number, are now named after fish, each class within the type being called by some name beginning with the same letter such as *Perch*, *Pickrel*, and *Pompano*; the *Scadragon*, *Seawolf*, and *Sea-lion*; and the *Gar*, *Grampus*, and *Grayling*. The British follow the same principle in naming destroyers so that classes are easily identified by the first letter of the name but we have not yet adopted this except for our undersea boats. The British navy, of course, is not limited in the choice of names for the various types as ours is.

Minesweepers are named for birds (*Raven*, *Robin*), repair ships for mythological characters (*Vulcan*, *Medusa*), oil tankers for rivers (*Cimarron*, *Neosho*), cargo ships for stars (*Sirius*, *Vega*), destroyer tenders for natural areas of the United States (*Dixie*, *Prairie*), submarine tenders for pioneers in submarine development (*Holland*, *Fulton*), large aircraft tenders for sounds (*Albemarle*), and the small vessels of this type for bays, straits, and inlets (*Barnegat*, *Biscayne*). River gunboats are named after islands as those officers on the China Station know so well. Fleet tugs bear the names of Indian tribes (*Navajo*, *Seinole*), and harbor tugs those of Indian chiefs or words of the Indian dialects (*Geronimo*, *Ala*).

American possessions, as is fitting, are well represented in the names of navy ships. There are the cruisers *Honolulu*, *Juneau*, and *San Juan*, and the river gunboats *Oahu*, *Guam*, *Luzon*, *Mindanao*, and *Tutuila*—and there was the *Panay*.

Old ship names are revived in many cases for new vessels. The aircraft carrier *Enterprise*, for instance, is the sixth vessel so called. The new *Massachusetts* will also be the sixth vessel to bear this name. We have never gone in very heavily for ship names comparable to the British Navy's *Invincible*, *Implacable*, and *Indomitable*, but a new mine layer will be called the *Terror*.

The selection of names for Navy ships is not an easy matter. Pressure is frequently brought to bear to confer the name of some certain state or city or

to render honor to some individual. Following the 1936 election some would-be wits suggested that two new battleships be called the Maine and Vermont. Vermont, as we have noted, is still unrepresented and Maine has only the *Portland*. After a name is chosen, an appropriate sponsor must be found. In the case of battleships, the daughter of the governor of the state after which the ship is named may be chosen for this honor, and for a destroyer, a descendant of the man for whom the ship is called may be selected to break the traditional bottle on launching day. When possible, a vessel named for a city, following its commissioning, is sent to that city. There, or elsewhere, a silver service is presented on behalf of the city. These services are highly prized by the ships and remain with them throughout their active lives. When a new vessel of the same name is built the service is often re-presented.

It is hoped that this brief explanation of our ship naming policy will assist Foreign Service officers in identifying classes of vessels from their names the next time the fleet comes in. The average civilian thinks of every naval vessel as a battleship but there are, as we know, many different classes and to the initiated these may be readily identified from their names. Of course, a good knowledge of geography, astronomy, mythology, zoology, and history is necessary for a full understanding of the subject and cross-word puzzle enthusiasts should feel right at home.

LETTER

Security Storage Company,
Washington, D. C.
September 11, 1939.

The Editor
AMERICAN FOREIGN SERVICE JOURNAL
c/o Department of State

DEAR SIR:

We have been receiving a great many requests from Foreign Service Officers regarding War Risk Insurance.

We are obliged to answer all of these enquiries saying that all of the Insurance Underwriters, both American and Foreign, have by agreement declined to write War Risk Insurance on goods on shore. The only War Risk Insurance that is obtainable is insurance on shipments while actually on the vessel transporting them from port to port.

Perhaps you will call attention to this fact in your next issue.

Very truly yours,

C. A. ASPINWALL, *President*.

Preservation of Historic Ships

By BROCKHOLST LIVINGSTON

IN these days when the building of new ships of war is so much in the minds of the people of the world it is gratifying to note the interest that is being taken in the preservation of old ships which, built for either peaceful or warlike purposes, have played a part in the making of history. In our own country we have a number of old vessels which are of unique historic value. The *Oregon*, famous for its Round-the-Horn voyage during the Spanish-American War, is to be permanently preserved by the State after which it is named. The *Constitution*—"Old Ironsides"—was rebuilt some years ago with contributions from the school children and others of the country and is now in Boston where it will probably remain. Our sea-minded President himself has expressed his interest in the preservation of Farragut's old flagship, the *Hartford*, now at Charleston, South Carolina, and W.P.A. funds have been allotted to undertake the most necessary repairs. At the Philadelphia Navy Yard lies the *Olympia* from whose deck Dewey uttered those

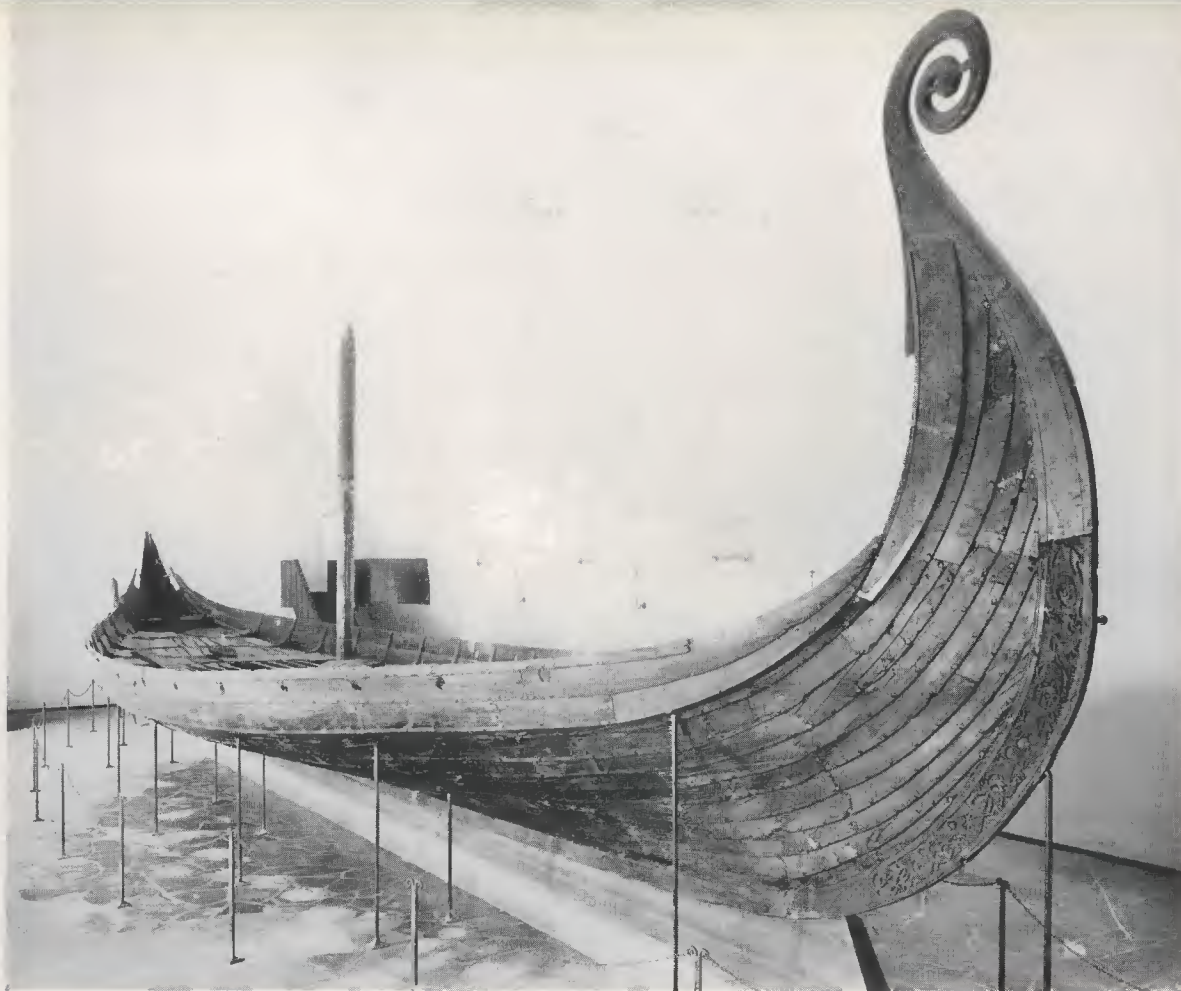
famous words: "You may fire when you are ready, Gridley," which opened the Battle of Manila Bay. The *Constellation*, probably the most famous of the group, requires considerable rehabilitation and there are others, outstanding in exploration and such peaceful pursuits, which it would be wise to preserve for posterity.

Other countries, too, have their famous old ships. England has the *Victory*, Nelson's flagship at Trafalgar, and from which flew that long-remembered and oft-repeated signal "England expects every man to do his duty." But, it is in Norway, that nation to which the sea has meant so much, where we find the greatest progress toward the perpetual preservation of historic ships. On the beautiful Oslofjord, at Bygdøy, across from the capital city, the *Fram*, Nansen's old ship, is permanently housed and, nearby, is Oslo Viking Ship Hall, probably the only building of its kind in the world.

Of all the world's seafarers the Vikings are outstanding for their voyages and they have contributed



Oseberg ship in the mound



Oseberg ship as displayed

much to present-day ships. Lovette in his book *Naval Customs, Traditions and Usage* tells us that "ahoy" was once the dreaded war cry of the Vikings, and that they are credited with the origination of the "crossing the line" ceremonies. The word "starboard" is generally conceded to be traceable to them and there are many other nautical expressions which were used in their original form by these ancient mariners. It was because of this that, upon the occasion of the visit of the U. S. S. *Winslow* to Oslo in 1937, Consul General William H. Beck arranged, among other entertainments, for a special visit by the ship's officers to Viking Ship Hall. Professor A. W. Brøgger, one of the originators of the scheme to house the Viking ships, was a guest at the luncheon which preceded the visit and accompanied the officers on their tour taking great pains to explain to them in detail the remarkable vessels which are thus preserved.

Oslo Viking Ship Hall is a cruciform building but, as it is today, is incomplete for it is intended to add another wing to house the remarkable "Oseberg Find" now displayed in the Oslo Historical Museum. The remains of three distinct vessels—the Oseberg, Gokstad, and Tune—are preserved and each of the existing wings is designed for one of these. In the

center is the tower room and from this stairways lead up to the balconies facing all the wings. From these balconies the interiors of the vessels can be seen. The wing for the Oseberg ship was completed in 1926 but the other two were not opened to the public until the summer of 1932.

The Viking ships which are preserved had all been used as burial boats. Medium sized vessels of 6 to 8 oars were generally used for this purpose and as those which are in the hall are vessels of 30 and 32 oars, it has been concluded that they were the resting places of persons of considerable prominence.

It is interesting that in connection with the general characteristics of the burial ships, *Osebergfundet*, the most complete treatise on the Viking ship finds, remarks on the similarity of construction between them and modern boats on the western and northern coasts of Norway. In general, the types as well as their various names have been preserved with so few changes that a local boat-builder will at once determine the exact type of a Viking boat unearthed by an archeological excavation.

The Tune ship was excavated in 1867, the Gokstad in 1880, and the Oseberg in 1904. In each case the

(Continued on page 576)



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The American Foreign Service Association is an unofficial and voluntary association of the members of The Foreign Service of the United States. It was formed for the purpose of fostering esprit de corps among the members of the Foreign Service and to establish a center around which might be grouped the united efforts of its members for the improvement of the Service.

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EDITORS' COLUMN

NAVY DAY, 1939

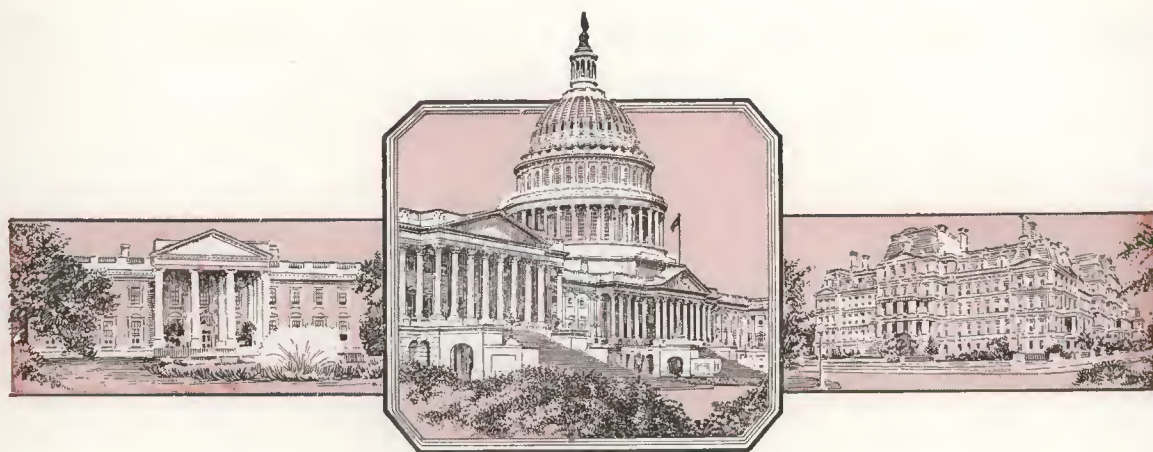
On the occasion of the annual observance of Navy Day, October 27th, the JOURNAL is proud to salute a sister-service—the defenders of those natural barriers between the wars of other lands and the peace of our own.

The waters which wash our shores are of inestimable defensive value but we must as well give thought to our material naval defense. The naval policy of the United States is defensive; the Navy of equal importance in peace as in war. While we remain at peace and others are at war our neutrality must be preserved. If we ourselves have war forced upon us damage from an enemy must be kept to a minimum. Our fleet must bring our adversaries to terms as quickly as possible and at a safe distance from our shores.

To accomplish the missions which are indisputably the Navy's, our sea power must be sufficiently strong in every essential element. In the event of war an adequate naval strength can make it impossible for an enemy to project an attack in force on the United States. Mobilization of the full power of the nation for protection on land may thus be unnecessary. The benefits of such a naval defense are undeniable.

In the past six years we have made great strides in rounding out our naval defenses. Over one hundred new vessels have been commissioned and as many more are in varying stages of completion. A development program of navy yards and naval air bases has been initiated and work is in progress. Personnel has been increased and training improved. The rekindled flames of war abroad may, however, prompt a speeding up in our expansion and replacement efforts for a strong naval defense may assist us in preserving our neutrality. Peace is the desire of the President and of the nation and no effort can be too costly to assure its preservation.

The Foreign Service and the Navy, akin in their broader missions, standing side by side in the effort to regain peace in the world, are as closely allied as any two branches of the Government. Equally desirous, with the President, that "there will be no black-out of peace in the United States" both stand ready to serve the interests of the nation in any emergency that may come to us.



News from the Department

By REGINALD P. MITCHELL, *Department of State*

The Secretary

The Secretary, accompanied by Mrs. Hull, arrived in Washington by train on the afternoon of August 23 from a vacation at White Sulphur Springs, West Virginia. He proceeded immediately to his office in view of the critical European situation and entered upon unquestionably the most strenuous month's work which he has experienced since assuming the Secretaryship.

On the following day he and Undersecretary Welles were at the Union Station to meet President Roosevelt upon his arrival from Red Bank, New Jersey, where he had boarded a special train in cutting short a cruise off the North Atlantic coast aboard the cruiser *Tuscaloosa*. They conferred with the President for about 15 minutes in his private car and reportedly gave him the latest information received by the Department from the Foreign Service in Europe. On the same afternoon the Secretary presided at an Interdepartmental conference of top ranking officials of the State, War, and Navy Departments, among other governmental agencies. On August 27 and 28 he participated in several functions honoring the Prince of Luxemburg and the latter's son, Crown Prince John, who were guests at the White House during their two-day stay. On August 29 he received Admiral Harry E. Yarnell, who recently retired as Commander-in-Chief of the U. S. Asiatic Fleet, and later he received Counselor Suma, of the Japanese Embassy, prior to the latter's departure for a new post in Manchuria.

Developments immediately preceding and immediately following the commencement of hostilities between Germany and Poland on September 1 necessitated exceptional activity at the Department,

and the Secretary and virtually all others in the Department usually were on duty many hours beyond normal requirements. The Secretary and other high ranking officials of the Department, members of the Division of Current Information and various other persons were at their desks in the Department long before the 9 o'clock opening of the building on the morning of September 1, as were a horde of newspaper correspondents, movie and still cameramen, and radio system representatives. Long before 7 o'clock the Secretary and Undersecretary Welles acquiesced in the persistent requests of cameramen to pose for pictures, and the Department presented a beehive of activity. On various other days afterward many offices were open long before and long after regular hours and over week-ends, and the Secretary's office went on a 24-hour schedule. Various other persons were on call, and it became a common practice to leave at one's home or apartment a telephone number or an address where one could be located immediately in case there was an emergency call from the Department.

Due to the pressure of work the Secretary was unable to deliver personally his address of welcome at the opening of the Seventh General Assembly of the International Union of Geodesy and Geophysics in Washington on September 6 and the address was read by Ambassador Hugh R. Wilson. On September 7 he issued a statement expressing his appreciation and the gratitude of the American Government to the Norwegian vessel *Knute Nelson*, the Swedish vessel *Southern Cross*, the British Navy, and to officials and private persons in Eire and Scotland for aid given American survivors of the S.S. *Athenia*.

On September 12 he presided at a meeting of the



governing board of the Pan American Union, and on the following day he issued a message on the occasion of the celebration of the Jewish New Year. On September 14 he made a comprehensive statement regarding the neutrality of the American Government.

* * *

The Under Secretary

Under Secretary Welles served as Acting Secretary during the absence of Secretary Hull, from August 1 until August 23. During this period the Acting Secretary was engaged in the arrangements made by the Department and by the Government as a whole in preparing for the shock of the European war which then impended. On August 22 he presided at a meeting in his office of high ranking officials of the State, Treasury, War, Navy and Justice Departments, among others—the first of various Interdepartmental meetings which have been held subsequently.

On September 8 President Roosevelt announced at his press conference that Mr. Welles had been appointed as the American delegate to the Inter-American Consultative Conference in Panama in late September. Accompanied by four advisers and a staff of 10 other persons from the Department, Mr. Welles sailed from New York City on September 15 on the S.S. *Santa Clara* for Panama.

* * *

Assistant Secretary Grady

Assistant Secretary Grady spoke in New York City on September 13 and 14, addressing on the former date a banquet of the National Consumers Tax Commission at the Waldorf-Astoria, and on the latter date a dinner in honor of the Foreign Commissioners General to the New York World's Fair at Perylon Hall. On both occasions his remarks were broadcast.

* * *

Ambassador Hugh R. Wilson

The President announced at his press conference on September 1 that the Ambassador to Germany, Mr. Hugh R. Wilson, had tendered his resignation on that date and that it had been accepted. The President announced that Mr. Wilson had been assigned to special duty in the Department. The Department subsequently made public that Mr. Wilson had been designated as a Special Assistant in the Special Division, which has been created with former Ambassador Breckinridge Long at the head under the general administrative supervision of Assistant Secretary Messersmith. On August 28 Mr. Wilson spoke at the annual banquet of the national encampment of the Veterans of Foreign Wars at Boston.

Ambassador Joseph C. Grew

The Ambassador to Japan, Mr. Joseph C. Grew, visited on Long Island and attended the New York World's Fair during the first week of September. He was accompanied by Mrs. Grew and two daughters, Mrs. Cecil Lyon and Mrs. Robert English, who preceded him to Washington, arriving September 3. The Ambassador called on President Roosevelt at the White House on September 11 and left Washington four days later for a brief stay in Chicago where he was joined by Mrs. Grew. They proceeded to California and sailed from San Francisco for Tokyo on the S.S. *Tatsuta Maru*.

* * *

Ambassador Joseph E. Davies

The Ambassador to Belgium, Mr. Joseph E. Davies, visited Washington for several days in late August following his arrival from New York City, on August 22. He participated in various functions in Washington and New York City honoring the Prince of Luxemburg and the latter's son, Crown Prince John. He lunched with President Roosevelt at the White House on August 25. He sailed for Belgium on September 5 on the S.S. *Nieuw Amsterdam*.

* * *

Minister Edwin C. Wilson

The recently-appointed Minister to Uruguay, Mr. Edwin C. Wilson, served as one of four advisers to Under Secretary Welles when the latter acted as American Delegate to the Inter-American Consultative Conference held at Panama in late September. Minister Wilson spent more than two weeks in the Department following his arrival from his last post at Paris, and planned to return to Washington from Panama before proceeding to Montevideo. He called on the President at the White House on August 30.

* * *

Minister Douglas Jenkins

The recently-appointed Minister to Bolivia, Mr. Douglas Jenkins, returned to Washington in early September after taking home leave principally at Charleston, South Carolina. He visited the Department on various occasions during the ensuing two weeks and was scheduled to have sailed from New York City with Mrs. Jenkins for their new post at La Paz on September 22. He called on President Roosevelt at the White House on September 8.

* * *

Minister Ferdinand L. Mayer

The Minister to Haiti, Mr. Ferdinand L. Mayer, came to the United States on leave, August 20, by air from his post and after several days in the Department joined Mrs. Mayer at their summer home



in Bennington, Vermont. Due to the European situation, he curtailed his vacation and proceeded by air to his post, arriving there on September 16. Mrs. Mayer intended to place their 14-year-old son in the Brooks School at North Andover, Massachusetts, and to join Mr. Mayer soon.

* * *

Minister Daniel C. Roper

The Minister to Canada, Mr. Daniel C. Roper, resigned effective August 20. The President made public this fact on August 18, while aboard the cruiser *Tuscaloosa* at the Bay of Islands, Newfoundland. Minister Roper proceeded to Washington and called on the President at the White House on August 29 and on the Secretary on August 30.

* * *

Minister Wilbur J. Carr

The former Minister to Czechoslovakia, Mr. Wilbur J. Carr, accompanied by Mrs. Carr, arrived in New York City on August 30 on the S.S. *Washington* from an extensive tour in Europe following the closing of the Legation at Praha. They planned to return to Washington early in October.

* * *

Minister Herbert C. Pell

The Minister to Portugal, Mr. Herbert C. Pell, visited the Department at various times in late August and sailed for his post from New York City on September 5 on the S.S. *Nieuw Amsterdam*. He called on President Roosevelt at the White House on August 28.

* * *

Foreign Service Officers

Edward J. Sparks concluded an assignment in the Division of the American Republics in late September. Following a brief stay in New York City he was scheduled to have sailed with Mrs. Sparks and their daughter on October 5 on the S.S. *Ancon* for their new post at Port-au-Prince, where Mr. Sparks will serve as Second Secretary and Consul.

* * *

H. Merle Cochran, until recently First Secretary at Paris, assumed his new duties on September 15 in the Treasury Department, on loan from the State Department, in charge of the Treasury's \$2,000,000,000 stabilization fund. The Treasury announced that Mr. Cochran had been on duty for two weeks prior to September 15 in familiarizing himself with details of his new position.

* * *

Gerald Warner, Consul at Taihoku, concluded a five weeks' assignment in the Division of Far East-



W. M. Walmsley, Jr.

ern Affairs on September 16 and resumed leave with Mrs. Warner and their two children. They proceeded to Mr. Warner's home at Worcester, Massachusetts, before returning to Taihoku.

* * *

Walter N. Walmsley, until recently Consul at Pernambuco, entered upon a temporary detail in the Division of the American Republics on August 8, which was made a

permanent assignment on August 29. Upon designation of Secretary Hull, Mr. Walmsley represented him in receiving Senhora Vargas, wife of the President of Brazil, upon her arrival by airplane at Miami on August 25 from Rio de Janeiro and in accompanying her by plane to Kingston, Ontario, where she proceeded in order to join her daughter and son-in-law, who had been injured in an automobile accident there.

Robert W. Heingartner, until recently Consul at Frankfort on the Main, visited the Department on August 14 and remained in Washington a few days before leaving for his home in Canton, Ohio. After leave there he planned to proceed to his new post at Regina.

* * *

John S. Calvert, until recently Consul at Regina, visited the Department for a few days in mid-August, having spent most of his leave at his home in Black Mountain, North Carolina. He left New York City in late August for his new post at Bilbao.

* * *

David H. Buffum, Consul at Leipzig, registered at the Department on August 21 and began a temporary detail in the Visa Division. He spent the greater part of his home leave in Maine.

* * *

Robert G. McGregor, Consul at Mexico City, arrived in New York City on August 8 on simple leave on the S.S. *Monterey* from Vera Cruz, and proceeded to Franklin, New Hampshire, where on August 12 he was married to Miss Constance Marcy, of Boston. They took their wed-



R. G. McGregor, Jr.

(Continued on page 568)

News From the Field

FIELD CORRESPONDENTS

AGLY, ROBERT A.—*Union of South Africa*
 BARNES, WILLIAM—*Argentino, Uruguay, Paraguay*
 BECK, WILLIAM H.—*Norway, Sweden*
 BOHLEN, CHARLES E.—*U.S.S.R.*
 BONBRIGHT, JAMES C. H.—*Belgium, Holland*
 BRADDOCK, DANIEL M.—*Venezuela, Colombia*
 BUTLER, GEORGE—*Peru*
 BYINGTON, HOMER, JR.—*Yugoslavia*
 DICKOVER, ERLE R.—*Netherlands Indies*
 ELBRICK, C. BURKE—*Poland*
 ENGLISH, ROBERT—*Eastern Canada*
 FERRIS, WALTON C.—*Great Britain*
 FULLER, GEORGE C.—*Central Canada*
 GADE, GERHARD—*Ecuador*
 GROTH, EDWARD M.—*India*

HALL, CARLOS C.—*Punoma*
 HICKOK, THOMAS A.—*Philippines*
 JOSSELYN, PAUL R.—*British Columbia*
 KENNAN, GEORGE F.—*Bohemia*
 KUNIHOLM, BERTEL E.—*Baltic countries*
 LATIMER, FREDERICK P., JR.—*Turkey*
 LEWIS, CHARLES W., JR.—*Central America*
 LYON, CECIL B.—*Chile*
 MCGREGOR, ROBERT G., JR.—*Mexico*
 PLITT, EDWIN A.—*Northern France*
 REAMS, R. BORDEN—*Denmark*
 SCHULER, FRANK A., JR.—*Tokyo area*
 SERVICE, JOHN S.—*Central China*
 SMITH, E. TALBOT—*Noirobi area, Kenya*
 WASSON, THOMAS C.—*West coast of Africa*

American Embassy, Berlin—*Germany*
 American Consulate General, Algiers—*Algeria*
 American Consulate, Yokahama—*Yokahama area*

ALEXANDRIA

With the increase in transportation facilities this "cross-roads" of Africa is becoming more and more visited by journeying Americans. In the past the arrival of an American vessel was eventful. In the present, with vessels and planes arriving daily and the regulations prescribing the mandatory use of American transportation facilities by Government employees, visitors are commonplace. However, the recent arrival of the U.S.S. *Sacramento* was the first visit of an American naval vessel at this port in eight years.

Among the visitors have been Foreign Service Officers Ebling (Lourenço Marques), Dunham (Aden), Riggs (Port Said), Christiana (Surabaya), Mattison (Baghdad), Wilson (Cairo), Spalding (Cairo), Wadsworth (Jerusalem), Gwynne (Beirut), Scott (Jerusalem),



Minister Meredith Nicholson, Managua, with President Anastasio Somoza of Nicaragua.

and Steger (Jerusalem). Sheldon T. Mills is expected shortly from Bucharest enroute to the Department, and Clattenburg from Batavia.

C. PAUL FLETCHER.

MANAGUA

William E. Flournoy, Jr., Third Secretary and Vice Consul, arrived at Managua by air from Panama July 28. Reginald Saxon Castleman, Second Secretary and Consul, sailed from Corinto on August 11 for his new post at Sao Paulo, via Panama and New Orleans.

LA VERNE BALDWIN.

HALIFAX

On August 15th the city of Halifax was happy to learn that the President of the United States had decided to visit this harbor for a few hours. The U.S.S. *Tuscaloosa*, with the President on board, escorted by the U.S.S. *Lang*, entered the



harbor about noon and remained in port until 7 P. M. At the request of the Naval Aide to the President, Consul General Clinton E. MacEachran arranged the calls of the local officials.

KNOWLTON V. HICKS.

NASSAU

Sea Floor, Bahamas, the World's First Underseas Postoffice

On August 16, 1939, the first postoffice at the bottom of the sea was officially opened for business. The postoffice occupies the submarine "photosphere" designed by Mr. John Ernest Williamson, the well-known pioneer of undersea photography, which rested on the sea floor just north of the island of New Providence, in the Bahamas.

Clerks from the Nassau general postoffice canceled letters with the postmark "Sea Floor, Bahamas," the postoffice being a lawfully established unit of His Majesty's Postal Service.



Miss Alice Winslow dances on board ship en route from Rio de Janeiro to the States. She is the daughter of Consul Rollin R. Winslow, recently assigned to Quebec. Miss Winslow is the recipient of the Journal scholarship award for 1939-40, the announcement of which was made in the September Journal.

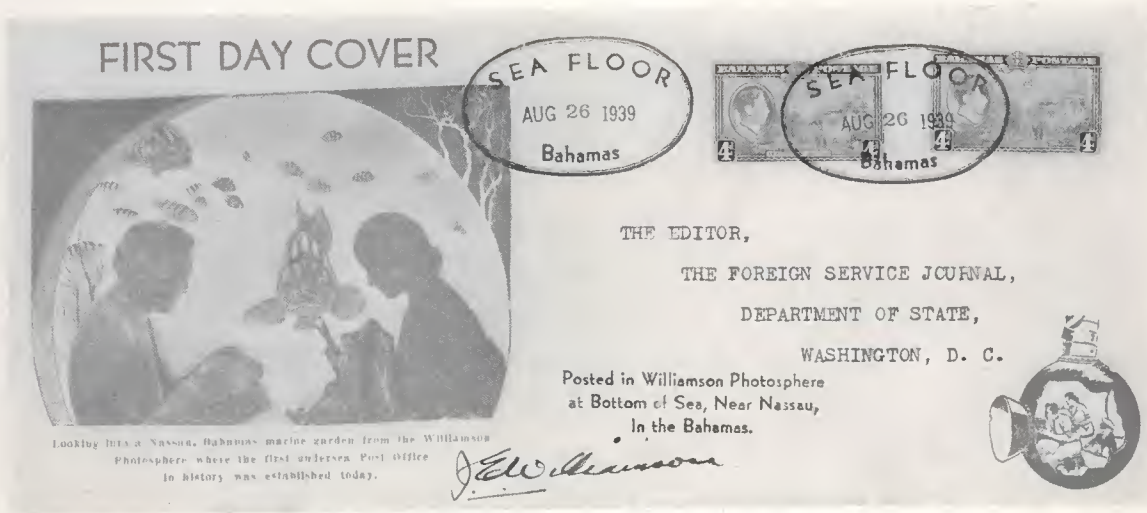
At the opening, the Acting Governor, the Honorable J. H. Jarrett, and other high officials were present, and a broadcast was made from the "photosphere" by the Nassau Broadcasting Station, ZNS. Acting Governor Jarrett dictated a letter to President Roosevelt on the spot, and it was mailed as a "First Day Cover" to our most famous stamp collector. First Day Covers were also addressed to the King, Postmaster General Farley and Lowell Thomas, a director of the Explorer's Club, of which Mr. Williamson is a member.

A First Day Cover, autographed for the Editor, was sent to the JOURNAL, together with a Foreign Service air mail cover, posted at the Sea Floor office, addressed to the Editor

of the JOURNAL. A separate First Day Cover was sent to the President by Consul John W. Dye.

WILLIAM K. AILSHIE.

(Continued on page 574)



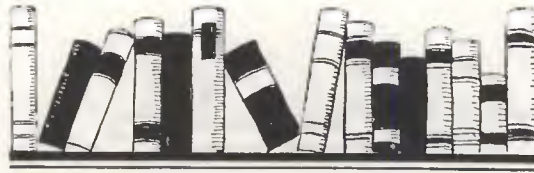
Looking into a Nassau, Bahamas machine garden from the Williamson Photosphere where the first undersea Post Office in history was established today.

THE EDITOR,
THE FOREIGN SERVICE JOURNAL,
DEPARTMENT OF STATE,
WASHINGTON, D. C.

Posted in Williamson Photosphere
at Bottom of Sea, Near Nassau,
in the Bahamas.

J. E. Williamson





A Political Bookshelf

INSIDE THE DEPARTMENT OF STATE, by Bertram D. Hulen. Pp. xiii, 328. New York. Whittlesey House, McGraw-Hill Book Company, 1939. \$3.00.

Although the author of this book is not an official of the Department of State, the title is an apt one. The author is the correspondent of the *New York Times* assigned to the Department. A smart correspondent—and Bert Hulen is all of that—covering the Department of State often knows more about what is going on inside the Department than many officials who are serving in it. Unless a State Department official is a member of or is in close contact with the Secretariat on the sacred second floor his knowledge of what is happening in the Department is necessarily somewhat limited to his own particular duties and functions. The newspaper correspondent can suffer from no such limitations. He must view the Department of State as a whole, must know the duties and functions of each division and office, and must have a practical knowledge of the history of the Department and of various other little matters as a part of his equipment for writing for his newspaper the story of what the Department is doing from day to day. Occasionally he will write more than this, and when he does the public is the gainer. Certainly this is true of Mr. Hulen's *Inside the Department of State*.

"The history of the Department of State is written almost as much in colorful personalities as in the documents stored in its archives. . . . Through the years they have stamped their individualities on the organization and the traditions of the Department." (Page 19.) Mr. Hulen's book abounds in references to these personalities, some of whom "are numbered among the great figures in American history; others known only to the Washington of their time and the narrow ranks of professional diplomacy" (page 19). The author does not make the mistake of giving tiresome biographical sketches; the references appear casually in his description of some phase of the Department's activities, but they are made in a manner that adds to the reader's interest and at the same time emphasizes the author's point. It is interesting to note, for example, that Alvey A. Adee "served for nearly forty years as Second Assistant Secretary of State.

. . . on many occasions . . . as Acting Secretary of State and once as Secretary of State *ad interim*" (page 17). We are given, however, an insight into Adee's many-sided character when we read that on the eve of the war with Spain a group of envoys representing a formidable group of powers (Austria-Hungary, France, Germany, Great Britain, Italy, and Russia) called at the White House to make an appeal for peace. President McKinley, who considered the situation "intolerable," turned to Alvey A. Adee for advice on how to meet the appeal with a diplomatic refusal. Adee hastily wrote on the back of an envelope the following answer which McKinley gave as his own:

" . . . The Government of the United States appreciates the humanitarian and disinterested character of the communication now made on behalf of the powers named, and for its part is confident that equal appreciation will be shown for its own earnest and unselfish endeavors to fulfill a duty to humanity by ending a situation the indefinite prolongation of which has become insufferable." (Page 27.)

In his chapter (III) "The Directing Force," the author considers the oft discussed question whether the President or his Secretary of State is the one who directs our foreign policy. After reading the chapter it is clear that in the opinion of a hard-boiled newspaperman it depends upon who is President and who is Secretary of State. "Secretary Hughes did not dominate the Harding Cabinet, but he directed the diplomacy of that short administration with a strong hand." (Page 49.) There have been few stronger or more aggressive Presidents in the White House than Theodore Roosevelt, but he could heed advice when it was given by one in whom he had confidence. He had many a delightful argument with Elihu Root, "their voices growing louder as the argument proceeded and finally, above the vigorous voice of the President, Root would say firmly, 'Now, Theodore—' and prevail upon him with his moderating counsel" (page 46).

It is sometimes said by learned gentlemen that the Department should have a general staff. Mr. Hulen declares (Chapter IV, "The General Staff") that "the Secretary of State has at his right hand a body of professional advisers who may well be termed a general staff. They are to be found in the Under Secretary of State, who is virtually the



chief of staff of the Department of State, the Counselor and the assistant secretaries of state." (Page 58.) The author emphasizes the fact that while there is not in the Department of State, as there is in the British Foreign Office, a Permanent Under Secretary of State, the practice has developed of appointing to the office of Under Secretary of State experienced diplomats of proved ability. Among the appointments Mr. Hulén mentions are Henry P. Fletcher, Joseph C. Grew ("with associations that trace back to Theodore Roosevelt, whose admiration he won for prowess as a tiger hunter," page 67), J. Reuben Clark, Norman H. Davis, William R. Castle, Jr. ("No one possessed more urbanity, or a greater facility and ease in diplomatic negotiation and in daily informal conversations with ambassadors and ministers," page 66), William Phillips (appointed by President Franklin D. Roosevelt to the "post he had filled before for two years under Charles Evans Hughes," page 62), and Sumner Welles ("A man of icy exterior to those unacquainted with him, he is the typical career diplomat. Correct and formal, faultlessly groomed, ambitious, he possesses a mind as keen as a razor blade and is an indefatigable worker." Page 66.) Mr. Hulén also points out that several of the Assistant Secretaries have been men of long years of service in the Department and in the field. Among these are able George S. Messersmith, Hugh R. Wilson, and Wilbur J. Carr. The author does not overlook the value of having on "The General Staff" men who are not of the so-called career class. In this regard special reference is made to the "office of Counselor . . . filled by R. Walton Moore, lawyer and former member of the House of Representatives from Virginia. . . Moore, vigorous and alert at the age of eighty is concerned with policy on legal questions and legislative matters" (page 69). To those acquainted with the fact that even among the so-called "irreconcilables" in the Senate (whose attitude is not always one of complete agreement with the Department's policies) Judge Moore is regarded with genuine affection and listened to with great attention, the value of having a Counselor of the Department who understands "legislative matters" is apparent. Incidentally, Mr. Hulén stresses the part played by the Senate in our foreign affairs. He refers to it in the chapter (IV) under discussion (pages 74 and 75) and also in his very able chapter (XIV) "Relations with Congress." His comments on the subject will probably not hurt the feelings of certain heavy-jawed gentlemen on the Senate Foreign Relations Committee.

The reviewer hesitates to accuse Mr. Hulén of telling diplomatic secrets, the more so as he states

in the preface to his book that "there is more truth than rhetoric in the assertion of Department officials 'We have no secrets.'" (Page ix.) It may be observed, however, not necessarily as a matter of rhetoric, that there is some singularly interesting information in the book regarding the diplomatic background of the Dawes Plan (pages 124-129) and of the Kellogg-Briand Pact (pages 115 and 138-139). Mr. Hulén describes the Dawes Plan as "a notable case of Anglo-American cooperation for peace" (page 129). He does not tell us that it has been given other descriptions in the Senate. Of the Kellogg-Briand Pact Mr. Hulén writes:

"'What M. Briand proposed,' Secretary Kellogg said, 'was in effect an alliance between the United States and France, and I could not accept it. Ever since the Franco-American Alliance (of 1778) was terminated (in 1796) this government has refused to enter any alliance. However, the central idea of peace was excellent, and, if made multilateral, it would lose the character of an alliance. That was why I made my counter-proposal.'" (Pages 115-116.)

Mr. Hulén is a great admirer of the Foreign Service ("The Eyes and Ears Abroad," Chapter V). He disposes of the time-honored "cookie pusher, white spat" imputation and shows by numerous examples that the life of the average Foreign Service officer is "not always one of ease, of attending official receptions and conducting diplomatic affairs in the quiet of embassy rooms and foreign offices. As Secretary Hull once said, 'They have more experience of malaria than of spats.'" (Page 79.) The author's description of how the Foreign Service is administered under the Rogers Act and the regulations passed thereunder is as comprehensive as it is happily concise. "Not only did the legislation consolidate the diplomatic and consular branches," he writes, "but it was followed in 1939 by blanketing into the Foreign Service by Executive Order the foreign attachés of the Department of Commerce and Agriculture. This represents an enormous gain from the standpoint of administrative convenience." (Page 89.) With respect to the question of what to do with career diplomats whose "term as minister has lapsed," Mr. Hulén observes that the "question has not yet been solved, but it is easier of solution than what to do with our former Presidents" (page 94).

The author, quite properly, does not resist the temptation to tell of the relations between the Department and the gentlemen of the fourth estate ("The Press Conference System," Chapter VIII). One gathers that Mr. Hulén enjoyed writing this chapter. It is possible that the chief of the Division of Current Information and his staff will also enjoy reading it even though the author reminds

(Continued on page 571)

Brief Book Reviews

DEMOCRACY TODAY AND TOMORROW, by Eduard Benes. The Macmillan Company. 244 pages. \$3.00.

This interesting book by the former President of Czechoslovakia grew out of a series of lectures on democracy which he recently delivered at the University of Chicago. His book states the case for democracy as a philosophy and form of government with clarity and objectivity. The nature of its contents are disclosed by his chapter headings as follows:

1. The Intellectual and Political Development of Modern Europe in its Relation to Modern Democracy.
2. The World War and its Influence on the Democratization of Europe.
3. The Downfall of the Postwar Democracies in Europe and its Main Causes.
4. The League of Nations as an Expression of the Democratization of Europe and of the World.
5. Modern Antidemocratic Ideologies and European Democracy.
6. The Future of Democracy.

R. L. B.

AMERICAS TO THE SOUTH, by John Whitaker. The Macmillan Company, New York, 1939. Price \$2.50.

Following the Lima Conference, John Whitaker set off at a gallop to cover the continent. He creates the impression of leaning-in at the corners, and of pausing long enough in six capitals to peer into economic closets and under political waste-baskets, where he reports he encountered Totalitarian Agents. He tells about them in an engaging, if articulate, book designed "for the average responsible United States citizen who tries to learn what he ought to know about South America." The lesson Mr. Whitaker presents after sawing emphatically at the bit of this substantial assignment is that it behooves the people of the United States to view their doings with concern.

The book is seldom marred by understatement.

Headline riders will recognize the tempo; some of the others will bounce off Mr. Whitaker's llama.

E. O. B.

NO COMPROMISE, by Melvin Rader. Published by the Macmillan Company, New York, 1939. 351 pages. \$3.50.

This book is a studious, philosophical treatise of Fascism by the Professor of Philosophy of the University of Washington. He describes the creed and the functioning of Fascism, with particular emphasis on the Italian form, considerable discussion on the German method, and to a lesser degree the equivalent system in Japan. Professor Rader traces the influence of earlier men of thought such as Machiavelli, Nietzsche, Hegel, and Spengler on the development of Fascist ideas. The book

is not for the layman, but it should be of interest to the student with a particular interest in the political doctrine of Fascism and a knowledge of the intricate ideas of the historic philosophical savants.

R. D. C.

ARMIES OF SPIES, by Joseph Gollomb. The Macmillan Co., New York, 1939. 213 pages. Price \$2.50.

This book is as exciting as any detective story. It presents a vivid picture of the efficiency and ruthlessness of far-flung and enormous organizations for political espionage and sabotage. It is based on information allegedly obtained in great part by the author from official sources in the countries where the agents of these organizations operate. Most unconvincing is that part of the book which reveals

the writer's apparent acceptance of the thesis that sabotage in the Soviet Union is largely the work of foreign agents. Although its scope is limited to the operations of only the governments, any Foreign Service Officer will find *Armies of Spies* absorbing, entertaining and thought provoking.

G. F. R.

FOREIGN SERVICE ASSOCIATION LIBRARY

The Editors of the FOREIGN SERVICE JOURNAL have decided to use books received from publishers for review in the "Political Bookshelf" or "Brief Book Reviews" as a nucleus for a Foreign Service Association Library. Such books will be kept in bookcases in Room 121 where they can be borrowed by members of the Association for a period not exceeding two weeks. The Association will also welcome contributions from its members of any books which they have read and which they believe would be suitable for its library.

All donations will be listed in the JOURNAL together with the names of the donors.

Any comments or suggestions concerning the new Foreign Service Association Library will be appreciated.



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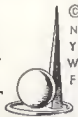
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WIND, SAND AND STARS, by Antoine de Saint Exupery. Reynal & Hitchcock, 1939. 306 pages. Price \$2.75.

An airplane pilot's business is "with the wind, with the stars, with night, with sand, with the sea." The author of "Night Flight," describing his efforts to outwit nature, carries the reader to high adventure from the coast of Patagonia to the deserts of Africa. Because it is man and not flying that interests him most, he concludes with a somewhat irrelevant account of the Spanish front, where he sought an answer to the question: why are men sometimes willing to die?

Poetic insight and a deep philosophy born of flying make this a noteworthy contribution to the slowly growing literature of the air.

H. S. V.

FINANCING GOVERNMENT, by Harold M. Groves. Henry Holt and Company. 735 pages. \$5.00.

In this clear and comprehensive exposition of the subject of taxation, written primarily to meet the needs of students, Professor Groves, of the University of Wisconsin, has made a remarkably fine and topical contribution to other literature on this important subject.

The book outlines the various theories of taxation at some length and reveals the relationship between federal, state and municipal taxes and their effect upon the individual citizen. The effects of increased taxation and government expenditure upon the economic, social and political structure of the United States and of other countries are of outstanding importance at the present moment. Familiarity with the subjects so succinctly exposed in this book should accordingly prove to be decidedly beneficial to Foreign Service Officers.

R. L. B.

SAVE ME THE SUN, by Hassoldt Davis. Henry Holt & Co. 321 pages. \$2.50.

This is an enthralling story of a young couple whose marriage was going on the rocks. They wished to save it if possible and found the solution in cutting all ties with their old world and starting anew in a far off island of French Oceania. Mr. Davis has pictured with a passionately realistic pen their struggle and ultimate success. It is a dynamic novel which is finely but occasionally brutally written. The author has a clear understanding of human values and a true love of the beauty and serenity to be found in the South Seas. The story is an old one treated from a new and intensely vital angle.

A. C. C.



FOREIGN SERVICE ASSOCIATION SCHOLARSHIPS

The Executive Committee of the Foreign Service Association takes pleasure in announcing that the two recipients of the Association Scholarships for the scholastic year 1939-40 are Madeleine Hale and Adele Davis.

Miss Hale is the daughter of the late Consul Bernard F. Hale. She attends Radcliffe College at Cambridge, Massachusetts, and was the recipient of the Association Scholarship for the scholastic year 1938 - 39 at that institution where she has completed her sophomore year, averaging all As and Bs for the term grades.



Miss Madeleine Hale

Miss Adele Davis is the daughter of Mr. Leslie A. Davis, Consul General at Glasgow. She completed her freshman year at Smith College with excellent grades and enters upon her sophomore year at that college this fall.



Miss Adele Davis

Dr. Walter G. Nelson, of the United States Public Health Service, Moscow, has been assigned for duty at Ellis Island, New York. He is known to many officers in the Foreign Service.

Dr. Nelson has contributed to the JOURNAL from time to time and it is hoped that he will continue to do so.

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Foreign Service Changes

The following changes have occurred in the Foreign Service since August 5, 1939:

The assignment of Roy N. Melbourne of Ocean View, Virginia, American Vice Consul now assigned to the Department of State, as American Vice Consul at Tientsin, China, has been canceled. In lieu thereof, Mr. Melbourne has been assigned American Vice Consul at Kobe, Japan.

Paul J. Reveley of East Haven, Connecticut, American Vice Consul at Palermo, Italy, has been assigned American Vice Consul at London, England.

The assignment of Walter Smith of Oak Park, Illinois, now American Vice Consul at Canton, China, as American Vice Consul at Kobe, Japan, has been cancelled. He will remain at Canton, China.

Mr. James J. Murphy, Jr., of Pennsylvania, Chief of the Consular Commercial Section of the Department of State has been appointed Foreign Service Officer, Class III, American Consul and Secretary in the Diplomatic Service of the United States, effective August 7, 1939, and has been assigned for duty in the Department of State where he will continue to serve in his present capacity.

Non-Career

Jones R. Trowbridge of Augusta, Georgia, American Vice Consul at Paris, France, has been appointed American Vice Consul at Moscow, U.S.S.R.

The following changes have occurred in the Foreign Service since August 18, 1939:

Robert W. Heingartner of Canton, Ohio, American Consul at Frankfort-on-Main, Germany, has been assigned American Consul at Regina, Canada.

John S. Calvert, of Wilmington, North Carolina, American Consul at Regina, Canada, has been assigned American Consul at Bilbao, Spain.

Perry N. Jester of Richmond, Virginia, American Consul at Southampton, England, has been assigned American Consul at Lagos, Nigeria, West Africa.

Norris B. Chipman of Washington, District of

Columbia, Second Secretary of Embassy and American Consul at Moscow, has been assigned American Consul at Cairo, Egypt.

Walter J. Linthicum of Baltimore, Maryland, Third Secretary of Legation and American Vice Consul at Kaunas, Lithuania, has been assigned American Vice Consul at Pernambuco, Brazil.

Herbert O. Williams of Sacramento, California, retired American Foreign Service Officer, died at Forest Glen, Maryland, on August 17, 1939.

The following changes have occurred in the Foreign Service since August 26, 1939:

The American Consulate at Breslau, Germany, was closed on September 3, 1939.

The American Consulate at Strasbourg, France, was closed on September 3, 1939.

Oliver Edmund Clubb of St. Paul, Minnesota, Second Secretary of the American Embassy at Peiping, China, has been assigned American Consul at Shanghai, China.

Walter N. Walmsley, Jr., of Annapolis, Maryland, American Consul at Pernambuco, Brazil, has been assigned for duty in the Department of State.

Jay Walker of Washington, District of Columbia, American Vice Consul at Cairo, Egypt, has been assigned American Vice Consul at Pará, Brazil.

Non-Career

John F. Claffey of Connecticut, American Vice Consul at Bristol, England, has been appointed American Vice Consul at London, England.

John H. E. McAndrews of Minnesota, American Clerk at London, England, has been appointed American Vice Consul at Nassau, Bahamas.

Paul Dean Thompson of Los Angeles, California, American Vice Consul at Hull, England, has been appointed American Vice Consul at London, England.

John Paul Squire of Boston, Massachusetts, American Vice Consul at Havre, France, has been appointed American Vice Consul at Port Said, Egypt.



Service Glimpses



Vice Consuls Laukhuff (Milan), Strom (Zürich) and Hamilton (Zürich) on a recent trip through Switzerland.



William Witman arrived in Washington from Caracas in time to witness the arrival ceremonies of the British King and Queen from the Capitol Steps



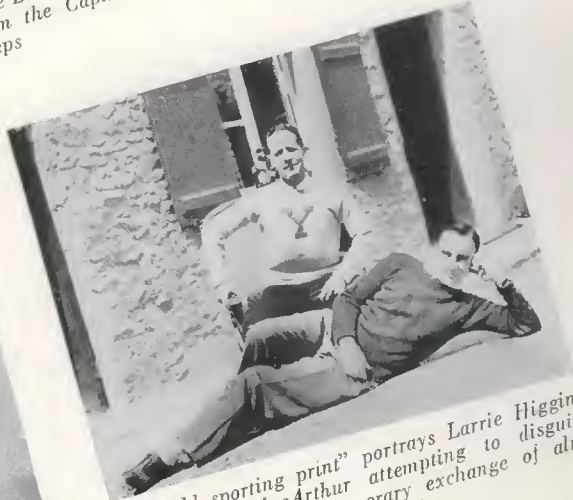
Mrs. Leland Harrison and Mrs. John H. Madonne enjoy mushing in June on the snow field of the Jungfrauoch (11,385 feet)



Randolph Higgs and Waldo Bailey had many a game when they crossed on the Manhattan together



The Phelans at Barranquilla entertained the Hon. Charles C. Eberhardt on his recent trip there. Mrs. Phelan, Mr. Eberhardt, Miss Cecelia Phelan and Vice Consul Phelan are standing in the rear of the four Phelan boys



An "old sporting print" portrays Larrie Higgins and Doug. MacArthur attempting to disguise themselves with a temporary exchange of alma mater insignia



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STUDY BY F.S.O.s IN AMERICAN UNIVERSITIES

(Continued from page 541)

consideration, the greater the degree of specialization in any profession or service, the greater the tendency to lower the standard of the non-specialized work. The fact that more training is usually required for a career of specialization often means that specialists receive higher compensation for their services and for this reason such services are frequently considered as of greater inherent value. Also, many men prefer for other reasons to concentrate in a small field, with perhaps greater opportunities for creative effort, than to work less intensively in a broader one. As a result, a specialized career has been often looked upon as the more desirable kind of occupation. In the medical profession, there has been a tendency for some years for the more ambitious students in medical schools to train to become specialists in bone structure, brain surgery, or other short segment of practice, leaving the field of general practitioner and of the country doctor to oftentimes the less capable or to those who have lacked the means to undertake specialized training.

The backbone of the Foreign Service will probably always be the "general practitioner," and while there is developing within the Service a basically sound movement toward greater functional specialization, there might well develop side-by-side a carefully planned program to increase the character and efficiency of the non-specialized work performed by the officer whose versatility is called upon to cope with a variety of questions, many of which are of greater importance than the problems handled by the technical men.

I believe that the possibilities of applying advantageously the university-study idea are even greater in the case of the work of this general character than in the more technical field. It is not likely that Congress would be disposed under present conditions to appropriate funds for such study as it has for specialized study, but a plan might be feasible whereby officers in the field would be permitted to utilize up to six months of statutory accumulated leave of absence provided that they would spend an academic semester, or approximately four months, pursuing a full-time course of study in an American university. Such an arrangement might be combined with the existing provisions for payment by the Government under certain conditions of travel expenses to and from the United States. Although the administrative difficulties in losing the active services of a considerable number of officers are obvious, the gap thus created might in part be closed by the induction of

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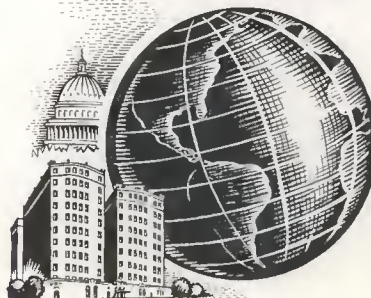
new clerks to assume some of the clerical work now being performed by officers.

It would not seem to require very much imagination to perceive the possible benefits to both the Service and the individual officers were thirty or forty men a year to spend a semester in a leading American university (which would mean that only half of that number need be absent from the field at any given time). The Foreign Service has a great many advantages which other professions do not have. On the other side of the ledger is a disadvantage which exists in all governmental career services, namely, a force making for intellectual vapidty. In many walks of life, one's intellectual powers are kept sharpened by the force of competition. We miss that struggle-for-existence stimulus in the Foreign Service, and while the daily problems are often as difficult as, and sometimes far more important than, those in other professions, there nevertheless prevails a tendency to develop habits of doing all things, not simply the necessary things, according to formulas, precedents, and what seems most likely to be agreeable to others, at the expense of inductive reasoning and the application of initiative. Our frank friends tell us that we tend to become formalists. The success with which an officer is able to combat and overcome that tendency is largely what determines whether he truly grows in stature in the Service or becomes a smaller man.

Balanced study within reasonable limits and stimulating mature discussion are among the ways by which the fight can be waged. I know a Foreign Service officer who has just completed a course of study undertaken at his own initiative in a famous South American university while carrying on his regular work. This, in my opinion, is a very commendable thing from various points of view. Many officers, however, would not find it practicable to attend university classes at their respective posts.

To have the opportunity after a period of years in the field to return to the United States and become a full-time student again may not be relied upon to rejuvenate, but at least it gives one some mental shocks, a chance to re-examine old principles in the light of present conditions, a knowledge that he might not otherwise acquire of a few new ideas and institutions including economic developments, a more accurate concept of the position and possibilities of the Service in the broad field of human relationships, a fresh desire to explore, and last but by no means least a vast amount of rather wholesome humility. For the officer who has spent but little time in the United States, the opportunity is the greater in that it affords a chance to become re-oriented with respect to American ways of thinking, which living abroad sometimes serves to blur.

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NEW CHAIRMAN OF THE FOREIGN RELATIONS COMMITTEE OF THE HOUSE OF REPRESENTATIVES

The present situation in Europe is bringing the spotlight of public interest into sharp focus on those officials here at home who will play leading roles in the relations which the United States will



The Honorable Sol Bloom

maintain with the warring powers across the seas.

Among the most recent to assume a position of major importance in the field of American foreign relations, is Representative Sol Bloom, of New York, who was elected Chairman of the Committee on Foreign Affairs of the House of Rep-

resentatives, upon the death of Chairman McReynolds, during the last session of Congress.

Chairman Bloom, whose seventy years is belied by his youthful appearance and vigor, is a familiar figure in diplomatic circles. He has ably and with distinction, represented the 19th New York District in Congress for the past seventeen years, serving most of those years as a leading member of the Foreign Affairs Committee. He has brought with him to the Chairmanship a deep understanding of the many problems that confront the State Department and his recent election to this post is looked upon by his many friends in the Department as a well-deserved promotion, one too, that places the steering of vitally important legislation through the House of Representatives in tried and capable hands.

Representative Bloom was born in Pekin, Illinois, March 9, 1870. During infancy, he moved with his family to San Francisco, California, where he was educated in the public schools. Successively in the newspaper and music publishing businesses, Mr. Bloom settled in New York City in 1903, where he became engaged in the real estate and construction business.

Representative Bloom is a tireless and indefatigable worker. He achieved fame as the Direc-

tor of the United States George Washington Bicentennial Commission. The celebration was such a pronounced success that it was but natural that he was selected to head the United States Constitution Sesquicentennial Commission, whose celebration activities have just recently ended, leaving Mr. Bloom with additional laurels to his credit.

More lately, Representative Bloom has come into prominence as the author of the Neutrality Bill which embodied Secretary Hull's neutrality program. Although the bill was amended on the floor of the House so as to eliminate several features, such as repeal of the arms embargo, it is generally conceded that Chairman Bloom's active and energetic leadership in pushing the measure through the House of Representatives brought the main issues squarely before the public.

IN MEMORIAM

Mrs. Sarah Gibbs Thompson Pell, mother of Robert Thompson Pell, of the Department of State, on August 4 at Boston, Mass.

Alfred J. Pearson, former Minister to Poland and Finland, on August 10 at Des Moines, Iowa.

Herbert O. Williams, of Sacramento, California, retired Foreign Service Officer, on August 17, at Forest Glen, Maryland.

Mrs. Maria Callender Cole, wife of Felix Cole, who is Consul General at Algiers, on August 26, at Algiers.

Julius G. Lay, American Minister, retired, on August 28th, in Massachusetts.

George D. B. Bonbright, father of James C. H. Bonbright who is Second Secretary at Brussels, on September 6 at Nantucket, Mass.

MARRIAGE

Gantenbein-Shekerjian. Miss Mary F. Shekerjian, of Torrington, Connecticut, and Mr. James W. Gantenbein, Second Secretary at Buenos Aires, were married in New York City on August 1.

COMMENT ON "COLONIES OF EX-CONFEDERATES IN BRAZIL"

The *Washington Star* of August 4 commented in a long item on Consul General Burdett's article "Colonies of Ex-Confederates in Brazil," which appeared in the May issue of the *JOURNAL*.

The item is entitled "Civil War Exiles' Fate is Recalled," and the writer discusses the American emigration to Brazil in connection with the preparations for the international conference to be held in Washington early in September on the question of political refugees. Passages from Mr. Burdett's article are quoted at length.

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**LEGISLATION OF INTEREST TO
THE DEPARTMENT OF STATE**

(Continued from page 537)

1939. A law authorizing the Third International Congress of Microbiology to be held in the United States and an appropriation therefor.

Public Resolution No. 8, approved April 10, 1939. A law authorizing a Commission to settle claims for damages resulting from the expropriations of agrarian properties of American citizens in Mexico and appropriations therefor.

Public Resolution No. 20, approved June 7, 1939. This law puts into effect as of July 1, 1939, the provisions of Reorganization Plan No. 11 submitted to the Congress on May 9, 1939, under the provisions of which the Foreign Services of the Departments of Commerce and Agriculture were consolidated with the Foreign Service of the United States under the direction and supervision of the Secretary of State.

Public Resolution No. 23, approved June 21, 1939. A law authorizing the Seventh International Congress for the Rheumatic Diseases to be held in the United States and an appropriation therefor.

Public Resolution No. 36, approved August 4, 1939. A law to provide for the adjudication (by a Commissioner) of claims of American nationals against the Government of the Union of Soviet Socialist Republics.

Public Resolution No. 43, approved August 7, 1939. A law authorizing the Government of the United States to participate in an International Exhibition of Polar Exploration at Bergen, Norway, and an appropriation therefor.

Public Resolution No. 44, approved August 7, 1939. A law authorizing the twenty-fourth session of the International Statistical Institute to be held in the United States and an appropriation therefor.

Treaties Ratified

Convention with Panama regarding the Construction of a Trans-Isthmian Highway, ratified by Senate July 25, 1939.

General Treaty with Panama, ratified by Senate July 25, 1939.

Regional Radio Convention of Central America, Panama, and the Canal Zone, ratified 7-21-39.

General Radio Regulations, Revision of Cairo, 1938, ratified by Senate July 21, 1939.

Extradition Treaty with Liberia, ratified 8-1-39.

Extradition Treaty with Monaco, ratified 8-1-39.

Convention with Finland Regulating Military Obligations in Certain Cases of Double Nationality, ratified by Senate August 1, 1939.

Treaty of Commerce and Navigation with Iraq, ratified by Senate August 1, 1939.

Treaty of Friendship, Commerce and Navigation



with Liberia, ratified by Senate August 1, 1939.

Consular Convention with Liberia, ratified by Senate August 1, 1939.

Double Income Taxation Convention with Sweden, ratified by Senate August 2, 1939.

Convention on Interchange of Publications. (Inter-American), ratified by Senate August 1, 1939.

Private Laws

Private No. 28, approved April 20, 1939. An act granting one year's salary to the widow of Damon C. Woods, late American Foreign Service officer.

Private No. 29, approved April 20, 1939. An act granting one year's salary to the widow of Thomas H. Bevan, late American Foreign Service officer.

Private No. 61, approved June 20, 1939. An act granting one year's salary to the widow of Robert C. McCloud, late American Foreign Service officer.

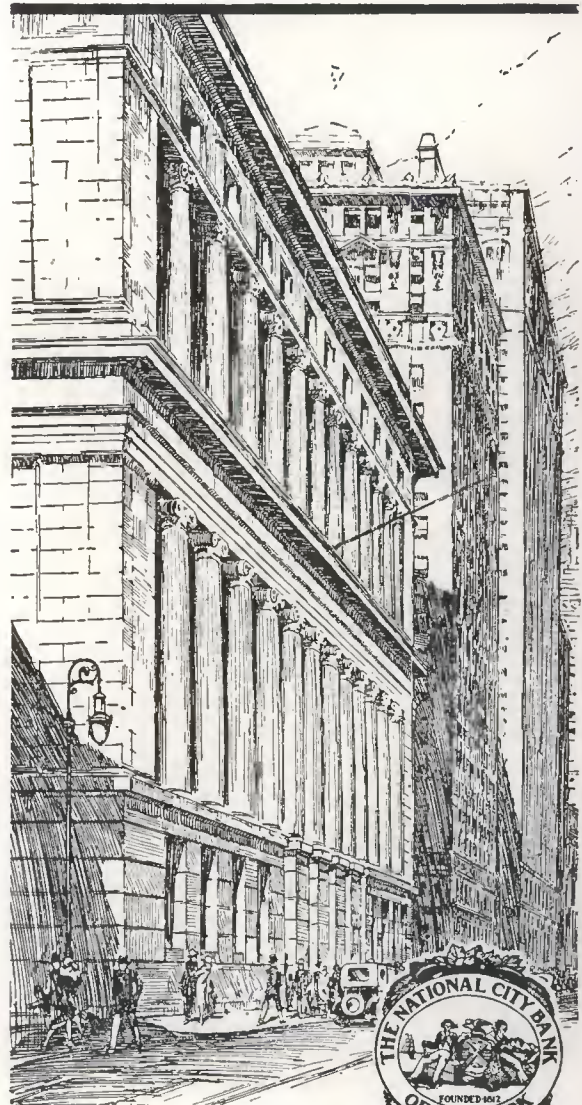
Private No. 62, approved June 20, 1939. An act granting one year's salary to the widow of William E. Beitz, late American Foreign Service officer.

Private No. 63, approved June 20, 1939. An act granting one year's salary to the widow of Prentiss B. Gilbert, late American Foreign Service officer.

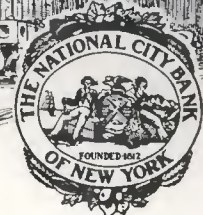
WHEN EAST GOES WEST—THE PLAINT OF A NAVY WIFE

BY ONE OF THEM

We spent our mex while we had it,
 And it brought us a lot of fun.
 But now we're packing our trunk and all
 our junk
 For our cruise is over and done.
 There is a camphor-chest and a chow-bench,
 And lamps from a temple fair,
 And a Japanese screen in gold and green
 But, I haven't a thing to wear!
 I've a lacquer table from Kobe,
 And a banquet cloth from Chefoo,
 Some Hankow brass, and Peking glass
 And a Chinese rug or two.
 There's a pina set from Manila
 And crystal sets that are rare,
 And a satsuma dish and a pewter fish
 But I haven't a thing to wear!
 My stateside suit once so stylish,
 Is mothly, mildew and tight.
 And the words that I use when I wear
 Chinese shoes
 Mrs. Post wouldn't pass as polite.
 My hat bears no slightest resemblance
 To the picture in Vogue that I planned.
 And that Pekinese vermine—I purchased
 for ermine.
 I hope it is dark when we land!



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NEWS FROM THE DEPARTMENT

(Continued from page 551)



N. S. Haselton

ding trip by motor in Maine. On August 28, Mr. McGregor reported for duty in connection with the work of establishing the Special Division, and on September 5 he went on a temporary detail in the Secretary's office.

* * *

Norris S. Haselton, until recently Vice Consul at Manchester, arrived in New York City on the S.S. Washington on August 31. Mrs. Haselton

and their child followed him on the S.S. Roosevelt on September 4. Mr. Haselton visited the Department on September 1, before proceeding two days later to Harvard University to enter upon a one-year study detail.

* * *

George Wadsworth, Consul General at Jerusalem, arrived in New York City on the S.S. Manhattan on August 17 from Havre. He visited the Department on August 23 and planned to spend a month in Buffalo before returning to Washington and sailing for his post on October 4.

* * *

Leo D. Sturgeon, F. S. O. on duty in the Division of Far Eastern Affairs, was assigned to serve as an Assistant to the Counselor and was charged with assisting in the formulation of policy and with unifying and coordinating action within the Department on international aspects of fisheries problems. A Department order to this effect was issued on July 27.

* * *

G. Frederick Reinhardt concluded a six weeks' Russian study detail at Harvard University in mid-August and was on a temporary detail in the Division of European Affairs prior to sailing from New York City on September 22 via Plymouth, Bergen, Stockholm and Helsinki for Tallinn, where he will serve as Third Secretary and Vice Consul.

* * *

Carl A. Fisher concluded a similar detail at Har-

vard and a temporary detail in the same Division before sailing with Mr. Reinhardt by the same route to his new post at Moscow, where he will serve as Second Secretary and Consul.

* * *

Cyril L. F. Thiel, Consul at Habana, visited the Department for several days, beginning September 12, upon arrival by motor from Miami en route from his post on home leave. He joined his mother and sister for an extensive tour of New England, and planned to spend the latter part of his leave in Chicago before returning to Habana in mid-November.

* * *

S. Roger Tyler, Jr., Vice Consul at Mexico City, registered at the Department on August 30 and planned to have left to return to his post in early September.

* * *

Joseph C. Satterthwaite, Consul and Second Secretary at Baghdad, arrived in New York on August 10 on the S.S. Normandie, after a trip through Iran, Russia and northern Europe. He arrived in Washington on August 16 and proceeded to his home at Tecumseh, Michigan, for a brief visit before entering upon a temporary detail in the Division of International Conferences on September 5.

* * *

J. Loder Park, until recently Consul at Beirut, accompanied by Mrs. Park, arrived in New York City on July 26 on the S.S. Exorchorda. They spent almost two weeks in Washington before leaving for their new post at Hamilton, Ontario.

* * *

Rollin R. Winslow, until recently Consul at Rio de Janeiro, arrived in New York City on August 26 on the S.S. Uruguay. He visited the Department and then proceeded to Lynchburg, Virginia, to spend leave before proceeding to his new post at Quebec.



R. R. Winslow



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• • •

Right: Brazilian panorama, including Rio, Botafogo Bay, and Sugar Loaf, photographed for THE GEOGRAPHIC by W. Robert Moore.



THE NATIONAL GEOGRAPHIC MAGAZINE, Gilbert Grosvenor, Litt.D., LL.D., Editor—WASHINGTON, D. C.

Charles A. Bay, Consul and Second Secretary at Tegucigalpa, arrived in New York City in late August on the S.S. *President Harding*. Mr. Bay visited the Department immediately after his arrival, staying in Washington two or three days, and then proceeded to Philadelphia, where he planned to spend most of his leave before returning to his post. He was to have been joined at Philadelphia by Mrs. Bay and their two children, who were due to have arrived in New York City in early September from the Netherlands.

* * *

Dale W. Maher, Second Secretary and Consul at Budapest, arrived in New York City on August 17 on the S.S. *Vulcania*. He visited the Department on August 22 and planned to spend most of his leave at his sister's home in Los Angeles, leaving for Budapest at the end of September.

* * *

James Hugh Keeley, Jr., Consul at Salonika, accompanied by Mrs. Keeley and their three sons, arrived in New York City on the S.S. *Exorchorda* on July 26. After taking part of his home leave, Mr. Keeley reported for temporary duty on August 25 in the Division of Near Eastern Affairs.

Special Division

Thirteen Foreign Service Officers have been detailed to serve with the recently-created Special Division which is handling the special problems growing out of the repatriation of American citizens now in Europe, the representation of the interests of other governments which are and may be entrusted to this Government, and such other special problems which from time to time may be assigned to it. The Division is headed by former Ambassador Breckinridge Long, who is assisted by Hugh R. Wilson, until recently Ambassador to Germany. George L. Brandt, Foreign Service Officer, was transferred from the Visa Division and designated as Administrative Officer of the Division.

The twelve other Foreign Service Officers were on home leave and received orders to report immediately. They were: Gilson G. Blake, Jr., Consul at Rome, who arrived at New York City with Mrs. Blake from their post on the S.S. *Queen Mary* on August 22. Mrs. Blake has remained temporarily in Baltimore.

* * *

William H. Beach, Consul at Antwerp, who ar-



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rived at New York City with Mrs. Beach from their post in August on the S.S. *Westernland*. They proceeded to the home of Mrs. Beach's parents at Pocomoke, Maryland, and spent leave until Mr. Beach reported here for duty.

* * *

Cecil B. Lyon, Third Secretary at Santiago, who had proceeded to the United States by plane from his post via Buenos Aires and Rio, arriving at Boston on August 26 and joining Mrs. Lyon and their children at the home of his father-in-law and mother-in-law, Ambassador and Mrs. Joseph C. Grew, at Hancock, New Hampshire.

* * *

Sidney E. O'Donoghue, Second Secretary at Habana, who was on home leave, having proceeded to the United States by plane from his post in mid-August to join Mrs. O'Donoghue and their children, who had preceded him in June and were at Norfolk, Connecticut.

* * *

Donal F. McGonigal, Vice Consul at Amsterdam, who was on home leave following his arrival at New York City on August 12 on the S.S. *President Harding*, joining Mrs. McGonigal, who had preceded him in April.

* * *

John F. Hnddleston, Consul at Dresden, who was on home leave following his arrival in the United States from his post in July. He previously had planned to sail from New York City for Dresden in late September.

* * *

Andrew B. Foster, Vice Consul and Third Secretary at Athens, who was on home leave in New Hampshire, where he had gone in mid-August upon expiration of a month's temporary detail in the Visa Division.

* * *

James H. Wright, Consul and Third Secretary at Bogota, who was on home leave following his arrival, with Mrs. Wright, at New York City on July 18. They had been spending the greater part of their leave at Chillicothe, Missouri, and had planned to return to Bogota in late September.

* * *

Paul C. Squire, Consul at Venice, who had been spending leave in Boston.

* * *

George M. Graves, until recently Consul at Vigo, who had been spending home leave in New Eng-



land following his arrival from Vigo and preparatory to his proposed departure from New York City in September for his new post at Colombo.

* * *

Monroe B. Hall, Consul at Shanghai, who was on home leave from his post.

* * *

Francis B. Stevens, until recently Third Secretary at Pretoria, who was on home leave, which he had been spending with Mrs. Stevens principally in Washington.

* * *

William P. Cochran, Jr., reported for duty in the Division following a six weeks' Russian study detail at Harvard University.

A POLITICAL BOOKSHELF

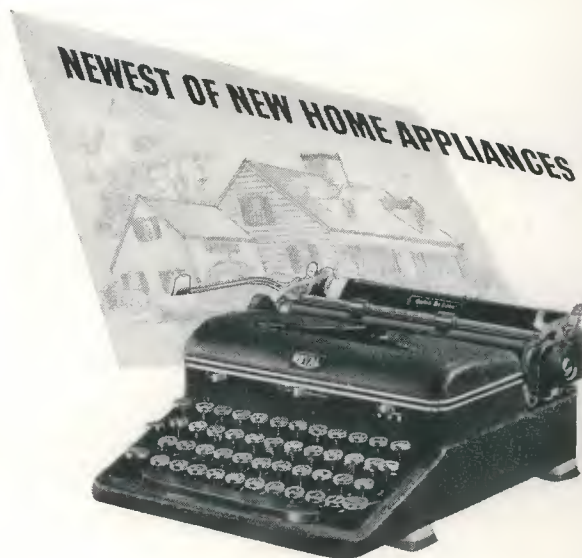
(Continued from page 555)

them that "Telephone calls that rout McDermott and his aides out of bed in the small hours of the morning are customary and accepted as a matter of course." (Page 150.) Incidentally, Mr. Hulcn allows it to be known that the correspondents can interpret solemn official statements without (technically offending *lèse majesté*).

"Another incident equally enjoyed concerned a note Secretary Hughes sent to Japan on the status of the mandated island of Yap. When the text was made public Secretary Hughes insisted that it was not a sharp note. Many correspondents felt it severe but were willing to take the Secretary of State at his word. If it were not sharp, well and good but obviously, they reasoned, if it were not sharp, then it must be blunt. They so described it in their despatches and thus sustained their own interpretation, and technically that of the Secretary of State." (Page 139).

Other interesting subjects discussed in the book are "The Chiefs of Mission Abroad" (Chapter VI), "Influences in the Shaping of Policy" (Chapter VII), "Maintaining Contact Abroad" (Chapter X), and its companion chapter (XI), "Maintaining Contact at Home." A chapter (XII) entitled "One Day in the Department" gives a graphic description of the diplomatic aspects of the *Panay* incident. There are also chapters on "Relations with the Army and Navy" (XV), "Relations with Other Departments" (XVI), and "International Conferences and Organizations" (XVII).

Inside the Department of State will be read with appreciation and understanding by those who are on the inside. It may be added that Foreign Service officers now on duty in the field who will in



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due course be assigned to the Department will find the book of particular value.

C. W.

DIPLOMACY, by Harold Nicolson. London, Thornton Butterworth, Ltd., 1939. 256 pages. Price, 5 shillings.

Harold Nicolson has contributed a work on diplomacy which should appeal to students of this subject. It is brief, concise and well written, interesting, instructive and not too didactic. Fundamentals and facts of theory and practice of diplomacy are entertainingly discussed with the well phrased comment of the experienced author with his clear and trained thought and reasoning. The purpose of his monograph, he says, is "to describe, in simple but precise forms, what diplomacy is and what it is not." He tells us "diplomacy is neither the invention or the pastime of some particular political system, but it is an essential element in any reasonable relation between man and man and between nation and nation."

Origins of organized diplomacy are traced and after a short history of the development of diplomatic theory, the author explains the transition from old diplomacy to the new. He differs with Cambon and feels that the transition "is due, less to ethical standards than to a shift in the center of power." He adds: "the old diplomatist has been frequently ridiculed and at times abused and is represented sometimes as a man of infinite cunning and sometimes as a dotard of incredible ineptitude. The professional diplomatist does, it must be admitted, acquire a habit of conventional suavity which is sometimes irritating. Yet, he also acquires, during the course of his experience, many estimable qualities."

In Types of European Diplomacy the author gives us the benefit of the insight of the experienced observer. He discusses briefly (almost too briefly) the underlying philosophies governing the foreign policies of the principal European powers, respectively, and he packs a great deal into his condensation. It is well conceived and it would be difficult to find a better short survey of this sort. Some of it is particularly timely and gains power by aptness. Policies of different nations are discussed only in so far as they affect the methods by which they are carried out.

Recent Changes in Diplomatic Practice comprise mostly post-war innovations. The increased importance of commerce and of the press he attributes as the main causes of these changes.

A chapter is devoted to the ideal diplomatist and the following are the qualities expected: truth, accuracy, calm, patience, good temper, modesty and

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loyalty. The author says "in case the reader objects that I have forgotten intelligence, knowledge, discernment, prudence, hospitality, charm, industry, courage and even tact, I have not forgotten them. I have taken them for granted." It is a good chapter. "Opinions have differed," he says, "on the question whether intelligence or character, cunning or probity are the more effective instruments of diplomacy." Several early writers and some modern ones have discussed this subject one way or another, but not since Monsieur de Callières have we had such a definite outline of what constitutes a diplomatist, especially a negotiator. It is therefore not strange that Mr. Nicolson quotes Callières.

There are those who still believe, and will continue to believe, that diplomacy is founded on deception and dishonest methods. There is much to befuddle the public mind on the subject, in theory and practice. Nevertheless, Mr. Nicolson devotes constructive thought to this matter. While he will hardly influence greatly the public mind, it is hoped he may influence negotiators.

Points and rules of procedure are examined, including those "which have survived the vicissitudes of the last hundred years which are still recognized by civilized governments as being those most conducive to orderly diplomatic intercourse."

Dangers to which democratic diplomacy is exposed include the irresponsibility of the sovereign people, delay, imprecision and the hasty generalizations of the untrained observer and tourist. The author considers democratic diplomacy as "infinitely preferable to any other system, even in its present confused state, but it just has not as yet found its own formula." Time-lag, he finds, is a serious disadvantage. The distinction between policy and negotiation is well drawn and he hopes the importance of this distinction will be realized more generally.

There is a brief glossary of diplomatic phrases, but this stamps the work as a textbook. It is informative to the uninitiated but rudimentary to the trained officer.

It is difficult to write on diplomacy in any case, and particularly without straying all over the place, due to the way international law, privileges and immunities and other ramifications divert writers but one can notice Mr. Nicolson's determination to condense and not to wander off into overlapping studies. He takes a precise definition of diplomacy to avoid doing this, and his continuity is good.

International law is mentioned only where it advances diplomatic theory or affects diplomats directly.

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*Staff of military attaché.

**Staff of commercial attaché.

NEWS FROM THE FIELD

(Continued from page 553)

JOHANNESBURG

The last few months have brought very little of news value in South Africa. Arrivals and departures have been the principal events. Consul Nathaniel Lancaster, Jr. passed through Capetown and Durban en route to his new post at Lourenco Marquez; Vice Consul Waldo E. Bailey, of Nairobi, also visited South Africa in going to the United States on leave, and Vice Consul Lampton Berry, of Durban, has returned from home leave, during the course of which he passed the oral examination and entered the career service.

The official American population of Johannesburg has reached an all-time high with the arrival of Vice Consul W. Stratton Anderson and Trade Commissioner William P. Wright with his wife and daughter.

Independence Day was celebrated in South Africa by receptions given by the Minister and Mrs. Keena at Capetown, Consul General and Mrs. Russell at Johannesburg, Consul and Mrs. Brooks at Durban and Consul and Mrs. Richardson at Port Elizabeth.

Consul John Corrigan, of Durban, has been absent on home leave since March, and the Consulate has been alternately in charge of Consuls Brooks and Aclay from Johannesburg during his absence.

R. AUSTIN ACLEY.

TOKYO

A number of officers from posts in China visited Japan last month on local leave. Mr. Frank P. Lockhart, Counsellor of Embassy at Peiping, made a hurried trip to see off his daughter who is returning to the United States and to meet his son, who had just come out from school. Mr. H. Merrell Benninghoff, Second Secretary of Embassy, at Peiping, also visited the Japanese capital on a courier trip, spending some days in Tokyo with his father, who is an old resident of Japan and also sojourning in Karuizawa for a few days during the worst of the Tokyo heat wave. Mr. Horace H. Smith, American Consul at Shanghai, came up to the capital between ships on what has become apparently an annual Japan-China circular tour. Mr. Charles A. Cooper, American Vice Consul at Shanghai, and temporarily on duty at Nanking, unexpectedly appeared in Tokyo after a lapse of almost two years to renew acquaintance with many friends acquired during his four year assignment here before. Mr. Monroe B. Hall, Consul at Shanghai, is scheduled to pass through Japan shortly on home leave in the United States. Mr. Max W. Schmidt, Third Secretary of Embassy, arrived on the *S.S. President Coolidge* on July 15, 1939, to resume his duties at the Embassy after a ninety days' sojourn at his home in Arkansas. Mr. David Thomasson, recently assigned as Vice Consul at Tokyo, has arrived.

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PRESERVATION OF HISTORIC SHIPS

(Continued from page 547)

grave-mounds where they were found had been looted at some earlier period. Many grave-goods which had been buried with the vessels or their occupants had been stolen. Since the ships are believed to have been buried during the ninth century the opportunities for looting were many.

For a generation or more after its discovery, the Gokstad ship was the most noteworthy archeological find in Norway and, like the Tune ship, was saved from complete destruction by having been buried in blue clay. The ship was found with its bow pointing to the sea and the burial chamber was constructed from timber specially carried to the site. The mast had been cut off to the height of the chamber which contained, in all probability, the remains of a king who had been laid on his bed, dressed in his best clothes and with all his weapons. When excavated, this ship was in a fair state of preservation but due to drying, the planking became warped and parts of the stem and stern post and of the mid-ship section were missing as well as the whole of the uppermost row of planking. Certain new wood had to be used in rebuilding the vessel after its transfer to its present location. To show distinctly what is the original and what has been added in reconstruction, the new materials have been given a lighter tone than the almost black of the original. The removal of the ship to Oslo from where it was found presented great difficulties and the only possible solution at the time was to saw the ship in two. The two sections were then transported to the sea and towed to Oslo on a large barge.

The Gokstad ship was intended for both rowing and sailing and fitted for 32 oars set in the fourteenth row of planking. When under sail, the oar-holes were closed by means of shutters. The two uppermost rows of planking served as a breakwater or protecting rail. About amidships there is an oak beam to strengthen the part in which the mast was stepped and above this there is a large oak block over the cross-beams. This is carved in the shape of a fish tail at both sides and through a large hole in this the mast was stepped into a groove in the lowest beam. When the mast was stepped, the open part of the hole was closed by means of a large oak plug. When this was removed the opening was large enough to permit the mast being lowered toward the stern.

On the Gokstad ship there was a rack for 64 round shields along the gunwale. The shields found with this ship provided the first examples of the Viking age shield. They were made of fir and were

94 centimeters in diameter. The boss was fixed in the center of the front while a comparatively solid wooden rib ran across the back and also served as a handle. Around the edge was a leather mount which held the shield together. The shields were lashed to rectangular openings in such a manner that they overlapped one another and were painted alternately yellow and black.

The decorated bronze fittings on the Gokstad ship indicate that the burial must have taken place about 900 A. D. There was probably a period of fifty years between the building of the Gokstad and Oseberg ships, the latter being the older. The differences in construction methods denote a definite advance in building technique. Professor Brøgger considers that the Gokstad ship was, on the whole, a normal big ship of the Viking era. An exact duplicate crossed the Atlantic from Bergen in 1893.

The Oseberg ship, with the exceptions noted, is generally similar to the vessel just described. It is by far, of course, the most perfect example of the three which have been preserved. When found, the Oseberg ship was moored to a large stone by means of a hawser running from the stem. The Gokstad ship was found near Sandefjord which is now the most important base for the Norwegian whaling industry while the Oseberg vessel was located near Tønsberg, still an important shipping center. The close connection between the sea and Norwegian progress may be noted from the fact that where the Vikings once based men still go down to the sea in ships. It is fitting, consequently, that in Norway should be found the outstanding example of ship preservation.

In the fore-part of the Oseberg ship a quantity of ship's equipment was found. This included oars, bailing vessels, pails, nails, etc. An iron anchor, 1.02 meters long, with a movable ring attached at each end and an oak stock 2.28 meters long, as well as a gangplank made of a pine plank 6.90 meters long with 23 elevated steps, were also found.

The Oseberg ship was built entirely of oak and the timbers were so well preserved that it was possible to steam and bend them back to their original shapes although the subsidence of the mound which covered the ship had broken its bottom. The ship was rebuilt from the old parts and at least two-thirds of the old rivets were used. The figurehead is actually a replica but otherwise all of the original material is in place. There is evidence that the mast-partner in the Oseberg ship was too slender. Two iron bands are fastened across the hock on the fore-side of the mast. These bands were added a long time after the ship was built to repair some dangerous crack which had appeared in the mast-partner.



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Both the stem and stern post of the Oseberg ship are richly carved in relief with representations of animals. The figurehead represents a serpent's head.

The remaining ship, the Tune, has not been restored. It is exhibited as found thus giving an excellent idea of the difficulties encountered by the men who reconstructed the other two ships. To illustrate these difficulties it may be mentioned that one of the sledges found with the Oseberg ship was in 1,068 fragments. Each of these was boiled in alum, then dried and impregnated with linseed oil. The restoration of the sledge alone occupied more than a year.

We cannot expect our large naval vessels to be preserved in precisely the same manner that the Norwegians are keeping the existing examples of Viking shipbuilding art. There have, however, been a number of suggestions as to the policy which we should follow. Some have wanted the vessels concentrated at Annapolis where they would be available to large numbers of visitors to the Naval Academy and an inspiration to the midshipmen. Others desire them to be distributed to appropriate cities throughout the country. What the final disposition will be is not, as yet, known but a story in the *New York Herald Tribune* for April 30, 1939, reports the intention to ask Congress for funds to begin a naval museum at Washington in front of which certain of the historic ships would be moored. This plan has been in the formative stage for some years and material for the museum has been being systematically gathered since the organization of the Naval Historical Foundation in 1926. The spirit which prompted the Norwegians to preserve their Viking ships is one which we may well follow before our famous old ships have deteriorated to the point where restoration will be impracticable. The opening in June of the Naval Academy Museum and the prospect of a larger depository at Washington indicates that we are coming to better appreciate the inspirational value of our historical naval material.

American Consuls,
Shanghai, China.

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I humbly beg to appoint myself an honorable candidate of clerk in your royal office. I devotedly beg to be clerk to you, and I determine myself to be honesty in the work when you will appoint me. For I am enormous when I make arithmetic.

Hoping, dear Sir, that you will satisfy my curiosity, for I brook no delay. Please let me receive a reply this afternoon either by correspondence or personally.

Yours truly,



OUR NAVY NOW AND IN PROSPECT

(Continued from page 535)

We lead all nations in number of heavy cruisers but trail Great Britain and Japan in the light cruisers.

The destroyer, fleetest of all seagoing naval types has a speed of over 35 knots or 40 miles per hour. Its primary weapon is the torpedo but it is also provided with five inch dual purpose guns and carries depth charges for anti-submarine use. It is a very versatile type, being well adapted for convoy escort and for screening, scouting, and search missions. In a major fleet battle groups of destroyers are used to make swift torpedo attacks on groups of larger ships.

With 55 underage destroyers, our fleet has fewer than any naval power except Germany. As a result of this situation we have retained in service 66 overage destroyers giving us a total in commission of 121. Out of commission but capable of being put back into service in emergency are 110 more overage ships giving a total available for war use of 231.

It is interesting to recall that upon our entrance into the World War we had only 52 destroyers and that we immediately embarked upon the greatest destroyer building program in history. Two hundred and seventy-five ships of this type were ordered and the utmost effort was made to speed their construction. An all time record was made when the USS *Reid* was commissioned 56 days after its keel was laid in the Squantum plant of the Bethlehem Steel Co. But despite all that could be done only 44 new destroyers could be added to the fleet before the armistice on November 11, 1918. Of this 44 only 22 had been started during the War, and only 12 of the 22 were completed in time to engage in war duty. This is an eloquent example of the futility of depending on building naval vessels after a conflict is imminent. We urgently needed 275 destroyers and we could produce only 24. Even the Eagle boats which Mr. Ford exerted such great effort to produce rapidly came too late. The largest type of craft that could be turned out quickly and in quantity was the little 110-foot wooden sub-chaser.

We come now to a consideration of the submarine, that dreaded war craft which operates under the water as well as on its surface. The primary weapon of this type is the torpedo but for surface use against lightly armed ships and aircraft the submarine has a gun mounted on deck. Due to its small reserve buoyancy, however, the submarine is at a distinct disadvantage in a gun

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U.S.S. Boise. One of the newest 10,000 ton cruisers, commissioned on August 12, 1938.

duel. Invisibility is the submarine's greatest asset and makes it very useful in certain forms of scouting and patrol duties. As a raider of commerce we know it best and dread it most.

The normal useful life of the submarine is thirteen years. Of all navies we have the fewest underage boats in service, the number being 24 as compared to Great Britain's 44, France's 76, Italy's 98, Germany's 50, Russia's 134, and Japan's 44. Counting our overage boats we have a total of 58 in commission and 28 out of commission but capable of use in emergency. There are in all navies about 700 submarines in service and all nations are continuing to build this type at a rapid pace.

Looking at the whole picture, our naval forces available for duty now are in point of numbers second only to those of Great Britain and stronger than those of any other one nation. The battle efficiency of our Fleet and the training and morale of our men are in the opinion of Admiral Leahy unequalled by any major naval power. This is more of a tribute to the men behind the guns than to our foresight in providing timely replacements for worn out units of our fleet.

Let us face the facts of our naval rearmament program. In 1933 the President allocated \$238,000,000 from emergency funds for construction of 32 ships. The last of this group was completed in 1938. The Congress took action in 1934 by the enactment of the Vinson-Trammell Act which authorized building up to treaty limits allowed us. Under this act 94 ships have been laid down, 45 of which are in service and 49 of which are still building. Urgent needs for auxiliary ves-

sels was partially provided for in the Act of July 30, 1937, under which six ships are still building. The Naval Expansion Act of May 17, 1938, referred to above as the billion dollar program has resulted in the addition to the fleet of but two oil tankers and they were purchased ready built. Thirty-four combatant ships have been laid down under this program but the first will not be ready for service before 1940. This program will probably not be completed earlier than 1944.

To summarize, we have laid down since 1933 a total of 179 new naval vessels of which 89 have been completed and 90 are still building. Averaging over the six year period our shipbuilding industry has produced 15 naval vessels per year. The rate of completion is increasing slowly as shown by the fact that 17 new ships were placed in commission the past year, but our fleet will not be up to authorized strength in underage ships until 1944 unless we resort to emergency methods. When we reach our present goal in underage tonnage we will have the following number of underage ships:

- 18 battleships
- 45 cruisers (or thereabouts)
- 150 destroyers
- 56 submarines
- 8 aircraft carriers
- 3,000 airplanes

Our naval forces are at present maintained in strategic concentration on the west coast with the following exceptions. Our Asiatic fleet of 36 miscellaneous ships is based on Manila. The Atlantic Squadron composed of 3 battleships, 1 training ship, 1 aircraft carrier, 4 heavy cruisers, and 19 destroyers operates in the Western Atlantic. The Special



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Although the fleet is the *sine qua non* of sea power it is not the only factor. An adequate merchant marine, a trained reserve, and strategically located bases properly equipped to service the fleet are important elements of sea defense. The Maritime Commission is fast supplying the deficiencies of the merchant marine, having laid down 86 ships totalling over 1,000,000 tons. The trained naval reserve now numbers 14,060 officers and 41,985 men. This compares with 977 officers and 12,407 enlisted militiamen and reserves in service April 6, 1917. In bases we are now deficient. Having a one ocean navy with a two ocean coastline it is necessary to have adequate base facilities in each ocean for the entire fleet. Our dry dock facilities are now being expanded on both coasts and in Hawaii. As mentioned above, additional air and submarine bases are already under construction. But our system of bases is still short of fleet needs as recommended by the Hepburn and previous boards, and a fleet without adequate advanced bases is like a watchdog on a short leash.

The cold facts as set forth show clearly that we are on our way to the achievement of a Navy that will positively defend this country from aggression; protect our commerce and our policies, and ensure security for our homeland. May the peace be preserved for us in a war-torn world. May the ends of American diplomacy ever prevail. But should diplomatic negotiations become bankrupt and the "first line of peace" break down, then the Navy, the first line of defense, will assuredly be ready.

VISITORS

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

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Paul Chapin Squire, Venice	10
Andrew B. Foster, Athens	12
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John S. Calvert, Regina	14
Allen Haden, Buenos Aires	14
Robert W. Heingartner, Frankfort	14
June Robinson, Athens	14
John Luebsen, Managua	14
Joseph C. Satterthwaite, Baghdad	16
H. D. Robison, Singapore	16
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Samuel H. Ray, Dept. Commerce	30
Theodore J. Hadraba, Dept. Commerce	31
Norris S. Haselton, Manchester	31
H. Merle Cochran, Dept. State	31
Donald C. Dunham	31

September

David T. Ray, F.S.O. Training School	1
Lewis C. McCorquodale, Tegucigalpa	1
Carl H. Boehringer, Tokyo	1
W. Quincey Stanton, Casablanca	2
H. F. Arthur Schoenfeld, Helsinki	2
Nathalie Boyd, Hong Kong	2
John Evaris Horner, F.S.O. Training School	3
William H. Cardwell, F.S.O. Training School	3
S. Reid Thompson, Cardiff	4
Howard Donovan, Bombay	5
Outerbridge Horsey, F.S.O. Training School	5
George Graves, Vigo	5
Margaret Jones, Hamburg	5
Vernon L. Fluharty, Ciudad Juarez	5
William L. Krieg, Stuttgart	5
G. Lybrook West, Jr., Windsor	5
Owen L. Dawson, Shanghai	5
Mayelle Byrd, Shanghai	5
Hallett Johnson, Stockholm	6
Joseph Otten, Milan	6
Winthrop R. Scott, Caracas	6
Eldridge Durbrow, Naples	7
W. L. Lowrie, retired	8
John H. E. McAndrews, Nassau	8
Parker T. Hart, Vienna	8
F. A. M. Alfsen, Dept. Commerce	9
Alice L. Crawford, London	10



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